PORT TAMPA BAY

PORT TAMPA BAY
MONTHLY BUSINESS MEETING
OCTOBER 20, 2026 - 9:30 AM

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G. **PRESENTATIONS**

FEDERAL AND STATE LEGISLATIVE UPDATE:
PRESENTED BY BECKER & POLIAKOFF, GRAYROBINSON, THE ADVOCACY PARTNERS, VAN SCOYOC ASSOCIATES

PORT REDWING:
PRESENTED BY ED WASHINGTON, PORT TAMPA BAY

H. **NEW BUSINESS**

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NOVEMBER 6, 2026: PORT TAMPA BAYSLAM (SOLD OUT)
TAMPA CONVENTION CENTER DOCK

NOVEMBER 18, 2026: TAMPA PROPELLER CLUB STONECRABFEST
5:30 PM IN PORT TAMPA BAY CRUISE TERMINAL 2

JANUARY 9, 2027: PORT TAMPA BAY ANCHOR BALL
TPEPIN'S HOSPITALITY CENTRE

JANUARY 12, 2027: PORT TAMPA BAY MARITIME EXPO
9:00 AM IN PORT TAMPA BAY CRUISE TERMINAL 6

K. **DATE OF NEXT MEETING**

TUESDAY, NOVEMBER 17, 2026 AT 9:30 AM IN PORT TAMPA BAY BOARDROOM

L. **ADJOURNMENT**

PORT TAMPA BAY

PORT TAMPA BAY MONTHLY BUSINESS MEETING

Meeting Date: September 15, 2026
Location: Port Tampa Bay Headquarters, 1101 Channelside Drive, Tampa, Florida

PORT TAMPA BAY BOARD MEMBERS PRESENT

Chad Harrod	Chairman	Seat #1
Christopher Carrere	Commissioner	Seat #2
Ted Conner	Vice Chairman	Seat #3
Patrick H. Allman	Secretary/Treasurer	Seat #5
The Honorable Christine Miller	Commissioner	Seat #6
The Honorable Mayor Jane Castor	Commissioner	Seat #7

PORT TAMPA BAY SENIOR STAFF PRESENT

Paul Anderson	President and CEO
Raul Alfonso	Executive Vice President and Chief Commercial Officer
Charles E. Klug	Chief Legal Officer
Michael Poole	Chief Financial Officer
Thomas Hobbs	Chief External Affairs Officer
Greg Lovelace	Sr. Vice President of Marketing and Business Development
Patrick Blair	Vice President of Engineering
Ryan Fierst	Vice President of Legal Affairs
Ram Kancharla	Vice President of Planning and Development
Karl Strauch	Vice President of Marketing
Matt Thompson	Vice President of Operations
Joeanne Toledo	Vice President of Human Resources
Ed Washington	Vice President of Real Estate

The Public Attendance Sign-in Sheet is Attachment A.

Chairman Harrod called the meeting to order at 9:32 a.m. and welcomed attendees, staff, and the public. It was noted for the record that Commissioner Mark Kaplan was absent from the day's proceedings. It was also noted that several voting items would be taken out of the customary order so Commissioner Carrere could attend another board meeting.

A. INVOCATION – PLEDGE OF ALLEGIANCE AND PUBLIC COMMENT

A-1. INVOCATION – PLEDGE OF ALLEGIANCE

Chaplain Anthony Nunez led the invocation and Pledge of Allegiance.

A-2. PUBLIC COMMENT

No public comments were received.

B. MINUTES AND FINANCIAL STATEMENTS

B-1. RECEIPT OF THE MINUTES FOR AUGUST 18, 2026 BOARD MEETING

Chairman Harrod received the August 18, 2026 Board meeting minutes for approval.

Motion: Commissioner Conner
Second: The Honorable Castor
Vote: Motion carried unanimously

B-2. PRESENTATION AND RECEIPT OF THE FINANCIAL STATEMENT THROUGH AUGUST 31, 2026

Presenter: Michael Poole

Mr. Poole reported that operating revenue totaled approximately $94.6 million, nearly $1.8 million or 2% above budget. Cargo-related revenue totaled about $41 million, and cruise-related revenue totaled approximately $27 million.

Mr. Poole reported that the Port handled approximately 16 million tons of cargo. Prilled sulfur, aggregates, and citrus exceeded forecast, while petroleum, cement, limestone, and granite were at or slightly below expectations. Approximately 65,000 vehicles had moved through the Port, more than twice the prior-year total and about 2% above budget. Container activity reached approximately 257,000 TEUs, 6% above the prior year. Cruise activity generated approximately $27 million from 1.7 million passengers and 378 vessel calls, supported by year-round service from Royal Caribbean, Margaritaville at Sea, Carnival, and seasonal service from Norwegian and Celebrity.

Lease revenue approached $26 million, approximately $1.3 million or 5% above forecast, primarily because of automobile-processing operations and Port Redwing customers. Mr. Poole explained that cargo and cargo-related leases represented approximately 75% of the Port's business and cruise operations approximately 25%. Operating expenses totaled approximately $50.8 million and were $2.6 million below budget. Personnel costs were about $573,000 below budget because the Port generally employed approximately 150 people against 160 budgeted positions. Promotional spending was approximately $347,000 below budget, and administrative expenses were about $1.6 million below budget, primarily because of savings in service contracts and professional services. Nonoperating items included approximately $2.4 million in interest revenue, $3.1 million in interest expense, $12.7 million in ad valorem tax revenue, and approximately $1 million in other items. Operating revenue of nearly $95 million less operating expenses of about $51 million

produced operating income of approximately $44 million and an operating margin of 46%, compared with the budgeted 42%. After nonoperating items, net income was approximately $55 million. The Port would apply roughly $5 million to debt principal, maintain targeted cash balances, and direct the remaining funds toward the capital program.

Commissioner Allman asked whether the Port had begun drawing on its line of credit. Mr. Poole confirmed that a $20 million draw was scheduled for the following week. Commissioner Allman noted that the Port could earn a higher rate on invested cash than it would pay on the tax-exempt borrowing. Mr. Poole agreed and explained that the favorable spread resulted from the lower tax-exempt borrowing rate.

Chairman Harrod observed that operating income had remained around $47 million for approximately three years even as revenue increased and the FY2027 forecast approached $109 million. He acknowledged the substantial increase achieved in FY2024 but asked whether expenses were growing too quickly or whether the Port was pursuing revenue that did not produce adequate incremental profit. Mr. Poole responded that revenue growth was keeping pace with or exceeding expense growth. He noted that budgeted expenses historically exceeded actual expenses by several million dollars and anticipated that, if FY2027 revenue met forecast while expenses again finished below budget, both operating income and margin would improve.

Mr. Anderson agreed that profitability deserved attention and added that the financial picture should also be viewed alongside the Port's record $195 million capital program and approximately $59.7 million in grant funding expected during the year. He stated that the Port's mid-40% net operating margin compared favorably with other ports. Chairman Harrod agreed and clarified that his comments were intended to identify a trend for continued monitoring, not to diminish the Port's accomplishments.

Motion: The Honorable Castor
Second: The Honorable Miller
Vote: Motion carried unanimously

C. CONSENT AGENDA

C-1. EXTENSION OF LANDSCAPE SERVICES AGREEMENT WITH T.C.C. ENTERPRISE, INC.

C-2. EXTENSION OF GROUNDS MAINTENANCE AGREEMENT WITH T.C.C. ENTERPRISE, INC.

C-3. CONTRACT EXTENSION WITH XTREMELY CLEAN JANITORIAL SERVICE, LLC

C-4. INCREASED FUNDING FOR CONTRACT WITH HILLSBOROUGH COUNTY SHERIFF'S OFFICE FOR LAW ENFORCEMENT SERVICES

C-5. LEASE AGREEMENT WITH CEMEX CONSTRUCTION MATERIALS FLORIDA, LLC.

C-6. MODIFICATION OF LEASE TERMS WITH ARGOS MATERIALS, LLC

C-7. PUBLIC TRANSPORTATION GRANT AGREEMENT (PTGA) AMENDMENT WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION – FSTED FUNDS (PTGA #444908-2-94-04)

Motion: Commissioner Conner
Second: The Honorable Castor
Vote: Motion carried unanimously

D. REGULAR AGENDA

D-1. AWARD OF CONTRACT FOR SOUTHBAY ROAD & UTILITIES PHASE 1

Presenter: Patrick Blair

Mr. Blair explained that Port Tampa Bay had acquired the Southbay property for future development and had designed and permitted a larger infrastructure project that had been deferred while other projects were prioritized. The installation of a signal at Port Redwing on Diana Toledo Almeida Road required a turn lane as a permitting condition. Staff therefore separated that component from the larger project, advanced it, and advertised it for competitive bid. He reported that the invitation to bid was advertised on July 31, 2026, in the Tampa Bay Times, Florida Sentinel Bulletin, and La Gaceta, as well as through Euna OpenBids, and that staff conducted a nonmandatory pre-bid conference on August 6 and received complete bids on September 3.

Mr. Blair stated that PCS Civil, LLC was a licensed and qualified contractor with experience performing roadway construction and successfully completing Port projects of comparable size and complexity. PCS committed to small-business participation on the project. He requested authorization for the Port President and CEO or his designee to execute a contract with PCS Civil in the base amount of $1,404,999.75, together with approximately $495,000 in contingency authority for additional change-order work, for a total authorization not to exceed $1.9 million, subject to review by Port Counsel. He noted that $2.5 million had been included in the FY2026 capital budget for the project.

Chairman Harrod asked why the contingency represented approximately 35% of the base contract and requested clarification regarding the anticipated change-order work. Mr. Blair explained that the advertised work was a portion of a larger project and that the favorable bid left room within the previously budgeted amount to advance additional work that would otherwise be required later. Depending on project conditions and priorities, the additional work could include extending utilities farther into the property or filling the large borrow pit located in the path of the future roadway. He explained that material associated with construction of the future floodplain-compensation pond could be used to fill the pit. Chairman Harrod confirmed that the explanation addressed his concern.

Motion: The Honorable Miller
Second: The Honorable Castor
Vote: Motion carried unanimously

D-2. AWARD OF CONTRACT FOR PENDOLA POINT MILL AND RESURFACE PROJECT

Presenter: Patrick Blair

Mr. Blair explained that, following the security changes implemented after September 11, 2001, certain Port roadways transitioned from public to secure private facilities, placing responsibility for their maintenance on Port Tampa Bay. Pendola Point Road is approximately two miles long, and the proposed project would mill and resurface roughly the first 1,000 feet, where heavy truck braking and stopping produce the greatest deterioration. Portions of the roadway would be reconstructed in concrete and other portions would be milled and resurfaced with asphalt.

Mr. Blair reviewed the competitive procurement process and stated that PCS Civil was experienced, qualified, and familiar with Port projects. PCS committed to achieving the Port's 9% small-business-enterprise participation goal. He requested authorization to award the contract to PCS Civil, Inc. for $1,514,068.50, with an $85,931.50 contingency for unforeseen conditions, for a total amount not to exceed $1.6 million, subject to review by Port Counsel.

Chairman Harrod asked why the small-business participation percentage differed from that stated for the preceding project. Mr. Blair responded that the Port's stated goal was 9% and explained that bidders balance participation decisions with the associated project costs. He confirmed that PCS met the applicable goal for this project.

Motion: Commissioner Carrere
Second: Commissioner Conner
Vote: Motion carried unanimously

D-3. AWARD OF CONTRACT FOR ANODE LIFE CYCLE REPLACEMENT – ITB NO. 008-26

Presenter: Patrick Blair

Mr. Blair stated that the Port owns approximately 75 wharves consisting of both concrete-supported structures and sheet-pile walls. Although no external requirement compels the practice, the Port follows a plan to perform underwater inspections approximately every five years. Of roughly 35 sheet-pile structures, about seven were identified as needing anode life-cycle replacement. Staff also included alternates so additional structures with an estimated 30% to 50% remaining anode life could be addressed while the contractor was mobilized if bid pricing permitted.

Mr. Blair reported that staff advertised ITB No. 008-26 through OpenBids on August 7, conducted a nonmandatory pre-bid teleconference on August 13, and received bids on September 3. He noted that Thompson Contracting Group, Inc. was a small business and therefore represented 100% SBE participation. Staff recommended award in the amount of

$1,397,433.14, with a 10% contingency for unforeseen conditions, for a total project cost not to exceed $1.5 million. The contract would contain a termination-for-convenience provision, and funding was included in the FY2026 capital budget.

Motion: Commissioner Allman
Second: Commissioner Carrere
Vote: Motion carried unanimously

D-4. PUBLIC TRANSPORTATION GRANT AGREEMENT (PTGA) WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION – PTGA #458239-1940, CONTRACT NUMBER G3U38

Presenter: Ram Kancharla

Mr. Kancharla reported that the Florida Department of Transportation awarded Port Tampa Bay $500,000 in FY2026-27 to update the Port Master Plan. The award required a $500,000 local match and execution of a Public Transportation Grant Agreement. He explained that the updated plan would establish a 20-year framework for future Port development by assessing facilities, forecasting market needs, addressing transportation and infrastructure requirements, and identifying long-term capital investments. He requested authorization for the Port President and CEO or his designee to execute the agreement with FDOT District Seven, subject to review by Port Counsel.

Commissioner Allman asked whether the $1 million combined state and local funding represented an estimate, which Mr. Kancharla confirmed did. Commissioner Allman then asked what would occur if the master plan cost only $800,000. Mr. Kancharla explained that unspent local funds would return to general revenue at year-end. He clarified, however, that the state grant was designated for the master plan; if the plan cost less than $1 million, staff would need to consult FDOT regarding the unused grant balance.

Motion: Commissioner Carrere
Second: The Honorable Miller
Vote: Motion carried unanimously

D-5. PROPOSED CHANGES TO PORT OF TAMPA TARIFF NO. 14

Presenter: Phillip Lawson, Director of Finance

Mr. Lawson explained that the Tariff Committee evaluates existing rates, the Port's competitive position, operating requirements, and capital needs each year and uses that analysis to determine proposed changes. The Port advertised the proposal, held two public hearings, and emailed tenants regarding the revisions. The proposed changes included a 3% increase in harbormaster fees and other adjustments. He clarified that proposed cruise-vessel and cruise-passenger dockage and wharfage rates would take effect in October 2027 because the Board had already approved cruise-related increases for the upcoming fiscal year. Mr. Lawson also highlighted a new security fee intended to help recover rising security costs, noting that peer ports had charged similar fees for years. The

overall changes were intended to contribute toward dock construction, infrastructure improvements, maintenance, and security costs.

Mr. Lawson confirmed that staff had completed an internal analysis using Gulf Ports Association rates and had set the proposed rates slightly below comparable charges. Even after the proposed increases, Port Tampa Bay was expected to remain below competing ports.

Commissioner Allman asked whether representatives from the Port community could be added to the Tariff Committee. Mr. Lawson stated that the committee had been internal for at least 20 years but agreed the suggestion warranted discussion. Commissioner Allman stated that he believed direct participation throughout the process would improve transparency and allow stakeholders to contribute before recommendations were finalized. He supported the proposed changes and asked that external participation be considered in future tariff reviews.

Motion: Commissioner Allman
Second: Commissioner Carrere
Vote: Motion carried unanimously

D-6. PURCHASE OF LAND FROM AMALIE OIL R.E., LLP

Presenters: Ed Washington and Patrick Blair

Mr. Washington reported that staff had negotiated a purchase-and-sale agreement with Amalie Oil, R.E., LLP for approximately 15.19 acres of upland property at the southwest corner of Causeway Boulevard and Rockport Road. CEMEX occupies approximately 26.4 acres directly across Rockport Road. Acquiring the parcel would support CEMEX and the Eastport terminal by making it possible to extend rail service along the parcel's southern boundary, through the CEMEX site, and to Eastport. He explained that Eastport currently consists of approximately 18 acres, is undergoing a 9.68-acre expansion expected to be completed in 2028, and could later be expanded to add three berths with a projected 2032 completion. Rail access would increase the utility and value of those investments, support lease-revenue growth, and create capacity for additional cargo volumes.

Mr. Washington stated that the agreement provided a 60-day due-diligence period for environmental assessment, site testing, survey, and confirmation of marketable title. If the inspections disclosed unsatisfactory conditions, Port Tampa Bay could terminate the agreement and recover its earnest-money deposit. Because the agreement required approval by both parties' governing boards by September 15, he requested authorization for the Port President and CEO or his designee to execute the agreement and increase the capital budget by the purchase price, subject to review by Port Counsel.

Mr. Blair stated that the planned FY2027 Eastport work would add approximately eight to ten acres and extend the bulkhead by about 275 feet, allowing larger vessels to use the facility. Staff had already met with both CEMEX and CSX. CSX was interested in developing a series of tracks to load product, while CEMEX wanted rail service to its site, had expressed interest in leasing the Amalie parcel if acquired, and was preparing three routing

concepts. CEMEX also wished to pursue grant funding with the Port. Once a preferred plan was developed with CEMEX, staff would return to CSX for review. Engineering and permitting could begin around 2028, with construction potentially beginning in 2029.

In the context of the Port's broader investment, Mr. Blair stated that the Port had invested approximately $15 million in the first Eastport phase about 15 years earlier and was preparing to spend approximately $37 million on the next phase. In addition, the harbor-deepening project was expected to generate fill material with an estimated replacement value of $200 million to $300 million, which could be used to reclaim more than 60 acres adjacent to deep water. Because developing a new navigation channel could cost roughly half a billion dollars per mile and create significant environmental and property impacts, the combination of deep-water frontage and rail access represented extraordinary strategic value. Mr. Blair estimated the overall economic value of the opportunity in the hundreds of millions of dollars and stated that rail would substantially increase the usefulness of the reclaimed land.

Commissioner Allman emphasized the Port's responsibility to acquire strategically important property when it becomes available. In his view, the cost of the property was justified because the site was essential to extending rail to Eastport, could facilitate additional use by CEMEX, and might also provide upland capacity for AGUNSA or other customers. He stated that waiting for a lower price could cause the Port to lose a property that would be significantly more valuable in five years.

Motion: Commissioner Allman
Second: Commissioner Conner
Vote: Motion carried unanimously

E. RECEIPT OF REPORTS

E-1. REPORT OF MONTHLY AGED RECEIVABLES

E-2. REPORT OF MONTHLY CONTRACT STATUS

E-3. REPORT OF MONTHLY WORK PERMITS

E-4. REPORT OF EXPENDITURES BETWEEN $50,000 and $250,000

Motion: Commissioner Conner
Second: The Honorable Castor
Vote: Motion carried unanimously

F. EXECUTIVE DIRECTOR REPORT

Mr. Anderson relayed the following items:

New Cranes Move One Step Closer to Service
Port Tampa Bay's two new Liebherr Maritime cranes were fully assembled and standing tall. After months of assembly, bolting, alignment and electrical work, port teams have reached

another important step in preparing the cranes for service. The cranes are ready to move to the wharf, where they will undergo further testing. The new cranes are part of the port's container yard buildout, which is expected to come online by late 2026.

Port Tampa Bay Hosts Coast Guard Training
Port Tampa Bay hosted the U.S. Coast Guard's national conference for Marine Inspector Training Officers (MITO) several weeks ago. Vice President of Operations Matthew Thompson and Cruise Operations Manager Micah Bonner, both former U.S. Coast Guardsmen, welcomed 40 MITOs from around the country.

Western Dredging Association (WEDA) Summit and Expo
In August, Port Tampa Bay's director of engineering, Jose De Jesus, P.E., traveled to Montreal, Canada, to discuss the Port's channel-deepening project at the Western Dredging Association (WEDA) Summit and Expo, a must-attend event for dredging professionals in the Western Hemisphere. As part of a panel discussion with leaders from other ports and the U.S. Army Corps of Engineers, Port Tampa Bay shared how one of Florida's most significant navigation improvement projects is advancing while balancing technical excellence with environmental stewardship. The Port is proud to exchange ideas and best practices with ports, engineers, contractors, and other maritime industry professionals helping shape the future of navigation and infrastructure.

Port Tampa Bay Hosts Ukrainian Delegation
Port Tampa Bay hosted a harbor tour for the mayor and deputy mayor of Khmelnytskyi, Ukraine, along with their teams, City of Tampa leaders, and representatives from other community groups. The visit provided an opportunity to showcase Port Tampa Bay's diverse operations and share the important role the port plays in supporting the region and connecting Tampa Bay with communities around the world.

Port Tampa Bay Honored with Quest for Quality Award
For the third consecutive year, Port Tampa Bay was recognized in the Gulf category of Logistics Management magazine's Quest for Quality Awards. The awards are determined by logistics and transportation professionals and recognize organizations for customer satisfaction and service excellence.

G. PRESENTATIONS

GLOVIS America, Inc.

Presenter: Scott Cornell, President and CEO of GLOVIS America, Inc.

Mr. Cornell thanked the Board and praised the Port team, including Paul Anderson, Raul Alfonso, Brian Giuliani, Greg Lovelace, Patrick Blair, and the engineering department. He stated that GLOVIS operates at 16 finished-vehicle ports and described Port Tampa Bay's engineering staff as uniquely responsive and solutions-oriented. A video then summarized GLOVIS America's integrated logistics network, including ocean transportation, vehicle processing, warehousing, production support, intermodal distribution, aftermarket-parts delivery, real-time vehicle tracking, and warehouse automation. The video reported more than 3.1 million vehicles processed, approximately 123,000 containers handled, and plans to expand the Tampa operation from its initial footprint to more than 80 acres with full processing capability.

Mr. Cornell also reviewed GLOVIS's global scale. The company transports approximately 4.38 million vehicles by ocean each year, operates about 150 vehicle carriers, and has regained its position as the world's largest vehicle carrier. Mr. Cornell explained that the company began as a West Coast-focused enterprise, later created a major East Coast hub in Philadelphia, and now views Tampa as the cornerstone of further Gulf expansion.

Turning specifically to Tampa, Mr. Cornell stated that the operation grew from one customer and approximately 34,000 vehicles to three customers and a projected 89,000 vehicles in 2026. The Tampa operation has progressed from storage and vehicle preparation to trucking and port-processing services and has expanded from approximately 33 acres to 43 acres. Mr. Cornell stated that negotiations were nearing completion for the next two expansion phases, involving approximately 12 additional acres followed by another 20 acres.

H. NEW BUSINESS

Election of Officers
Chairman Harrod explained that the annual election of officers, ordinarily conducted in June, had been postponed because he was out of the country for that meeting. The election was taken up before Commissioner Carrere departed.

Motion:	Commissioner Carrere nominated the existing slate: Chad Harrod as Chairman, Ted Conner as Vice Chairman, and Patrick Allman as Secretary/Treasurer.
Second:	The Honorable Miller
Vote:	Motion carried unanimously

Employee Compensation Discussion
Commissioner Allman initiated a discussion on the proposed employee compensation allocation in the FY2027 budget. He expressed that the proposed 4% market-equity increase plus a one-time performance bonus of up to 3% was too generous. He stated that the Board sets policy and should decide the total amount available for employee increases rather than leaving that policy decision entirely to staff. He proposed directing the Port President and CEO to limit the compensation pool to an adjustment of up to 3% for bonuses and 3% for market-equity increases, with any remaining budgeted funds available for other purposes such as property acquisition.

Commissioner Miller questioned the premise that the Board should determine staff raises. In her view, directing the allocation of a particular compensation line would blur the distinction between governance and management. Chairman Harrod agreed that the Board could provide guidance on the revenue, expense, and operating-margin expectations in the budget, but stated that he was reluctant to vote on one line item separately from the entire budget.

Commissioner Allman restated his proposal that staff receive up to 3% for bonuses and 3% for market-equity adjustments. Mayor Castor seconded the motion and asked Mr. Klug to confirm that the Board did not possess a line-item veto and could offer recommendations while ultimately voting on the whole budget. Mr. Klug confirmed that understanding. Mayor

Castor also suggested a salary study comparing Port Tampa Bay with similar ports, but the Board deferred consideration of that proposal until the pending motion was resolved.

Chairman Harrod asked whether passage of the motion would amend the budget or merely express Board direction. Mr. Klug responded that the Board would still vote on the entire budget and rolled-back millage rate at the public hearing, rather than separately adopting individual line items. Chairman Harrod stated that the Board could alternatively communicate an overall expense reduction or higher operating-margin goal and allow management to determine how to achieve it. Commissioner Allman maintained that the compensation recommendation presented an inherent conflict because staff had a personal interest in the result and that the Board should make the policy choice directly. Commissioner Miller responded that the Board had retained Mr. Anderson to manage the Port and its workforce and that limiting his discretion over staff compensation would improperly limit him.

Commissioner Allman moved to direct the Port President and CEO to provide an employee compensation pool of up to 3% for bonuses and 3% for market-equity adjustments. Mayor Castor seconded the motion. Chairman Harrod announced that the motion failed on a 3-2 vote.

Mayor Castor then moved to conduct a comparative salary study, and Commissioner Miller seconded. Before further action, Mr. Anderson explained that Port Tampa Bay already uses the American Association of Port Authorities' annual salary survey, evaluates comparable public entities and private-sector employers, considers differences in port business and governance models, and periodically engages a third-party consultant to evaluate pay ranges. He emphasized that compensation decisions address both executive roles and the retention of employees earning less than $60,000 annually, who may leave for comparatively small hourly-wage differences even when Port benefits are stronger. He stated that Human Resources evaluates recruiting, retention, market position, and pay-range compression every three to four years.

Mr. Anderson stated that management also considers the Port's operating margin, revenue outlook, and potential loss of ad valorem funding. If proposed constitutional changes reduced property-tax revenue by approximately $2 million, or less than 2% of the budget, staff would identify offsetting expense reductions and revenue opportunities.

Mayor Castor clarified that her concern was directed primarily toward executive compensation rather than the broader Port workforce. She stated that she regarded both the Port and airport chief executives as highly effective but had consistently opposed executive salary increases because public entities should balance market compensation with the complete public-sector benefits package and their governmental responsibilities. Chairman Harrod stated that he reviews the extensive American Association of Port Authorities' survey annually and agreed that a concise comparison of the most relevant peer ports, salaries, and operational metrics would be useful. Mayor Castor indicated that a targeted briefing would meet her objective and withdrew her motion. No motion remained pending.

I. FUTURE PROPOSED PROJECTS

Mr. Anderson outlined the future project list and encouraged vendors to bid.

J. CALENDAR OF EVENTS

SEPTEMBER 16, 2026:
FINAL MILLAGE RATE AND FISCAL YEAR 2027 BUDGET PUBLIC HEARING
5:01 PM - PORT TAMPA BAY BOARDROOM

NOVEMBER 6, 2026:
PORT TAMPA BAYSLAM
TAMPA CONVENTION CENTER DOCK

NOVEMBER 18, 2026:
30TH ANNUAL STONECRABFEST
5:30 PM - PORT TAMPA BAY CRUISE TERMINAL 2

K. DATE OF NEXT MEETING

Chairman Harrod announced the next Board meeting would be Tuesday, Oct. 20, 2026, at 9:30 a.m. Information available at www.porttb.com.

L. ADJOURNMENT

Chairman Harrod adjourned the meeting at 11:08 a.m.

Respectfully submitted,

_____	_____
Chad Harrod	Patrick Allman
Chairman	Secretary/Treasurer

Attachment A

PORT TAMPA BAY BOARD MEETING
SEPTEMBER 15, 2026 - 9:30 A.M.

PUBLIC ATTENDANCE SIGN-IN SHEET

NAME	BUSINESS
Jesse Cashiola	TBNESS - UMC
Melanie Gustafson	Manatee
Bob Nathan	Moffatt & Nichol
Philip Ecblad	Stantec
ANTHONY WASHINGTON	ALLIED MARINE SVC
CHRIS AHERN	MOFFATT + NICHOL
Rachel Ghmer	PCL
Andrew Devenbeck	RBC
Matthew Cooley	Walker Consultants
Whitney Stevens	Black & Veatch
Bill Wozwell	MA/MS
Brian Moore	GHD
Joe Negrete	Mosaic
Billy Savage	A.R. Savage

Additional spaces on next page.

PORT TAMPA BAY

TAMPA PORT AUTHORITY, d/b/a PORT TAMPA BAY
FISCAL YEAR 2027 BUDGET WORKSHOP

Meeting Date: August 20, 2026
Location: Port Tampa Bay Headquarters, 1101 Channelside Drive, Tampa, Florida

PORT TAMPA BAY BOARD MEMBERS PRESENT

Chad Harrod	Chairman	Seat #1
Ted Conner	Vice Chairman	Seat #3
Mark Kaplan	Commissioner	Seat #4
Patrick H. Allman	Secretary/Treasurer	Seat #5

PORT TAMPA BAY SENIOR STAFF PRESENT

Paul Anderson	President and CEO
Raul Alfonso	Executive Vice President and Chief Commercial Officer
Charles E. Klug	Chief Legal Officer
Michael Poole	Chief Financial Officer
Brian Giuliani	Chief Operating Officer
Greg Lovelace	Sr. Vice President of Marketing and Business Development
Patrick Blair	Vice President of Engineering
Ram Kancharla	Vice President of Planning and Development
Karl Strauch	Vice President of Marketing
Matt Thompson	Vice President of Operations
Joeanne Toledo	Vice President of Human Resources
Ed Washington	Vice President of Real Estate

No members of the public were in attendance.

Chairman Harrod called the meeting to order at 1:34 p.m.

PRESIDENT AND CEO OVERVIEW

Presenter: Paul Anderson

Mr. Anderson presented an overview of Port Tampa Bay's Fiscal Year 2027 budget. He reported that the Port was expanding its cruise-terminal capabilities, protecting maritime land, investing in existing infrastructure, and maintaining critical infrastructure. He noted that two new post-Panamax ship-to-

shore cranes were being erected and that the Port was advancing planning, engineering, and design work with the U.S. Army Corps of Engineers for the Tampa Harbor deepening project.
Mr. Anderson also emphasized the continuing importance of diversifying revenue. He cited growth in roll-on/roll-off automobile activity and described the significant transformation at Port Redwing over approximately twelve years. To protect and expand maritime capacity, the Port intended to deepen waterways, expand Berth 150, and acquire additional land when suitable property became available. On the cruise side, he said the Port would continue pursuing niche markets and had received positive long-term feedback from cruise partners.

Turning to transportation advocacy, Mr. Anderson described the Port's role in local, regional, state, and federal strategic planning. He referenced recent engagement with the United States Secretary of Transportation and a Florida Senate leader supporting additional infrastructure investment for Port Tampa Bay and Florida seaports.

BUSINESS DEVELOPMENT OVERVIEW

Presenters: Raul Alfonso and Greg Lovelace

Mr. Alfonso shared that staff expected Fiscal Year 2027 to be another strong year for Port Tampa Bay. He acknowledged that Fiscal Year 2026 had presented challenges, particularly the effect of tariffs on breakbulk steel products from major producing nations where tariff levels remained at approximately 50%. Staff expected petroleum volumes to remain steady and stable. He identified containers, automobiles, and cruise as the Port's principal areas of expected growth. He added that the operating forecast was designed to support the Port's master plan and the strategic priorities outlined by Mr. Anderson.

Mr. Lovelace then reviewed the principal cargo and cruise sectors. He described energy as the Port's single largest and one of its most stable business lines. Port Tampa Bay handled approximately 45% of Florida's energy consumption, and the Fiscal Year 2027 forecast included approximately 8.5 million tons of energy cargo across the public docks. He said Florida's continuing population and economic growth supported a strong, resilient outlook for that market. With respect to fertilizer and agricultural commodities, Mr. Lovelace explained that the category included both dry and liquid bulk products. He described Port Tampa Bay as a leading global fertilizer port handling sulfur, ammonia, sulfuric acid, phosphatic chemicals, and other raw materials and finished products associated with fertilizer production.

FINANCIAL OVERVIEW

Presenter: Michael Poole

Mr. Poole presented the operating and financial forecast. He stated that the proposed Fiscal Year 2027 budget anticipated approximately $109 million in operating revenue. The revenue forecast was based on approximately 18 million tons of cargo across the PTB docks, including 325,000 container TEUs, 85,000 automobile units, 150,000 tons of steel, 62 million barrels of petroleum, and approximately 6.4 million tons of dry-bulk cargo. The cruise forecast included approximately 1.6 million passengers. Taken together, the operating assumptions produced a projected operating margin of approximately 44%.

Mr. Poole explained that revenue was expected to grow approximately 5%, or slightly more than $5 million, over the prior year. Approximately half of the growth would come from increased port-usage fees with the remainder supported by lease revenues. Proposed operating expenses totaled approximately $61.5 million. Administration accounted for approximately $32 million and included the costs necessary to operate the Port, including security, maintenance, information technology, insurance, professional services, utilities, and supplies.

Personnel costs were budgeted at approximately $27.8 million. The proposal assumed a 4% market-equity adjustment and a separate merit award of up to 3%, the latter structured as one-time payments. The personnel budget also included health-insurance costs and the Port's required participation in the Florida Retirement System. Promotional costs totaled approximately $1.9 million and included advertising, sponsorships, memberships, and marketing activities.

Mr. Poole presented non-operating items, including approximately $12.8 million in gross ad valorem revenue. Staff proposed adopting the rolled-back millage rate of 0.0722 mills, compared with 0.0737 mills for Fiscal Year 2026. He said the dollar amount would increase only modestly because the tax base had grown. The budget also included approximately $2.2 million in interest income on cash balances and approximately $4.5 million in interest expense related to existing debt and expected borrowing for the capital program.

Mr. Poole said the forecasted operating income of approximately $47.7 million represented a 44% margin. Salaries were projected at approximately 19% of operating revenue, below the 25% ceiling. Debt-service coverage was projected at more than 5.0 times, compared with a minimum benchmark of approximately 1.9 times used by rating agencies. Mr. Poole said the Port carried relatively little debt, slightly more than $70 million, which would decline to approximately $66 million after a scheduled $5 million principal payment. Taxes represented approximately 12% of operating revenue, well below the 25% internal target and substantially lower than the approximate 25% ratio in 2013. He also described the goal of maintaining cash equal to at least one year of operating expenses and a leverage target below 3.9 times.

CAPITAL IMPROVEMENT PROGRAM OVERVIEW

Presenter: Patrick Blair

Mr. Blair reviewed recently completed and ongoing capital projects. He reported that the Berth 214 uplands project had been completed early in the year and provided more than 25 acres of new terminal area. Approximately half of the area was in use, while the remaining area was being used to assemble the Liebherr cranes.
Mr. Blair stated that the Hooker's Point power-resiliency project, which placed approximately five miles of power infrastructure underground, had been completed. Berth 301 was nearing final completion; the marine work was finished, vessels had already used the berth, and only paving remained. Berth 218 had been completed in November of the prior year. The Berth 203 uplands expansion included 10 acres of roll-on/roll-off area, and an additional 12-acre automobile yard had also recently been completed. Mr. Blair then described reconstruction of shoreline damaged by the two late-2024 hurricanes. Suitable material had been mined and used to rebuild the shoreline, with completion expected the following month.

The two new Liebherr cranes at Berth 214 were expected to be moved onto their rails in late September and to become fully operational around November. Staff had completed negotiations for the design of Cruise Terminal 5, and its parking garage and design were expected to begin the following month. At the Metroport fill project, the contractor estimated that 10 to 20% of the fill had been placed. Staff expected the work to be completed by the end of 2026. The Cruise Terminal 5 bulkhead design was nearly complete. Staff had also completed negotiations for the Cruise Terminal 5 roadway network, and design was expected to proceed while the bulkhead was under construction. Design of the 20-acre automobile-storage expansion was underway, with completion expected around the middle of next year. For Phase 1 of the Tampa Harbor deepening, the Port was coordinating six contracts with the Army Corps.

ONGOING MAJOR CAPITAL PROJECTS OVERVIEW

Presenter: Ram Kancharla

Mr. Kancharla explained that the proposed Fiscal Year 2027 capital budget totaled approximately $132 million, with three major projects accounting for approximately $100 million. The first major project was approximately $46 million for construction of the Cruise Terminal 5 berth and bulkhead. The second major project was approximately $16 million for expansion of the Hooker's Point automobile yard. The project would add approximately 20 acres to the roughly 22 acres already leased to GLOVIS. The third major project was approximately $37 million for continued expansion at Eastport. That project would increase the site from approximately 18 to 27 acres and extend the wharf from approximately 400 feet to 675 feet so it could accommodate larger vessels. Approximately $22 million in federal grants had been identified for Eastport, and staff continued pursuing state assistance.

Mr. Kancharla identified the proposed sources for the $132 million program as approximately $37 million in Port revenues, $50 million in borrowing or other Port financing, $1.3 million in harbormaster fees, $12.9 million in ad valorem revenue, and $31 million in grants. He emphasized that ad valorem revenue was used exclusively for capital projects and not for operating costs. The largest grant-supported projects were the new cruise bulkhead and Eastport.

DISCUSSION

Following the presentation, employee compensation was briefly discussed by the Board, including lump sum vs. compounded merit increases and the discretion of the Port Director and role of the Board in determining salaries.

CONCLUSION

No motion was made and no formal vote was taken during the budget workshop.

The Budget Workshop Presentation is Attachment A.

Chairman Harrod adjourned the workshop at 3:00 p.m.

Respectfully submitted,

_____	_____
Chad Harrod	Patrick Allman
Chairman	Secretary/Treasurer

Attachment A



PORT TAMPA BAY™
REROUTE YOUR THINKING®

FY 2027 Budget Workshop

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Chief Executive's Overview

Strategic Initiatives

- **Ensure Port Tampa Bay's continued solid financial performance**
- **Diversify the revenue stream to maintain and improve Port Tampa Bay's financial ratings, allow reinvestment to modernize and expand the Port, and ensure Port Tampa Bay's continued success during economic downturns**
- **Protect and expand maritime land**
- **Invest to expand and maintain critical infrastructure**
- **Leverage Port Tampa Bay's investments in modern, flexible deep draft berths / terminals to support cargo throughput**
- **Optimize Port Tampa Bay's long-term ability to accommodate larger vessels**
- **Enhance partnerships with stakeholders**

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Strategic Initiatives (cont'd)

- **Expand marketing and outreach**
- **Contribute to the regional and economic growth by attracting and retaining water-dependent and water related companies**
- **Target niche cruise markets while exploring longer term opportunities to serve the next generation of cruising**
- **Continue to grow and diversify Port Tampa Bay's cargo and related business by developing supply chain solutions to meet customers' needs**
- **Assume a leadership role among local, regional and state planning and transportation agencies to ensure Tampa has access to first class freight-oriented landside transportation infrastructure**

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ENERGY LIQUID BULK

- 45% of Florida's Energy consumption via PTB
- 8.52 million tons (62 million barrels) x PTB docks
- Partnership between Port Tampa Bay Petroleum companies at REK continues to successfully produce an efficient delivery system
- Central Florida Pipeline connects Port Tampa Bay to Orlando







FERTILIZER & AGRICULTURE DRY BULK



- One of the World's Leading Fertilizer Export Ports "Feeding the World"



- Diverse mix of dry and liquid bulk cargoes



- Phosphate and related input products



- Ardent Mills – nearly five years at Redwing
- Forecast for juice shipments to remain strong

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CONSTRUCTION & BUILDING MATERIALS GENERAL CARGO & DRY BULK



- Florida's Largest Steel Port
- Processing & Distribution
- Manufacturing & Fabrication for Export



- Cement
- Aggregates – Granite & Limestone



- Gypsum
- Favorable outlook across all commodities

PORTS AMERICA · MAJESTIC STEEL USA · BLUE WATER INDUSTRIES · CEMEX · National Gypsum · SESCO CEMENT · PANGAEA LOGISTICS SOLUTIONS

AJAX PAVING · TAMPA TANK FLORIDA STRUCTURAL STEEL FABRICATION AND ERECTION · MASCHMEYER · Vulcan Materials Company · LEHIGH WHITE CEMENT · Martin Marietta · TITAN AMERICA

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CONTAINERS



- Huge, expanding Central Florida Market
- BCO supply chain sales strategy – Executive Shippers' Council



- Working with our carriers to support new services
- Expanded Terminal Capacity

PORTS AMERICA

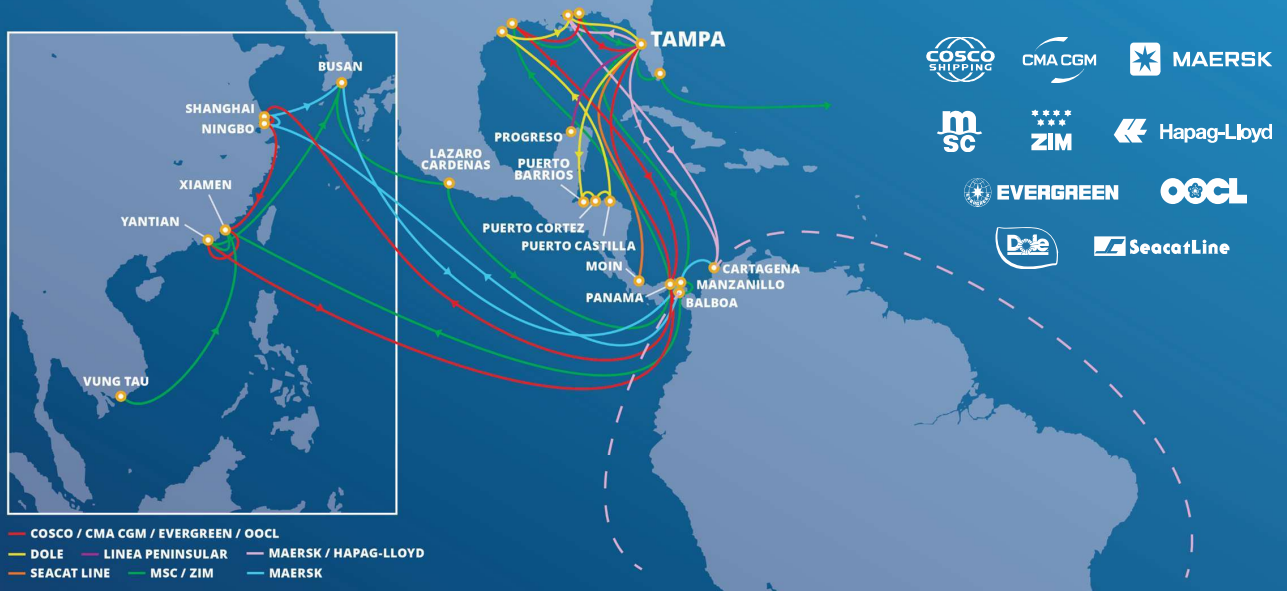


Priorities:

- Leveraging infrastructure/cranes/berth expansion
- Attracting new container services
- Developing exports
- Attracting new DCs and manufacturers

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CURRENT GLOBAL CONTAINER SERVICE CONNECTIONS VIA PORT TAMPA BAY



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REFRIGERATED ON-DOCK WAREHOUSE STORAGE FACILITY

- 135,000 square foot state-of-the-art facility
- 250+ reefer plugs
- 3 x mobile harbor cranes
- On site USDA and CBP inspection areas, USDA lab
- Safe, food-grade glycol refrigerant used for cooling
- On-site radiation portal monitors
- Adjacent deep-water berth
- On-site dedicated temperature controlled fumigation services
- Over 5,000 pallet positions using Interroll gravity fed rack system.

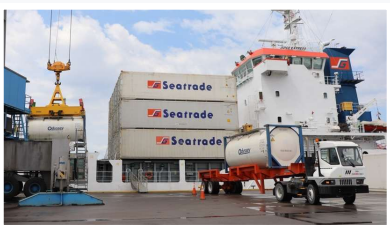
Primary shipping lanes served:

Mexico, Costa Rica, Honduras, Guatemala, Transpacific







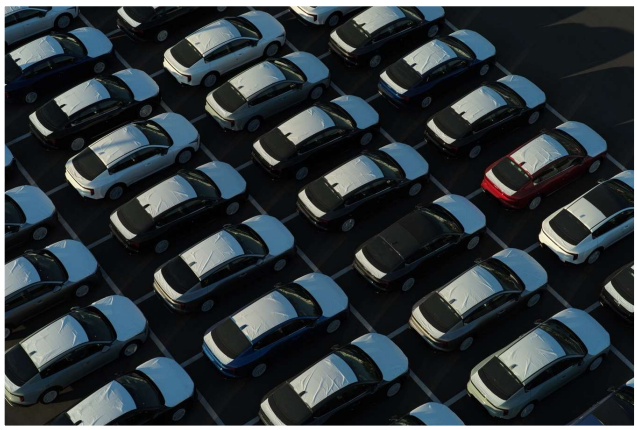


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RORO & AUTOMOTIVE

- New lease agreement with Glovis providing shipment, handling, storage and processing of automobiles
- Short sea imports from Mexico to car dealers throughout Florida
- State of Florida is ranked third in sales of new vehicle sales





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CRUISE

- Project a strong season after a record setting performance in FY26
- 8 homeported vessels / 5 cruise lines
- Port of calls made by luxury brands Oceania Cruises and Regent Seven Seas









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SHIP BUILDING & REPAIR

- Four Major Shipyards – one of the largest hubs in the southeast
- Refit, Repair, & Maintenance
- New Ship Construction

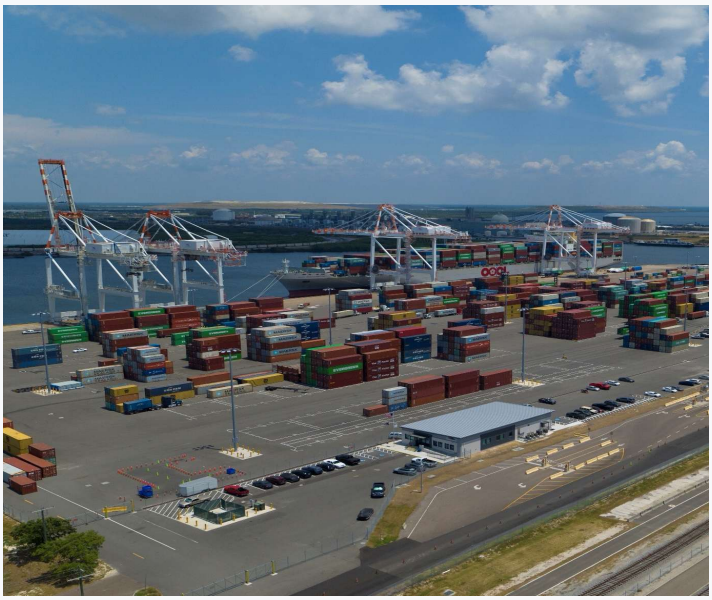






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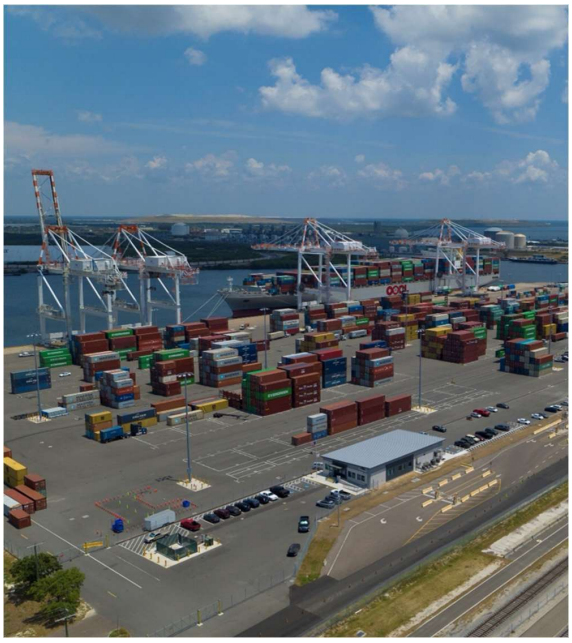


YTD FY 2027 Summary

Revenues

- $109 m Budgeted
  - 18 m Cargo Tons
  - 1.64 m Passengers

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FY 2027 Proposed Budget

(in thousands)		FY27 Budget	
Operating Revenue:			
Port Usage Fees	$	77,614	
Rentals	$	30,730	
Other Operating	$	870	
Total Operating Revenue	$	109,214	
Operating Expenses:			
Personnel	$	27,754	
Promotional	$	1,991	
Administrative	$	31,762	
Total Operating Expense	$	61,507	
Operating Income	$	47,707	44%
Non-Operating Revenue / (Expense)			
Ad Valorem Tax Receipts	$	12,819	
Ad Valorem Tax Payments	$	(700)	
Interest Income	$	2,217	
Interest Expense	$	(4,461)	
Other, Net	$	(1,371)	
Net Non-Operating Revenue	$	8,504	
Net Income	$	56,211	

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FY 2027 Proposed Budget



FY 2027 Targets (Statistics)

- **Total Tons** **18,072,234**
  - **Detail –**
    - **TEUs** **325,000**
    - **Autos (Units)** **85,000**
    - **Steel Tons** **150,000**
    - **Petroleum Tons** **8,518,800**
      - **(62 m Barrels)**
    - **Dry Bulk Tons** **6,416,000**
- **Passengers** **1,638,958**
- **Operating Margin** **44%**

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FY2027 Revenue Summary

Revenues: $109 m **(increase of $5 m (5%))**

- **Cargo** **$2.6 m**
  - **18 m tons**
    - **Containers, Cement, Limestone, Granite**
- **Leases (Rentals)** **$2.5 m**
  - **Autos, Container, Dry Bulk**

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FY 2027 Budget – Operating Expenses

- **Total Operating Expenses $61.5 m**
  - **Administrative $31.8 m**
    - **Security (HCSO, Contract Firms), Maintenance, IT**
    - **Insurance, Professional Services, Utilities, Supplies**
  - **Personnel costs $27.8 m**
    - **Market Equity 4%**
    - **Merit (Up to 3%) (One-Time Payment)**
    - **Health Insurance**
    - **Florida Retirement System**
  - **Promotional $1.9 m**
    - **Advertising, Sponsorships, Memberships, Marketing**

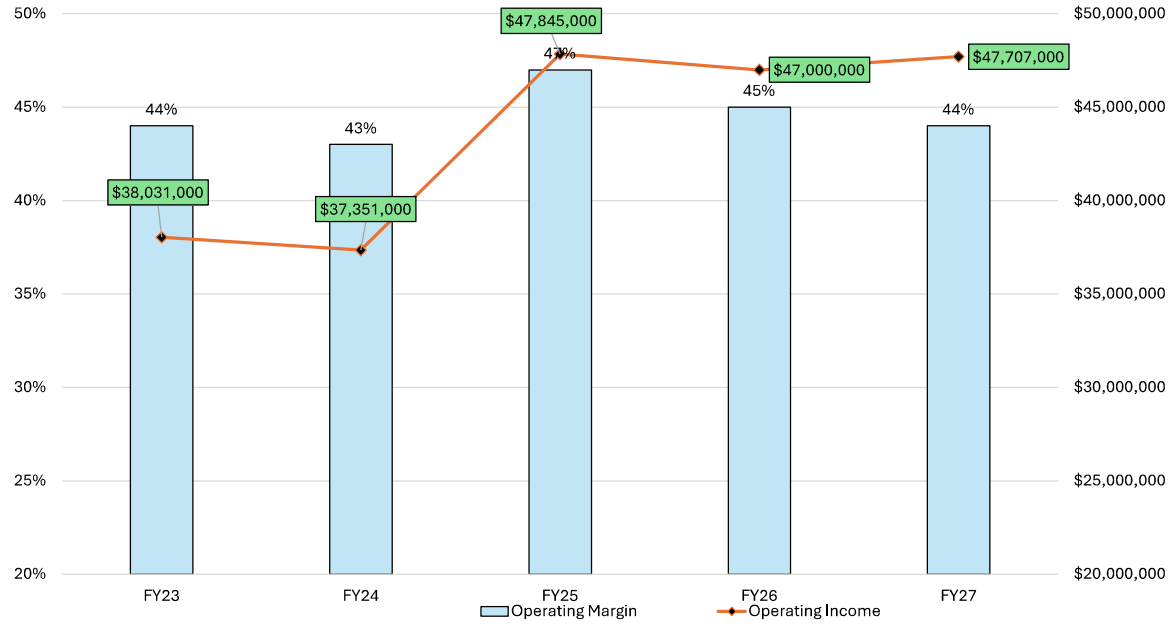
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FY 2027 Budget – Non-Operating

- **Ad Valorem Revenue $12.8 m**
  - **Tax rate at $.0722**
- **Interest Income $2.2 m**
- **Interest Expense $4.5 m**

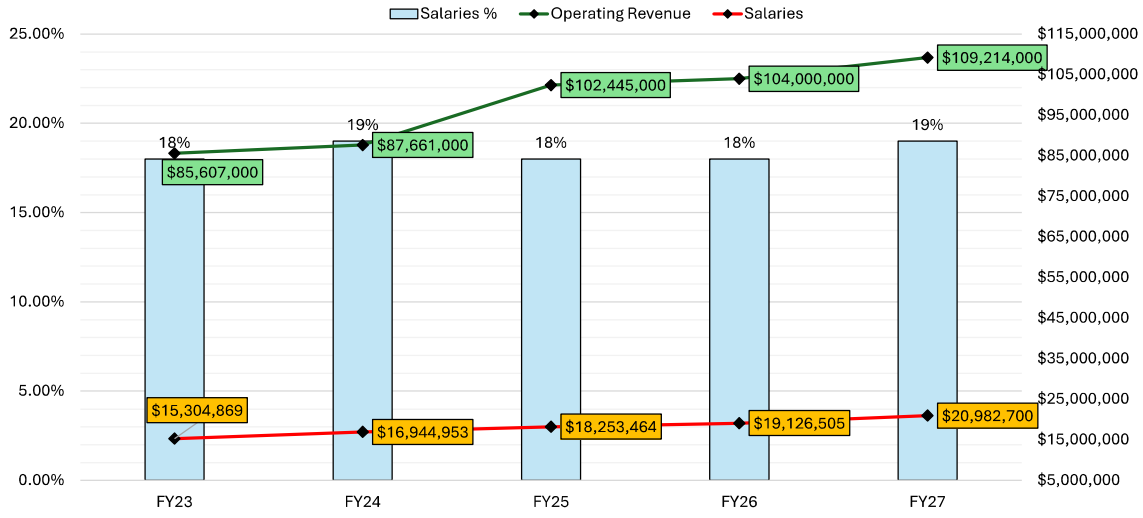
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Operating Margin & Operating Income (Target: Greater Than 40%)



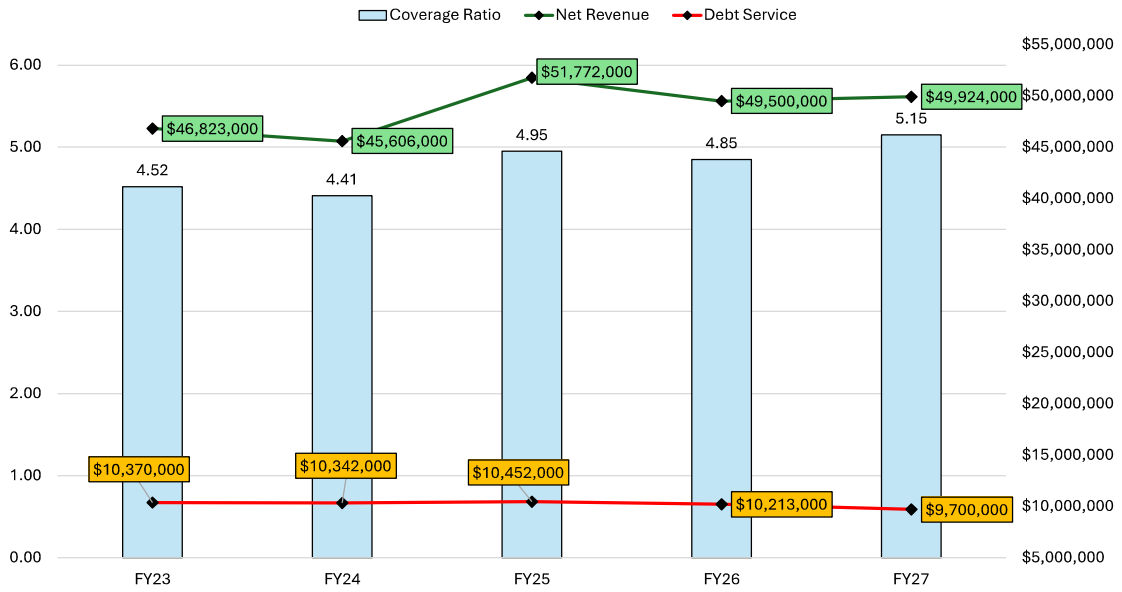
Operating Margin % = Operating Income / Operating Revenue

% of Salaries to Operating Revenues (Target: Less Than 25%)

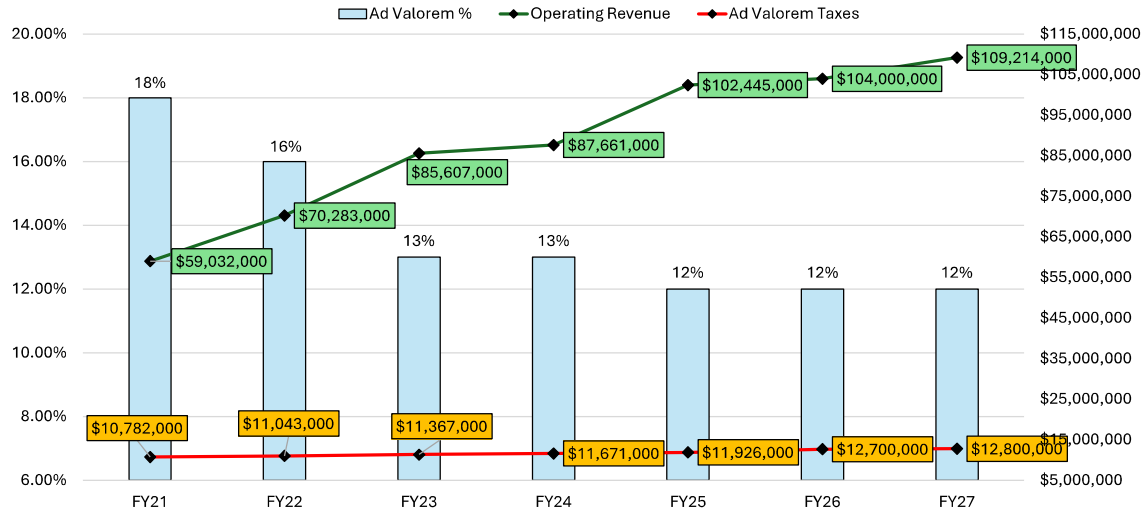


Salaries % = Salaries / Operating Revenue

Debt Service Coverage (Target: Greater Than 1.9)



% of Ad Valorem Taxes to Operating Revenue (Target: Less Than 25%)



Ad Valorem % = Ad Valorem Taxes / Operating Revenues

Liquidity (Cash & Investments) (Target: 12 months)

Unrestricted Cash (& Investments) @ September 30, 2027	$61,507,000
FY Operating Expenses (net of Depreciation)	$61,507,000
Daily Operating Expenses	$168,512
Days Cash on Hand	365
Months Cash on Hand	12

Leverage (Debt) (Target: Less Than 3.9)

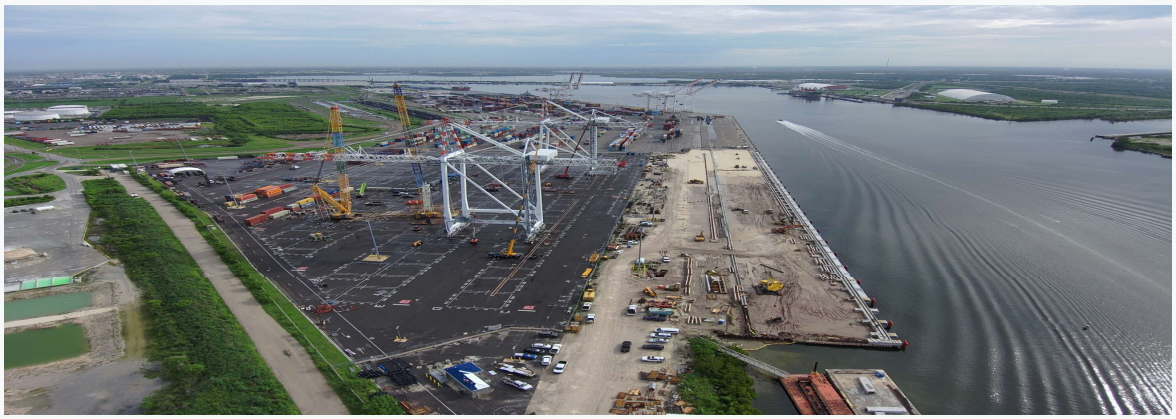
II. Leverage (Goal is 3.9 or Lower)	Budget FY 2027
A. Leverage w/o Line of Credit	
Debt (Bonds/Loans Only) @ September 30, 2027	$66,547,910
FY Operating Revenues	$109,214,000
Leverage Ratio	0.61
B. Leverage w/ Line of Credit	
Debt (Bonds/Loans/Line of Credit) @ September 30, 2027	$176,547,910
FY 2027 Operating Revenues	$109,214,000
Leverage Ratio	1.62





Completed Major Capital Projects

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Berth 214 Upland Improvements

Project Description: 30 Acres of Container Yard including Super Duty Pavement Section, Utilities and Storm Water.

Project Cost: $18.6M

Berth 214 Wharf

Project Description: 1,300 linear foot Steel Bulkhead Wharf
Gantry crane rail, foundation & electrical upgrades 50 future dredge depth.

Project cost for new berth: $67.2M

Phase 1 - $17.5M (CIP FY24)
Phase 2 - $49.7M (CIP FY25)

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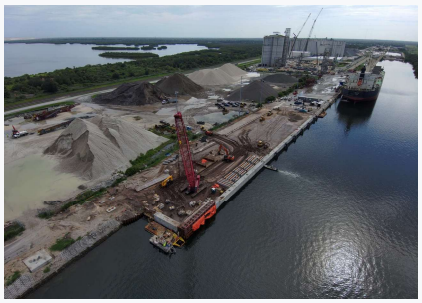


Hooker's Point Power Resiliency

Project Description: Hardening of Hookers Point Electrical Distribution System. Installation of new underground feeders (i.e., buried electrical lines).

Scope 1: Conduit installation
Scope 2: Wire, transformers and gear installation

Project Cost: $14.0M



Port Redwing: New Berth 301 Expansion

Project Description: 500 LF of Steel Bulkhead Wharf with 47 ft future dredge depth

Project Cost: $22.0M

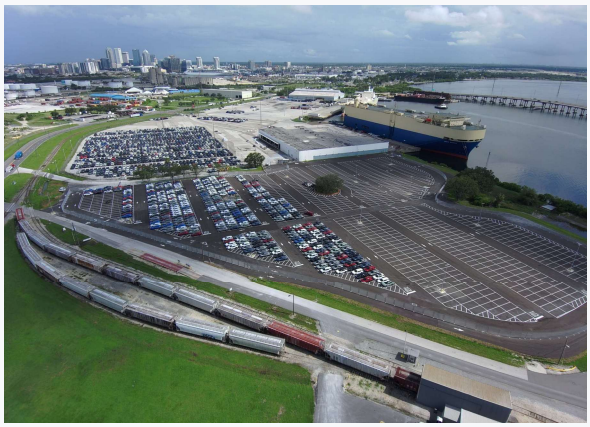


Hooker's Point: New Berth 218

Project Description: New wharf – approx. 500 LF of Steel Bulkhead Wharf , 2 Breasting Dolphins, 2 large-breasting dolphins, Fendering, lighting and mooring points.

Project Cost: $21.5M

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Berth 203 Uplands Expansion

Project Description: 10 Acres of Auto Yard Development including Paving, Utilities and Storm Water.

Project Cost: $3.5M



Autoyard – 12 acres

Project Description: 12 Acres of Auto Yard Development for automobile storage.

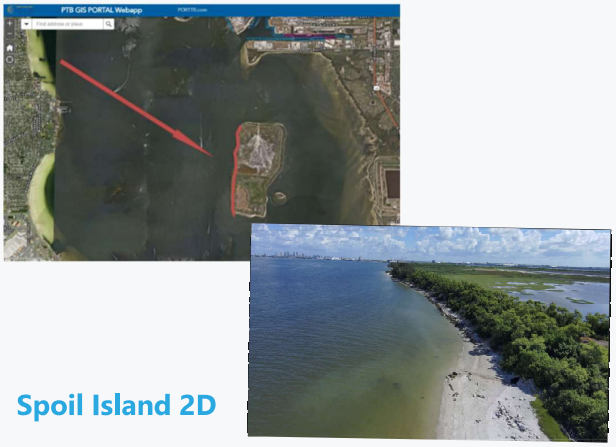
Project Cost: $1.6M

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Ongoing Major Capital Projects

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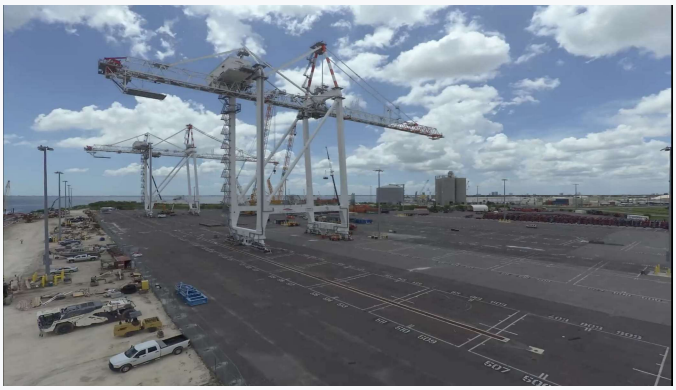


Spoil Island 2D

Project Description: Mobilization, excavation and grading of suitable onsite soils, and installation of geotextile and shoreline armoring along six sections (~3000 LF)

Est. total project cost: $2.5M

Estimated Completion Date: 4th Quarter 2026



Berth 214 New Gantry Cranes

Project Description:
- 2 New Post Panamax Ship to Shore Gantry Cranes

Est. total project cost: $41.0M

Estimated Completion Date: 4th Quarter 2026

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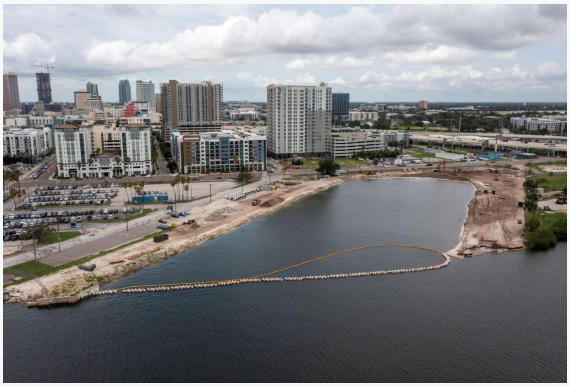


Design Cruise Terminal 5 and Garage

Project Description: Cruise Terminal and Garage Design

Est. total project cost: $3.0M

Estimated Completion Date: 4th Quarter 2026



Channelside: Metroport Fill

Project Description: 350,000 cubic yards of imported fill

Est. total project cost: $18.5M

Estimated Completion Date: 1st Quarter 2027

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Cruise Terminal 5 Bulkhead Design

Project Description: 1300 LF Bulkhead

Est. total project cost: $1.0M

Estimated Completion Date:
4th Quarter 2026



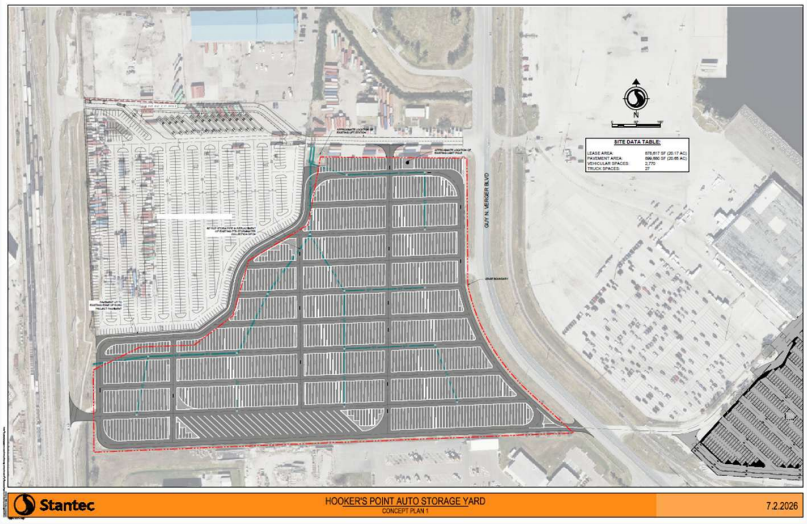
Cruise Terminal 5 Roadway Network

Project Description: Road and Utility Design

Est. total project cost: $500K

Estimated Completion Date:
2nd Quarter 2027

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Design for 20 Acres of Auto Storage (Hookers Point)

Project Description: Expanding existing yard by 20

Est. total project cost: $750K

Estimated Completion Date:
3rd Quarter 2027

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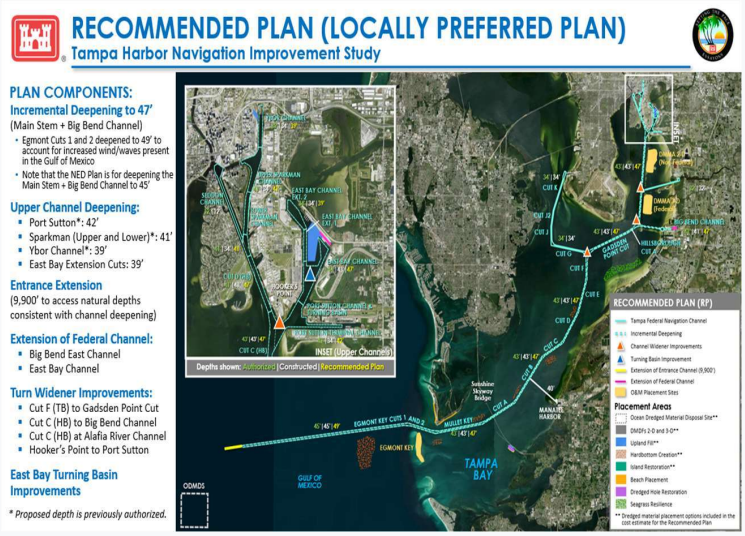
Tampa Harbor Deepening PED Phase 1 Continuation

Project Description: Pre-construction, engineering and design

Est. total project cost: $8.4M

- Federal Share: $6.3M
- Non-Federal Share $2.1M

Estimated Completion Date:
3rd Quarter 2027



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Proposed Major Capital Program FY27

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Proposed Capital Improvement Program

2027

New Capital Projects - FY 2026/27	$	132,550,000
Capital Equipment and Expenses	$	6,000,000
Engineering, Planning and Annual Contracts	$	9,750,000
Dredging/USACE Local Cost Share - PED, Contract 1	$	4,250,000
Channelside (New Cruise Bulkhead, Road Improvements, CMAR for Cruise Terminals, CT5 Passenger Boarding Bridge Design)	$	53,300,000
Hookers Point (20 acres expansion Phase II)	$	16,500,000
East Port (Phase II)	$	37,000,000
Port Redwing (Berth 300 Wharf Design-Build Out)	$	1,000,000
Security Improvements	$	500,000
Tenant Improvements/Other	$	4,250,000
Total Proposed Capital Improvement Projects CIP FY27	**$**	**132,550,000**

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New Cruise Bulkhead

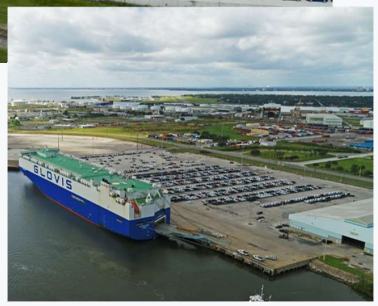
Project Description: New 1000-foot berth/wharf with a 100-foot cantilever extension and 2 mooring dolphins.

Est. total project cost: $46.0M

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20 Acres Auto Yard Expansion – Phase II

Project Description: Expanding existing autoyard by 20 acres (paving, fencing, lighting) and install an additional Breasting Dolphin and High Wind Bollard.

Est. total project cost: $16.5M

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East Port – Phase II

Project description: East Port Omniport will increase the existing facility from an 18-acre yard with a 400-foot wharf, to a 27-acre yard with a 675-foot wharf

Est. total project cost: $37.0M
- Federal Grant: $22.0M

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Proposed Capital Improvement Program

2027

New Capital Projects - FY 2026/27	**$**	**132,550,000**
Capital Equipment and Expenses	$	6,000,000
Engineering, Planning and Annual Contracts	$	9,750,000
Dredging/USACE Local Cost Share - PED, Contract 1	$	4,250,000
Channelside (New Cruise Bulkhead, Road Improvements, CMAR for Cruise Terminals, CT5 Passenger Boarding Bridge Design)	$	53,300,000
Hookers Point (20 acres expansion Phase II)	$	16,500,000
East Port (Phase II)	$	37,000,000
Port Redwing (Berth 300 Wharf Design-Build Out)	$	1,000,000
Security Improvements	$	500,000
Tenant Improvements/Other	$	4,250,000
Total Proposed Capital Improvement Projects CIP FY27	**$**	**132,550,000**

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Proposed Capital Improvement Program

2027

CIP FY 27 Funding Distribution	Amount ($)
Port FY27 Net Revenues	$37,042,000
Port Financing	$49,714,000
Harbor Master Fees	$1,350,000
Ad Valorem Taxes	$12,819,000
Grants	$31,625,000
Total	**$132,550,000**

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FY2027 Public Hearing Dates

Preliminary Millage Rate and Budget Public Hearing
is scheduled for
Wednesday, September 8, 2026 at 5:01 pm

Final Millage Rate and Budget Public Hearing
is scheduled for
Thursday, September 16, 2026 at 5:01 pm

Port Tampa Bay Board Room
1101 Channelside Drive

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TAMPA PORT AUTHORITY, d/b/a PORT TAMPA BAY
TENTATIVE FISCAL YEAR 2027 MILLAGE RATE AND BUDGET PUBLIC HEARING

Meeting Date: September 8, 2026
Location: Port Tampa Bay Headquarters, 1101 Channelside Drive, Tampa, Florida

PORT TAMPA BAY BOARD MEMBERS PRESENT

Chad Harrod	Chairman	Seat #1
Christopher Carrere	Commissioner	Seat #2
Ted Conner	Vice Chairman	Seat #3
Mark Kaplan	Commissioner	Seat #4
Patrick H. Allman	Secretary/Treasurer	Seat #5
The Honorable Christine Miller	Commissioner	Seat #6

PORT TAMPA BAY SENIOR STAFF PRESENT

Paul Anderson	President and CEO
Charles E. Klug	Chief Legal Officer
Michael Poole	Chief Financial Officer
Joeanne Toledo	Vice President of Human Resources
Ed Washington	Vice President of Real Estate

No members of the public were in attendance.

Chairman Harrod called the public hearing to order at 5:01 p.m.

OVERVIEW

Presenters: Chad Harrod and Paul Anderson

Chairman Harrod explained that the purpose of the hearing was to provide the public an opportunity to comment on the proposed millage rate and budget. He also reminded those present that questions concerning individual property taxes or property assessments fall within the jurisdiction of the Property Appraiser's Office and should be directed to that office rather than to the Tampa Port Authority.

Mr. Anderson stated that, in accordance with Florida law, the first matter before the Board was the Tampa Port Authority's tentative millage rate for FY2026-2027. Based on the financial projections to be presented, staff recommended a tentative millage rate of 0.0722 mills, or $0.0722 per $1,000 of taxable valuation. He emphasized that the proposed rate was the rolled-back rate. Mr. Anderson further

explained that the Tampa Port Authority uses ad valorem tax revenue solely for the construction, repair, and refurbishment of Port infrastructure and for construction projects of a public nature.

TENTATIVE MILLAGE RATE AND FISCAL YEAR 2027 BUDGET PRESENTATION

Presenter: Michael Poole

Mr. Poole noted that the principal budget figures had not changed since they were presented during the August 20 workshop. The proposed operating budget projected approximately $109 million in operating revenue and approximately $61 million in operating expenses, producing approximately $47 million in operating income and an operating margin of about 44%. After accounting for nonoperating items, the Port projected net income of approximately $56 million. Mr. Poole explained that approximately $5 million of that amount would be used to pay principal on outstanding bank loans and bonds, leaving approximately $51 million to support the FY2027 capital program.

Mr. Poole explained that the $109 million operating-revenue forecast was based on approximately 18 million tons of cargo and 1.6 million cruise passengers. He divided the approximately $61 million operating-expense budget into three principal components: administrative costs of slightly less than $32 million, personnel costs of approximately $27.8 million, and promotional expenses of approximately $1.9 million. Turning to nonoperating activity, Mr. Poole reported that ad valorem revenue generated at the rolled-back rate was projected at approximately $12.8 million. He also projected approximately $2.2 million in interest income and approximately $4.5 million in interest expense associated with bank loans, bonds, and the Port's line of credit. Mr. Poole also presented a total capital budget of approximately $209 million, composed of approximately $77 million in carry-forward projects and approximately $132 million in new FY2027 projects.

Mr. Poole reviewed the proposed funding for new capital projects. The $132 million plan included approximately $37 million in Port funds generated from FY2027 net revenue, approximately $48 million in Port financing, approximately $12.8 million in ad valorem tax revenue, approximately $1.4 million in harbor-maintenance-fee revenue, and more than $33 million in state and federal grants. He then reviewed the one-page budget summary advertised in the newspaper and posted on the Port's website. The summary showed all funds available and all proposed uses, including beginning cash carried forward, operating and capital-grant revenue, charges for services, debt proceeds, operating expenses, and the approximately $209 million capital program. Mr. Poole stated that the Port projected an ending cash balance of approximately $61.5 million, consistent with its target of maintaining cash equal to one year of operating expenses.

DISCUSSION

Following the presentation, Chairman Harrod asked how much of the approximately $132.6 million in new capital expenditures would actually be disbursed during FY2027 and how much would extend into a later fiscal year. Mr. Poole estimated that approximately two-thirds would be spent during FY2027 and approximately one-third during FY2028. Chairman Harrod then asked how much previously authorized capital work remained to be completed. Mr. Poole responded that the total capital budget was approximately $209 million, including approximately $77 million in carry-forward projects that staff expected to finish during FY2027 and approximately $132 million in new projects. He confirmed that the two-thirds estimate applied to the cash-flow timing of the new-project amount.

Commissioner Allman asked whether any grant funding had been secured for the proposed 20-acre automobile expansion or whether the Port would need to fund the project entirely from its own resources. Mr. Poole responded that the tentative budget conservatively assumed the Port would pay for the full cost of the project, although staff was applying for a federal grant. He explained that the Port had sufficient funds budgeted to proceed even if the grant was not awarded.

Commissioner Allman next returned to the employee-compensation discussion held during the August budget workshop. He confirmed that he would propose an adjustment that would reduce the recurring market-equity increase from 4% to 3%.

Chairman Harrod asked whether the Port had previously budgeted to pay the full cost of a capital project and later received an unanticipated grant, thereby preserving Port funds for reserves or future projects. Mr. Poole initially stated that he could not recall a specific example. He explained that staff prepares the budget conservatively and includes grant revenue only when the Port knows the funding will be received.

Commissioner Carrere asked how grant proceeds would be treated if the Port received an award after budgeting the entire project from Port resources. Mr. Poole explained that the grant would reduce the amount of Port money required for the project by the same amount and could increase the Port's cash balance. Chairman Harrod and Mr. Anderson clarified that the additional funding could not be redirected at staff's discretion; expenditure of those funds would require further Board appropriation.

PUBLIC COMMENT

No public comments were received.

ADOPTION OF TENTATIVE MILLAGE RATE

Chairman Harrod opened the floor for public and commissioner comments on the tentative millage rate. No comments were made.

Chairman Harrod requested a motion to adopt a tentative millage rate of 0.0722 mills, or $0.0722 per $1,000 of taxable valuation, for FY2026-2027.

Motion: Commissioner Allman

Second: Commissioner Kaplan

Vote: Motion carried unanimously.

ADOPTION OF TENTATIVE BUDGET

Chairman Harrod opened the floor for public and commissioner comments on the tentative budget. No comments were made.

Chairman Harrod requested a motion to adopt the Tampa Port Authority's tentative FY2026-2027 budget in the amount of $343,801,598.

Motion: Commissioner Allman
Second: Commissioner Carrere
Vote: Motion carried unanimously.

Chairman Harrod adjourned the public hearing at 5:15 p.m.

The Tentative Millage Rate and Fiscal Year 2027 Public Hearing Presentation is Attachment A.

Resolutions for the FY2027 Tentative Millage Rate and Tentative Budget are Attachment B.

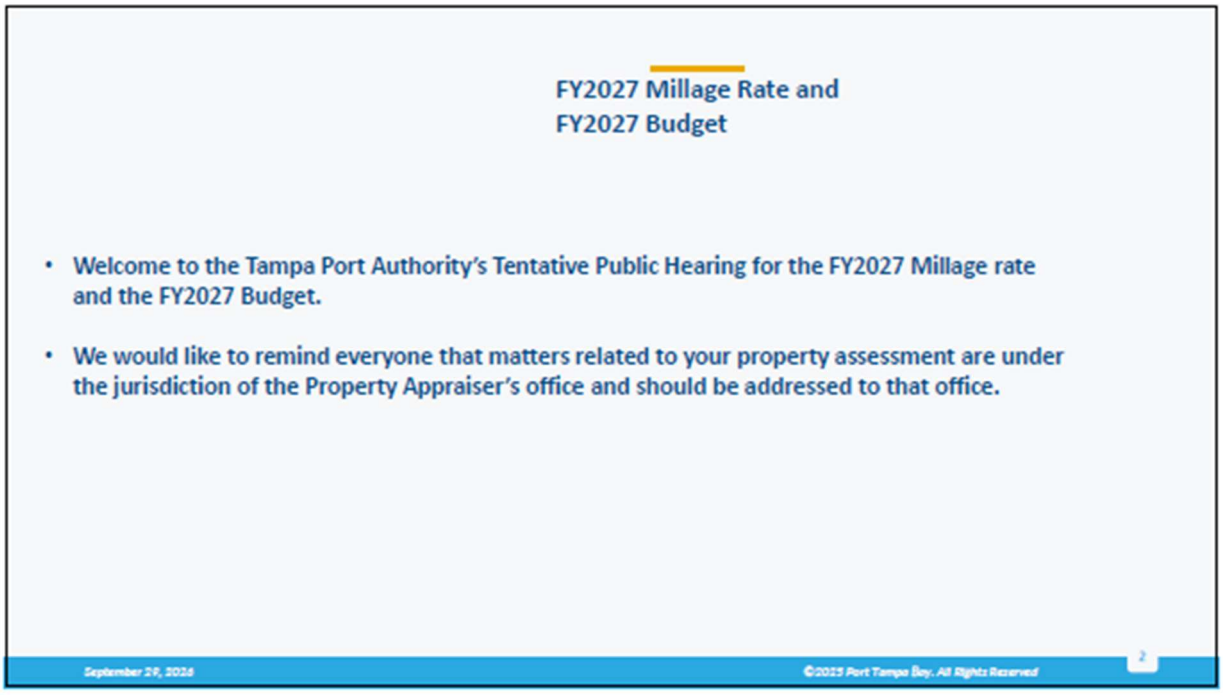
Respectfully submitted,

_____	_____
Chad Harrod	Patrick Allman
Chairman	Secretary/Treasurer

Attachment A



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FY2027 Millage Rate and FY2027 Budget

- FY 2027 millage rate $0.0722

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FY 2027 Budget



(In thousands)		FY27 Budget	
Operating Revenue:			
Port Usage Fees	$	77,614	
Rentals	$	30,730	
Other Operating	$	870	
Total Operating Revenue	$	109,214	
Operating Expenses:			
Personnel	$	27,754	
Promotional	$	1,991	
Administrative	$	31,762	
Total Operating Expense	$	61,507	
Operating Income	$	47,707	44%
Non-Operating Revenue / (Expense)			
Ad Valorem Tax Receipts	$	12,819	
Ad Valorem Tax Payments	$	(700)	
Interest Income	$	2,217	
Interest Expense	$	(4,461)	
Other, Net	$	(1,371)	
Net Non-Operating Revenue	$	8,504	
Net Income	$	56,211	

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FY 2027 Proposed Budget



FY 2027 Targets (Statistics)

- Total Tons 18,072,234
  - Detail –
    - TEUs 325,000
    - Autos (Units) 85,000
    - Steel Tons 150,000
    - Petroleum Tons 8,518,800
      - (62 m Barrels)
    - Dry Bulk Tons 6,416,000
- Passengers 1,638,958
- Operating Margin 44%

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FY 2027 Budget – Operating Expenses

- Total Operating Expenses $61.5 m
  - Administrative $31.8 m
    - Security (HCSO, Contract Firms), Maintenance, IT
    - Insurance, Professional Services, Utilities, Supplies
  - Personnel costs $27.8 m
    - Market Equity 4%
    - Merit (Up to 3%) (One-Time Payment)
    - Health Insurance
    - Florida Retirement System
  - Promotional $1.9 m
    - Advertising, Sponsorships, Memberships, Marketing

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FY 2027 Budget – Non-Operating

- Ad Valorem Revenue $12.8 m
  - Tax rate at $.0722
- Interest Income $2.2 m
- Interest Expense $4.5 m

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FY 2027 Capital Budget



Carried Over Projects $77 m

• Hookers Point	
◦ Berth 214, Cranes	$20 m
• Metroport Fill	$15 m
• Cruise Terminal Design	$3 m
• Berth 301	$3 m
• Island 2D Spoil Site	$2 m

- Funded by
  - Port Funds $65.5 m; Grants $11.5 m

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FY 2027 Capital Budget



Total New Projects: $132.6 m

- Metroport Berth 266 $46 m
- East Port Phase II $37 m
- 20 Acres Auto Expansion $16 m
- Channelside Improvement $6 m

- Funded by
  - Port Funds $37 m; Port Financing $48.1 m;
  - Ad Valorem $12.8 m; HMF $1.4; Grants $33.3 m

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FY 2027 Budget Summary



NET CASH CARRIED FORWARD	$ 86,830,266
ESTIMATED REVENUES:	
Ad Valorem taxes (.0722 mills)	$ 12,818,821
Charges for Services	$ 109,214,117
Capital Grants	$ 44,721,806
Interest Income	$ 2,216,800
Total Estimated Revenues	$ 168,971,343
Debt Proceeds	$ 88,000,000
Total Appropriated Revenues and Funds	$ 343,801,588
EXPENDITURES:	
General Government Services, Operating	$ 61,607,124
General Government Services, Non-Operating	$ 2,071,373
Debt Service P&I	$ 9,110,092
Total Expenditures	$ 72,888,589
CAPITAL EXPENDITURES:	
Carried Over Capital Projects from Prior Years	$ 78,976,270
General Government Services, Equipment & Other	$ 6,000,000
New Capital Projects - FY 2027	$ 126,650,000
Total Capital Expenditures	$ 209,626,270
Fund Balances/Reserves	$ 61,587,740
Total Appropriated Expenditures and Reserves	$ 343,801,588

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FY2027 Public Hearing Dates

Final Millage Rate and Budget Public Hearing
is scheduled for
Thursday, September 16, 2026 at 5:01 pm

Port Tampa Bay Board Room
1101 Channelside Drive

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Attachment B

A RESOLUTION OF THE TAMPA PORT AUTHORITY ADOPTING A TENTATIVE MILLAGE RATE FOR THE FISCAL YEAR BEGINNING OCTOBER 1, 2026, AND ENDING SEPTEMBER 30, 2027 GIVING NOTICE OF PUBLIC HEARINGS THEREON NUMBER 2027-1

WHEREAS, the Tampa Port Authority (the "Authority"), d/b/a Port Tampa Bay, is the governing body of the Hillsborough County Port District as provided in Chapter 95-488, Laws of Florida; and

WHEREAS, pursuant to the applicable Florida Statutes, all property owners were notified by the property appraiser of said property millage rate, and the public hearing was conducted thereon on September 8, 2026, at which time all interested persons were provided an opportunity to be heard concerning the tentative millage rate, and the tentative budget, and

WHEREAS, the Authority has prepared a tentative budget for the ensuing fiscal year and has computed a tentative millage rate necessary to fund the tentative budget, other than the portion of the budget to be funded from sources other than ad valorem taxes in accordance with the provisions of Section 200.065, Florida Statutes; now therefore,

BE IT RESOLVED BY THE TAMPA PORT AUTHORITY:

(1) The adopted tentative millage rate as computed by the Tampa Port Authority is $0.0722 per $1,000 valuation, and that the same was adopted by a vote that was taken separate, apart from and prior to, the vote that adopted the tentative budget for Fiscal Year 2026-2027.

(2) The Authority shall cause a copy of this Resolution to be forthwith delivered to the Property Appraiser of Hillsborough County, Tax Collector of Hillsborough County, and the Florida Department of Revenue.

PASSED AND ADOPTED AT A PUBLIC HEARING THIS 8th DAY OF SEPTEMBER, 2026 AT 5:11 P.M.

HILLSBOROUGH COUNTY PORT DISTRICT

(SEAL)

by: _____
Chairman, Tampa Port Authority

ATTEST:

_____
~~Secretary-Treasurer~~

A RESOLUTION OF THE TAMPA PORT AUTHORITY ADOPTING A TENTATIVE BUDGET FOR THE FISCAL YEAR BEGINNING OCTOBER 1, 2026, AND ENDING SEPTEMBER 30, 2027, GIVING NOTICE OF PUBLIC HEARINGS THEREON NUMBER 2027-2

WHEREAS, the Tampa Port Authority (the "Authority"), d/b/a Port Tampa Bay, is the governing body of the Hillsborough County Port District as provided in Chapter 95-488, Laws of Florida; and

WHEREAS, pursuant to the applicable Florida Statutes, all property owners were notified by the property appraiser of said property millage rate, and the public hearing was conducted thereon on September 8, 2026, at which time all interested persons were provided an opportunity to be heard concerning the tentative millage rate, and the tentative budget, and

WHEREAS, the Authority has submitted a recommended tentative budget for the ensuing Fiscal Year 2026-2027 in accordance with the provisions of Section 200.065, Florida Statutes; now therefore,

BE IT RESOLVED BY THE TAMPA PORT AUTHORITY:

(1) The adopted tentative budget as recommended by the Tampa Port Authority is three hundred forty-three million, eight hundred one thousand, five hundred ninety-eight dollars ($343,801,598) and that the same was adopted by a vote that was taken separate, apart from and after the vote that adopted the tentative millage rate for Fiscal Year 2026-2027.

(2) The Authority shall cause a copy of this Resolution to be forthwith delivered to the Property Appraiser of Hillsborough County, Tax Collector of Hillsborough County, and the Florida Department of Revenue.

PASSED AND ADOPTED AT A PUBLIC HEARING THIS 8th DAY OF SEPTEMBER, 2026 AT 5:11 P.M.

HILLSBOROUGH COUNTY PORT DISTRICT

(SEAL)

by: _____
Chairman, Tampa Port Authority

ATTEST:

_____
Secretary-Treasurer

PORT TAMPA BAY

TAMPA PORT AUTHORITY, d/b/a PORT TAMPA BAY
FINAL FISCAL YEAR 2027 MILLAGE RATE AND BUDGET PUBLIC HEARING

Meeting Date: September 16, 2026
Location: Port Tampa Bay Headquarters, 1101 Channelside Drive, Tampa, Florida

PORT TAMPA BAY BOARD MEMBERS PRESENT

Chad Harrod	Chairman	Seat #1
Christopher Carrere	Commissioner	Seat #2
Ted Conner	Vice Chairman	Seat #3
Patrick H. Allman	Secretary/Treasurer	Seat #5
The Honorable Christine Miller	Commissioner	Seat #6
The Honorable Mayor Jane Castor	Commissioner	Seat #7

PORT TAMPA BAY SENIOR STAFF PRESENT

Charles E. Klug	Chief Legal Officer
Michael Poole	Chief Financial Officer
Joeanne Toledo	Vice President of Human Resources

No members of the public were in attendance.

Chairman Harrod called the public hearing to order at 5:01 p.m.

OVERVIEW

Presenters: Chad Harrod and Charles Klug

Chairman Harrod explained that the hearing provided an opportunity for the public to comment on the proposed final millage rate and budget. He reminded those present that questions concerning individual property assessments fall within the jurisdiction of the Hillsborough County Property Appraiser and should be directed to that office rather than to the Tampa Port Authority.

Charles Klug, Chief Legal Officer, stated that, in accordance with Florida law, the matter before the Board was adoption of the Tampa Port Authority's final millage rate for FY2026-2027. Based on the financial projections to be presented, staff recommended a final millage rate of 0.0722 mills, or $0.0722 per $1,000 of taxable valuation. He identified that rate as the rolled-back rate. Mr. Klug emphasized that the Tampa Port Authority uses its ad valorem tax revenue solely for the construction, repair, and refurbishment of Port infrastructure and for Port projects of a public nature.

FINAL MILLAGE RATE AND FISCAL YEAR 2027 BUDGET PRESENTATION

Presenter: Michael Poole

Mr. Poole reviewed the sequence of public actions, beginning with June 16 when the Board set the millage rate, followed by the August 20 budget workshop, and the September 8 first public hearing at which the Board approved the tentative millage rate and tentative operating and capital budgets. He stated that the final step was the Board's consideration of the final millage rate and final budget.

Mr. Poole reported projected operating revenue of approximately $109 million. The revenue forecast was based on approximately 18 million tons of cargo and 1.6 million cruise passengers during FY2027. He presented an operating expense budget of approximately $61.5 million and referred to its personnel, promotional, administrative, and other operating components. Based on those projections, the budget anticipated operating income of approximately $47.7 million. Mr. Poole stated that nonoperating items collectively contributed approximately $8.5 million and that ad valorem taxes at the rolled-back rate were projected to generate approximately $12.8 million. The resulting budgeted net income was approximately $56.2 million.

Mr. Poole explained that the Port would use the projected net income first to pay principal on outstanding debt, estimated at approximately $5 million for FY2027, and would direct the remaining amount toward the capital budget. He presented a total capital budget of approximately $209 million, including projects carried forward from prior years that the Board had already authorized and that remained to be completed and paid. The carried-forward portion totaled approximately $77 million.

The FY2027 capital program also included approximately $132 million in new projects. He summarized the principal capital funding sources as approximately $37 million in Port funds, $48 million in financing, $12.8 million in ad valorem taxes, $1.4 million in harbor maintenance fee revenue, and $33 million in federal and state capital grants.

He explained that Florida law requires a balanced budget and that the proposed budget appropriated total revenues and available funds of $343,801,598. The total included cash carried forward, charges for services, capital grants, and proceeds for capital projects planned during FY2027. On the expenditure side, he identified approximately $72 million in operating outflows. He also presented approximately $9 million in debt service, consisting of about $5 million in principal and $4 million in interest; approximately $209 million in capital expenditures; and projected year-end reserves of approximately $61.5 million. He concluded that the appropriated inflows and outflows were balanced at approximately $343.8 million.

DISCUSSION

Following the presentation, Commissioner Allman asked how the Port planned to fund the purchase of property from Amalie Oil, R.E., LLP, which was approved by the Board the previous day. Mr. Poole responded that the Port planned to fund the purchase with cash rather than borrowed funds. He clarified that the approximately $77 million in carried-forward projects consisted of roughly $62 million in brick-and-mortar projects and $15 million for the land acquisition. Because the Board had approved the purchase and closing was expected in early October, the land purchase was included as a carried-forward project.

Commissioner Carrere asked whether staff had made progress in determining the tariffs that would be assessed on the Port's new cranes. Mr. Poole responded that staff now expected a tariff of approximately 10% rather than the 15% previously considered. Based on the revised estimate, the Port expected the all-in crane cost to be closer to $39 million rather than approximately $41.5 million, producing projected savings of about $2.5 million.

PUBLIC COMMENT

No public comments were received.

ADOPTION OF FINAL MILLAGE RATE

Chairman Harrod opened the floor for public and commissioner comments on the proposed final millage rate. No comments were made.

Chairman Harrod requested a motion to adopt a final millage rate of 0.0722 mills, or $0.0722 per $1,000 of taxable valuation, for FY2026-2027 and requested a motion.

Motion: Commissioner Conner
Second: Commissioner Carrere
Vote: Motion carried unanimously.

ADOPTION OF FINAL BUDGET

Chairman Harrod opened the floor for public and commissioner comments on the proposed final budget. No comments were made.

Chairman Harrod requested a motion to adopt the Tampa Port Authority's final FY2026-2027 budget in the amount of $343,801,598.

Motion: Commissioner Carrere
Second: Commissioner Conner
Vote: Motion carried unanimously.

Chairman Harrod adjourned the public hearing at 5:13 p.m.

The Final Millage Rate and Fiscal Year 2027 Public Hearing Presentation is Attachment A.

Resolutions for the FY2027 Final Millage Rate and Final Budget are Attachment B.

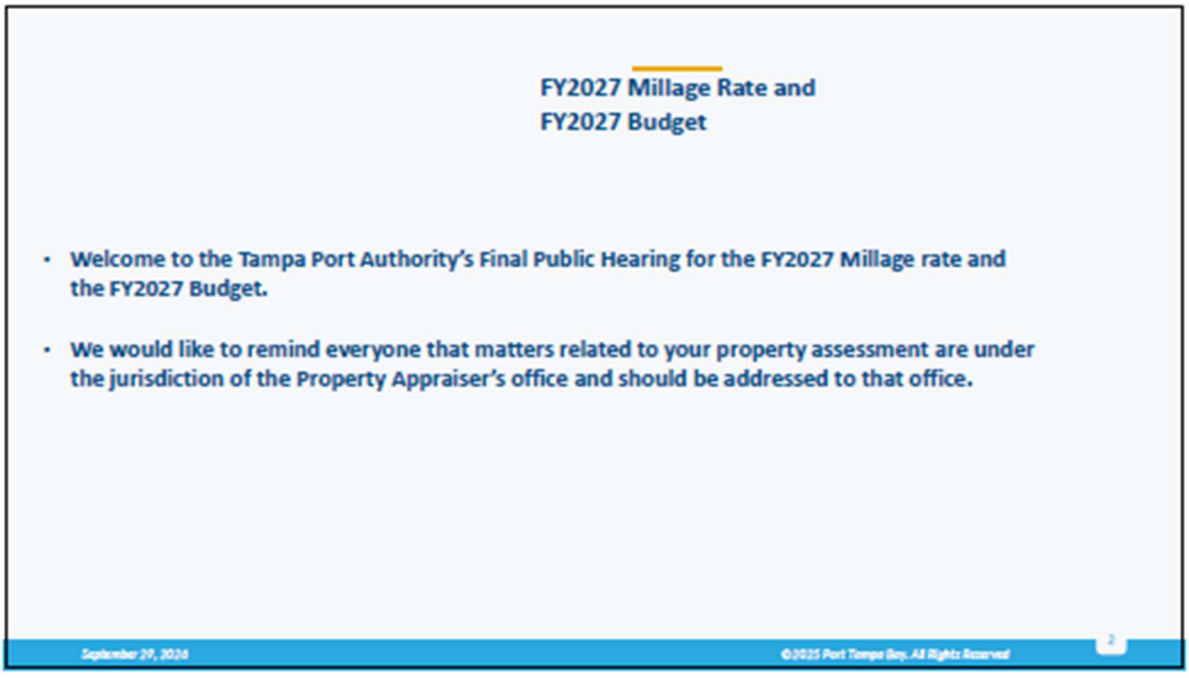
Respectfully submitted,

_____	_____
Chad Harrod	Patrick Allman
Chairman	Secretary/Treasurer

Attachment A



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FY2027 Millage Rate and FY2027 Budget

- FY 2027 millage rate $0.0722

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FY 2027 Budget



(in thousands)		FY27 Budget	
Operating Revenue:			
Port Usage Fees	$	77,614	
Rentals	$	30,730	
Other Operating	$	870	
Total Operating Revenue	$	109,214	
Operating Expenses:			
Personnel	$	27,754	
Promotional	$	1,991	
Administrative	$	31,762	
Total Operating Expense	$	61,507	
Operating Income	$	47,707	44%
Non-Operating Revenue / (Expense)			
Ad Valorem Tax Receipts	$	12,819	
Ad Valorem Tax Payments	$	(700)	
Interest Income	$	2,217	
Interest Expense	$	(4,461)	
Other, Net	$	(1,371)	
Net Non-Operating Revenue	$	8,504	
Net Income	$	56,211	

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FY 2027 Capital Budget



Carried Over Projects $77 m

- Hookers Point
  - Berth 214, Cranes $20 m
- Metroport Fill $15 m
- Cruise Terminal Design $3 m
- Berth 301 $3 m
- Island 2D Spoil Site $2 m

- Funded by
  - Port Funds $65.5 m; Grants $11.5 m

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FY 2027 Capital Budget



Total New Projects: $132.6 m

- Metroport Berth 266 $46 m
- East Port Phase II $37 m
- 20 Acres Auto Expansion $16 m
- Channelside Improvement $6 m

- Funded by
  - Port Funds $37 m; Port Financing $48.1 m;
  - Ad Valorem $12.8 m; HMF $1.4; Grants $33.3 m

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FY 2027 Budget Summary



NET CASH CARRIED FORWARD	$ 86,830,255
ESTIMATED REVENUES:	
Ad Valorem taxes (.0722 mills)	$ 12,818,821
Charges for Services	$ 109,214,117
Capital Grants	$ 44,721,806
Interest Income	$ 2,216,500
Total Estimated Revenues	$ 168,971,343
Debt Proceeds	$ 88,000,000
Total Appropriated Revenues and Funds	$ 343,801,598
EXPENDITURES:	
General Government Services, Operating	$ 61,507,124
General Government Services, Non-Operating	$ 2,071,373
Debt Service P&I	$ 9,110,092
Total Expenditures	$ 72,688,589
CAPITAL EXPENDITURES:	
Carried Over Capital Projects from Prior Years	$ 76,976,270
General Government Services, Equipment & Other	$ 6,000,000
New Capital Projects - FY 2027	$ 126,560,000
Total Capital Expenditures	$ 209,536,270
Fund Balances/Reserves	$ 61,587,740
Total Appropriated Expenditures and Reserves	$ 343,801,598

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Attachment B

A RESOLUTION OF THE TAMPA PORT AUTHORITY ADOPTING A FINAL MILLAGE RATE FOR THE FISCAL YEAR BEGINNING OCTOBER 1, 2026, AND ENDING SEPTEMBER 30, 2027 GIVING NOTICE OF PUBLIC HEARINGS THEREON NUMBER 2027-3

WHEREAS, the Tampa Port Authority (the "Authority"), d/b/a Port Tampa Bay, is the governing body of the Hillsborough County Port District as provided in Chapter 95-488, Laws of Florida; and

WHEREAS, pursuant to the applicable Florida Statutes, all property owners were notified by the property appraiser of said property millage rate, and the public hearing was conducted thereon on September 16, 2026, at which time all interested persons were provided an opportunity to be heard concerning the final millage rate, and the final budget, and

WHEREAS, the Authority has prepared a final budget for the ensuing fiscal year and has computed a final millage rate necessary to fund the final budget, other than the portion of the budget to be funded from sources other than ad valorem taxes in accordance with the provisions of Section 200.065, Florida Statutes; now therefore,

BE IT RESOLVED BY THE TAMPA PORT AUTHORITY:

(1) The adopted final millage rate as computed by the Tampa Port Authority is $0.0722 per $1,000 valuation, and that the same was adopted by a vote that was taken separate, apart from and prior to, the vote that adopted the final budget for Fiscal Year 2026-2027.

(2) The Authority shall cause a copy of this Resolution to be forthwith delivered to the Property Appraiser of Hillsborough County, Tax Collector of Hillsborough County, and the Florida Department of Revenue.

PASSED AND ADOPTED AT A PUBLIC HEARING THIS 16th DAY OF SEPTEMBER, 2026 AT 5:15 P.M.

HILLSBOROUGH COUNTY PORT DISTRICT

(SEAL)

by: _____
Chairman, Tampa Port Authority

ATTEST:

_____
Secretary-Treasurer

A RESOLUTION OF THE TAMPA PORT AUTHORITY ADOPTING A FINAL BUDGET FOR THE FISCAL YEAR BEGINNING OCTOBER 1, 2026, AND ENDING SEPTEMBER 30, 2027, GIVING NOTICE OF PUBLIC HEARINGS THEREON NUMBER 2027-4

WHEREAS, the Tampa Port Authority (the "Authority"), d/b/a Port Tampa Bay, is the governing body of the Hillsborough County Port District as provided in Chapter 95-488, Laws of Florida; and

WHEREAS, pursuant to the applicable Florida Statutes, all property owners were notified by the property appraiser of said property millage rate, and the public hearing was conducted thereon on September 16, 2026, at which time all interested persons were provided an opportunity to be heard concerning the final millage rate, and the final budget, and

WHEREAS, the Authority has submitted a recommended final budget for the ensuing Fiscal Year 2026-2027 in accordance with the provisions of Section 200.065, Florida Statutes; now therefore,

BE IT RESOLVED BY THE TAMPA PORT AUTHORITY:

(1) The adopted final budget as recommended by the Tampa Port Authority is three hundred forty-three million, eight hundred one thousand, five hundred ninety-eight dollars ($343,801,598) and that the same was adopted by a vote that was taken separate, apart from and after the vote that adopted the final millage rate for Fiscal Year 2026-2027.

(2) The Authority shall cause a copy of this Resolution to be forthwith delivered to the Property Appraiser of Hillsborough County, Tax Collector of Hillsborough County, and the Florida Department of Revenue.

PASSED AND ADOPTED AT A PUBLIC HEARING THIS 16th DAY OF SEPTEMBER, 2026 AT 5:15 P.M.

HILLSBOROUGH COUNTY PORT DISTRICT

(SEAL) **by:** _____
Chairman, Tampa Port Authority

ATTEST:

_____
Secretary-Treasurer

Port Tampa Bay
Budgetary Comparative Statement of Revenues and Expenses
For the fiscal year ending September 2026

Description	Budget	Actual	Favorable (Unfavorable)	%
Port Usage Fees	73,570,951	73,962,906	391,955	0.5%
Rentals	26,850,849	28,272,009	1,421,160	5.3%
Other Operating	569,150	635,023	65,873	11.6%
Operating Revenue	**100,990,950**	**102,869,938**	**1,878,988**	**1.9%**
Personnel	25,612,041	24,968,804	643,237	2.5%
Promotional	1,994,441	1,684,045	310,396	15.6%
Administrative	31,233,384	29,110,498	2,122,886	6.8%
Operating Expense	**58,839,865**	**55,763,347**	**3,076,518**	**5.2%**
Operating Income	**42,151,085**	**47,106,591**	**4,955,506**	**11.8%**
	42%	46%		
Interest Income	2,678,004	2,595,124	(82,880)	-3.1%
Interest Expense	(4,669,375)	(3,330,827)	1,338,548	-28.7%
Ad Valorem Tax Receipts	12,597,633	12,698,627	100,994	0.8%
Other, net	(1,061,318)	(475,426)	585,892	-55.2%
Non-Operating	**9,544,944**	**11,487,498**	**1,942,554**	**20.4%**
Net Income	**51,696,028**	**58,594,089**	**6,898,061**	**13.3%**

64

SUBJECT: PTB MINOR WORK PERMIT APPLICATION NO. 26-004 – VARIANCE FOR MODIFICATION OF PRIVATE RESIDENTIAL DOCK AT 6602 SURFSIDE BLVD., APOLLO BEACH, FL

BACKGROUND:

Mr. Moad Kased ("Applicant") submitted an application for a minor work permit to Port Tampa Bay's (PTB) Environmental Department (Minor Work Permit No. 26-004) for modification of a private residential dock located at 6602 Surfside Blvd., Apollo Beach, Florida with a shoreline of approximately 100 linear feet.

The Environmental Protection Commission (EPC) issued Minor Work Permit No. 62821 to the previous property owner on May 16, 2017 for the existing dock with a fixed terminal platform, covered boatlift area with wrap-around catwalk, and covered double jet ski deck lift which is approximately 2,731 square feet. Due to the shallow shoal, PTB's Board authorized a variance at its May 16, 2017 meeting, for a longer access walkway to reach adequate water depths and a larger dock structure exceeding the limit of ten (10) square feet of pre-empted area for each linear foot of shoreline ownership per PTB's Submerged Lands Management Rules (Rules).

FACTS/COMMENTS:

The proposed modification consists of: (i) removing the covered double jet ski/personal watercraft deck lift that is approximately 200 square feet and (ii) replacing and expanding the covered boat lift area with a wrap-around catwalk to accommodate larger vessels. The total proposed modified dock's pre-empted area is approximately 2,838 square feet which is approximately 1,838 square feet over the 1,000 square foot maximum 10:1 ratio for this property. The proposed modified dock will be approximately 107 square feet larger overall than the existing dock. All other aspects of the proposed modified dock comply with the Rules.

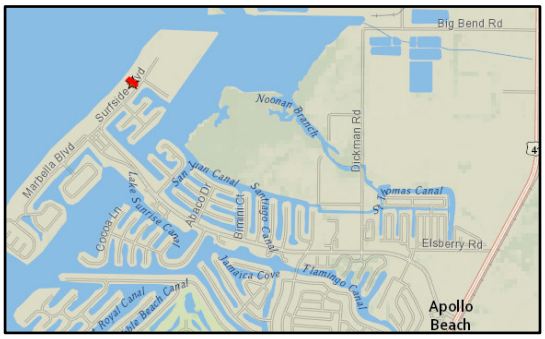
The south adjacent property owner provided an Affidavit of No Objection for the proposed riparian setback encroachment. The north adjacent property owner was provided a regular notice since there is no riparian setback encroachment to the north, and no written comments or objections were received by this property owner.

The project has received approval from EPC's reviewing staff. PTB's Board has approved several variances for similar structures at other nearby single family residential homes along the western side of Surfside Boulevard. PTB has reviewed the application and recommends approval of the permit and variance.

RECOMMENDATION:

Authorize the Port President/CEO, or his designee, to approve Minor Work Permit No. 26-004 and grant the variance set forth above, subject to review by Port counsel.

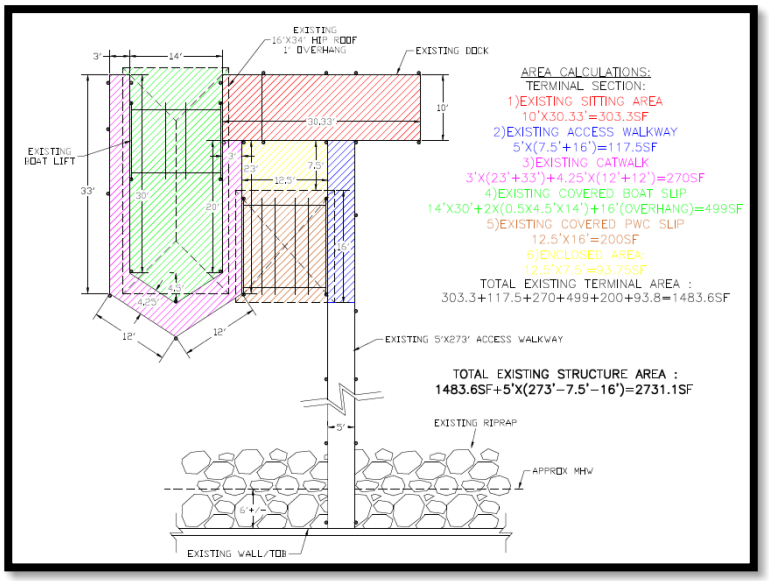
Board Meeting
October 20, 2026
Environmental



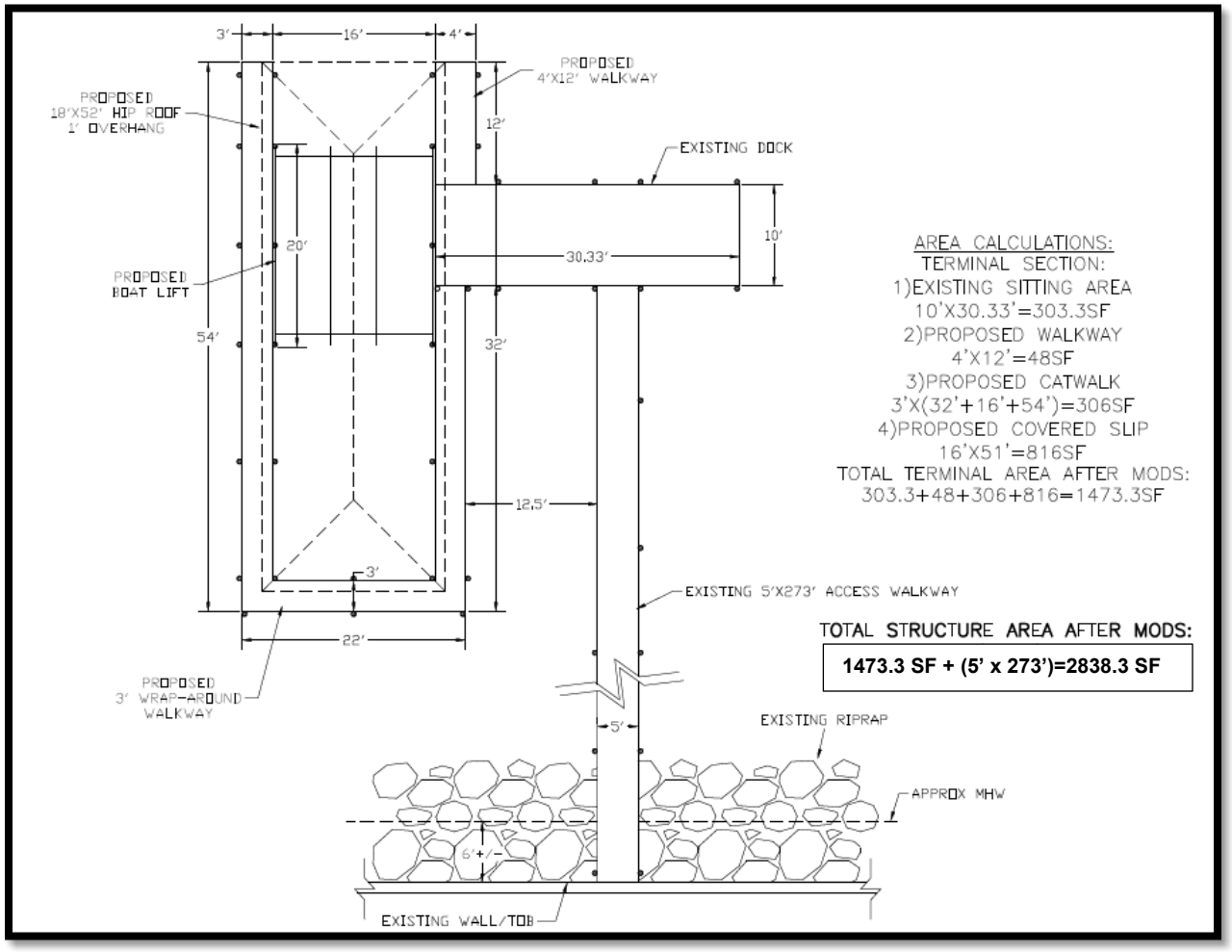


EPC MWP No. 62821 - Permitted Dock – Existing Terminal Area





PTB MWPA No. 26-004 – Proposed Dock Modification



HECKER CONSTRUCTION COMPANY, INC.

P.O Box 989 Ruskin, FL 33575-0989

Email: heckercompany@aol.com Phone (813) 236-9306 Fax (813)236-9358

May 04, 2026

RE: Variance Request for:
Moad Kased
6602 Apollo Beach Blvd.
Apollo Beach, FL 33572

TO: Port Tampa Bay
Jackie Julian
1101 Channelside Dr.
Tampa, FL 33602

To whom it may concern,

The current variance request [V.A.3.b.(1)] is to install a 16' x 52' covered boat slip with an associated boat lift, 4' x 12' walkway, and a 3' wide wrap-around walkway. We will also remove an existing 12.5' x 14' double PWC lift with a 14.5' x 16' hip roof. The area of the existing structure is approximately 2,731.1 square feet and the total square footage of the proposed project is approximately 2,832.3 square feet. No changes will be made to the existing terminal platform or access catwalk.

The proposed covered lift at 6602 Surfside Blvd. is consistent with other roofs and lifts in the area, and the length of the dock is minimal to reach adequate mooring depth at the site. Similar variance requests in the vicinity have been granted to exceed the 10:1 criterion for the construction of docks, walkways, roofs, and lifts to reach adequate water depth for mooring vessels.

Below please find the responses, drafted in bold font, to the five variance conditions listed in the Submerged Lands Management Rules.

1. The variance requested arises from a condition that is unique and peculiar to the riparian upland property and adjacent submerged land.

The area at 6602 Surfside Blvd. is unique and peculiar in that docks and lifts need to go nearly 295' waterward to reach adequate mooring depth. The proposed addition of a larger lift and roof only slightly increases the area of the already exceeded 10:1 criterion.

2. The granting of a variance will not adversely impact the resource quality, aesthetic value, or the general quality of public uses with the affected waterbody.

#26-004 (pg. 1 of 2)

The proposed structure will not have any negative impacts to natural resources as there are no exiting trees, mangroves, or oyster beds at the site. Although some unevenly distributed and sparse shoal grass was previously noted near the site, construction will either avoid these patches altogether and/or protect them by following construction guidelines, such as 1/2" deck board spacing, use of barge to set pilings and floating turbidity curtains.

3. The variance requested is the minimum necessary to allow reasonable use of the Jurisdictional Lands.

Due to the fact that proposed docks and lifts need to go the full distance of nearly 295' to reach an adequate mooring the depth, the length of the existing dock is minimal to reach proper mooring depth at the site and comply with similar dock construction projects in the immediate area. Additionally, the proposed additions will replace an existing lift, roof, and walkways. A covered double PWC lift will be removed to further reduce the square footage of the structure. The proposed lift and roof add a minimum of 101.2 sqft to the existing structure.

4. The variance requested is not contrary to the general spirit and intent of this rule.

There are previously permitted and constructed docks and covered lifts in the immediate area, which were not found to be contrary to the general spirit and intent of this rule.

5. The activity applied for directly related to the exercise of a right commonly associated with the ownership of riparian property.

The design and construction of this lift and roof, as well as the similar docks, lifts, and roofs in the immediate vicinity and area, do not impose a navigation hazard and are in common with those with similar riparian property.

Please contact me if you need further information or have additional questions regarding this variance request.

Regards,
Scott Kane
Permitting/Hecker Construction Company, Inc.
scott.heckerconstruction@gmail.com
(727) 871-4964

#26-004 (pg. 2 of 2)

HQ-0128

PROPOSED KASED RES
DOCK ALTERATIONS

*NO -MANGROVES
-SEAGRASS
-OYSTERBEDS

*EXISTING (2)PWC LIFT/ROOF TO BE REMOVED FROM SITE

NTS

NORTH

TURBIDITY CURTAIN IN USE

TAMPA BAY

EXISTING DOCK

20.5' 23' 56.5'

EXISTING DOCK

PROPOSED 10'X52' HIP ROOF LIFT/WALKWAYS

4'+/-

29.5'+/-

R L

R L

*NO STRUCTURE

EXISTING RIPRAP

APPROX MHW

EXISTING WALL/TOB

55.5' 4' 40.5'

100' SHORELINE

EXISTING STAIRS

SCAROLA RES
6528 SURFSIDE BLVD

KASED RES
#6602 SURFSIDE BLVD

KHAN RES
6604 SURFSIDE BLVD

R L

R L

SURFSIDE BLVD

REVISED
5/16/2026

HECKER CONSTRUCTION CO., INC.
P.O. BOX 989
RUSKIN, FL 33575
(813) 236-9306 FAX (813) 236-9358

No.	Revision/Issue	Date

PROPOSED KASED RES
DOCK ALTERATIONS
6602 SURFSIDE BLVD
APOLLO BEACH FL 33572

SITE PLAN
02/18/2026
NTS
01

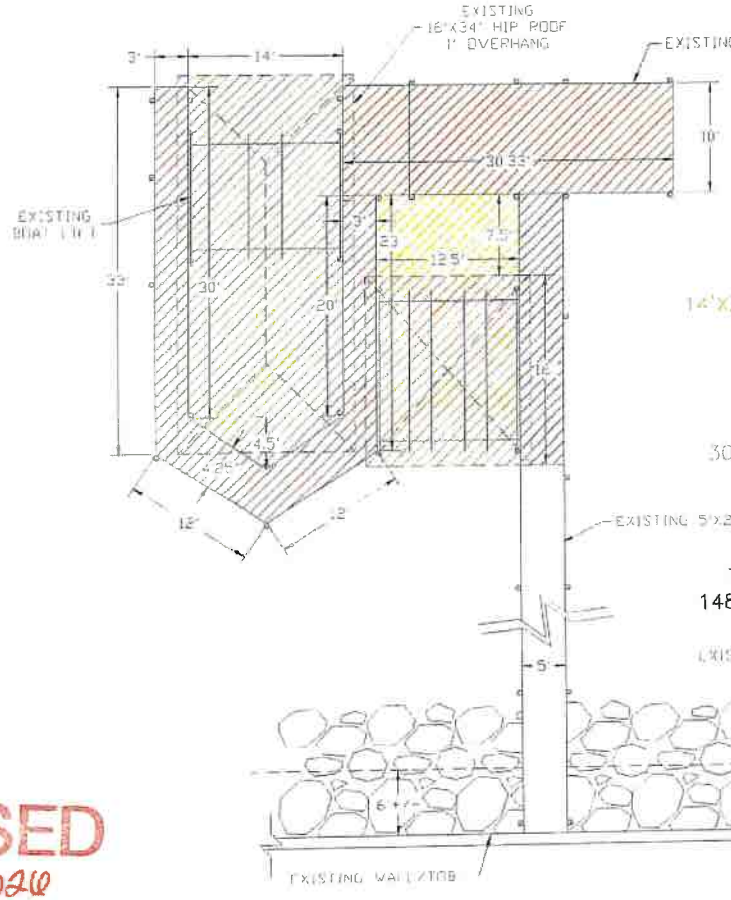
HRC-018 #

71

*NO -MANGROVES
-SEAGRASS
-OYSTERBEDS

KASED RES
EXISTING DOCK

NTS



AREA CALCULATIONS:
TERMINAL SECTION:
1)EXISTING SITTING AREA
10'X30.33'=303.3SF
2)EXISTING ACCESS WALKWAY
5'X(7.5'+16')=117.5SF
3)EXISTING CATWALK
3'X(23'+33')+4.25'X(12'+12')=270SF
4)EXISTING COVERED BOAT SLIP
14'X30'+2X(0.5X4.5'X14')+16'(OVERHANG)=498SF
5)EXISTING COVERED PWC SLIP
12.5'X16'=200SF
6)ENCLOSED AREA
12.5'X7.5'=93.75SF
TOTAL EXISTING TERMINAL AREA =
303.3+117.5+270+498+200+93.8=1483.6SF

TOTAL EXISTING STRUCTURE AREA :
1483.6SF+5'X(273'-7.5'-16')=2731.1SF

REVISED
5/6/2020

HECKER CONSTRUCTION CO., INC.
P.O. BOX 589
RUSKIN, FL 33575
(813) 236-9309 FAX (813) 236-9358

KASED RES
EXISTING DOCK
6605 SURFSIDE BLVD
APOLLO BEACH, FL 33572

DETAIL DRAWING
02/18/2020
NTS
02

HOZ-02 #

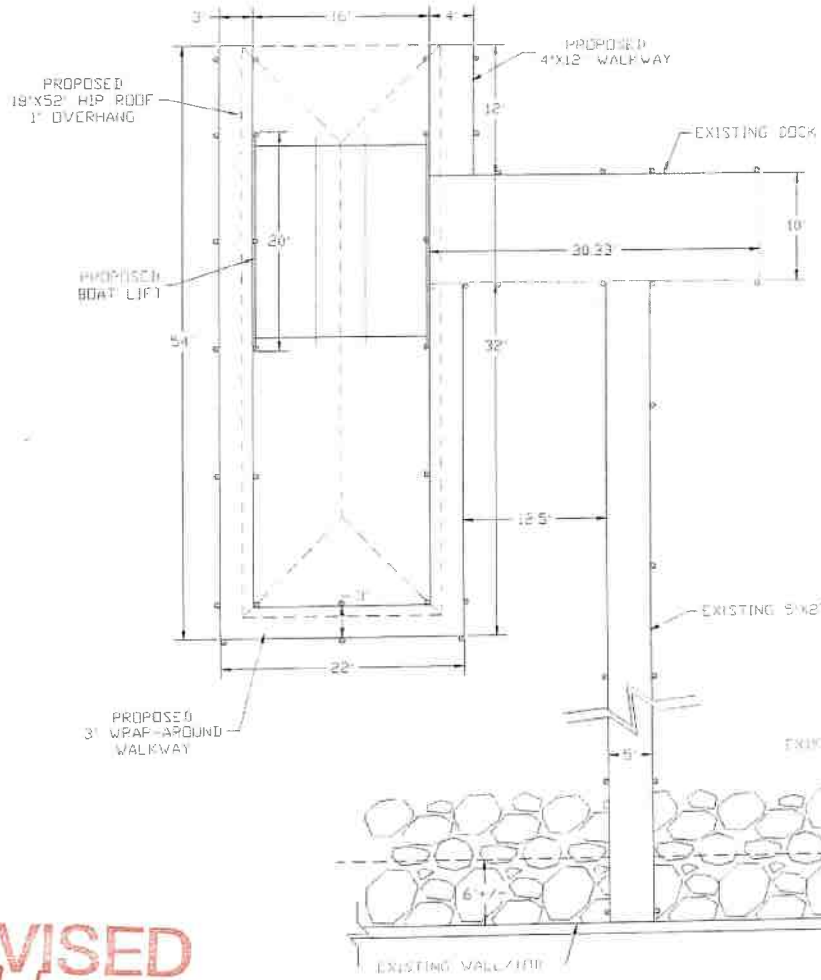
72

*NO -MANGROVES
-SEAGRASS
-OYSTERBEDS

*EXISTING (2)PWC LIFT/ROOF TO BE REMOVED FROM SITE

PROPOSED KASED RES DOCK ALTERATIONS

NTS



AREA CALCULATIONS:
TERMINAL SECTION:
1)EXISTING SITTING AREA
10'X30.33'=303.3SF
2)PROPOSED WALKWAY
4'X12'=48SF
3)PROPOSED CATWALK
3'X(32'-16'+54')=306SF
4)PROPOSED COVERED SLIP
16'X51'=816SF
TOTAL TERMINAL AREA AFTER MODS:
303.3+48+306+816=1473.3SF

TOTAL STRUCTURE AREA AFTER MODS:
1467.3SF+5'X273'=2832.3SF

REVISED
5/6/2026

HECKER CONSTRUCTION CO., INC.
P.O. BOX 989
RUSKIN, FL 33575
(813) 236-9306 FAX (813) 236-9358

No.	Revision/Issue	Date

PROPOSED KASED RES
DOCK ALTERATIONS
6605 SURFSIDE BLVD
APOLLO BEACH, FL 33572

DETAIL DRAWING	02
02/16/2026	
NTS	

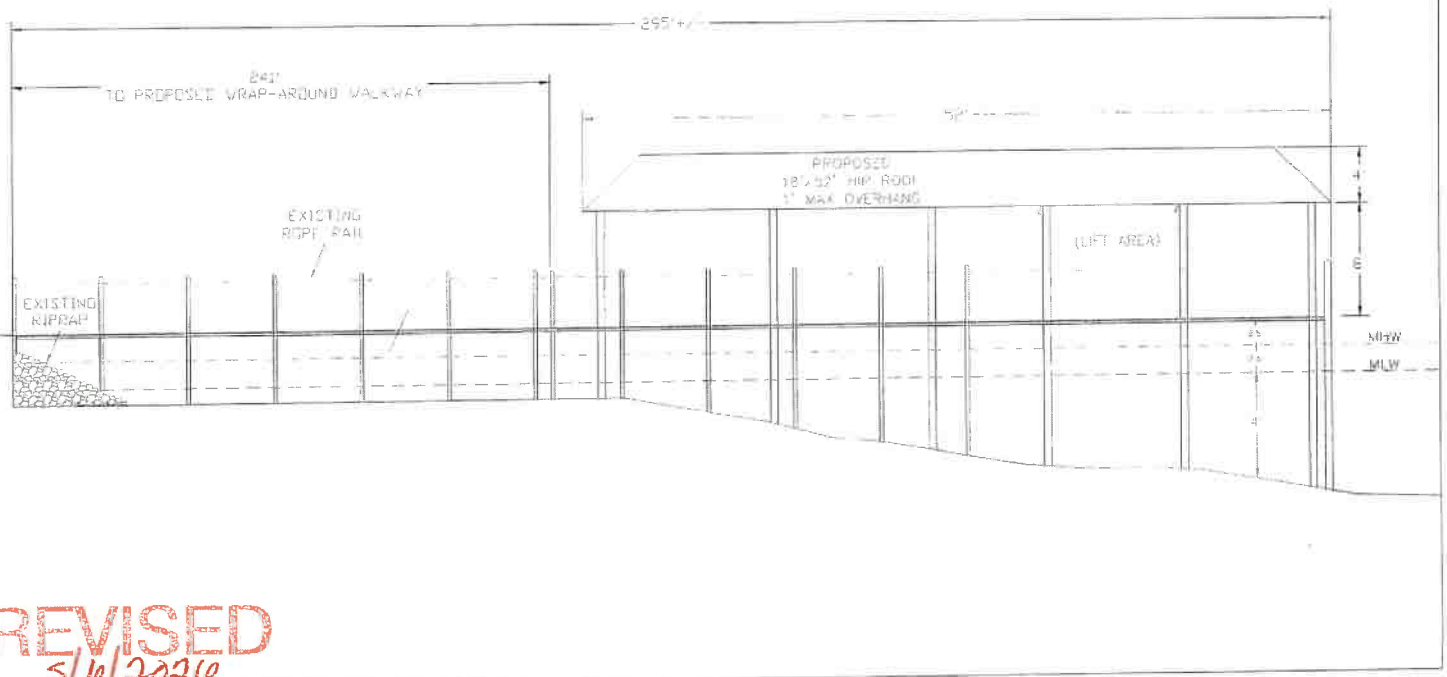
#20-071

*NO -SEAGRASS
-MANGROVES
-OYSTERBEDS

*EXISTING (2)PWC LIFT/ROOF TO BE REMOVED FROM SITE

PROPOSED KASED RES DOCK ALTERATIONS

NTS



REVISED
5/6/2026

HECKER CONSTRUCTION CO., INC.
P.O. BOX 989
RUSKIN, FL 33575
(813) 236-9306 FAX (813) 236-9358

No	Revision/Issue	Date

PROPOSED KASED RES
DOCK ALTERATIONS
6602 SURFSIDE BLVD
APOLLO BEACH, FL 33572

CROSS SECTION

02/18/2026

NTS

03

COMMISSION

Victor D. Crist
Ken Hagan
Al Higginbotham
Pat Kemp
Lesley "Les" Miller, Jr.
Sandra L. Murman
Stacy White

EXECUTIVE DIRECTOR
Janet L. Dougherty

DIVISION DIRECTORS

Legal & Admin. — Richard Tschantz, Esq.
Air Management — Jerry Campbell, P.E.
Waste Management — Hooshang Boostani, P.E.
Water Management — Sam Elrabi, P.E.
Wetlands Management — Kelly Bishop, P.G.

PERMIT

PERMIT NUMBER: 62821

PERMITTEE: BRAD BARTHOLOMEW
6602 SURFSIDE BLVD.
APOLLO BEACH, FL 33572

AGENT: HECKER CONSTRUCTION COMPANY, INC.
BRIAN HECKER
P.O. BOX 989
RUSKIN, FL 33575

PROJECT DESCRIPTION: CONSTRUCTION OF A NEW COVERED DOUBLE PWC LIFT PURSUANT TO PERMIT EXHIBITS AND STIPULATIONS

PROJECT LOCATION: 6602 SURFSIDE BLVD. APOLLO BEACH, FL 33572 / OPEN TAMPA BAY

DATE OF ISSUE: MAY 16, 2017
EXPIRATION DATE: MAY 16, 2018

AUTHORIZED SIGNATURE: Christian Bryant for

Kelly Bishop, P.G. - Wetlands Management Division Director

THIS NOTICE MUST BE CONSPICUOUSLY DISPLAYED AT THE SITE OF WORK

#26-004 - Existing Dock Revise Permit

REVISED

Replaces Drawing Received 03/20/17 BB

#410-004 Existing dock, lift, roof permit 4/26/17

*Sparse – unevenly distributed seagrass
*No – Mangroves
–Oysterbeds

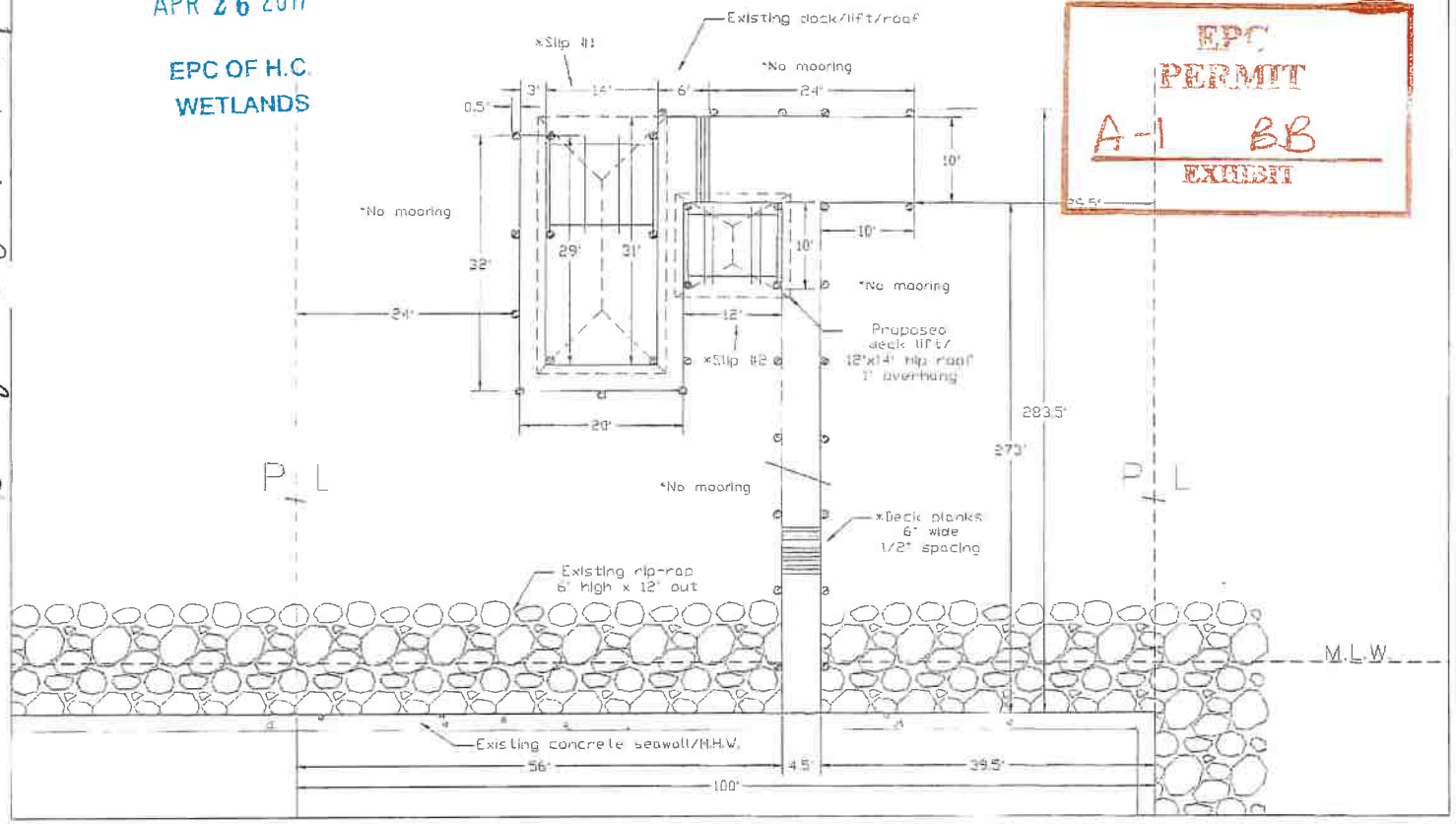
Proposed Bartholomew Res. Deck Lift/Roof (Revised)

N.T.S.

RECEIVED
APR 26 2017
EPC OF H.C.
WETLANDS

RECEIVED
APR 26 2017
EPC OF H.C.
WETLANDS

EPC PERMIT
A-1 BB
EXHIBIT



HECKER CONSTRUCTION

HECKER CONSTRUCTION CO., INC.
P.O. BOX 989
RUSKIN, FL 33575
(813) 236-9366 FAX (813) 236-9358

No.	Revision/Issue	Date

Proposed Bartholomew Res.
Deck Lift/Roof (Rev)
6602 Surfside Blvd
Apollo Beach, FL 33572

Detail Drawing-Rev
04/26/2017
N.T.S.
2R

PORT TAMPA BAY (PTB)
MINOR WORK PERMIT APPLICATION NO. 26-004

ADJACENT PROPERTY OWNER RIPARIAN SETBACK ENCROACHMENT AFFIDAVIT OF NO OBJECTION

Applicant Name: Mead Kasad

Project Address: 6602 Surfside Blvd

City: Apollo Beach State: FL Zip: 33572

ADJACENT RIPARIAN PROPERTY OWNER

Name: Timothy Scott and/or Natasha Baril

Mailing Address: 6528 Surfside Blvd

City: Apollo Beach State: FL Zip: 33572

Adjacent Site Requested For Setback Encroachment: 6528 Surfside Blvd., Apollo Beach, FL

I Timothy Baril, hereby acknowledge and certify that I am the a representative of the owner adjacent to the site of the above-referenced proposed project. I have reviewed the plans of record dated 08/26/2026 for the project as described in the PTB Minor Work Permit Application No. 26-004 and have no objections to the proposed structure construction/work to be located within the 25-foot riparian setback and issuance of the marine construction permit pursuant to this application.

Signature: _____ Date: 08/26/2026
(Adjacent Property Owner)

NOTARY

Sworn to me and subscribed before me by means of ✓ physical presence or ☐ online notarization, this 26 day of August 2026, by Timothy Baril, who is ☐ personally known to me or ✓ produced Driver License as identification.

_____ Samuel Guerra
Signature of Notary Public Printed Name

Notary Public State of Florida
Samuel Guerra
My Commission HH 769315
Expires 4/9/2030

Note: This Affidavit of No Objection is required pursuant to the Tampa Port Authority, d/b/a Port Tampa Bay (PTB) Submerged Lands Management Rules. If project is supported, return notarized form to PTB Environmental Department office at 1101 Channelside Dr., Tampa, FL 33602.

SUBJECT: PTB MINOR WORK PERMIT APPLICATION NO. 26-028 – VARIANCE FOR MOSAIC FERTILIZER, LLC SEAWALL REPLACEMENT AT 12839 WYANDOTTE RD., GIBSONTON, FL

BACKGROUND:

Mosaic Fertilizer, LLC (Applicant) submitted an application for a minor work permit to Port Tampa Bay's (PTB) Environmental Department (Minor Work Permit No. 26-028 or the Application). The Application is for the replacement of a dilapidated seawall section at the northwest corner of Applicant's Big Bend facility located at 12839 Wyandotte Rd, Gibsonton, Florida.

PTB's Board approved the replacement section of the seawall with a variance on November 14, 2023, which was part of a larger scope of work previously authorized by PTB Minor Work Permit No. 23-020. This work was for replacement of approximately 184 linear feet of seawall exceeding eighteen inches (18") waterward distance but was not completed before the permit expired on February 26, 2026.

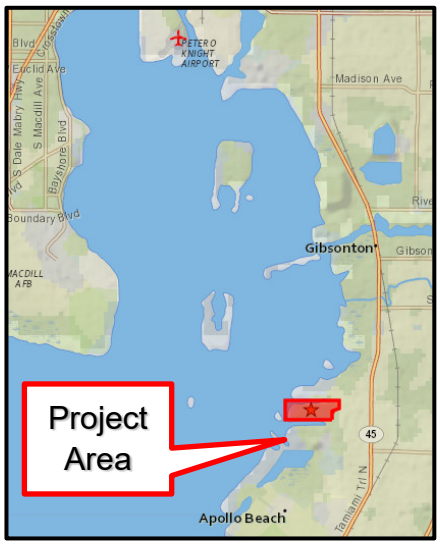
FACTS/COMMENTS:

Applicant proposes to install approximately 83 linear feet of sheet pile bulkhead with a distance ranging from eighteen inches (18") to approximately 3.72 feet (44.64") waterward face-to-face distance from the existing bulkhead which is leaning and has an existing waler. This minor work permit requires a variance due to some portions of the replacement seawall exceeding the 18-inch criteria for a minor work permit due to the existing toe beam/waler that shall remain and existing site conditions. All other aspects of the proposed construction are consistent with the PTB Submerged Land Management Rules.

The project is under review by Florida Department of Environmental Protection (FDEP) (ERP Individual Application No. 29-0304033-007) and U.S. Army Corps of Engineers (Application No. SAJ-2021-04002) for State and federal authorizations and has received approval by EPC's reviewing staff. PTB staff has reviewed the application and recommends approval of the permit and variance.

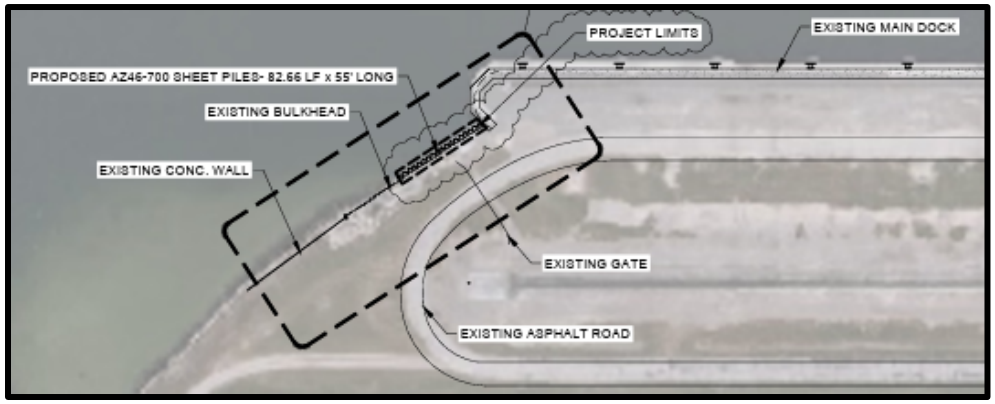
RECOMMENDATION:

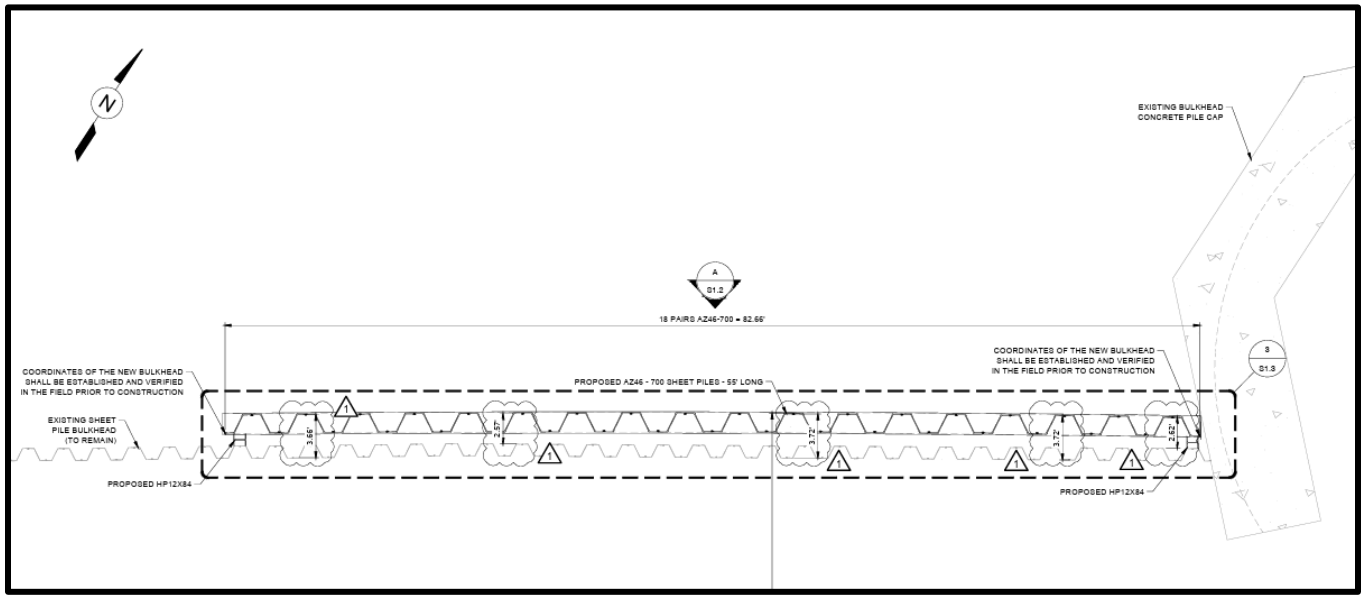
Authorize the Port President/CEO, or his designee, to approve Minor Work Permit No. 26-028 and grant the variance set forth above, subject to review by Port counsel.

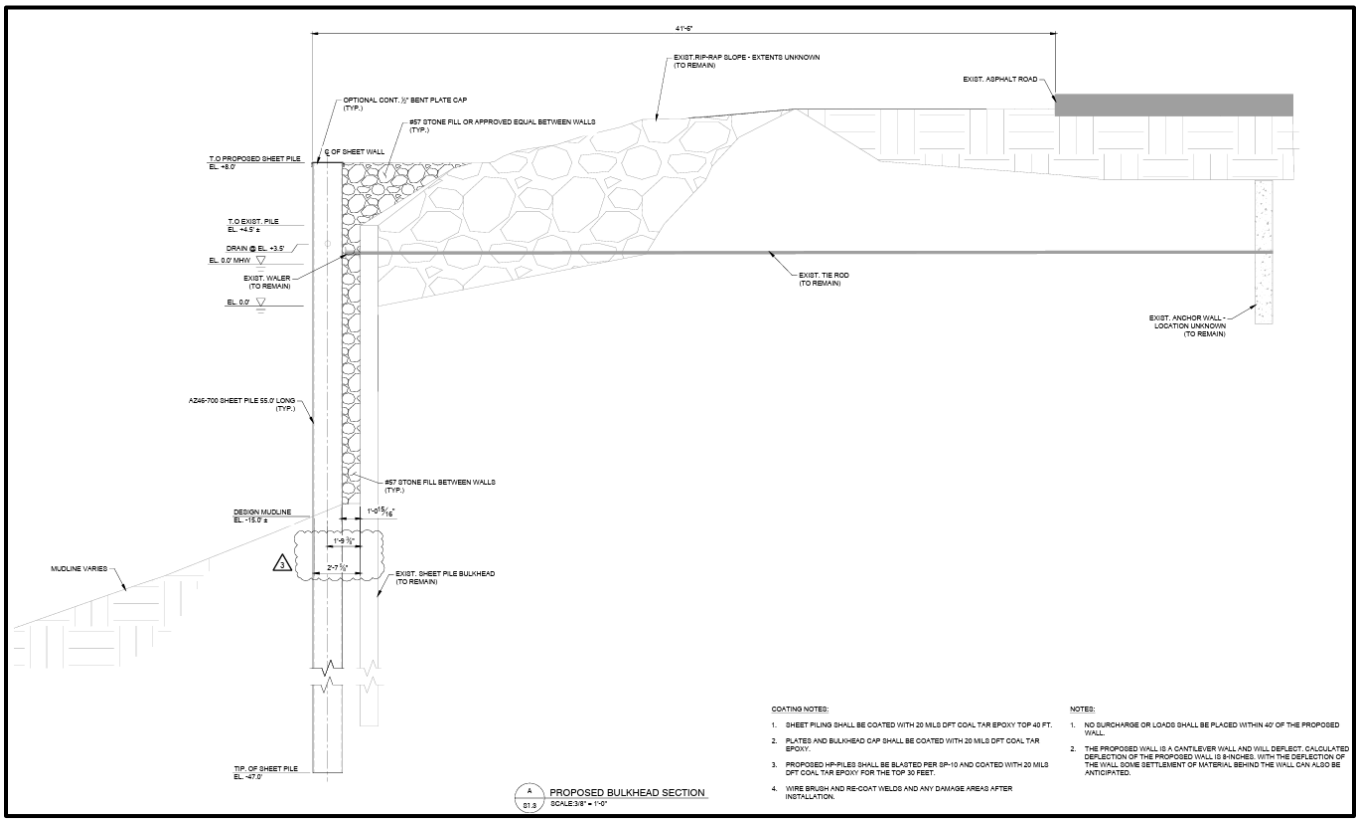




Proposed Work






41'-6"
EXIST.RIP-RAP SLOPE - EXTENTS UNKNOWN
(TO REMAIN)
EXIST. ASPHALT ROAD
OPTIONAL CONT. ½" BENT PLATE CAP
(TYP.)
#57 STONE FILL OR APPROVED EQUAL BETWEEN WALLS
(TYP.)
T.O PROPOSED SHEET PILE
EL. +8.0'
℄ OF SHEET WALL
T.O EXIST. PILE
EL. +4.5' ±
DRAIN @ EL. +3.5'
EL. 0.0' MHW
EXIST. WALER
(TO REMAIN)
EL. 0.0'
EXIST. TIE ROD
(TO REMAIN)
EXIST. ANCHOR WALL - -
LOCATION UNKNOWN
(TO REMAIN)
AZ46-700 SHEET PILE 55.0' LONG
(TYP.)
#57 STONE FILL BETWEEN WALLS
(TYP.)
DESIGN MUDLINE
EL. -15.0' ±
1'-0 15/16"
1'-9 ½"
3
2'-7 ½"
MUDLINE VARIES
EXIST. SHEET PILE BULKHEAD
(TO REMAIN)
TIP. OF SHEET PILE
EL. -47.0'
A
S1.8
PROPOSED BULKHEAD SECTION
SCALE:3/8" = 1'-0"
COATING NOTES:
1. SHEET PILING SHALL BE COATED WITH 20 MILS DFT COAL TAR EPOXY TOP 40 FT.
2. PLATES AND BULKHEAD CAP SHALL BE COATED WITH 20 MILS DFT COAL TAR EPOXY.
3. PROPOSED HP-PILES SHALL BE BLASTED PER SP-10 AND COATED WITH 20 MILS DFT COAL TAR EPOXY FOR THE TOP 30 FEET.
4. WIRE BRUSH AND RE-COAT WELDS AND ANY DAMAGE AREAS AFTER INSTALLATION.
NOTES:
1. NO SURCHARGE OR LOADS SHALL BE PLACED WITHIN 40' OF THE PROPOSED WALL.
2. THE PROPOSED WALL IS A CANTILEVER WALL AND WILL DEFLECT. CALCULATED DEFLECTION OF THE PROPOSED WALL IS 8-INCHES. WITH THE DEFLECTION OF THE WALL SOME SETTLEMENT OF MATERIAL BEHIND THE WALL CAN ALSO BE ANTICIPATED.

Mosaic Fertilizer, LLC
13830 Circa Crossing Drive
Lithia, FL 33547
Tel 813 500 6300
www.mosaicco.com

July 27, 2026

Jackie Julien
Tampa Port Authority/ Port Tampa Bay
Environmental Department
1101 Channelside Dr.
Tampa, FL 33602

RE: Mosaic Fertilizer LLC – Big Bend Seawall Minor Work Permit Application Modification Request

Dear Ms. Julien,

Mosaic Fertilizer LLC is pleased to submit this Minor Work Permit application for the Big Bend Seawall Remediation Project located at the Mosaic Big Bend Terminal. In 2021, Mosaic first submitted an application for the north shoreline, ~185 ft, but after reviewing the construction costs has decided to reduce the project scope. The proposed project consists of the installation of a new seawall within 18 inches of the existing waterward structure along with some placement of shoreline stabilization material behind this new bulkhead wall along the existing shoreline located adjacent to the Big Bend Channel.

Currently, due to adverse effects of Hurricanes Helene and Milton, the existing bulkhead wall is eroding due to the lack of sufficient shoreline stabilization, resulting in structural integrity concerns to the adjacent existing terminal infrastructure. As such, the objective of the proposed project is to stabilize the existing shoreline to provide the structural integrity necessary and ensure safe operations and utilization of existing infrastructure.

Mosaic has designed the proposed project to minimize impacts to waters of the U.S. (WOTUS), including wetlands to the maximum extent practicable, while fulfilling project goals and objectives. During construction activities, Mosaic will utilize Best Management Practices (BMPs) where possible to confine any temporary impacts to the location of the construction activity.

Included with this cover letter are:

- Port Tampa Bay Minor Work Permit
- Attachment A – Legal Description and Property Survey
- Attachment B – Construction Plans
- ~~Attachment C – Fee checks for PTB and EPC Application Fee Review~~

If any additional information or clarification is needed with this application, please contact me at (813) 272-3425 or jake.dotson@mosaicco.com.

Sincerely,

Jake Dotson
Permitting Engineer
Mosaic Fertilizer, LLC

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JUL 28 2026
ENVIRONMENTAL DEPT

26-028

RUSSELL MARINE LLC

RUSSELL MARINE

MOSAIC BIG BEND BULKHEAD

TAMPA, FL



VICINITY MAP



SITE MAP

LLOYD ENGINEERING, INC

SHEET LIST TABLE	
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GENERAL	
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ISSUED FOR CONSTRUCTION

AUGUST 2026

#26-028

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ENVIRONMENTAL DEPT

LIST OF ABBREVIATIONS

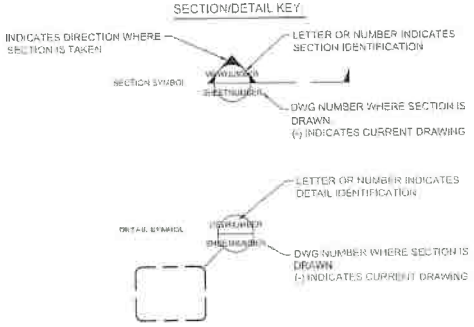
ABBR	ABBREVIATIONS
ACI	AMERICAN CONCRETE INSTITUTE
ADJ	ADJACENT
APPROX	APPROXIMATE, APPROXIMATELY
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS
BOT	BOTTOM
BRG	BEARING
CC	CENTER TO CENTER
CIP	CAST IN PLACE
℄	CENTERLINE
CJ	CONSTRUCTION JOINT
CLR	CLEAR, CLEARANCE
CONC	CONCRETE
CONNEX	CONNECTIONS
CONT	CONTINUOUS
DIA	DIAMETER
DWG	DRAWING
DWT	DEAD WEIGHT TONNAGE
E	EAST
EA	EACH
E.F.	EACH FACE
E.W.	EACH WAY
EL	ELEVATION
E.S.	EACH SIDE
EQ. SPA.	EQUALLY SPACED
EX. EXIST	EXISTING
F.S.	FAR SIDE
FT	FEET
GR	GRADE
GRD	GROUND
HDG	HOT-DIP GALVANIZED
HORIZ	HORIZONTAL
HP	HIGH POINT
HPU	HYDRAULIC PUMP UNIT
LP	LOW POINT
IN	INCH
K	KIPS
KSF	KIPS PER SQUARE FOOT
KSI	KIPS PER SQUARE INCH
LBP	LENGTH BETWEEN PERPENDICULARS
LG	LONG
L.L.V.	LONG LEG VERTICAL
LOA	LENGTH OVERALL
L.S.	LANDSIDE
MAX	MAXIMUM
MGC	MEDIUM GAS CARRIER
MLA	MARINE LOADING ARM
MLW	MEAN LOW WATER
MT	METRIC TONS
N	NORTH
NIC	NOT IN CONTRACT
NAD 83	NORTH AMERICAN DATUM OF 1983
NAVD 88	NORTH AMERICAN VERTICAL DATUM OF 1988
NO.	NUMBER
N.S.	NEAR SIDE
N.T.S.	NOT TO SCALE
O.C.	ON CENTER
O.H.	OPPOSITE HAND
OPP	OPPOSITE
PC	PRECAST
PCPS	PRECAST PRESTRESSED
PD	PROTECTIVE DOLPHINS
PDA	PILE DYNAMIC ANALYSIS
PL	PLATE(S)
PR	PROPOSED
PROJ	PROJECTION, PROJECT
PSI	POUNDS PER SQUARE INCH
PSF	POUNDS PER SQUARE FOOT
REF	REFERENCE
REINF	REINFORCING
REQ'D	REQUIRED
S	SOUTH
SGC	SMALL GAS CARRIER
SIM	SIMILAR
SIP	STAY IN PLACE
S.S.	STAINLESS STEEL
STIFF	STIFFENER
SYM	SYMMETRIC
TAB	TOP AND BOTTOM
TBD	TO BE DETERMINED
THK	THICK
TYP	TYPICAL
UHMW-PE	ULTRA-HIGH MOLECULAR WEIGHT POLYETHYLENE
U.N.O.	UNLESS NOTED OTHERWISE
V	APPROACH VELOCITY OF VESSEL PERPENDICULAR TO BERTH
USACE	UNITED STATES CORPS OF ENGINEERS
VERT	VERTICAL
VLGC	VERY LARGE ETHANE CARRIER
W	WEST
w/	WITH
WP	WORK POINT
WS	WATERSIDE
WT	WALL THICKNESS

#26-028

NOTES:

1. THESE ABBREVIATIONS APPLY TO THE ENTIRE SET OF CONTRACT DRAWINGS.
2. LISTING OF ABBREVIATIONS DOES NOT IMPLY THAT ALL ABBREVIATIONS ARE USED IN THE CONTRACT DRAWINGS.
3. ABBREVIATIONS SHOWN ON THIS SHEET INCLUDE:
   MAY MEAN MODIFY OR MODIFICATION. "INC" MAY MEAN INCLUDED OR INCLUDING AND "REINF" MAY MEAN EITHER REINFORCE OR REINFORCING.

SECTION/DETAIL KEY



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ENVIRONMENTAL DEPT

LOYD ENGINEERING, INC
STATE OF FLORIDA USA
FIRM NO. 30587

RUSSELL MARINE LLC

ISSUED FOR CONSTRUCTION

NO.	REVISIONS	BY	DATE
1	ISSUED FOR CONSTRUCTION	MF	04/17/26

TAMPA, FL
MOSAIC BIG BEND BULKHEAD

ABBREVEATIONS AND LEGEND

PROJECT MANAGER	ABM
DESIGNED BY	MF
DRAWN BY	DJ
CHECKED BY	GEO
APPROVED BY	ABM

SCALE: AS NOTED
ORIGINAL SIZE (22"x34")

DRAWING NO.
G1.1

GENERAL

1. ALL ELEVATIONS SHOWN REFERENCE MEAN LOW-LOW WATER (MLLW)
2. CONTRACTOR SHALL FIELD CHECK AND VERIFY ALL ELEVATIONS, COORDINATES, DIMENSIONS, EXISTING CONDITIONS, AND INFORMATION INDICATED ON THE CONTRACT DOCUMENTS PRIOR TO COMMENCEMENT OF SITE WORK. THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES FOUND ON THE CONTRACT DOCUMENTS OR FOUND TO EXIST BETWEEN THE FIELD CONDITIONS AND THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL TAKE CORRECTIVE ACTION AS DIRECTED BY THE ENGINEER.
3. THE LOCATION AND DEPTH OF UTILITIES SHOWN ARE APPROXIMATE AND SHALL BE VERIFIED BY THE CONTRACTOR BEFORE WORK COMMENCES. PRIOR TO BEGINNING ANY EXCAVATION WORK IN THE AREA OF EXISTING UTILITIES, THE CONTRACTOR SHALL CONTACT THE UTILITY COMPANIES OWNER FOR EXACT LOCATIONS AND DEPTHS TO PREVENT ANY DAMAGE OR INTERFERENCE WITH PRESENT FACILITIES.
4. IF OVERHEAD POWER LINES ARE PRESENT AT THE SITE, CONTRACTOR SHALL TAKE CAUTION WORKING AROUND OVERHEAD WIRES AND STAY A MINIMUM OF 50 FT AWAY FROM OVERHEAD LINES WHILE WORKING.
5. IN THE EVENT THAT EXCAVATION IS REQUIRED, THE FLORIDA ONE CALL SYSTEM SHALL BE NOTIFIED 48 HOURS PRIOR TO EXCAVATING. THIS ACTION, HOWEVER, SHALL IN NO WAY BE INTERPRETED AS RELIEVING THE CONTRACTOR OF THE RESPONSIBILITY UNDER THE TERMS OF THE CONTRACT AS SET OUT IN THE PLANS AND SPECIFICATIONS. THE CONTRACTOR SHALL REPAIR ANY DAMAGE CAUSED BY HIS OPERATIONS AT HIS OWN EXPENSE AND TO THE SATISFACTION OF THE UTILITY COMPANY INVOLVED.
6. CONTRACTOR SHALL SUBMIT TO ENGINEER ALL MATERIAL CERTIFICATES PRIOR TO FABRICATION.
7. WORKER SAFETY: IN EXCAVATIONS AND TRENCHES SHALL BE PROVIDED BY THE CONTRACTOR, IN ACCORDANCE WITH OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) STANDARDS, 29 CFR 1926, SUBPART P, "EXCAVATIONS, TRENCHING, AND SHORING". COMPLY WITH OSHA REGULATIONS FOR ALL ASPECTS OF CONSTRUCTION.

HORIZONTAL AND VERTICAL CONTROL:

1. ALL ELEVATIONS SHOWN REFER TO MEAN LOWER LOW WATER (MLLW) DATUM

DEMOLITION AND SALVAGE

1. DEMOLITION IS NOT ANTICIPATED UNDER THIS CONTRACT. HOWEVER, IF REMOVAL OF EXISTING STRUCTURES IS REQUIRED TO ACCOMMODATE THE NEW CONSTRUCTION, THE CONTRACTOR SHALL CARRY OUT SUCH DEMOLITION IN ACCORDANCE WITH THE REQUIREMENTS LISTED BELOW.
2. DEMOLITION OF EXISTING FACILITIES UNLESS NOTED OTHERWISE SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF LEGALLY AND PROPERLY.
3. ALL TIMBER, CONCRETE, STEEL AND OTHER DEBRIS SHALL BE HAULED OFF SITE AND DISPOSED OF AT THE CONTRACTOR'S EXPENSE.
4. ALL VISIBLE PILING HAVE BEEN SHOWN. IT IS POSSIBLE THAT THERE ARE PILES BROKEN OFF BELOW THE WATER AND/OR GROUND SURFACE AND/OR MUDLINE THAT ARE NOT VISIBLE.
5. TIMBER PILING SHALL BE REMOVED BY JETTING AND PULLING. PILING MAY NOT BE BROKEN OFF EXCEPT WITH SPECIFIC WRITTEN PERMISSION OF THE ENGINEER. IF PILES CANNOT BE EXTRACTED OR PULLED, CONTRACTOR MAY CUT PILING 5 FT BELOW DESIGN MUDLINE.

SHOP DRAWINGS

1. THE CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND ELEVATIONS SHOWN ON THE DRAWINGS, PRIOR TO PREPARATION OF SHOP DRAWINGS.
2. SHOP DRAWINGS SHALL BE SUBMITTED TO AND APPROVED BY THE ENGINEER BEFORE PURCHASE OF ANY MATERIALS OR START OF FABRICATION.
3. THE USE OF REPRODUCTIONS OF THESE CONTRACT DRAWINGS BY ANY CONTRACTOR, SUBCONTRACTOR, ERECTOR, FABRICATOR, OR MATERIAL SUPPLIER IN LIEU OF PREPARATION OF SHOP DRAWINGS IS PROHIBITED.

STEEL SHEET PILING:

1. ALL STEEL SHEET PILING SHALL BE ASTM A572 GRADE 50, UNLESS OTHERWISE NOTED.
2. ALL PILES SHALL BE DRIVEN TO THE FOLLOWING TOLERANCES:
   - VARIATION FROM A STRAIGHT LINE: 2-INCH
   - VARIATION FROM PLUMB (PERPENDICULAR TO WALL ALIGNMENT): 1-INCH IN 10 FT
   - VARIATION FROM GRADE: 2-INCH

   APPROPRIATE METHODS, EQUIPMENT, AND PROCEDURES FOR DRIVING PILES AND FOR THE DESIGN OF TEMPLATES AND BRACING SHALL BE SELECTED IN ORDER TO DRIVE THE PILES WITHIN THE TOLERANCES.
3. CONTRACTOR MAY INITIALLY USE VIBRATORY EQUIPMENT TO DRIVE SHEET PILING TO REFUSAL (STALLING) OR FINAL GRADE WHEN USING VIBRATORY EQUIPMENT INCREMENTALLY REDUCE DRIVING OF INDIVIDUAL PILES SUCH THAT THE TIP OF ANY SHEET PILES SHALL NOT BE MORE THAN 5 FT BELOW THAT OF ANY ADJACENT SHEET PILE. THE USE OF VIBRATORY EQUIPMENT SHOULD BE DISCONTINUED AND IMPACT (POWER) HAMMERS EMPLOYED WHEN THE PENETRATION RATE DUE TO VIBRATORY LOADING IS 1 FOOT OR LESS PER MINUTE.
4. SHEET FILES SHALL BE DRIVEN SUCH THAT THE TOP OF THE PILE BEING DRIVEN DOES NOT ADVANCE MORE THAN 4 FT BELOW THAT OF ANY ADJACENT SHEET PILE, WHEN THE PENETRATION RESISTANCE (TO THE PILE BLIND DRIVEN) EXCEEDS (5) BLOWS PER INCH. THE TIP OF THE PILE SHALL NOT ADVANCE MORE THAN 2 FT BELOW ANY ADJACENT SHEET PILE.
5. ALL PILE INSTALLATION SHALL BE CONDUCTED WITH THE OWNER'S REPRESENTATIVE PRESENT. THE ENGINEER SHOULD BE CONTACTED IF DIFFICULT DRIVING IS ENCOUNTERED.
6. THE COAL TAR EPOXY COATING SYSTEM SHALL BE APPLIED TO THE TOP LENGTH OF EACH PILING AS SPECIFIED ON THIS DRAWING AND TO THE FINISHED STEEL STRUCTURE. ALL DAMAGED COATING SHALL BE REPAIRED.
7. ALL MATERIALS SHALL BE HANDLED AND DRIVEN IN SUCH A MANNER AS TO AVOID DAMAGE OR DISTORTION TO THE PILING AND DAMAGE TO THE PROTECTIVE COATING. DAMAGED MATERIALS WHICH ARE CONSIDERED UNSATISFACTORY BY THE ENGINEER SHALL BE REPLACED WITH NEW, SATISFACTORY MATERIAL AND INCORPORATED INTO THE WORK AT NO ADDITIONAL COST TO THE OWNER.
8. INSTALL SHEET PILING BY DRIVING ONLY. JETTING WILL NOT BE ALLOWED.
9. MARINE RUBBER SHALL BE CUT OFF OR PATCHED WITH PLATE AND COATED.

STRUCTURAL STEEL

1. MINIMUM PLATE THICKNESS SHALL BE 1/4-INCH CONFORMING TO A572 GRADE 50.
2. CONTRACTOR MAY SORT UNITS TOGETHER TO ALIGN PRIOR TO WELDING.
3. ALL STRUCTURAL STEEL SHALL BE COATED WITH 20 MILS D.F.T. COAL TAR EPOXY.
4. STRUCTURAL AND MISCELLANEOUS STEEL MATERIALS SHALL CONFORM TO THE FOLLOWING, UNLESS OTHERWISE STATED:
   - HP PILES: ASTM A572 GRADE 50
5. ALL H PILES SHALL BE DRIVEN TO THE FOLLOWING TOLERANCES:
   - VARIATION FROM A STRAIGHT LINE: 3-INCH
   - VARIATION FROM PLUMB (PERPENDICULAR TO WALL ALIGNMENT): 0.25-INCH / FT
   - VARIATION FROM GRADE: 6-INCH

   APPROPRIATE METHODS, EQUIPMENT, AND FOR THE DESIGN OF TEMPLATES AND BRACING SHALL BE SELECTED IN ORDER TO DRIVE THE PILES WITHIN THE TOLERANCE

WELDING

1. ALL WELDS ON PIPE PILING, PIPE BRACES, PIPE PLATES AND DOUBLERS SHALL BE MADE IN ACCORDANCE WITH THE STRUCTURAL WELDING CODE, AWS D1.1.
2. WELDING PERSONNEL AND PROCEDURES ARE TO BE QUALIFIED PER AWS D1.1, UNLESS SPECIFICALLY NOTED OTHERWISE. OTHERWISE DESIGN, FABRICATION AND ERECTION ARE TO BE IN CONFORMITY WITH THE LATEST REVISIONS OF:
   a. MANUAL OF STEEL CONSTRUCTION, LRFD 13TH EDITION
   b. AISC CODE OF STANDARD PRACTICE
   c. STRUCTURAL WELDING CODE, AWS D1.1, OF THE AMERICAN WELDING SOCIETY
   d. SPECIFICATIONS FOR STRUCTURAL JOINTS USING ASTM A325
3. ALL WELD FILLER MATERIAL SHALL HAVE A MINIMUM YIELD STRENGTH OF 70 KSI IN ACCORDANCE WITH AWS D1.1, USE HIGHER STRENGTH ELECTRODE IF REQUIRED BY AWS D1.1.
4. MINIMUM SIZE OF FILLET WELD SHALL BE ¼-INCH, UNLESS NOTED OTHERWISE.
5. ALL WELDS ON PIPE PILES, BRACES, PLATES, ETC. SHALL CONFORM TO THE REQUIREMENT OF AWS D1.1. ALL WELDERS SHALL BE CURRENTLY CERTIFIED IN THE OVERHEAD POSITION IN ACCORDANCE WITH AWS.
6. CONTRACTOR SHALL SUPPLY THE ENGINEER WITH A LIST OF QUALIFIED WELDERS AND THEIR CERTIFICATION LEVEL PRIOR TO FABRICATION.
7. WELDS SHALL BE GROUND SMOOTH. EXPOSED PLATE EDGES (NOT WELDED) SHALL BE CUT AND GROUND TO A SMOOTH 1-INCH MINIMUM RADIUS BEFORE SAND BLASTING AND PAINTING OPERATIONS BEGIN.

BULKHEAD FILL:

1. BACKFILL AND FILL SHALL BE #57 STONE, GRAVEL FILL UP TO EL. +6.0' TO MATCH SITE GRADING.
2. ABOVE WATER FILL MATERIAL SHALL BE PLACED IN LIFTS NOT TO EXCEED 8" LOOSE DEPTH. IN EXCAVATING AND PLACING FILL CONTRACTOR SHALL ENSURE THAT ALL VOIDS AND WASHOUTS IN THE SLOPE HAVE BEEN ELIMINATED AND PROPERLY FILLED.
3. FILL BENEATH WATER LEVEL SHALL BE PLACED AS BY DUMP AND DRIFT METHOD ENSURING THAT SOFT, LIQUID MATERIAL IS DISPLACED IN FRONT OF THE FILL AND NOT TRAPPED IN THE FILL. THICKER LIFTS MAY BE USED BELOW THE WATER LINE.
4. THE AREA SURROUNDING THE BULKHEAD AND FOUNDATION AREA SHALL BE GRADED IN SUCH A MANNER THAT RAINWATER DOES NOT POND AROUND THE AREA. RUNOFF SHALL BE DIVERTED AROUND THE EXCAVATION AREA BY MEANS OF PROPER GRADING.

SITE WORK / EARTHWORK

1. FENCING WHICH IS REMOVED TO FACILITATE CONSTRUCTION SHALL BE REPLACED TO ORIGINAL OR BETTER CONDITION.
2. AREAS TO RECEIVE FILL SHALL BE EXCAVATED AND CLEARED TO REMOVE ALL VEGETATION.
3. COMPACT ALL BACKFILL TO 95% STANDARD PROCTOR IN LIFTS NOT TO EXCEED 9-INCH IN DEPTH.
4. POSSIBLE PAVEMENT TO BE REMOVED SHALL FIRST BE SAW CUT THEN PAVEMENT AND BASE MATERIAL REMOVED TO A DEPTH OF 8 INCH. CLEAN FILL MATERIAL SHALL BE PLACED IN THE EXCAVATION AND SHALL BE COMPACTED AND SHAPED.

FINAL GRADING:

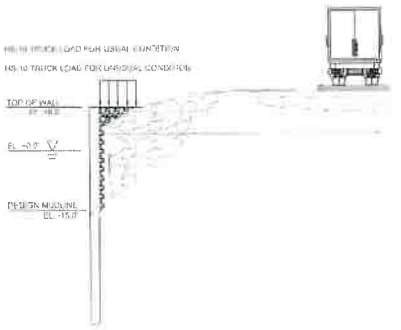
1. POSSIBLE TRANSITIONS IN GRADES SHALL BE SMOOTH AND UNIFORM.
2. GRADING SHALL BE PERFORMED IN SUCH A MANNER THAT WATER IS NOT PONDED OR DRAINED TOWARDS STRUCTURES.

COATING:

1. PLATES, BULKHEAD CAP ETC. SHALL BE PREPPED PER SSPC SP 10 (NEAR WHITE BLAST), AND COATED WITH 20 MILS D.F.T. CARBOGUARD 890 COAL TAR EPOXY. WIRE BRUSH AND RECOAT ALL DAMAGED AREAS AFTER INSTALLATION.
2. TOP 20 FEET OF SHEET PILING (FRONT & BACK) AND H PILES TO BE COATED WITH 20 MILS D.F.T. COAL TAR EPOXY.
3. THE COAL TAR EPOXY COATING SYSTEM SHALL BE APPLIED TO THE TOP LENGTH OF EACH PILING AS SPECIFIED ON THE DRAWINGS AND TO THE FINISHED STEEL STRUCTURE. ALL DAMAGED COATING SHALL BE REPAIRED.
4. APPLY COATING USING APPROVED METHODS IN STRICT ACCORDANCE TO MANUFACTURER'S REQUIREMENTS AND AS ALLOWED FOR ON RESPECTIVE PRODUCT DATA SHEETS. ALL COATINGS SHALL BE SPRAY APPLIED. ADHERE TO MANUFACTURER'S SPECIFIED CURING TIMES BETWEEN COATS, WITH SPECIAL ATTENTION GIVING TO MAXIMUM RECOAT TIMES.
5. REPAIR ALL DEFECTS OF APPLIED COATINGS IN ACCORDANCE TO THE MANUFACTURERS RECOMMENDATIONS AT CONTRACTOR'S EXPENSE.

DESIGN CRITERIA:

- BULKHEAD



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LOYD ENGINEERING, INC
STATE OF FLORIDA, USA
FIRM NO. 30387

RUSSELL MARINE LLC

ISSUED FOR CONSTRUCTION

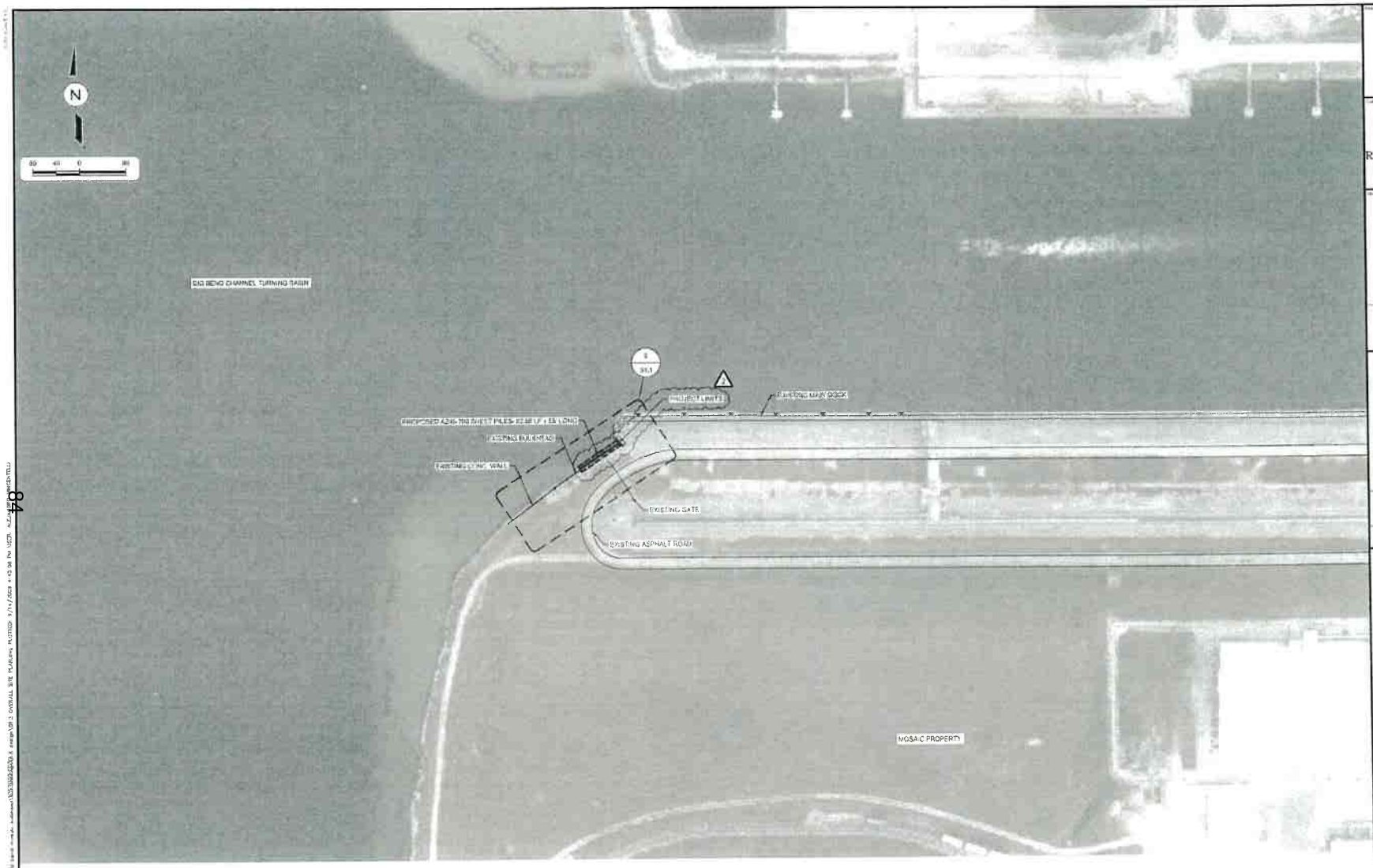
0	4-2-2026	ISSUED FOR CONSTRUCTION
1	8-7-2026	REVISED PER COMMENTS

MOSAIC BIG BEND BULKHEAD

GENERAL NOTES

PROJECT MANAGER: MRL
DESIGNED BY: TM
CHECKED BY: TH
DRAWN BY: ATN
CHKD BY: MRL

G1.2



1 OVERALL SITE PLAN
SCALE 1" = 80'

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LOYD ENGINEERING, INC
STATE OF FLORIDA, USA

RUSSELL MARINE LLC

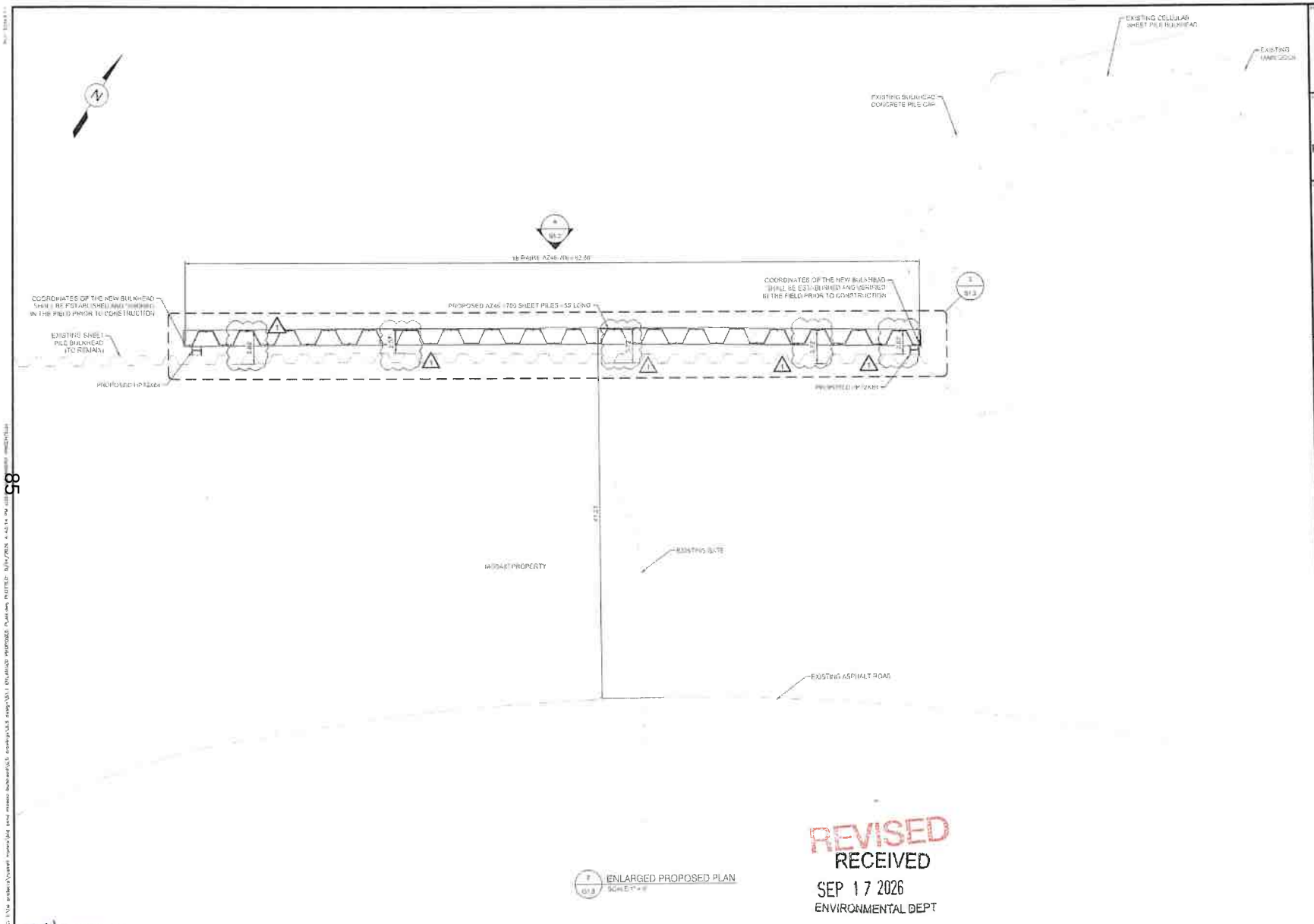
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MOSAIC BIG BEND BUI KHEAD

OVERALL SITE PLAN

G1.3

84



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#26-028

LLOYD ENGINEERING, INC
STATE OF FLORIDA, USA
FIRM NO. 32287

RUSSELL MARINE LLC

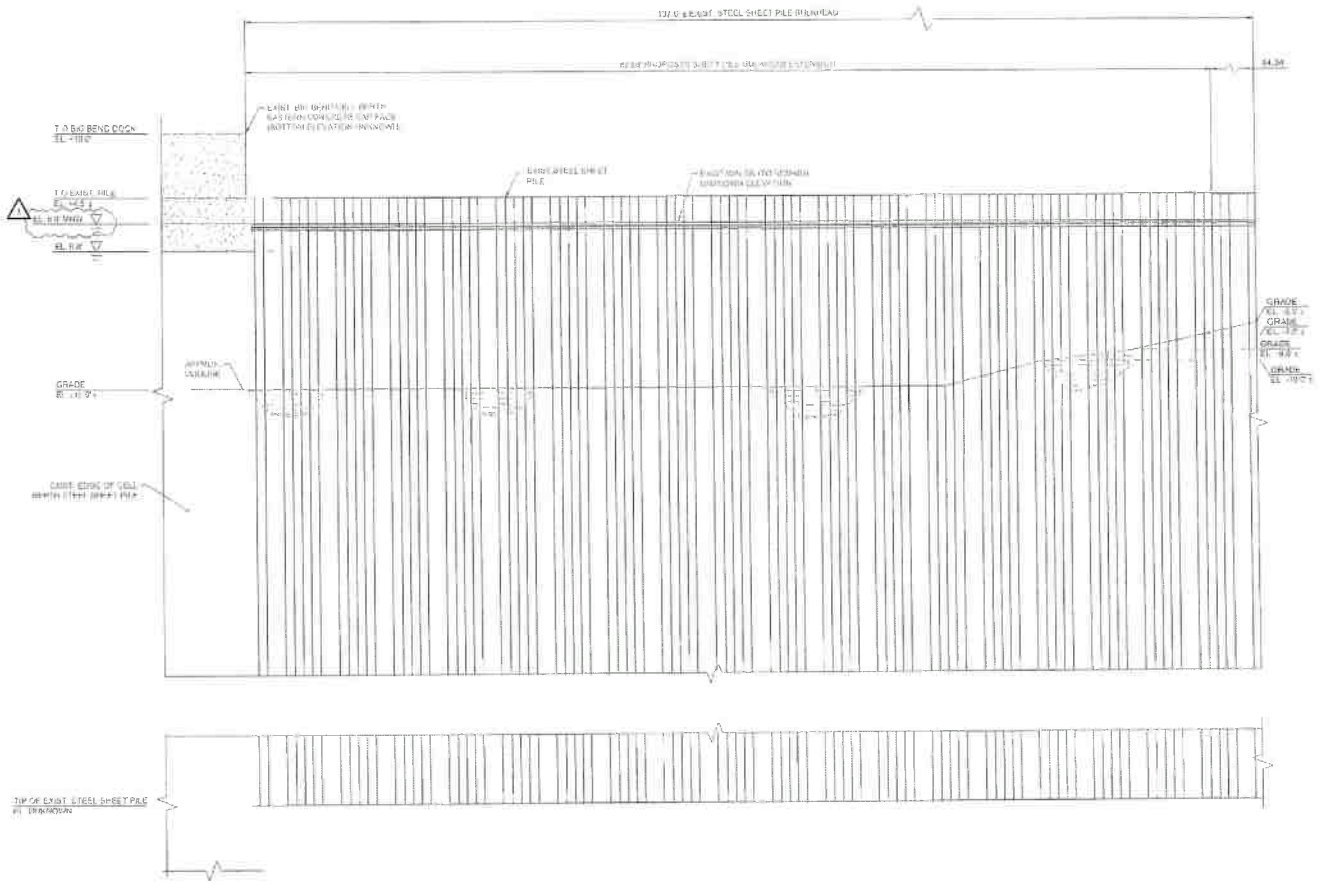
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MOSAIC RIG BEND BULKHEAD

ENLARGED PROPOSED PLAN

S1.1

55



A EXISITNG BULKHEAD ELEVATION
S1.1 SCALE: 1" = 5'

NOTE
PROPOSED BULKHEAD NOT SHOWN FOR CLARITY

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NOTES
1. DESIGN MUDLINE IS -15.0' NAVD AS SHOWN IN SECTION ON SHEET S1.1
2. MUDLINE ELEVATIONS WERE PROVIDED BY CONTRACTOR AND APPROXIMATELY SHOWN HERE

LOYD ENGINEERING, INC
STATE OF FLORIDA #29
CERT. NO. 30787

RUSSELL MARINE LLC

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MOSAIC BIG BEND BULKHEAD

EXISTING BULKHEAD ELEVATION

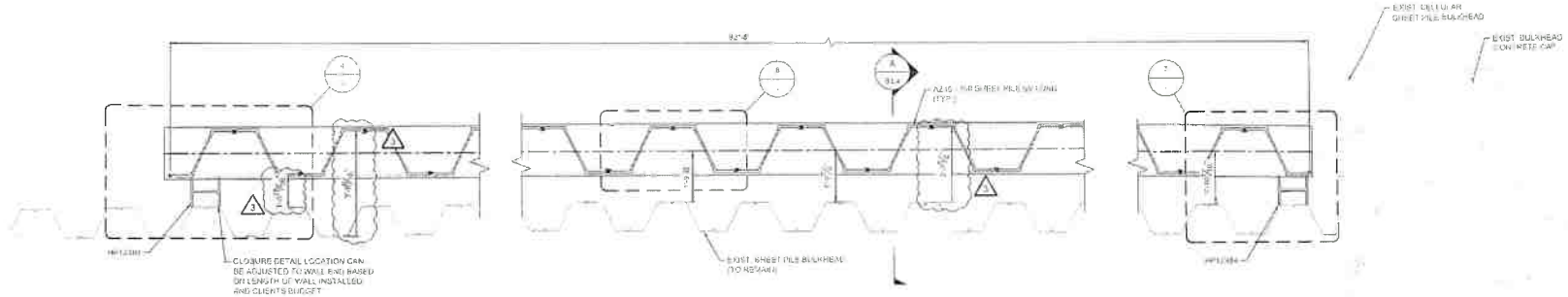
PROJECT MANAGER: KEN
DESIGNED BY: JC
DRAWN BY: TS
CHECKED BY: KEN
APPROVED BY: KEN

SCALE: AS NOTED

SHEET #
S1.2

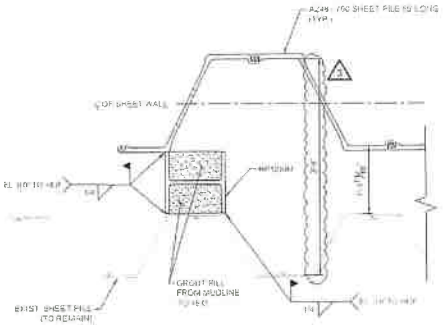
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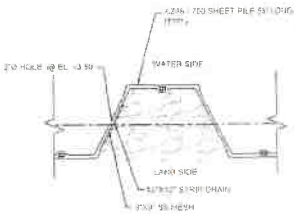
PROPOSED BULKHEAD PLAN
SCALE: 1/2" = 1'-0"

(NOT STONE FILL AND 4" JET SYSTEM NOT SHOWN FOR CLARITY)



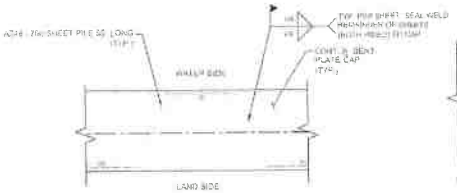
ENLARGED DETAIL
SCALE: 3/4" = 1'-0"

(EXACT DIMENSIONS AND GEOMETRY OF THE EXISTING SHEET PILE ARE NOT KNOWN. THE FINAL CONNECTION GEOMETRY SHALL BE VERIFIED IN THE FIELD)

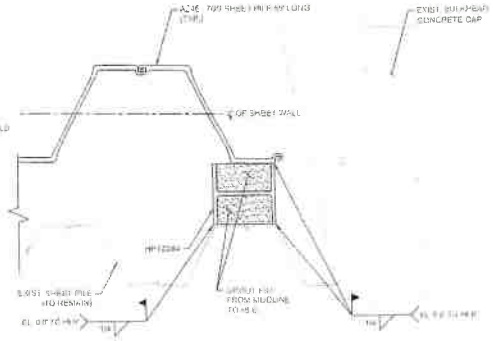


SHEET PILE DRAIN DETAIL
SCALE: 3/4" = 1'-0"

1. INSTALL DRAINS @ EVERY OTHER PAIR OF SHEETS
2. ATTACH STRIP DRAIN TO SHEETS WITH DOUBLE SIDED TAPE. ALL 4 SIDES
3. STRIP DRAIN IN SHEET PILE TO BE OF APPROVED BRAND.
4. SS MESH SHALL BE 2" SQ. MARINE GRADE TYPE 316 STAINLESS STEEL
5. HOLES IN SHEET PILING SHALL BE BURNED AND REAMED. TOUCH-UP COATING (MARINE) PRIOR TO INSTALLING STRIP DRAIN



OPTIONAL PARTIAL PLAN BENT PLATE CAP
SCALE: 3/4" = 1'-0"



ENLARGED DETAIL
SCALE: 3/4" = 1'-0"

(EXACT DIMENSIONS AND GEOMETRY OF THE EXISTING SHEET PILE ARE NOT KNOWN. THE FINAL CONNECTION GEOMETRY SHALL BE VERIFIED IN THE FIELD)

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LOYD ENGINEERING, INC
STATE OF FLORIDA, USA
C.O.A. NO. 32681

RUSSELL MARINE LLC

ISSUED FOR CONSTRUCTION

NO.	DATE	REVISION
1	9/17/26	PER ENVIRONMENTAL COMMENTS

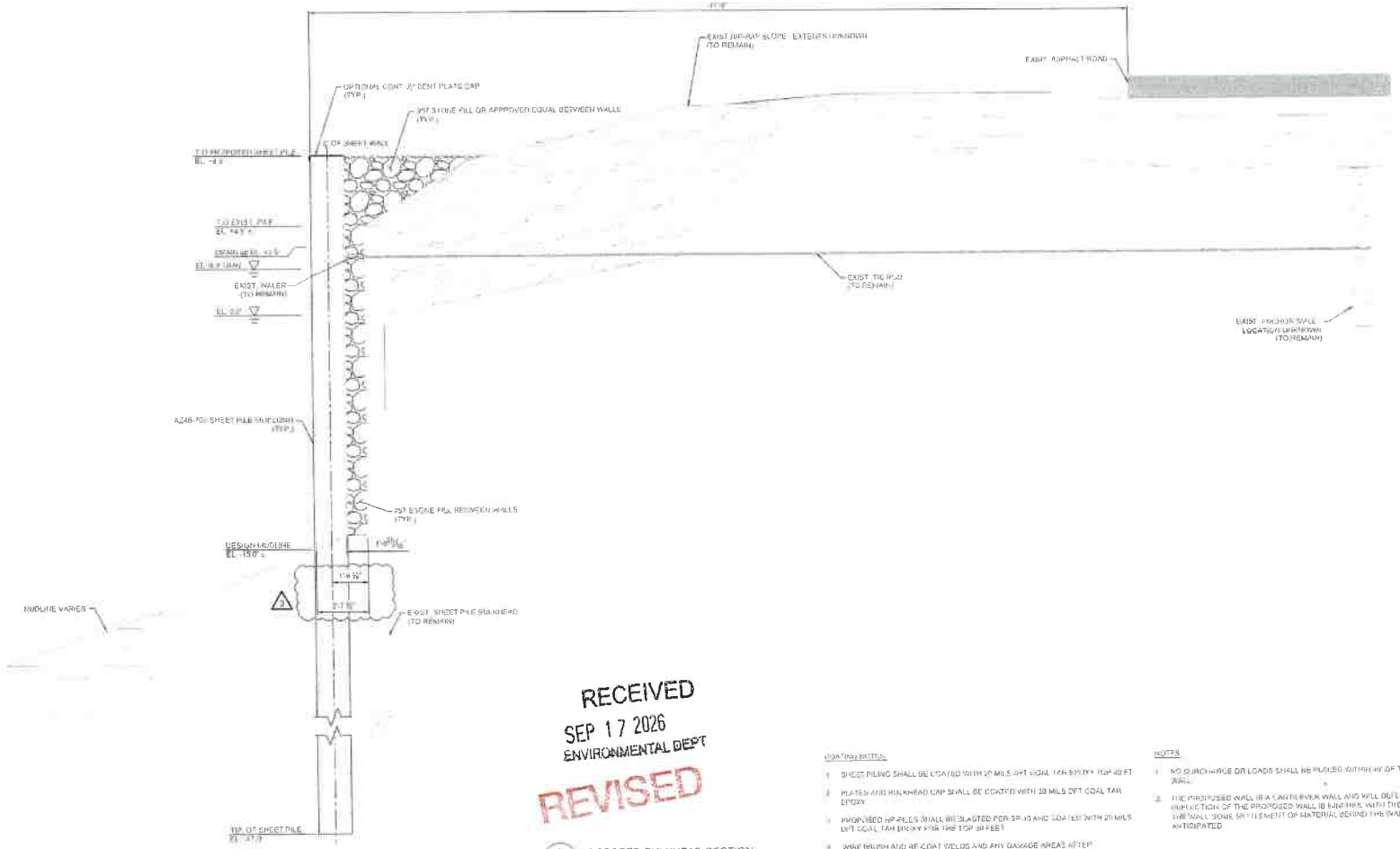
MOSAIC BIG BEND BULKHEAD

PROPOSED BULKHEAD PLAN AND DETAILS

PROJECT ENGINEER: MEM
DESIGNED BY: MEM
DRAWN BY: TT
CHECKED BY: MEM
APPROVED BY: MEM

SCALE: 1/2" = 1'-0"

S1.3



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SEP 17 2026
ENVIRONMENTAL DEPT
REVISED

A PROPOSED BULKHEAD SECTION
SCALE 3/8" = 1'-0"

COATING NOTES:

1. SHEET PILING SHALL BE COATED WITH 20 MILS DFT COAL TAR EPOXY TOP 40 FT
2. PLATES AND BULKHEAD CAP SHALL BE COATED WITH 30 MILS DFT COAL TAR EPOXY
3. PROPOSED HP PILES SHALL BE BLASTED PER SP-10 AND COATED WITH 20 MILS DFT COAL TAR EPOXY FOR THE TOP 30 FEET
4. WIRE BRUSH AND RE-COAT WELDS AND ANY DAMAGE AREAS AFTER INSTALLATION

NOTES:

1. NO SURCHARGE OR LOADS SHALL BE PLACED WITHIN 6' OF THE PROPOSED WALL.
2. THE PROPOSED WALL IS A CANTILEVER WALL AND WILL DEFLECT. CALCULATED DEFLECTION OF THE PROPOSED WALL IS 1-INCHES. WITH THE DEFLECTION OF THE WALL SOME SETTLEMENT OF MATERIAL BEHIND THE WALL CAN ALSO BE ANTICIPATED

LOYD ENGINEERING, INC
STATE OF FLORIDA, COA
P.E.# 40 32323

RUSSELL MARINE LLC

ISSUED FOR CONSTRUCTION

NO.	BY	REMARKS	DATE
1	MS	REVISED	09/17/2026
0	MS	ISSUED FOR PERMITTING	08/13/2026

MOSAIC BIG BEND BULKHEAD

PROPOSED BULKHEAD SECTION

PROJECT MANAGER: MSS
DESIGNED BY: MS
DRAWN BY: MS
CHECKED BY: MSS
APPROVED BY: MSS

SHEET NO. S1.4

#26028

LLOYD
ENGINEERING, INC.

September 17, 2026

Jackie Julien
Environmental Supervisor
Port Tampa Bay
1101 Channelside Dr.
Tampa, FL 33602-3612

Re: Variance Request -Minor Work Permit Application No.: 26-028
Big Bend Seawall Restoration Project
Mosaic Fertilizer LLC – Big Bend Facility
Hillsborough County, Florida

Dear Mrs. Julien:

Mosaic Fertilizer LLC (Mosaic) request a variance from paragraph 5. A. 3. h. (c) of the Tampa Port Authority Submerged Lands Management Rules regarding the proposed Mosaic Big Bend Seawall Replacement at Mosaic property on 12839 Wyandotte Rd, Gibsonton, FL 33524. Due to the circumstances of this particular project and location, we are requesting a variance of the overall distance allowed (18-inch waterward of an existing structure).

Please find the response below, in italics, to the five variance conditions listed in rule ILE of the Tampa Port Authority (TPA) rules.

TPA ILE Rule Variance Conditions

1. The variance requested arises from a condition that is unique and peculiar to the riparian upland property and adjacent submerged lands;

   Response:
   This particular site location has conditions that are unique and peculiar to the variance being requested. The existing deteriorated bulkhead to be replaced is a commercial steel sheet pile bulkhead with a waler installed to brace the structure and ensure the structural integrity of the wall. The existing wall will be left in place to prevent the loss of adjacent uplands landward of the wall. The new commercial steel sheetpile wall will be installed a maximum of 34 inches waterward of the existing wall to avoid any conflicts with the wall's attached waler structure and to ensure proper clearance for the insertion of the replacement structure.

   Max. 44.64 inches, per Rev. Dwgs.

   The wall replacement will not be used for the berthing of new vessels as the work is solely intended to stabilize the adjacent uplands of the Mosaic property. It is also important to note the replacement wall is designed well landward of the adjacent Mosaic berth structure located northeast and contiguous with the proposed wall replacement and will not affect navigation within the waterway.

2. The granting of a variance will not adversely impact the resource quality, aesthetic value, or general quality of public uses within the affected waterbody.

Max. 44.64 inches, per Rev. Dwgs.

Response:
Installation of the proposed bulkhead out to a maximum of 34 inches instead of 18 inches will not adversely impact the resource quality, aesthetic value, or general quality of public uses within the affected waterbody. Additionally, live coral was delineated in the vicinity of the project, but located outside of the Project area. will also be protected as they are located outside of the construction footprint. Mosaic is aware that the identified live coral must be preserved and will not be impacted as a result of construction activities associated with the project.

Please note that the project is located within the northern extent of a warm water aggregation area for manatees. To avoid any impact to manatees, we have committed to the following conditions:

1) Use of at least one dedicated manatee observer, with all work being stopped if a manatee is observed within 1000 feet.
2) No work shall occur outside of daylight hours (defined as one-half hour after sunrise to one-half hour before sunset).
3) No more than 10 piles/day may be installed.

3. The variance requested is the minimum necessary to allow the reasonable use to the Jurisdictional Lands;

Max. 44.64 inches, per Rev. Dwgs.

Response:
Increasing the total distance allowed out to a maximum of 34 inches instead of 18 inches overall will allow the necessary replacement of the deteriorated bulkhead and attached whaler. This construction method will also allow the existing steel sheetpile bulkhead to remain in place during construction thereby protecting the integrity of the adjacent upland.

4. The variance requested is not contrary to the general spirit and intent of this rule;

Response:
The majority of this rule is more applicable to residential seawall replacements. The proposed wall replacement consists of a commercial bulkhead with articulations/bends which are included to increase the strength of the new bulkhead. This replacement structure cannot be installed within the 18-inch limit when placed waterward of an existing structure with an attached waler. The new bulkhead structure will be installed landward in relation to the adjacent Mosaic berthing structure alignment and will not interfere with the public's use of the waterway.

5. The activity applied for directly relates to the exercise of a right commonly associated with the ownership of riparian property;

Response:
The proposed bulkhead does not extend beyond/waterward of adjacent Mosaic berth area alignment and is the minimum distance waterward of the existing deteriorated seawall and waler to allow for the safe and effective installation of the new bulkhead and continuing protection of the adjacent upland property.

Mosaic appreciates your assistance with the processing of this request. Please contact me at (832) 426-4656 x217 or by email at justin@lloydeng.com if you have any questions or need additional information.

Sincerely,
Lloyd Engineering, Inc.

Justin Wiedeman
Environmental Manager

SUBJECT: PTB MINOR WORK PERMIT APPLICATION NO. 26-015 – VARIANCE FOR FILLING IN BOAT SLIP AT RESIDENTIAL PROPERTY AT 415 S. SHORE CREST DR., TAMPA, FL

BACKGROUND:

Mr. Bradley Campbell, on behalf of BCBH Land Holdings, LLC (Applicant) owner of property located at 415 South Shore Crest Drive, Tampa, Florida, submitted Minor Work Permit Application No. 26-015 to replace an existing seawall and fill an old upland-cut boat slip area with new seawall on a man-made canal. The subject property has an existing seawall of approximately 68.5 linear feet along the frontage of the canal and an old upland-cut boat slip under an old boathouse. The waterfront for this property along the canal with the proposed filled old boatslip would be approximately 83 linear feet.

FACTS/COMMENTS:

The Applicant proposes to backfill the open boat slip with a total of approximately 79 cubic yards of sediment to match the existing upland grade onsite and install approximately 14.5 linear feet of new seawall in the same alignment along the old boatslip opening. The replacement seawall would be located 18 inches waterward of the existing seawall along approximately 68.5 linear feet of shoreline.

The proposed new seawall section would be installed 3 inches within the Applicant's property boundary line. The dilapidated old seawall that is under the boathouse would remain since it is on the north adjacent property to avoid working outside the Applicant's property boundary, per the property survey, or could be removed upon request by the north adjacent neighbor.

The placement of fill for the purpose of creating additional upland property requires a variance under PTB's Submerged Lands Management Rules (Rules). PTB's Rules regulate adverse impacts to submerged lands and associated natural resources and minimize impacts of human activities on natural resources. PTB Rules have a variance procedure if certain conditions are met as long as the proposal is not contrary to the spirit and intent of the Rules and the variance requested arises from unique and peculiar submerged lands or riparian property.

The north adjacent residential property owners located at 413 S. Shore Crest Drive and the Shore Crest Property Trust Board of Trustees have submitted objections concerning this project. Summary of concerns raised by the parties, are as follows:

- Filling the slip could be detrimental to entirety of this canal including the seawall to be installed 3-inches inside Applicant's property line.
- Precedent of allowing the slip to be filled at 415 S. Shore Crest Dr.
- Structural setback would be inconsistent with neighboring property at 413 S. Shore Crest Drive.
- Impacts to the environment including damage to the mangroves, construction debris littering canal, disruption of the Eastern Oyster population.
- Disruption and impact to neighboring properties, altered water flow/drainage in the area.

PTB Environmental Department's findings are as follows:

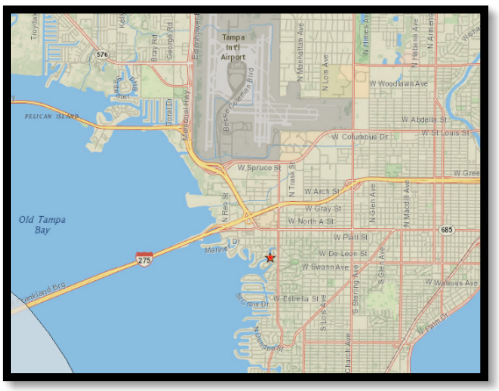
- The canal is an apparent artificially created waterway extension of Old Tampa Bay, except mouth of canal.
- Based on a 1938 aerial review, Applicant's open boat slip was apparently created from upland excavation from within the platted residential Lot.
- Based on a 1970's aerial review, the covered and enclosed boathouse structure was built over Applicant's open boatslip and removed in June of 2026 for safety reasons.
- There is already precedent of filling upland-cut old boat slips on subject canal.
- Applicant's existing mangrove area at the south end of shoreline will be preserved.
- Due to the historical condition of Applicant's old boat slip being covered by the enclosed boathouse, there were little to no natural resources found to exist within the area, including lack of oysters.
- In addition, EPC Wetlands Division environmental review letter stated no objection to this project and did not require separate impact or mitigation reviews through EPC Rules.
- Generally, these types of upland excavated boat slips were created for the sole purpose of a vessel mooring slip and were not designed for flushing purposes to improve water quality.
- PTB Rules do not have riparian setbacks for seawall work. Furthermore, any upland setbacks assigned by the City of Tampa are outside of PTB's permitting jurisdiction.
- The north adjacent neighbor at 413 S. Shore Crest Drive could apply for marine construction permit review if they wish to fill their open boat slip.

EPC staff supports the *de minimis* filling of submerged lands without requiring mitigation for this project. The application is supported by the EPC reviewing staff. PTB staff has reviewed the application and recommends approval of the variance. The U.S. Army Corps of Engineers issued a Nationwide Permit (NWP) 13 authorization for this project on September 24, 2026.

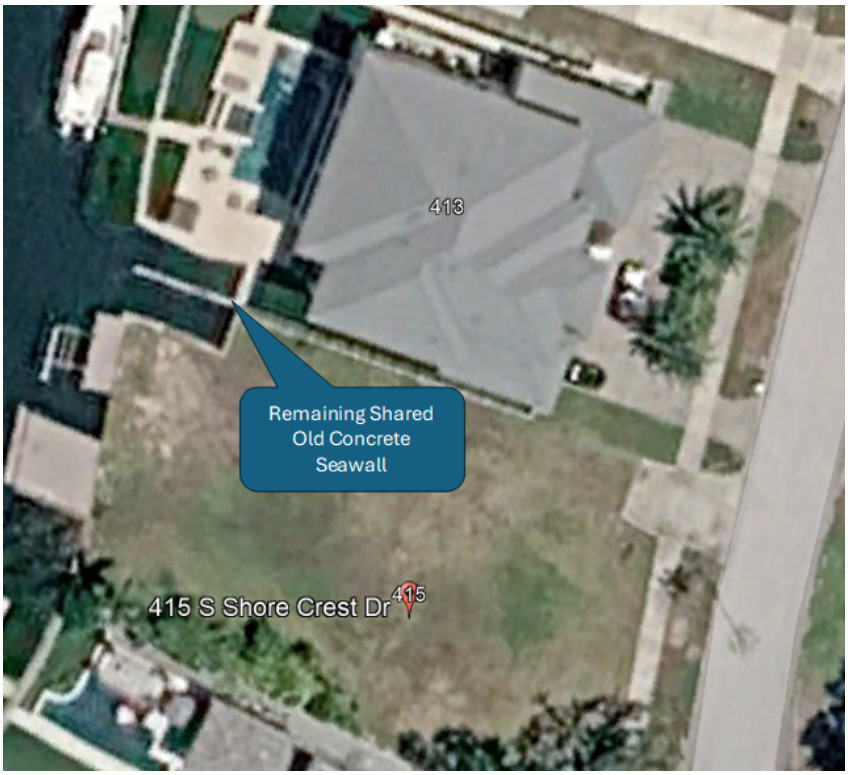
Applicant's existing approximately 20-foot by 20-foot large marginal dock structure was determined by staff to qualify as "Grandfathered Structures", pursuant to Section II.I.3 of PTB Rules, due to its existence prior to July 1, 1983 and shall remain in place. Applicant's second smaller dock structure with a non-covered boatlift was found to have been constructed around 2006 without a permit. Applicant would remove the smaller second dock structure as part of this application review to bring the dock structures into compliance for this site.

RECOMMENDATION:

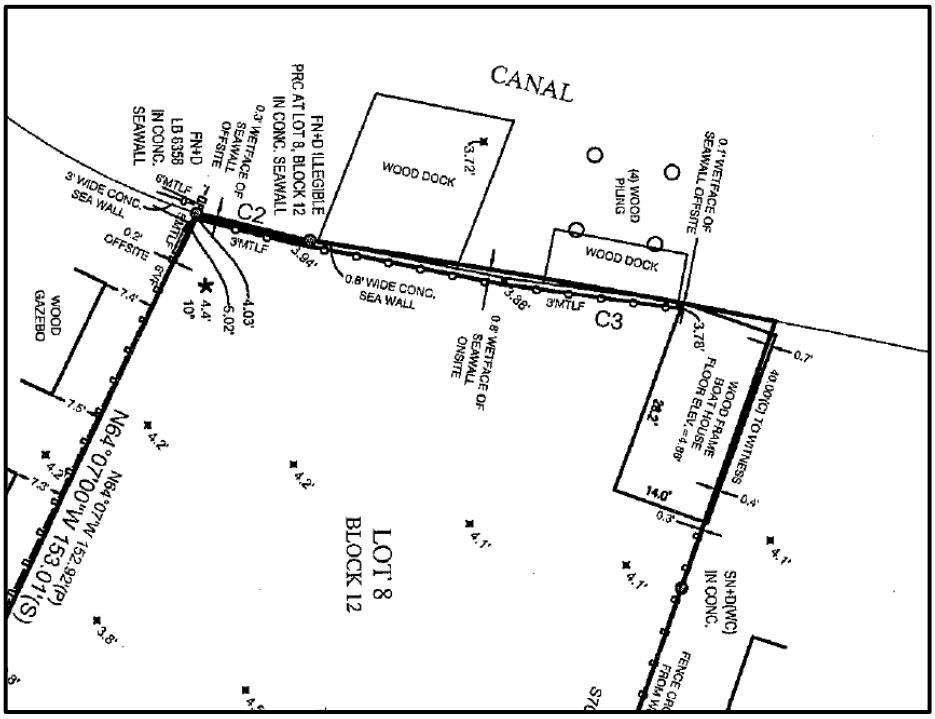
Authorize the Port President/CEO, or his designee, to grant the variance set forth above, subject to review by Port counsel.


Tampa Int'l Airport
Old Tampa Bay
W Columbus Dr
W Spruce St
W Arch St
W Gray St
W North A St
W Platt St
W De Leon St
W Swann Ave
W Estella St
W Kennedy Blvd
275
685




413
Remaining Shared Old Concrete Seawall
415 S Shore Crest Dr
415



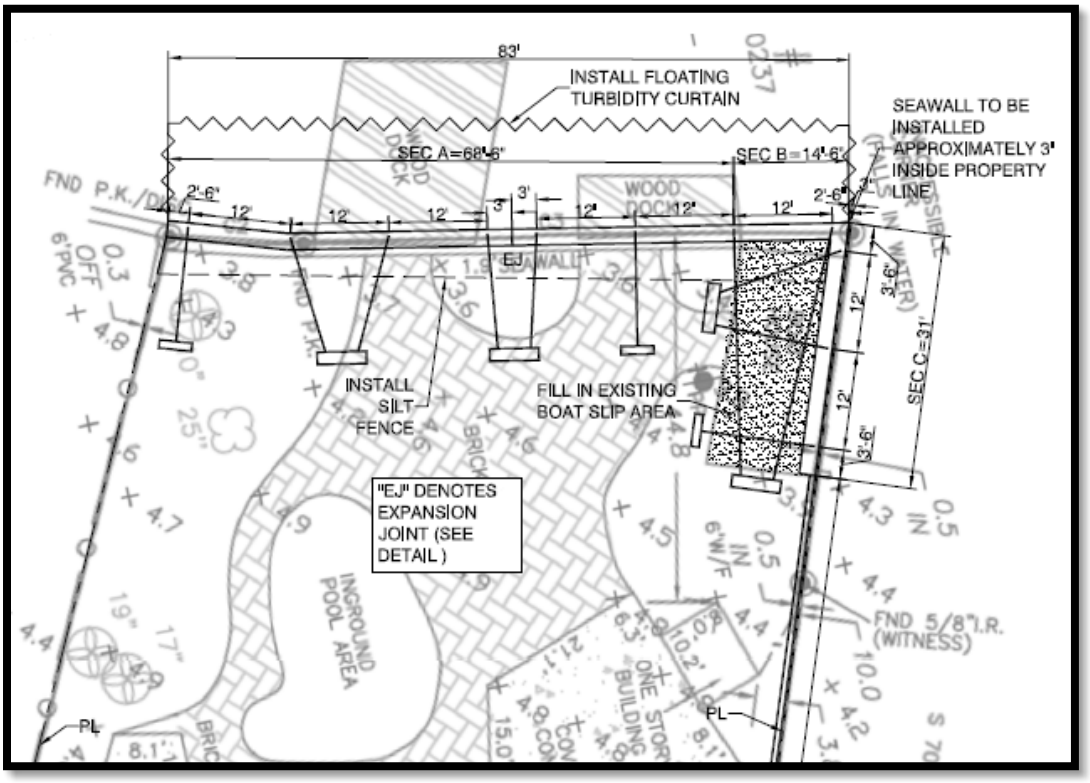

CANAL
WOOD DOCK
WOOD DOCK
(4) WOOD PILING
0.1' WETFACE OF SEAWALL OFFSITE
FN+D ILLEGIBLE PRC AT LOT 8, BLOCK 12 IN CONC. SEAWALL
0.3' WETFACE OF SEAWALL OFFSITE
FN+D LB 6358 IN CONC. SEAWALL
3' WIDE CONC. SEA WALL
0.2' OFFSITE
C2
C3
0.8' WIDE CONC. SEA WALL
0.8' WETFACE OF SEAWALL ONSITE
WOOD GAZEBO
WOOD FRAME BOAT HOUSE FLOOR ELEV.=4.99'
40.00'(C) TO WITNESS
SIV+D(M/C) IN CONC.
N64°07'00"W 153.07'(S)
N64°07'W (152.92'(P))
LOT 8
BLOCK 12

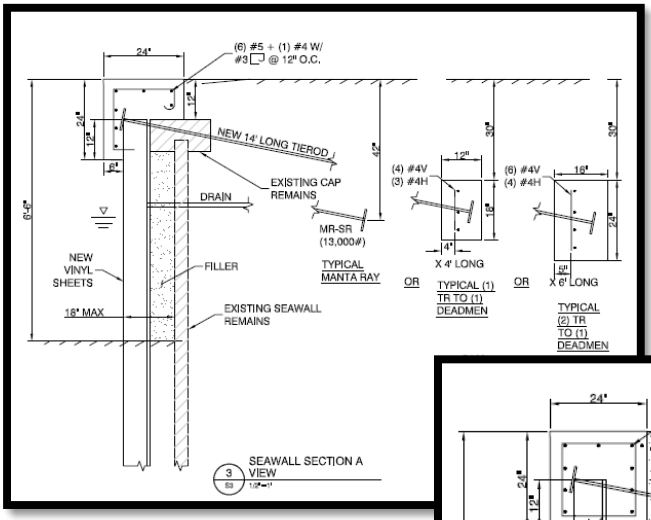


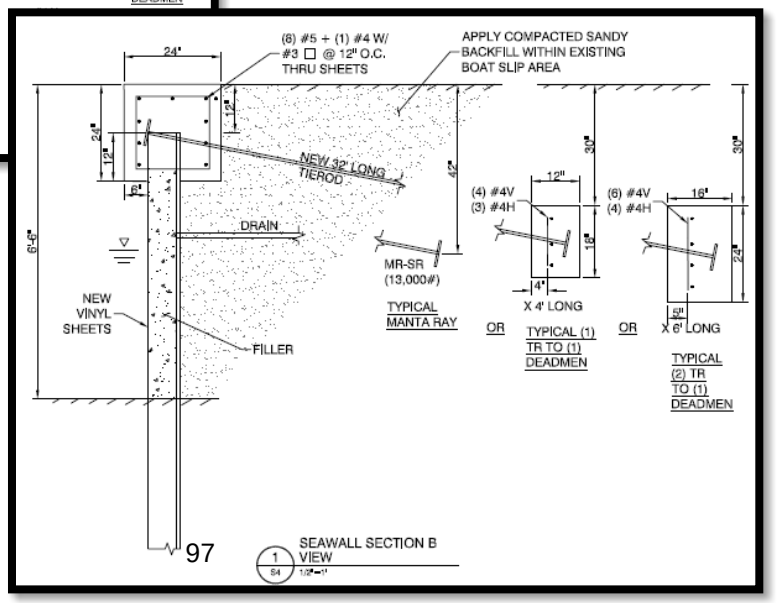







83'
INSTALL FLOATING TURBIDITY CURTAIN
SEAWALL TO BE INSTALLED APPROXIMATELY 3' INSIDE PROPERTY LINE
SEC A=68'-6"
SEC B=14'-6"
SEC C=31'
EJ
INSTALL SILT FENCE
FILL IN EXISTING BOAT SLIP AREA
"EJ" DENOTES EXPANSION JOINT (SEE DETAIL)
INGROUND POOL AREA
ONE STORY BRICK BUILDING
FND 5/8" I.R. (WITNESS)
PL
PL


(6) #5 + (1) #4 W/ #3 @ 12" O.C.
NEW 14' LONG TIEROD
EXISTING CAP REMAINS
DRAIN
MR-SR (13,000#)
NEW VINYL SHEETS
FILLER
EXISTING SEAWALL REMAINS
16" MAX
TYPICAL MANTA RAY
OR
TYPICAL (1) TR TO (1) DEADMEN
X 4' LONG
OR
TYPICAL (2) TR TO (1) DEADMEN
X 6' LONG
SEAWALL SECTION A
VIEW

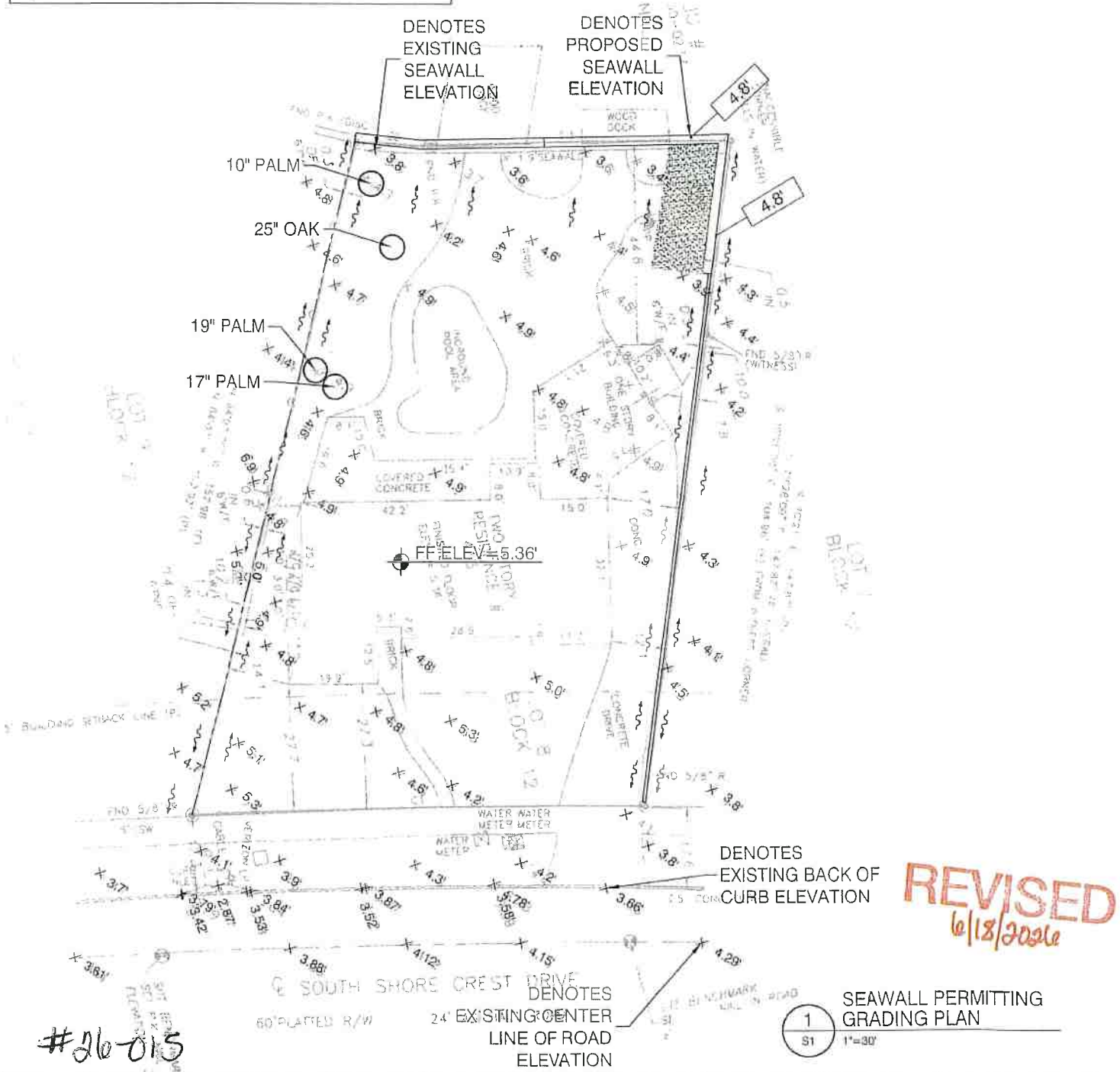

(6) #5 + (1) #4 W/ #3 @ 12" O.C. THRU SHEETS
APPLY COMPACTED SANDY BACKFILL WITHIN EXISTING BOAT SLIP AREA
NEW 32' LONG TIEROD
DRAIN
MR-SR (13,000#)
NEW VINYL SHEETS
FILLER
TYPICAL MANTA RAY
OR
TYPICAL (1) TR TO (1) DEADMEN
X 4' LONG
OR
TYPICAL (2) TR TO (1) DEADMEN
X 6' LONG
SEAWALL SECTION B
VIEW

NOTES:
1.) CONTRACTOR SHALL NOT ALTER EXISTING DRAINAGE PATTERN IN A MANNER THAT COULD CAUSE ADVERSE IMPACTS TO ADJOINING PROPERTIES.
2.) STRUCTURAL FILL FROM OFF-SITE IS NOT ALLOWED. FILL PLACED LANDWARD OF THE NEW SEAWALL CAP SHALL BE ACQUIRED FROM THE EXISTING PROJECT SITE ONLY.
3.) FINE GRADING BY OTHERS AS NEEDED.

LEGEND

- X 6.6' DENOTES EXISTING ELEVATION
- 6.59 DENOTES PROPOSED ELEVATION
- DENOTES DIRECTION FLOW

NOTE: DATUM = FT-NAVD 88



REVISED 6/18/2026

1 / S1 SEAWALL PERMITTING GRADING PLAN 1"=30'

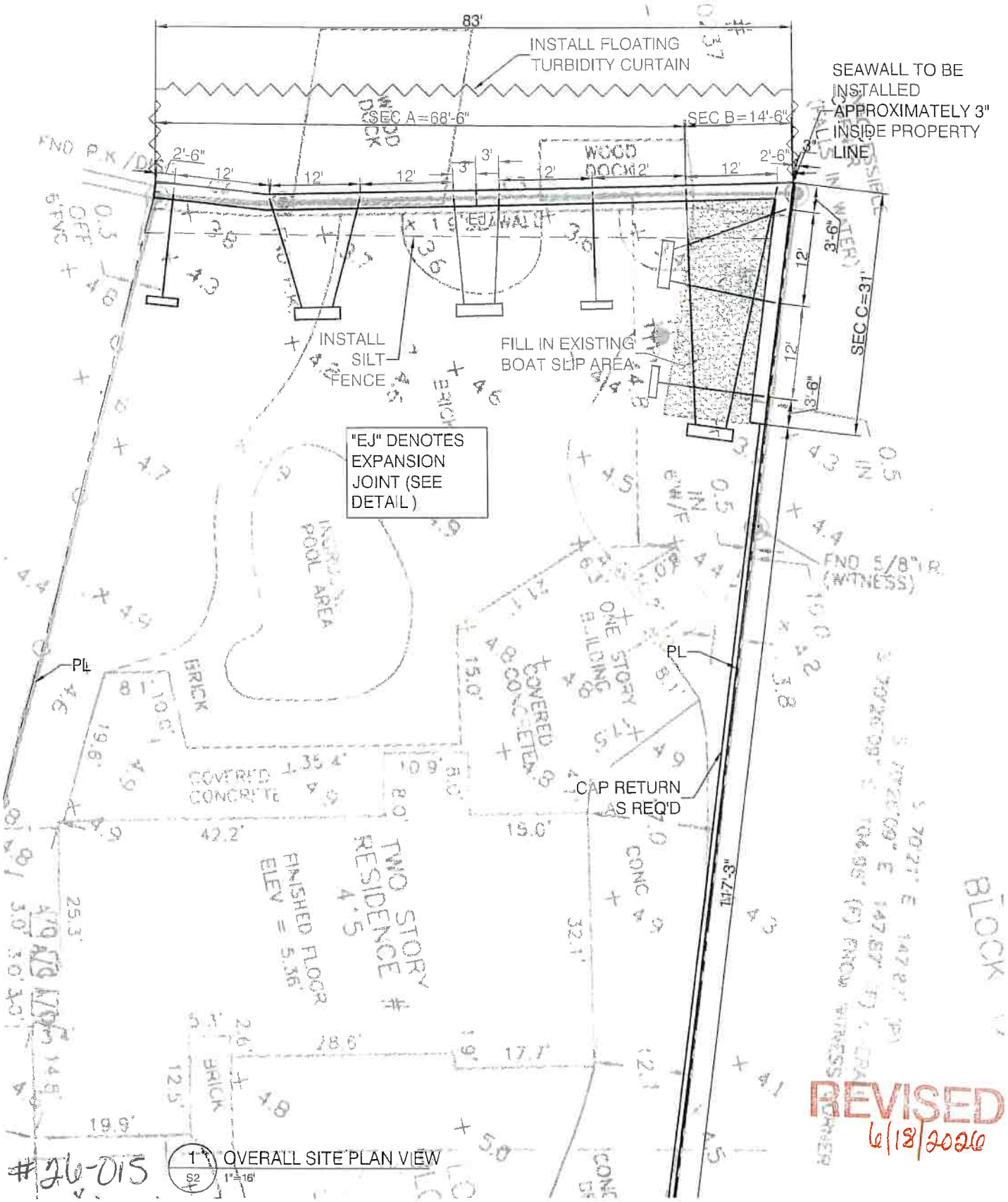
#26-015

Digitally signed by John B. Adams Jr., PE
Date: 2026.06.18 10:16:28 -04'00'

JOHN B. ADAMS JR. CERTIFICATE No.53963 STATE OF FLORIDA PROFESSIONAL ENGINEER

Reuben Clarson CONSULTING
MARINE ENGINEERING
ASSESS.ADVISE.DESIGN
(CERT. OF AUTH. NO. 9206)
780 94TH AVENUE NORTH, SUITE 102, ST. PETERSBURG, FL 33702
P: (727) 895-4717 F: (727) 578-9542
WWW.REUBENCLARSONCONSULTING.COM

OWNER: BRAD CAMPBELL	CONTRACTOR:	DATE: 4-1-2026	SHEET NO. S1 TOTAL SHEETS 5
415 S SHORE CREST DR TAMPA, FL		DRAWN/CHECK BY: JH/JA	REVISIONS:
		SCALE: N.T.S.	
SEAWALL DESIGN		PROJ. NO. RR26-26TA115S	



REVISED 6/18/2026

#26-015

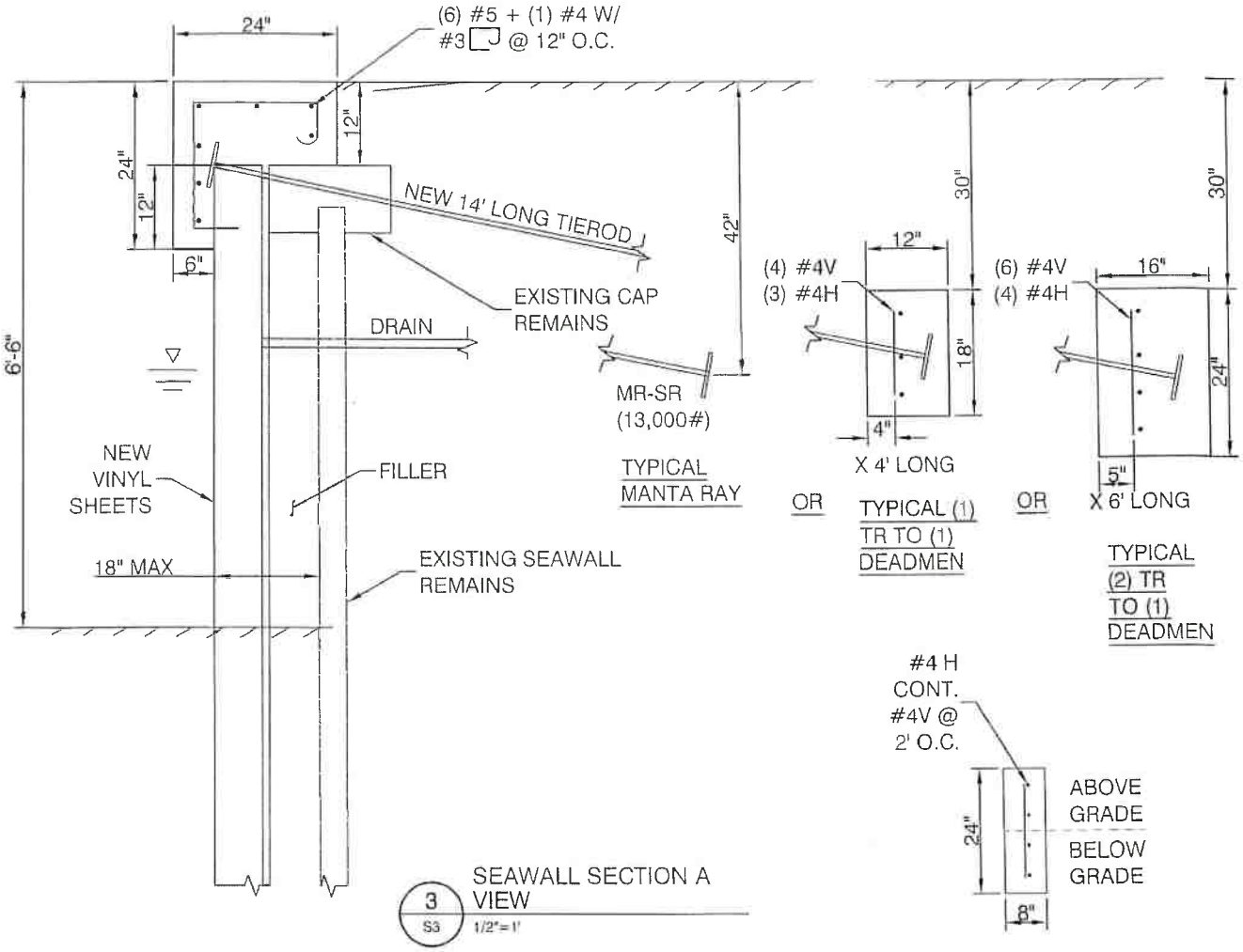
1" S2 OVERALL SITE PLAN VIEW 1"=16'

JOHN B. ADAMS, JR. CERTIFICATE No. 53963 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by John B. Adams Jr., PE
Date: 2026.06.18 10:16:42 -04'00'

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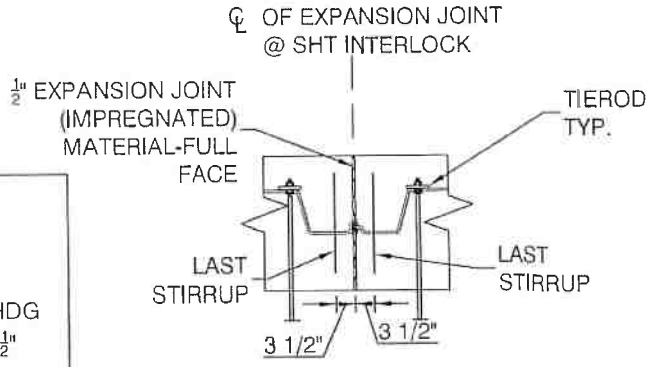
OWNER: BRAD CAMPBELL	CONTRACTOR:	DATE: 4-1-2026	SHEET NO.: S2 TOTAL SHEETS: 5
415 S SHORE CREST DR TAMPA, FL		DRAWN/CHECK BY: JH/JA	REVISIONS: 6-3-2026
		SCALE: N.T.S.	
SEAWALL DESIGN		PROJ. NO. RR26-26TA115S	



3 / S3 SEAWALL SECTION A VIEW 1/2"=1'

2 / S3 CAP RETURN DETAIL 3/8"=1'

REVISED
6/18/2026



1 / S3 EXPANSION JOINT DETAIL N.T.S

NOTES:
1.) SHEETS-ESP 4.1, VANGUARD OR SG-425 X 12' LONG.
2.) CONCRETE-5000 PSI AT 28 DAYS, FILLER 3500 PSI
3.) REBAR-GRADE 60, PLAIN, 3" CONCRETE COVER OR FIBERGLASS.
4.) TIEBACKS-1"Ø X 14' LONG HDG, PVC ENCASED W/ (1) 6" X 6" X ½" HDG WASHERS & NUTS TO MR-SR MANTA RAY ANCHORS OR (2) 6" X 6" X ½" HDG WASHERS & NUTS INTO CONCRETE DEADMEN.
5.) DRAINS-1.25"Ø X 4' LONG SLIT TYPE PVC WELL POINT DRAINS @ 6' ON CENTER THROUGH BOTH WALLS 5" ABOVE THE BARNACLE LINE.
6.) NEW CAP AT 12" ABOVE THE EXISTING ELEVATION.
7.) MEETS FBC 2023, 8TH EDITION.

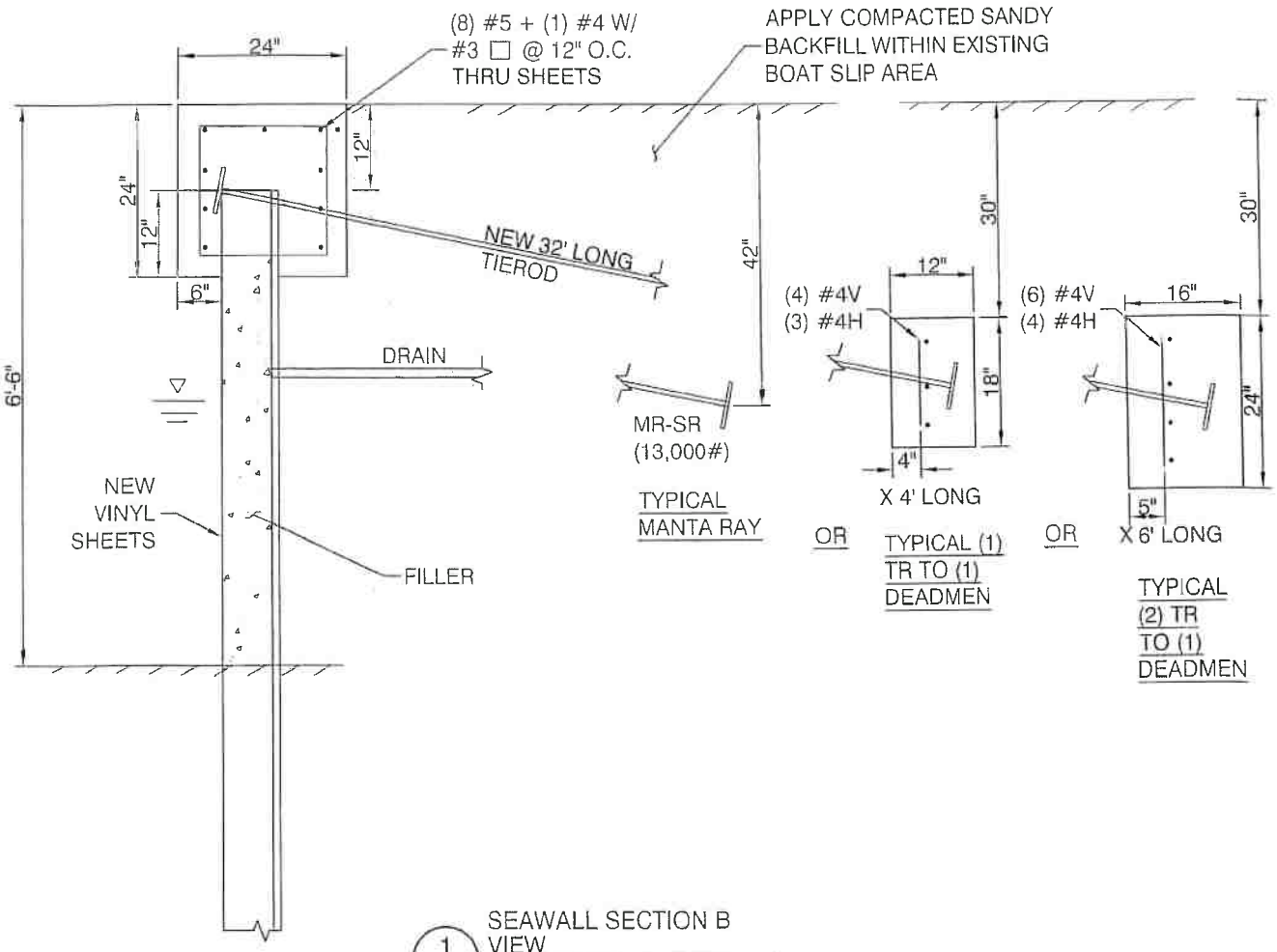
JOHN B. ADAMS, JR. CERTIFICATE No.53963 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by John B. Adams Jr., PE
Date: 2026.06.18 10:16:57 -04'00'

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WWW.REUBENCLARSONCONSULTING.COM

#26-015

OWNER: BRAD CAMPBELL	CONTRACTOR:	DATE: 4-1-2026	SHEET NO.: S3 TOTAL SHEETS: 5
415 S SHORE CREST DR TAMPA, FL		DRAWN/CHECK BY: JH/JA	REVISIONS: 6-3-2026
		SCALE: N.T.S.	
SEAWALL DESIGN		PROJ. NO.: RR26-26TA115S	



1 / S4 SEAWALL SECTION B VIEW
1/2"=1'

NOTES:
1.) SHEETS-VANGUARD OR EQUIV. X 12' LONG.
2.) CONCRETE-5000 PSI AT 28 DAYS, FILLER 3500 PSI OR COMPACTED SANDY BACKFILL WITH FILTER FABRIC AT SHEET INTERLOCKS.
3.) REBAR-GRADE 60, PLAIN, 3" CONCRETE COVER OR FIBERGLASS.
4.) TIEBACKS-1"Ø X 32' LONG HDG, PVC ENCASED W/ (1) 6" X 6" X $\frac{1}{2}$" HDG WASHERS & NUTS TO MR-SR MANTA RAY ANCHORS OR (2) 6" X 6" X $\frac{1}{2}$" HDG WASHERS & NUTS INTO CONCRETE DEADMEN.
5.) DRAINS-1.25"Ø X 4' LONG SLIT TYPE PVC WELL POINT DRAINS @ 6' ON CENTER THROUGH WALLS 5" ABOVE THE BARNACLE LINE.
6.) NEW CAP AT 12" ABOVE THE EXISTING ELEVATION.
7.) MEETS FBC 2023, 8TH EDITION.

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6/18/2026

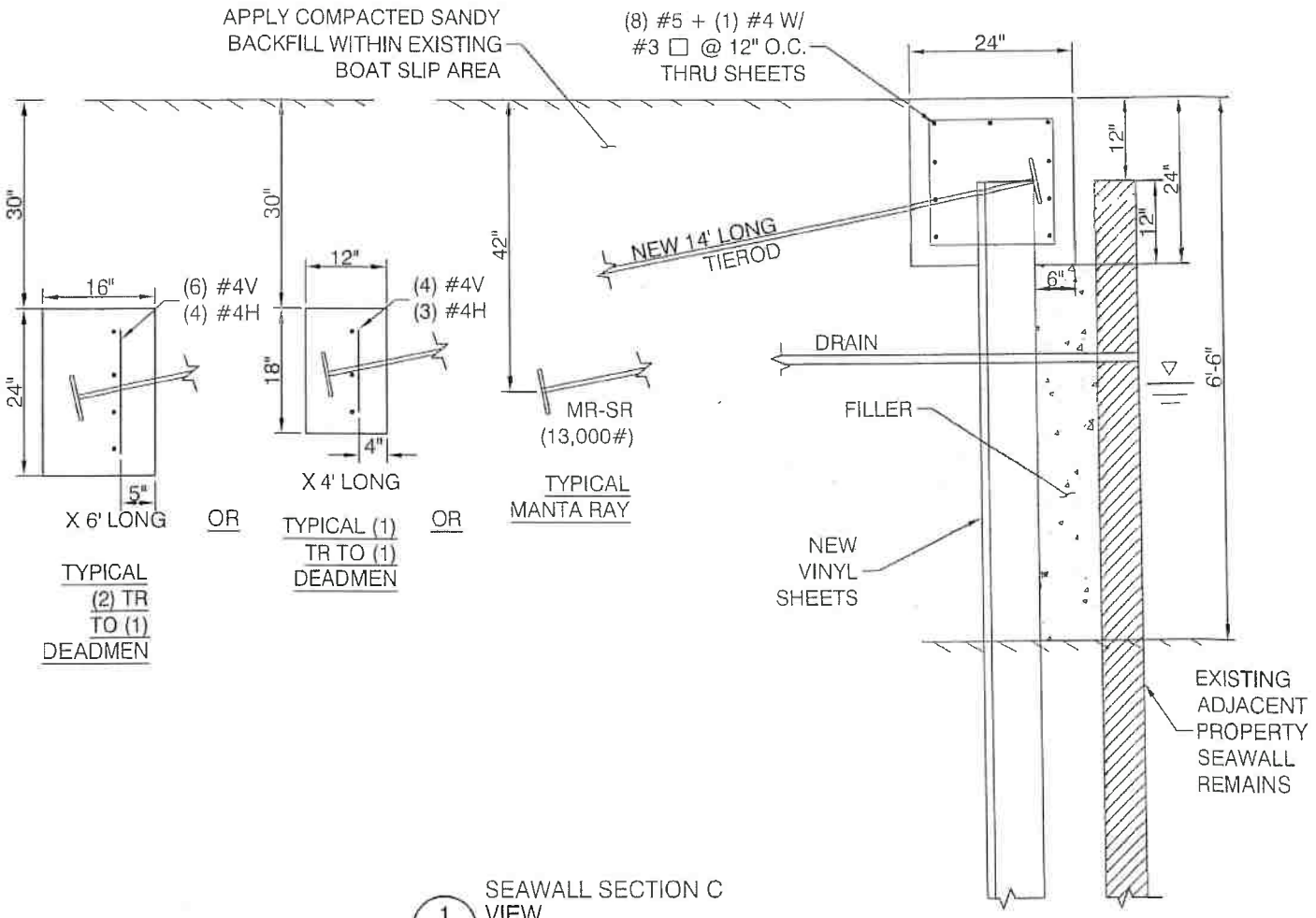
JOHN B. ADAMS JR. CERTIFICATE No.53963 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by John B. Adams Jr., PE
Date: 2026.06.18 10:17:13 -04'00'

Reuben Clarson CONSULTING
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WWW.REUBENCLARSONCONSULTING.COM

#26-015

OWNER: BRAD CAMPBELL	CONTRACTOR:	DATE: 4-1-2026	SHEET NO.: S4 TOTAL SHEETS: 5
415 S SHORE CREST DR TAMPA, FL		DRAWN/CHECK BY: JH/JA	REVISIONS: 6-3-2026
		SCALE: N.T.S.	
SEAWALL DESIGN		PROJ. NO.: RR26-26TA115S	



1 / S5 SEAWALL SECTION C VIEW
1/2"=1'

NOTES:
1.) SHEETS-VANGUARD OR EQUIV. X 12' LONG.
2.) CONCRETE-5000 PSI AT 28 DAYS, FILLER 3500 PSI OR COMPACTED SANDY BACKFILL WITH FILTER FABRIC AT SHEET INTERLOCKS.
3.) REBAR-GRADE 60, PLAIN, 3" CONCRETE COVER OR FIBERGLASS.
4.) TIEBACKS-1"Ø X 14' LONG HDG, PVC ENCASED W/ (1) 6" X 6" X $\frac{1}{2}$" HDG WASHERS & NUTS TO MR-SR MANTA RAY ANCHORS OR (2) 6" X 6" X $\frac{1}{2}$" HDG WASHERS & NUTS INTO CONCRETE DEADMEN.
5.) DRAINS-1.25"Ø X 4' LONG SLIT TYPE PVC WELL POINT DRAINS @ 6' ON CENTER THROUGH WALLS 5" ABOVE THE BARNACLE LINE.
6.) NEW CAP AT 12" ABOVE THE EXISTING ELEVATION.
7.) MEETS FBC 2023, 8TH EDITION.

REVISED
6/18/2026

JOHN B. ADAMS, JR. CERTIFICATE No.53963 STATE OF FLORIDA PROFESSIONAL ENGINEER
Digitally signed by John B. Adams Jr., PE
Date: 2026.06.18 10:17:30 -04'00'

Reuben Clarson CONSULTING
MARINE ENGINEERING
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P: (727) 895-4717 F: (727) 578-9542
WWW.REUBENCLARSONCONSULTING.COM

#26-015

OWNER: BRAD CAMPBELL	CONTRACTOR:	DATE: 4-1-2026	SHEET NO.: S5
		DRAWN/CHECK BY: JH/JA	TOTAL SHEETS: 5
415 S SHORE CREST DR TAMPA, FL		SCALE: N.T.S.	REVISIONS: 6-3-2026 6-10-2026
SEAWALL DESIGN		PROJ. NO.: RR26-26TA115S	

9002 W. Hillsborough Ave., Tampa, FL 33615 • Phone: 813.855.1672 Fax: 813.884-1368

May 6, 2026

RE: Variance Request for BCBH LAND HOLDINGS LLC (Bradley Cambell)
415 S Shorecrest Drive
Tampa, FL 33609

TO: Port Tampa Bay
Jackie Julien
1101 Channelside Drive
Tampa, FL 33602

RECEIVED
MAY 06 2026
ENVIRONMENTAL DEPT

To Whom It May Concern:

We are requesting a variance for the rule V.A.2.h – Shoreline Protection Structures

The existing seawall is significantly compromised and requires full replacement at this property to prevent further deterioration and to maintain shoreline stability. Structural failure has progressed to a point where timely corrective action is essential to protect both the property and the surrounding area.

Additionally, the property contains an existing concrete boat slip section that has structurally failed and currently has a deteriorated structure built over it. This area is no longer functional or accessible and has been identified as structurally unsound. The concrete and supporting elements are failing, creating a clear safety hazard for the property owner and the public.

In addition, the removal of the existing boat slip and the installation of a continuous seawall with appropriate fill will provide an environmental benefit by eliminating a confined, stagnant area that currently acts as a collection point for debris and trash. The existing slip functions as a dead space with little to no ecological value, interrupting natural shoreline continuity. By closing off this area, the project will restore a more uniform shoreline condition, reduce debris accumulation, and support improved water flow and overall environmental quality along the shoreline.

The requested variance is necessary to allow these corrective measures to proceed in a manner that protects the property, restores shoreline integrity, improves environmental conditions, and ensures public safety while addressing unique site constraints that prevent compliance through conventional means.

Bay Dock is available to provide any additional information requested.

Below please find the responses, drafted in bold font, to the five variance conditions listed in the Submerged Lands Management Rules.

1. The variance requested arises from a condition that is unique and peculiar to the riparian upland property and adjacent submerged land.

26-015

The site contains an abandoned boat-slip area that has structurally deteriorated and is not consistent with other structures in the area. Filling in this inaccessible dangerous area would provide a resolution to the safety and stability concerns.

2. The granting of a variance will not adversely impact the resource quality, aesthetic value, or the general quality of public uses with the affected waterbody.

   The proposed work is limited to stabilizing existing conditions and filling an abandoned boat-slip void that currently poses a safety hazard. No new over-water structures are being added, and no impacts on wetlands or natural resources will occur. By removing the unsafe failing infrastructure and restoring a stable shoreline the project will maintain a structurally safe area.

3. The variance requested is the minimum necessary to allow reasonable use of the Jurisdictional Lands.

   The proposed action of filling the abandoned boat-slip void is limited solely to addressing a long-standing structural hazard and restoring a stable shoreline profile.

4. The variance requested is not contrary to the general spirit and intent of this rule.

   The variance requested is not contrary to the to general spirit and intent of this rule because the existing concrete boat slip does not help natural resources. A continuous wall as proposed will help improve natural resources and water mobility.

5. The activity applied for directly related to the exercise of a right commonly associated with the ownership of riparian property.

   The proposed seawall is within the owners' riparian rights and will improve the integrity of the shoreline by reducing potential impacts to the adjacent property owners.

Please contact me if you need further information or have additional questions regarding this variance request.

Regards,

Brennan Corwin
813-855-1672
brennan@baydock.com

RECEIVED
MAY 06 2026
ENVIRONMENTAL DEPT

26-0155

Bradley Campbell
112 Baltic Circle
Tampa, FL 33606

Date: 05/04/26

To:
Tampa Port Authority, Army Corp of Engineers & EPC

Subject: Hardship Letter – Seawall Construction and Backfill Request

Dear Sir or Madam,

I am writing to formally request consideration for a hardship related to necessary seawall construction at my property located at 415 S. Shore Crest Drive, Tampa, Florida 33609, of which I am the current owner.

The existing shoreline configuration includes a recessed area that encroaches into the property. In order to proceed with the construction of a new residence, it is necessary to install a new seawall that creates a consistent and stable boundary line. This work will require backfilling the recessed portion with suitable material to align the shoreline and establish a uniform seawall.

This adjustment is critical to meet the required 20-foot rear setback between the new residence and the seawall. Under the current conditions, compliance with this setback requirement is not feasible without modifying the shoreline through backfill and seawall installation. As a result, construction of the new home has been delayed, creating a significant hardship.

This property is intended to be my family's personal residence, and the ongoing delay is directly impacting our ability to move into our new home and become part of the surrounding neighborhood. We have planned this home as a long-term residence, and the inability to proceed with construction is causing both financial strain and personal disruption for my family. Timely approval of this request is essential to allow us to complete construction and transition into our home.

The proposed improvements are intended not only to bring the property into compliance with applicable setback requirements but also to enhance shoreline stability and long-term structural integrity. All work will be performed in accordance with applicable environmental and construction regulations.

RECEIVED
MAY 06 2026
ENVIRONMENTAL DEPT

2 - 0 1 5

I respectfully request your consideration and approval to proceed with the necessary backfill and seawall construction to resolve this hardship. Your assistance in facilitating this matter will allow the project to move forward while ensuring compliance with all relevant standards.

Please feel free to contact me if additional information or documentation is required.

Thank you for your time and consideration.

Sincerely,
Bradley Campbell



RECEIVED
MAY 06 2026
ENVIRONMENTAL DEPT

26-015

Dear Tampa Port Authority,

I am respectfully requesting authorization to backfill an existing, obsolete boat slip located on my property as part of the construction of a new single-family residence.

The existing boat slip no longer serves its original purpose and creates a substantial hardship that significantly limits the reasonable use and development of the property. Backfilling the slip would restore a continuous shoreline while providing environmental and public safety benefits. I respectfully ask that the Port Authority consider the following factors in support of my request.

1. Reasonable Use of the Property and Development Hardship

The existing boat slip extends into the rear yard, substantially reducing the usable area of the lot and creating an unnecessary hardship for the construction of a new home. Because the slip interrupts the natural building envelope setbacks, it negatively impacts compliance with rear setback requirements and has delayed the permitting process.

Backfilling the obsolete slip would restore the property's functional building area and allow for the reasonable residential use of the lot without creating new impacts to adjacent properties. The request is intended to eliminate an existing constraint.

2. Elimination of an Obsolete Marine Structure

The boat slip is a legacy feature that is no longer necessary for the intended use of the property. Rather than providing a functional marine benefit, it creates an irregular shoreline configuration that serves little practical purpose today.

Removing this obsolete feature and restoring a continuous shoreline represents a logical improvement to the property while simplifying long-term maintenance and reducing the environmental impacts associated with an underutilized, stagnant basin.

3. Improved Shoreline Conditions and Water Quality

The existing boat slip has become an area of stagnant water with limited circulation. It routinely collects floating debris, organic material, and sediment while providing ideal breeding conditions for mosquitoes.

Restoring the shoreline by backfilling the slip is expected to improve localized tidal circulation by eliminating this isolated pocket of stagnant water. A more uniform shoreline would reduce debris accumulation, discourage mosquito breeding, and improve the overall condition and appearance of the waterfront.

4. Public Safety and Child Safety

The existing boat slip presents a significant and unnecessary safety concern. Because it extends into the backyard of my property, it creates an unexpected water hazard in an area where children, family members, guests, and maintenance personnel naturally walk and recreate.

As the parent of young children, I am particularly concerned about the risk of accidental falls into the water. Eliminating this obsolete boat slip would substantially improve the safety of the property by removing an unnecessary hazard while creating a more functional and secure backyard environment.

5. Overall Public Benefit

Approving this request would provide benefits extending beyond the property owner. The project would eliminate an obsolete marine feature, improve shoreline functionality, reduce stagnant water and mosquito habitat, enhance public safety, and facilitate the reasonable residential use of the property without expanding waterfront development beyond the existing shoreline.

For these reasons, I respectfully request the Tampa Port Authority approve the proposed backfilling of the existing boat slip. I believe the project represents a practical solution that balances responsible waterfront management with environmental stewardship, public safety, and the reasonable use of private property.

Thank you for your consideration. I appreciate your time and would welcome the opportunity to answer any questions or provide any additional information that may assist in your review.

Sincerely,

Brad Campbell

Dear Tampa Port Authority,

Thank you for forwarding the concerns raised by the adjacent property owner at 413 S Shore Crest Drive regarding Project 26-015 at 415 S Shore Crest Drive. We appreciate the opportunity to address their objections and provide additional clarification in support of the variance request.

Regarding the Boathouse Removal

The boathouse was removed due to the severity of the structural failure and to prevent further deterioration of the existing seawall. This was a necessary safety measure and was not in response to any objection. The condition of the seawall and supporting structure had gotten to a point where immediate action was needed to prevent further damage to the property and surrounding area.

Regarding the Seawall Footprint

We understand that the work completed at 413 S Shore Crest Drive is being used as a point of reference. However, the decision not to close in the slip at 413 S Shore Crest Drive was a choice made by that property owner and was not a requirement of the approval. Each property and project is looked at based on its own unique conditions and circumstances. The situation at 415 S Shore Crest Drive is different and requires a different approach based on the specific site conditions.

Regarding the Environmental Impact of Filling the Slip

The existing boat slip at 415 S Shore Crest Drive has a mucky bottom that collects debris, sediment, and standing water creating conditions that breed mosquitos and offer little to no ecological value. Closing off the slip and installing a new continuous vinyl seawall with clean fill will eliminate this stagnant area and improve water movement throughout the canal. This project will result in a net environmental benefit to the canal and surrounding properties.

Regarding the Precedent Concern

We understand the concern regarding the potential precedent this approval could set for the other properties along the canal. It is worth noting that a similar projects have been previously approved on a nearby canal at 4941,4939, & 4937 W Melrose Ave N where a seawall notch was closed in and fill was installed under comparable circumstances. That approval did not result in a widespread pattern of similar requests along that canal. Each variance request is reviewed individually based on the specific conditions of the property and this project should be evaluated on its own merits.

We are confident that the proposed work at 415 S Shore Crest Drive is the right course of action given the unique site conditions. We are happy to provide any additional information or documentation needed to support this request and look forward to the opportunity to present this project before the Port Board if needed.

Regards,

Brennan Corwin
Bay Dock Enterprise
813-855-1672
brennan@baydock.com

COMMISSION

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Diana M. Lee, P.E. AIR DIVISION
Michael Lynch WETLANDS DIVISION
Steffanie L. Wickham WASTE DIVISION
T. Andrew Zodrow, Esq. LEGAL DEPT

July 14, 2026

Jackie Julien (Sent via Email)
Port Tampa Bay
jjulien@tampaport.com
Post Office Box 2192
Tampa, Florida 33601

SUBJECT: PORT TAMPA BAY (PTB) PERMIT APPLICATION #26-015 / EPC REVIEW # 82910 / PROPOSED REPLACEMENT OF +/- 68.5 LF OF SEAWALL AND _+/- 14.5 LF OF NEW SEAWALL INSTALLATION WITH APPROX. +/- 79 CY OF FILLING OF OLD BOAT SLIP SUBMERGED LANDS (+/- 28' X 14') & VARIANCE REQUEST AT 415 SOUTH SHORE CREST DR., TAMPA, FL / APPLICATION RECEIVED BY EPC ON MAY 12, 2026 / FOLIO # 113565-0000/ STR – 20-29S-18E

Dear Ms. Julien:

An environmental review has been conducted for the above described project by the staff of the Wetlands Division of the Environmental Protection Commission (EPC) of Hillsborough County. Based on this review and site inspection conducted May 22, 2026, staff has determined that the project to replace an existing seawall, construct a new seawall, and fill in an existing upland cute boat slip, as proposed, should not constitute or create deleterious impacts to the natural resources of Hillsborough County; therefore, this agency **does not object** to the proposed project subject to the following conditions:

1. All work must be conducted as proposed and in the location indicated by the plans received on June 26, 2026. Any proposed changes or adjustments must be reviewed and authorized by EPC staff prior to their implementation.

2. All efforts must be undertaken to prevent any erosion or turbid water from being discharged offsite into wetlands and/or waters of the County. Turbid discharges that exceed 29 NTU's (Nephelometric Turbidity Units) above background levels are a violation pursuant to Chapter 1-5, the EPC Water Quality Rule. The erosion or discharge of sediments into wetlands is a violation of Chapter 1-11, the EPC Wetland Rule. Silt screens or other methods of erosion/turbidity control may be required. It is the responsibility of the owner/developer to insure the installation of adequate erosion control barriers prior to the commencement of any site work. These erosion control devices must be maintained in good condition throughout the construction process and until all loose soils have stabilized/settled. It is strongly recommended that all erosion

control devices be regularly inspected during construction and modified if conditions warrant.

3. Mangrove trimming is limited to the minimum extent necessary to accommodate the permitted activity only. Any additional trimming or alteration of mangroves would require separate review by the EPC, pursuant to Chapter 1-14, Mangrove Trimming and Preservation, Rules of the EPC. This request may be submitted to the EPC through the Mangrove Trimming application or the WEA10-Notice of Exempt Activities in Wetlands form obtained from the EPC website at www.epchc.org. Contact the EPC Wetlands Division at 813-627-2600 for questions.

INFORMATIONAL COMMENTS:

- Please be advised that this approval applies only to the development proposal as submitted, and in no way does it provide EPC approval to any other aspect of the review process. In addition, this approval does not imply exemption from obtaining all proper permits from other governmental agencies.

- Please note that this letter only represents the recommendations of the EPC to the Port Tampa Bay (PTB). The PTB will issue the actual permit. In the event these conditions are not incorporated in the PTB permit, the proposed activity may require a separate authorization from the Executive Director of the EPC.

- Please be advised that the project drawings state that 79 cubic yards of fill is being proposed and the "Supplemental Form for Projects with Proposed Fill..." states that 40 cubic yards of fill is being proposed.

- Please be advised that a separate state authorization appears necessary for the proposed activity. This authorization could be obtained from either EPC or the Florida Department of Environmental Protection (FDEP). Please note that if you choose to pursue state permitting through EPC, a separate application and a $100 review fee would need to be submitted to the EPC. If you have any questions, please contact EPC staff.

If you have any questions or concerns regarding this application, please call me by phone at (813) 627-2600 ext. 1221 or by e-mail at OReillyO@epchc.org.

Sincerely,

Olivia O'Reilly

Olivia O'Reilly
Environmental Scientist II
Wetlands Division
Environmental Protection Commission
of Hillsborough County

OO/MPG

ec: Barbara Baity – bbaity@tampaport.com
Bradley Campbell – campbellcustomdev@gmail.com
Brennan Corwin – brennan@baydock.com

SUBJECT: **SITE IMPROVEMENTS PERMIT FOR PANGAEA FLORIDA LLC**

BACKGROUND:

Port Tampa Bay's (PTB) policy for Site Improvements Permit(SIP) establishes guidelines for tenants and non-tenants of PTB property to obtain permission before constructing any improvements on PTB property. The SIP policy requires that the PTB's Board of Commissioners approve all improvements or modifications on PTB property with an estimated construction cost in excess of $200,000.00 or that involve the granting of any easement.

FACTS/COMMENTS:

Pangaea Florida LLC (Pangaea) leases approximately 2.5 acres of land at Port Redwing (Premises) with conveyor access to Berth 302 for the importation of aggregate and other commodities. Pangaea has submitted a site improvements permit application for the installation of fiber optic conduit (Improvements) connecting Frontier's existing fiber optic conduit on Diana Toledo Almeida Road to the Premises. The conduit would be routed along the outside of the westernmost fence line of Ajax Paving Industries of Florida, LLC leased premises, as shown on attached Exhibit "A".

PTB staff has reviewed the application, determined that the proposed location of Improvements does not have any conflicts, and recommends approval of the site improvements permit and the granting of the associated utility easement.

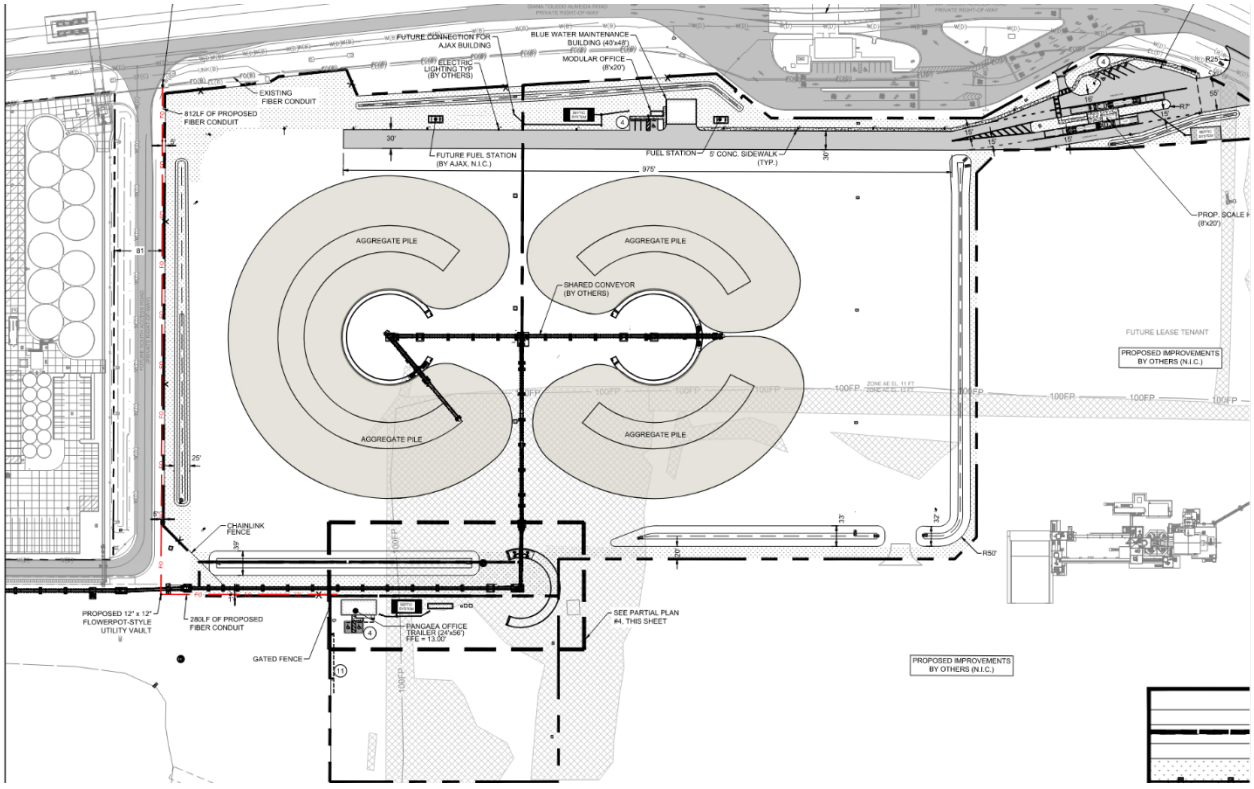
RECOMMENDATION:

Approve the site improvements permit and authorize the Port President and CEO, or his designee, to execute the easement for the installation of a fiber optic conduit as described in this agenda item, subject to review by Port counsel.

Board Meeting
October 20, 2026
Engineering

EXHIBIT "A"

CONDUIT LOCATION



SUBJECT: LEASE AGREEMENT WITH SPECTRASERV, INC.

BACKGROUND:

Spectraserv, Inc, (Spectraserv) is a construction, transportation, and environmental services company with operations primarily in New Jersey, New York, Pennsylvania, and Connecticut. Spectraserv will be making improvements to a dredge spoil area that the United States Army Corps of Engineers (USACE) uses for the dredging of the federal Navigational Channel. Spectraserv has requested the use of approximately 2.0 acres of land near Berth 31 for the storing and handling of riprap, FDOT 904 filter sand, and 36" weir drains.

FACTS/COMMENTS:

Port Tampa Bay (PTB) staff and Spectraserv have negotiated the following terms for a short-term ground land lease agreement:

Premises: Approximately 2.00 acres of land on Pendola Point with non-exclusive use of Berth 31, as depicted on Exhibit "A".

Use: Solely for the laydown, storing, and staging of materials.

Term: Six (6) months with no lease extension options.

Rent:	**Lease Term**	**Monthly Rent**
	Months 1-6:	$14,000 ($7,000/acre)

Other: Spectraserv would take the Premises "AS-IS" and would be responsible for all utilities, real estate taxes, site improvements, insurance, and maintenance of the Premises. In addition, Spectraserv must comply with all seaport security law, environmental regulations and laws, as well as all other applicable regulations and laws.

Public Hearing: A public hearing was not required.

RECOMMENDATION:

Authorize the Port President/CEO, or his designee, to execute a lease agreement with Spectraserv, Inc., in accordance with the terms set forth in this agenda item, subject to review by Port counsel.

Board Meeting
October 20, 2026
Real Estate

Exhibit "A"


SPECTRASERV DREDGING
LAYDOWN AREA
NORTH
(Grid)
W
E
S
PREMISES
HOOKERS POINT
PORT SUTTON
PENDOLA POINT
PREMISES
9/02/20206
Prepared By: Mark H. Foster, PSM
Florida License No. L.S.5535
Professional Surveyor & Mapper
Port Tampa Bay
PORT TAMPA BAY
1101 Channelside Drive
Tampa, Florida 33602
(813) 905-7678 Fax (813) 905-5029
WWW.PORTTB.COM

SUBJECT: **HARBOR DEEPENING AGREEMENT WITH U.S. ARMY CORPS OF ENGINEERS FY2027 COST SHARE FOR PRE-CONSTRUCTION, ENGINEERING, AND DESIGN (PED)**

BACKGROUND:

The Port Tampa Bay (PTB) Board of Commissioners authorized the execution of a Design Agreement (Agreement) with the Department of the Army for the General Reevaluation Report of the Tampa Harbor Federal Navigation Project at its February 16, 2021 Board meeting. The Project was authorized under the Water Resources Development Act (WRDA). On September 16, 2025, PTB entered into a Design Agreement with the Department of the Army via the U.S. Army Corps of Engineers (USACE) for the Pre-Construction, Engineering, and Design (PED) phase of the Tampa Harbor, Pinellas and Hillsborough Counties, Florida Deep Draft Navigation Project (Project). Under this Agreement, PTB is responsible for providing the required local cost share to support the USACE design work.

FACTS/COMMENTS:

The Agreement establishes the partnership between PTB and the USACE to carry out design activities for the Project. The Agreement outlines the scope, responsibilities, cost-sharing provisions, and schedule for completing the design phase, consistent with federal law and the USACE's policy.

The total estimated cost for PED Phase 1 of the Project for FY 2025-2027 is $8,368,000 (Project Cost). The USACE's contribution for this Project is $6,276,000 and PTB's contribution is $2,092,000.

The PTB Board approved the local match (PTB's Cost Share) of $873,000 with USACE for Phase 1 of the Project at the October 21, 2025 Board meeting with funds being expended in FY2025. The PTB Board approved the local match (PTB's Cost Share) of $1,000,000 with USACE for Phase 1 of the Project at the March 24, 2026 meeting with funds being expended in FY2026.

The funding request is for PTB to contribute its FY2027 cost-share installment of $219,000 and is included in the FY2027 Capital Budget.

RECOMMENDATION:

Authorize the Port President/CEO, or his designee, to approve $219,000 for PTB's Share in FY2027 for the Harbor Deepening Project with the U.S. Army Corps of Engineers, subject to review by Port Counsel.


TAMPA HARBOR DEEPENING PROJECT - CONTRACT 1 EAST BAY EXPANSION
CONTRACT 1 CHANNEL DEEPENING
Hillsborough Cut D (HB Cut D)
Port Sutton Channel & Turning Basin
Port Sutton Terminal Channel (0+00 to 17+00)
East Bay Channel & Turning Basin
East Bay Extensions 1 & 2
Dredge material placement: East Bay Fill Area
Volume: Approx. 3.3 MCY
Estimated Cost: $222M
BERTHING AREAS
Volume: Approx. 632,000 CY
Estimated Cost: $40M
CONTRACT 1A (2D DMMA Dike Raising)
Estimated Cost: $66M
PROJECT TOTALS
Volume: Approx. 4.4 MCY
Estimated Cost: $328M (Contract 1 & 1A, Berthing Areas & 2D)
KEY
Channel Cut Included in Contract
Channel Cuts not included in Contract
East Bay Fill Area
EAST BAY CHANNEL EXT 2
34'
EAST BAY FILL AREA
EAST BAY CHANNEL EXT 1
34'
34'
EAST BAY CHANNEL
HB CUT D 41'
PORT SUTTON CHANNEL & TURNING BASIN
43'
42'
PORT SUTTON TERMINAL CHANNEL
2D DMMA
US Army Corps of Engineers
PORT TAMPA BAY
U.S. Army Corps of Engineers and Port Tampa Bay

SUBJECT: **PUBLIC TRANSPORTATION GRANT AGREEMENT (PTGA) WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION – PTGA #433240-1-94-03**

BACKGROUND:

Port Tampa Bay (PTB) has secured $8,270,478 in funding from the Florida Department of Transportation (FDOT) District 7 for the construction of Berth 266 at Metroport Phase 2 under PTGA #433240-1-94-03. The funding for this Grant requires a local match from PTB of $2,756,826.

FACTS/COMMENTS:

FDOT District 7 requires PTB to enter into a Public Transportation Grant Agreement (PTGA). The PTGA will provide funding support for project costs associated with Metroport Phase 2 New Berth 266.

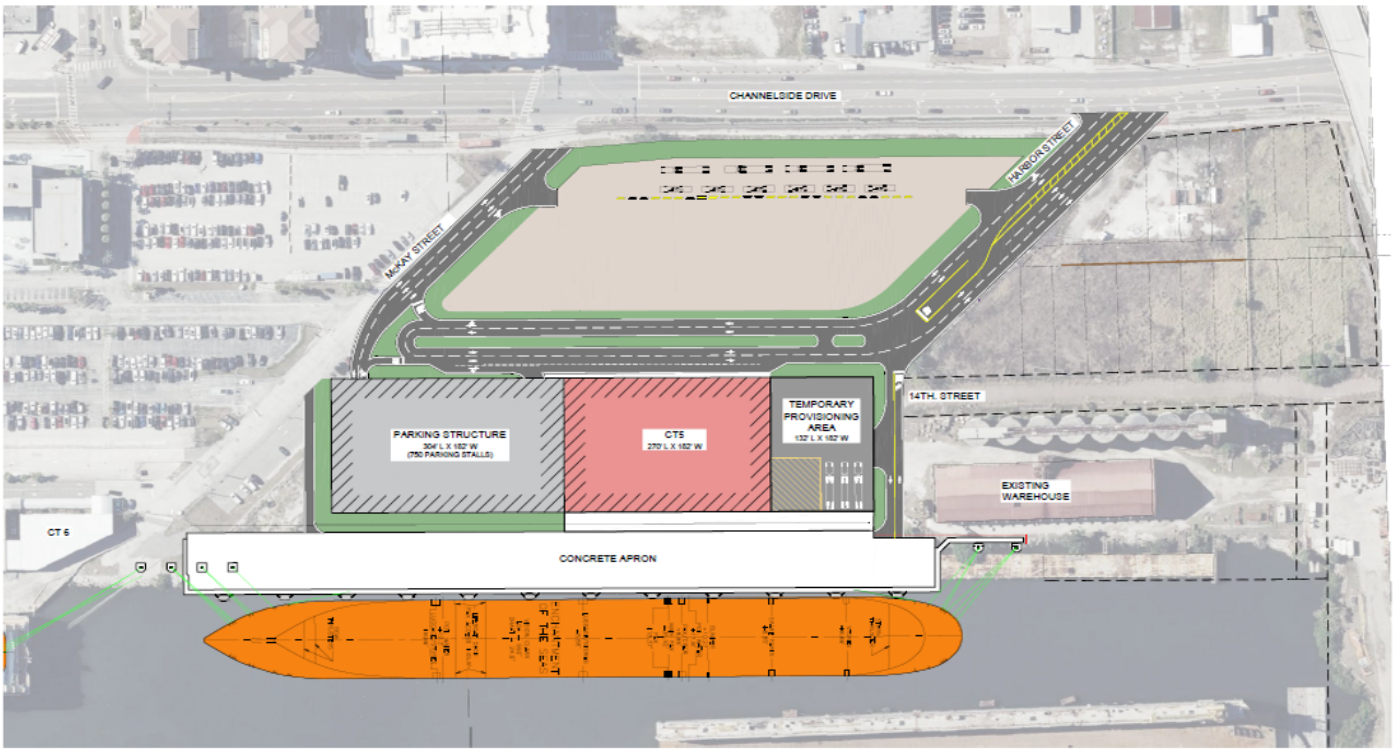
The funding allocation in the amount of $8,270,478 will be used for construction of the Berth 266 at Metroport. The project includes construction of a new 1,100 linear foot berth with a sheet-pile bulkhead, bollards, fenders, pavement, utilities and stormwater system.

Funding for this project is included in the FY2027 capital budget.

RECOMMENDATION:

Authorize the Port President/CEO, or his designee, to enter into Public Transportation Grant Agreement, PTGA # 433240-1-94-03, with FDOT, District 7, for $8,270,478 with a PTB match of $2,756,826, subject to review by the Port counsel.

Board Meeting
October 20, 2026
Planning and Development



CT 5 FULL DEVELOPMENT SITE PLAN - OPTION 2
SCALE: 1"=60'

PORT TAMPA BAY.

SUBJECT: AWARD OF CONTRACT FOR CONSULTANT SERVICES FOR GENERAL PLANNING SERVICES – RFQ NO. Q-005-26

BACKGROUND:

Port Tampa Bay (PTB) retains professional consultant services to support ongoing general planning activities and updates to the PTB Master Plan. The PTB Board approved a general planning services agreement with Renaissance Planning Group at its Board meeting on August 15, 2023. This Agreement expired on September 30, 2026

FACTS/COMMENTS:

In accordance with PTB procurement policy, staff advertised a Request for Qualifications (RFQ) for general planning services in the Tampa Bay Times, Florida Sentinel Bulletin, and La Gaceta, as well as electronically on Euna OpenBids (e-procurement database system) on July 24, 2026. A mandatory pre-qualification teleconference was held on August 4, 2026 and twenty-nine (29) firms participated in teleconference. PTB received submittals from four (4) firms.

On September 10, 2016, a selection committee (Committee) consisted of Jose DeJesus, PTB Director of Engineering; Craig Roberts, PTB Director of Real Estate, and Brian Hunter, FDOT District 7 Modal Development Administrator, reviewed the submittals based on the qualifications and experience of each firm, its team, and key personnel, and ranked the firms as follows:

Ranking	Firm Name	SBE
1	HDR Engineering, Inc.	13%
2	Bowman Consulting Group Ltd.	9%
3	Hatch Associates Consultants	10%
4	AECOM Technical Services, Inc.	9%

HDR Engineering, Inc., was unanimously selected by the Committee as the top-ranked consulting firm. Staff recommends approval of the ranking, and authorization to execute an agreement for general planning and master planning consultant services in an amount not to exceed $2,000,000 in the first contract year. The contract would be for an initial one-year term, with two consecutive one-year extension options.

Funding for this contract is included in the FY2027 capital budget in the amount of $2,000,000, which includes a $500,000 grant awarded to PTB by FDOT for master planning services.

RECOMMENDATION:

Authorize the Port President/CEO, or his designee, to negotiate and execute an agreement for General Planning Services with the top ranked firm, HDR Engineering, Inc., for one (1) year with two (2) extension options of one (1) year each, in an amount not to exceed $2,000,000 for the first contract year, subject to review by Port Counsel. If an agreement cannot be negotiated with the top-ranked firm, then negotiations would begin with the next highest ranked firm(s).

GENERAL PLANNING SERVICES
RFQ 005-26

PROPOSAL EVALUATION

Proposers				
Committee Members	**AECOM Technical Services, Inc.**	**Bowman Consulting Group, Ltd.**	**Hatch Associates Consultants**	**HDR Engineering, Inc.**
Evaluator # 1	1.95	3.80	2.90	1.15
Evaluator # 2	3.80	1.95	2.95	1.15
Evaluator # 3	3.85	2.25	2.60	1.15
Total:	**9.60**	**8.00**	**8.45**	**3.45**
Ranking:	**4**	**2**	**3**	**1**

Ranking Scale: #1 (the lowest score) is the best score, #2 second best, #3 third best…..

Ranking Directions: Each evaluator shall rank each respondent independently for each category based on the above referenced ranking scale.

GENERAL PLANNING SERVICES
RFQ 005-26
PROPOSAL EVALUATION

			Proposers			
	Evaluation Criteria	**Weight**	**AECOM Technical Services, Inc.**	**Bowman Consulting Group, Ltd.**	**Hatch Associates Consultants**	**HDR Engineering, Inc.**
1	**Qualifications/Experience of Respondent (Firm) and Team:** Detail experience and qualifications of the firm. Demonstrate full understanding of the work to be performed in accordance with the Description of Services and specialized experience/qualifications in the various tasks. (Section B; Paragraphs 1.2 & 1.3) Specific credit will be given for proven experience in providing similar consulting services for port or maritime industry clients.	25%	2	4	3	1
2	**Qualifications and Experience of Key Personnel:** Detailed experience and individual qualifications (key personnel) who will specifically perform and/or oversee the work for each detailed task or area of discipline as outlined in the Description of Services. Highlight key personnel (identified in the proposal) qualifications, credentials, competence, expertise and recent/current involvement in the various type of tasks as proposed and ability to effectively communicate complex concepts.	35%	2	4	3	1
3	**Port Planning / Project & Grant Funding / Proposal Development:** Address both the firm's and key personnel's specific expertise in regard to the proposed description of services. Detailed experience in state/federal transportation, freight, grant/loan programs and plans. Demonstrate past performance and record in connection with port maritime, financial planning, capital improvement planning, economic impact analysis, intermodal and transportation planning, land use planning, mixed use development, freight planning, zoning, cargo and cruise forecasting. Demonstrate past performance and record in project and grant/loan proposal assistance as it relates to ports, and other port planning services as outlined in the Description of Services. Detail experience in cargo, cruise, maritime real estate (working waterfront, mixed use and commercial), as well as planning and development. Develop complex project proposals and justifications, funding requests, and presentation / communication documents for both current and future projects. Address willingness and ability to meet and adhere to project schedules and budgets. Consideration of recent, current and project workload as well as workforce availability to undertake PTB work.	30%	2	4	3	124 1
4	**Respondents Overall Responsiveness:** Response meets requirements outlined in Section A; Paragraph 3.0 and Section B; Paragraphs 1.2 and 1.3. Response is bound and presented in exactly the order requested and includes only data requested. Specific emphasis on completeness of Questionnaire / Form 7 responses. Consideration of references.	5%	2	3	3	1
5	**Volume of Work:** The objective is affecting an equitable distribution of contracts among qualified Respondent. Points are based on actual fees PTB paid to a Respondent within the past three (3) years.	5%	1	1	1	4
	Total	**100%**	**1.95**	**3.80**	**2.90**	**1.15**

Ranking Scale: #1 is the highest score, #2 second highest, #3 third highest…..
Ranking Directions: Each evaluator shall rank each respondent independently for each category based on the above referenced ranking scale.

Evaluator Name: **Evaluator # 1** **Date:** **9/10/2026**

Evaluator Signature: **[On File]**

GENERAL PLANNING SERVICES
RFQ 005-26
PROPOSAL EVALUATION

			Proposers			
	Evaluation Criteria	**Weight**	**AECOM Technical Services, Inc.**	**Bowman Consulting Group, Ltd.**	**Hatch Associates Consultants**	**HDR Engineering, Inc.**
1	**Qualifications/Experience of Respondent (Firm) and Team:** Detail experience and qualifications of the firm. Demonstrate full understanding of the work to be performed in accordance with the Description of Services and specialized experience/qualifications in the various tasks. (Section B; Paragraphs 1.2 & 1.3) Specific credit will be given for proven experience in providing similar consulting services for port or maritime industry clients.	25%	4	2	3	1
2	**Qualifications and Experience of Key Personnel:** Detailed experience and individual qualifications (key personnel) who will specifically perform and/or oversee the work for each detailed task or area of discipline as outlined in the Description of Services. Highlight key personnel (identified in the proposal) qualifications, credentials, competence, expertise and recent/current involvement in the various type of tasks as proposed and ability to effectively communicate complex concepts.	35%	4	2	3	1
3	**Port Planning / Project & Grant Funding / Proposal Development:** Address both the firm's and key personnel's specific expertise in regard to the proposed description of services. Detailed experience in state/federal transportation, freight, grant/loan programs and plans. Demonstrate past performance and record in connection with port maritime, financial planning, capital improvement planning, economic impact analysis, intermodal and transportation planning, land use planning, mixed use development, freight planning, zoning, cargo and cruise forecasting. Demonstrate past performance and record in project and grant/loan proposal assistance as it relates to ports, and other port planning services as outlined in the Description of Services. Detail experience in cargo, cruise, maritime real estate (working waterfront, mixed use and commercial), as well as planning and development. Develop complex project proposals and justifications, funding requests, and presentation / communication documents for both current and future projects. Address willingness and ability to meet and adhere to project schedules and budgets. Consideration of recent, current and project workload as well as workforce availability to undertake PTB work.	30%	4	2	3	125 1
4	**Respondents Overall Responsiveness:** Response meets requirements outlined in Section A; Paragraph 3.0 and Section B; Paragraphs 1.2 and 1.3. Response is bound and presented in exactly the order requested and includes only data requested. Specific emphasis on completeness of Questionnaire / Form 7 responses. Consideration of references.	5%	3	2	4	1
5	**Volume of Work:** The objective is affecting an equitable distribution of contracts among qualified Respondent. Points are based on actual fees PTB paid to a Respondent within the past three (3) years.	5%	1	1	1	4
	Total	**100%**	**3.80**	**1.95**	**2.95**	**1.15**

Ranking Scale: #1 is the highest score, #2 second highest, #3 third highest…..
Ranking Directions: Each evaluator shall rank each respondent independently for each category based on the above referenced ranking scale.

Evaluator Name: **Evaluator # 2** **Date:** **9/10/2026**

Evaluator Signature: **[On File]**

GENERAL PLANNINGSERVICES
RFQ 005-26
PROPOSAL EVALUATION

		Proposers			
Evaluation Criteria	**Weight**	**AECOM Technical Services, Inc.**	**Bowman Consulting Group, Ltd.**	**Hatch Associates Consultants**	**HDR Engineering, Inc.**
Qualifications/Experience of Respondent (Firm) and Team: Detail experience and qualifications of the firm. Demonstrate full understanding of the work to be performed in accordance with the Description of Services and specialized experience/qualifications in the various tasks. (Section B; Paragraphs 1.2 & 1.3) Specific credit will be given for proven experience in providing similar consulting services for port or maritime industry clients.	25%	4	2	3	1
Qualifications and Experience of Key Personnel: Detailed experience and individual qualifications (key personnel) who will specifically perform and/or oversee the work for each detailed task or area of discipline as outlined in the Description of Services. Highlight key personnel (identified in the proposal) qualifications, credentials, competence, expertise and recent/current involvement in the various type of tasks as proposed and ability to effectively communicate complex concepts.	35%	4	2	3	1
Port Planning / Project & Grant Funding / Proposal Development: Address both the firm's and key personnel's specific expertise in regard to the proposed description of services. Detailed experience in state/federal transportation, freight, grant/loan programs and plans. Demonstrate past performance and record in connection with port maritime, financial planning, capital improvement planning, economic impact analysis, intermodal and transportation planning, land use planning, mixed use development, freight planning, zoning, cargo and cruise forecasting. Demonstrate past performance and record in project and grant/loan proposal assistance as it relates to ports, and other port planning services as outlined in the Description of Services. Detail experience in cargo, cruise, maritime real estate (working waterfront, mixed use and commercial), as well as planning and development. Develop complex project proposals and justifications, funding requests, and presentation / communication documents for both current and future projects. Address willingness and ability to meet and adhere to project schedules and budgets. Consideration of recent, current and project workload as well as workforce availability to undertake PTB work.	30%	4	3	2	126 1
Respondents Overall Responsiveness: Response meets requirements outlined in Section A; Paragraph 3.0 and Section B; Paragraphs 1.2 and 1.3. Response is bound and presented in exactly the order requested and includes only data requested. Specific emphasis on completeness of Questionnaire / Form 7 responses. Consideration of references.	5%	4	2	3	1
Volume of Work: The objective is affecting an equitable distribution of contracts among qualified Respondent. Points are based on actual fees PTB paid to a Respondent within the past three (3) years.	5%	1	1	1	4
Total	**100%**	**3.85**	**2.25**	**2.60**	**1.15**

Ranking Scale: #1 is the highest score, #2 second highest, #3 third highest…..
Ranking Directions: Each evaluator shall rank each respondent independently for each category based on the above referenced ranking scale.

Evaluator Name: ___**Evaluator # 3**_____ **Date:** **9/10/2026**

Evaluator Signature: _____**[On File]**_____

SUBJECT: GEOTECHNICAL, ENGINEERING, TESTING, AND INSPECTION CONSULTANT SERVICES - RFQ NO. 001-27

BACKGROUND:

The Port Tampa Bay (PTB) approved geotechnical, engineering, testing, and inspection services contracts with Ardaman & Associates, Inc., Terracon Consultants, Inc., and Arehna Engineering, Inc. at its October 17, 2023 meeting. All three (3) of these contracts expire on December 19, 2026. Geotechnical consultant agreements are designed to assist PTB staff in performing sub-surface investigations, construction quality control, and testing services work on an as-needed basis using a work order system. Any work order in excess of $250,000 is brought to PTB's Board of Commissioners (Board) for approval prior to awarding the work.

FACTS/COMMENTS:

Pursuant to the Florida Competitive Consultants Negotiation Act (CCNA) and PTB's procurement policy, staff advertised a Request for Qualifications (RFQ) for geotechnical, engineering, testing, and inspection services in the Tampa Bay Times, Florida Sentinel Bulletin, and La Gaceta, as well as electronically on Euna OpenBids on August 28, 2026. On September 24, 2026, PTB received submittals from nine (9) firms. A selection committee (Committee) consisted of Nick Depin, PTB Professional Engineer II, Mark Foster, PTB Senior Professional Land Surveyor & Mapping, and Craig Roberts, PTB Director of Real Estate, evaluated the proposals and ranked the firms on October 8, 2026 as follows:

Ranking	Firm Name	SBE %
1	Ardaman & Associates, Inc.	9%
2	Arehna Engineering, Inc.	100%
3	Terracon Consultants, Inc.	9%
4	H2R Corp	100%
5	Tierra, Inc.	12%
6	Tierra South Florida, Inc. (TSFGeo)	11.5%
7	Professional Services Industries, Inc. (PSI)	9%
8	Colliers Engineering & Design, Inc.	9%
9	UES Professional Solutions, LLC	10%

Staff recommends approval of the final ranking and requests authorization to enter into contract negotiations with the top five (5) ranked firms for a period of three (3) years each, with standard PTB termination clauses. If satisfactory contracts cannot be negotiated with any of the top five (5) firms, then staff would begin negotiations with the next highest ranked firm(s) and report such action to the Board. Funding for the Geotechnical contracts is included in the FY2027 Capital Budget in the amount of $750,000.

RECOMMENDATION:

Authorize the Port President/CEO, or his designee to negotiate and execute agreements for Geotechnical, Engineering, Testing, and Inspection Services with the top five (5) ranked firms, subject to review by the Port Counsel. If agreements cannot be negotiated with any of the top ranked five (5) firms, then negotiations would begin with the next highest ranked firm(s).

PORT TAMPA BAY

GEOTECHNICAL ENGINEERING, TESTING & INSPECTION SERVICES
PROJECT NO. 26-00926 / RFQ 001-27

PROPOSAL EVALUATION SUMMARY

	Firm Names								
Committee Member	**Ardaman & Associates, Inc.**	**Arehna Engineering, Inc.**	**Colliers Engineering & Design, Inc.**	**H2R Corp.**	**Professional Services Industries, Inc. dba Intertek (PSI)**	**Terracon Consultants, Inc.**	**Tierra South Florida, Inc. (TSFGeo)**	**Tierra, Inc.**	**UES Professional Solutions, LLC**
Evaluator # 1	1.65	1.80	6.65	3.65	7.70	3.40	5.25	5.20	8.30
Evaluator # 2	1.90	3.80	7.05	3.75	8.00	2.55	4.95	3.80	7.80
Evaluator # 3	1.70	2.45	7.15	4.20	4.95	3.40	7.40	4.35	8.00
Total:	**5.25**	**8.05**	**20.85**	**11.60**	**20.65**	**9.35**	**17.60**	**13.35**	**24.10**
Ranking:	**1**	**2**	**8**	**4**	**7**	**3**	**6**	**5**	**9**

Ranking Scale: #1 (the lowest score) is the best score, #2 second best, #3 third best…..
Ranking Directions: Each evaluator shall rank each respondent independently for each category based on the above referenced ranking scale.

GEOTECHNICAL ENGINEERING, TESTING & INSPECTION SERVICES

PROJECT NO. 26-00926 / RFQ 001-27

PROPOSAL EVALUATION

			Firm Names								
	Evaluation Criteria	**Weight**	**Ardaman & Associates, Inc.**	**Arehna Engineering, Inc.**	**Colliers Engineering & Design, Inc.**	**H2R Corp.**	**Professional Services Industries, Inc. dba Intertek-PSI**	**Terracon Consultants, Inc.**	**Tierra South Florida, Inc. (TSFGeo)**	**Tierra, Inc.**	**UES Professional Solutions, LLC**
1	**Qualifications / Experience of the Respondent (Firm):** (i.e., responsible) Detail experience and qualifications of the firm. Demonstrate the firm's full understanding of the work to be performed in accordance with the Description of Services and specialized experience and / or qualifications for these tasks (Section B; Paragraph 1.2 & 1.3). Specific credit will be given for proven experience in providing similar consulting services for Port or Maritime industry clients. Local presence – office location within fifty (50) miles of PTB.	30%	1	2	7	4	9	3	5	6	8
2	**Qualifications / Experience of Key Personnel:** Detail experience and individual qualifications for key personnel (project manager, laboratory manager, supervisory personnel, and key professional staff) who will specifically perform and/or oversee the work for specific tasks or areas of discipline as outlined in the Description of Services. Highlight key personnel qualifications, credentials, competence, experience and recent/current involvement in the various types of tasks proposed. Identify key personnel associated with the projects profiled in the Questionnaire who are still employed with the firm performing similar work and will be assigned to PTB's project. Identify the office location of each key personnel staff member. Project Manager must reside in office located within fifty (50) miles. Provide copies of State of Florida professional engineering licenses and other relevant licenses and certifications. Provide copies of designated laboratory facility certifications and documentation of facility location within fifty (50) miles of PTB.	30%	1	2	7	4	8	3	6	5	9
3	**Past Performance:** Demonstrate past performance and record as it relates to the minimum qualifications and Description of Services in regard to difficult and complex projects for major seaports, such as cargo yards with heavy wheel loads, performing soil borings in deep water, marine construction on dredge spoil material, land reclamation by filling submerged lands, etc. Consideration of references on major seaports projects or other similar marine projects. Evaluation of possible conflicts of interest as well as litigation resulting from any claim(s) of negligence (errors and/or omissions).	15%	2	1	8	4	7	3	6	5	9
4	**Schedule / Budget Requirements / Workload:** Demonstrated willingness and ability to meet and adhere to project schedules and budget. Consideration of recent, current and projected workload as well as workforce availability to undertake PTB work.	10%	1	2	6	4	7	3	5	8	9
5	**Respondent's Overall Responsiveness:** Overall completeness, clarity and quality of the Proposal. Consideration of any other information, qualifications, or experience that you may consider significant, innovative, pertinent, or other relevant information.	10%	4	1	6	2	8	7	5	3	9
6	**Volume of Work:** The objective is affecting an equitable distribution of contracts among qualified firms. Points are based on actual fees PTB paid to a firm within the past three (3) years.	5%	5	3	1	1	1	3	1	1	1
	Total:	**100%**	**1.65**	**1.80**	**6.65**	**3.65**	**7.70**	**3.40**	**5.25**	**5.20**	**8.30**

Ranking Scale: #1 is the highest score, #2 second highest, #3 third highest…..
Ranking Directions: Each evaluator shall rank each respondent independently for each category based on the above referenced ranking scale.

Evaluator Name: Evaluator # 1 **Date:** 10/8/2026

Evaluator Signature: **[On File]**

GEOTECHNICAL ENGINEERING, TESTING & INSPECTION SERVICES

PROJECT NO. 26-00926 / RFQ 001-27

PROPOSAL EVALUATION

	Evaluation Criteria	Weight	Ardaman & Associates, Inc.	Arehna Engineering, Inc.	Colliers Engineering & Design, Inc.	H2R Corp.	Professional Services Industries, Inc. dba Intertek-PSI	Terracon Consultants, Inc.	Tierra South Florida, Inc. (TSFGeo)	Tierra, Inc.	UES Professional Solutions, LLC
			Firm Names								
1	**Qualifications / Experience of the Respondent (Firm):** (i.e., responsible) Detail experience and qualifications of the firm. Demonstrate the firm's full understanding of the work to be performed in accordance with the Description of Services and specialized experience and / or qualifications for these tasks (Section B; Paragraph 1.2 & 1.3). Specific credit will be given for proven experience in providing similar consulting services for Port or Maritime industry clients. Local presence – office location within fifty (50) miles of PTB.	30%	3	6	7	5	9	1	4	2	8
2	**Qualifications / Experience of Key Personnel:** Detail experience and individual qualifications for key personnel (project manager, laboratory manager, supervisory personnel, and key professional staff) who will specifically perform and/or oversee the work for specific tasks or areas of discipline as outlined in the Description of Services. Highlight key personnel qualifications, credentials, competence, experience and recent/current involvement in the various types of tasks proposed. Identify key personnel associated with the projects profiled in the Questionnaire who are still employed with the firm performing similar work and will be assigned to PTB's project. Identify the office location of each key personnel staff member. Project Manager must reside in office located within fifty (50) miles. Provide copies of State of Florida professional engineering licenses and other relevant licenses and certifications. Provide copies of designated laboratory facility certifications and documentation of facility location within fifty (50) miles of PTB.	30%	1	2	7	4	9	3	5	6	8 130
3	**Past Performance:** Demonstrate past performance and record as it relates to the minimum qualifications and Description of Services in regard to difficult and complex projects for major seaports, such as cargo yards with heavy wheel loads, performing soil borings in deep water, marine construction on dredge spoil material, land reclamation by filling submerged lands, etc. Consideration of references on major seaports projects or other similar marine projects. Evaluation of possible conflicts of interest as well as litigation resulting from any claim(s) of negligence (errors and/or omissions).	15%	1	5	8	2	7	4	6	3	9
4	**Schedule / Budget Requirements / Workload:** Demonstrated willingness and ability to meet and adhere to project schedules and budget. Consideration of recent, current and projected workload as well as workforce availability to undertake PTB work.	10%	2	1	9	5	6	3	7	4	8
5	**Respondent's Overall Responsiveness:** Overall completeness, clarity and quality of the Proposal. Consideration of any other information, qualifications, or experience that you may consider significant, innovative, pertinent, or other relevant information.	10%	1	4	7	2	9	3	6	5	8
6	**Volume of Work:** The objective is affecting an equitable distribution of contracts among qualified firms. Points are based on actual fees PTB paid to a firm within the past three (3) years.	5%	5	3	1	1	1	3	1	1	1
	Total:	**100%**	**1.90**	**3.80**	**7.05**	**3.75**	**8.00**	**2.55**	**4.95**	**3.80**	**7.80**

Ranking Scale: #1 is the highest score, #2 second highest, #3 third highest…..
Ranking Directions: Each evaluator shall rank each respondent independently for each category based on the above referenced ranking scale.

Evaluator Printed Name: Evalautor # 2 **Date:** 10/8/2026

Evaluator Signature: **[On File]**

GEOTECHNICAL ENGINEERING, TESTING & INSPECTION SERVICES
PROJECT NO. 26-00926 / RFQ 001-27
PROPOSAL EVALUATION

			Firm Names								
	Evaluation Criteria	**Weight**	**Ardaman & Associates, Inc.**	**Arehna Engineering, Inc.**	**Colliers Engineering & Design, Inc.**	**H2R Corp.**	**Professional Services Industries, Inc. dba Intertek-PSI**	**Terracon Consultants, Inc.**	**Tierra South Florida, Inc. (TSFGeo)**	**Tierra, Inc.**	**UES Professional Solutions, LLC**
1	**Qualifications / Experience of the Respondent (Firm):** (i.e., responsible) Detail experience and qualifications of the firm. Demonstrate the firm's full understanding of the work to be performed in accordance with the Description of Services and specialized experience and / or qualifications for these tasks (Section B; Paragraph 1.2 & 1.3). Specific credit will be given for proven experience in providing similar consulting services for Port or Maritime industry clients. Local presence – office location within fifty (50) miles of PTB.	30%	1	3	8	6	5	2	9	4	7
2	**Qualifications / Experience of Key Personnel:** Detail experience and individual qualifications for key personnel (project manager, laboratory manager, supervisory personnel, and key professional staff) who will specifically perform and/or oversee the work for specific tasks or areas of discipline as outlined in the Description of Services. Highlight key personnel qualifications, credentials, competence, experience and recent/current involvement in the various types of tasks proposed. Identify key personnel associated with the projects profiled in the Questionnaire who are still employed with the firm performing similar work and will be assigned to PTB's project. Identify the office location of each key personnel staff member. Project Manager must reside in office located within fifty (50) miles. Provide copies of State of Florida professional engineering licenses and other relevant licenses and certifications. Provide copies of designated laboratory facility certifications and documentation of facility location within fifty (50) miles of PTB.	30%	1	2	8	5	6	3	7	4	9
3	**Past Performance:** Demonstrate past performance and record as it relates to the minimum qualifications and Description of Services in regard to difficult and complex projects for major seaports, such as cargo yards with heavy wheel loads, performing soil borings in deep water, marine construction on dredge spoil material, land reclamation by filling submerged lands, etc. Consideration of references on major seaports projects or other similar marine projects. Evaluation of possible conflicts of interest as well as litigation resulting from any claim(s) of negligence (errors and/or omissions).	15%	1	2	8	3	4	5	7	6	9
4	**Schedule / Budget Requirements / Workload:** Demonstrated willingness and ability to meet and adhere to project schedules and budget. Consideration of recent, current and projected workload as well as workforce availability to undertake PTB work.	10%	1	4	3	2	5	7	8	6	9
5	**Respondent's Overall Responsiveness:** Overall completeness, clarity and quality of the Proposal. Consideration of any other information, qualifications, or experience that you may consider significant, innovative, pertinent, or other relevant information.	10%	6	1	8	2	5	3	7	4	9
6	**Volume of Work:** The objective is affecting an equitable distribution of contracts among qualified firms. Points are based on actual fees PTB paid to a firm within the past three (3) years.	5%	5	3	1	1	1	3	1	1	1
	Total:	**100%**	**1.70**	**2.45**	**7.15**	**4.20**	**4.95**	**3.40**	**7.40**	**4.35**	**8.00**

Ranking Scale: #1 is the highest score, #2 second highest, #3 third highest…..
Ranking Directions: Each evaluator shall rank each respondent independently for each category based on the above referenced ranking scale.

Evaluator Printed Name: **Evalauator # 3** **Date:** 10/8/2026

Evaluator Signature: **[On File]**

TAMPA PORT AUTHORITY
Monthly Aged Receivables
September 30, 2026

Customer Number	Customer Name	Current	31 - 60 Days	61 - 90 Days	91 & Over	Customer Balance
Port Fees						
D073	470 BULK PRODUCTS LLC	20.00	-	-	-	20.00
P329	AEGIR PORTS	45.00	-	-	-	45.00
T425	AGUNSA USA, INC (Eastport Lease)	9,263.23	-	-	-	9,263.23
D082	ALLIANCE MECHANICAL SOLUTIONS, LLC	20.00	-	-	-	20.00
S036	ALTAMAR SHIPPING	1,480.50	-	-	-	1,480.50
T012	AMALIE OIL COMPANY	940.00	-	-	-	940.00
D081	AMERICAN MARINE EXPRESS, INC	21.00	-	-	-	21.00
D054	ANCHOR SANDBLASTING AND COATINGS, INC	200.00	-	-	-	200.00
T400	ARDENT MILLS, LLC	4,544.18	-	-	-	4,544.18
A552	BIEHL & CO FLORIDA LLC	51,316.43	-	-	-	51,316.43
S041	BRONCO TRANSPORT	136.50	-	-	-	136.50
T201	BUCKEYE TERMINALS, LLC	290,515.59	-	-	-	290,515.59
T307	BUCKEYE TERMINALS, LLC (North Terminal Easement)	8,404.09	-	-	-	8,404.09
A514	BUCKEYE TERMINALS, LLC.	20.00	-	-	-	20.00
D049	CARGILL SALT	60.00	-	-	-	60.00
T131	CARNIVAL CRUISE LINES	377,986.00	-	-	-	377,986.00
T198	CEMEX CONSTRUCTION MATERIALS FLORIDA, LLC	8,028.72	-	-	-	8,028.72
T190	CEMEX USA	56,561.89	-	-	-	56,561.89
T014	CENTRAL FLORIDA PIPELINE LLC	183,387.59	-	-	-	183,387.59
T145	CENTRAL FLORIDA PIPELINE LLC	14,131.55	-	-	-	14,131.55
T109	CITRUS PRODUCTS	61,406.25	-	-	-	61,406.25
D047	CITY OF TAMPA (SW & WW)	1,260.00	-	-	-	1,260.00
D048	CITY OF TAMPA MOBILITY DEPARTMENT	280.00				280.00
D089	CITY OF TAMPA WATER-DISTRIBUTION	80.00	-	-	-	80.00
D097	CITY OF TAMPA WATER-ENGINEERING	-	80.00	-	-	80.00
D095	CITY OF TAMPA WATER-PRODUCTION	20.00	-	-	-	20.00
A423	DANN OCEAN TOWING, INC	-	604.92	-	-	604.92
M147	DELTCORP INDUSTRIES, LLC	20.00	-	-	-	20.00
Q450	DOLE FRESH FRUIT COMPANY	25,971.00	-	-	-	25,971.00
A418	EXPRESS MARINE	582.12	-	-	-	582.12
T132	FLORIDA AQUARIUM	507.50	-	-	-	507.50
M104	FOREIGN TRADE ZONE NO 79	13,609.43	-	-	-	13,609.43

TAMPA PORT AUTHORITY
Monthly Aged Receivables
September 30, 2026

Customer Number	Customer Name	Current	31 - 60 Days	61 - 90 Days	91 & Over	Customer Balance
A429	GAC SHIPPING (USA) INC	153,477.22	-	-	-	153,477.22
S043	GLOBAL DISTRIBUTION INC	(714.00)	-	-	-	(714.00)
T415	GLOVIS AMERICA, INC	53,364.79	-	-	-	53,364.79
T063	GULF SULPHUR SERVICES	23,050.37	9,541.36	-	5,801.19	38,392.92
A549	HOST AGENCY, LLC	633.96	-	-	-	633.96
A306	INCHCAPE SHIPPING SERVICES	47,094.28	-	-	-	47,094.28
T101	INTERACID NORTH AMERICA, INC	2,458.09	-	-	-	2,458.09
A350	KIMMINS CONTRACTING	60.00	-	-	-	60.00
D032	KINDER MORGAN - CENTRAL FLORIDA PIPELINE LLC	20.00	40.00	-	-	60.00
A003	KIRBY OFFSHORE MARINE	15,090.33	-	-	-	15,090.33
A248	LA CARRIERS, LLC	142.56	-	-	-	142.56
Q532	LE COPPERSMITH LLC	5,180.21	-	-	-	5,180.21
T308	LOGISTEC GULF COAST LLC	89,615.95	-	-	-	89,615.95
T328	MAJESTIC STEEL USA	10,170.73	-	-	-	10,170.73
T430	MARGARITAVILLE AT SEA	361,307.58	-	-	-	361,307.58
A360	MARTIN GAS MARINE	1,775.52	-	-	-	1,775.52
T135	MARTIN MARIETTA AGGREGATES	771.35	-	-	-	771.35
T134	MARTIN OPERATING PARTNERSHIP	7,464.65	-	-	-	7,464.65
A465	MASTER, OWNER & OPERATORS	152,355.08	-	-	-	152,355.08
S067	MKD LOGISTICS LLC	(58.00)	-	-	-	(58.00)
A053	MORAN TOWING CORPORATION	5,535.00	-	-	-	5,535.00
T002	MOSAIC CROP NUTRITION, LLC	624.02	-	3,966.89	530.25	5,121.16
T011	MURPHY OIL USA INC	61,734.92	-	-	-	61,734.92
A071	NORTON LILLY INTERNATIONAL, US, INC	127,904.34	-	-	-	127,904.34
T418	PANGAEA FLORIDA LLC	4,784.71	-	-	-	4,784.71
T205	PLAINS LPG SERVICES, L.P.	225.06	-	151.17	72.90	449.13
T318	PORT LOGISTICS TERMINAL OPERATIONS LLC	6,932.29	6,003.95	-	-	12,936.24
S039	PORTS AMERICA	20.00	-	-	-	20.00
T006	PORTS AMERICA	1,523.27	-	-	-	1,523.27
T182	PORTS AMERICA	324,257.63	-	-	-	324,257.63
Q359	POSCO INTERNATIONAL AMERICA (NJ)	10,139.83	-	-	-	10,139.83
T292	PURAGLOBE FLORIDA LLC	2,474.45	301,761.99	-	-	304,236.44
T420	REDWING TERMINALS, LLC (BLUE WATER)	(58,035.68)	-	-	-	(58,035.68)
D075	RELIABLE TAMPA PARTNERS	160.00	-	-	-	160.00

TAMPA PORT AUTHORITY
Monthly Aged Receivables
September 30, 2026

Customer Number	Customer Name	Current	31 - 60 Days	61 - 90 Days	91 & Over	Customer Balance
T202	ROYAL CARIBBEAN CRUISES LTD.	530,359.11	-	-	-	530,359.11
Q371	SAMSUNG C&T AMERICA, INC	7,237.65	-	-	-	7,237.65
A064	SAVAGE & SON, AR	295,955.51	-	-	-	295,955.51
A531	SAVAGE MARINE MANAGEMENT COMPANY, LLC	25,217.07	-	-	-	25,217.07
A486	SEACAT LINES C/O NAGA LOGISTICS	42,502.53	-	-	-	42,502.53
S069	SOUTHERN CARTAGE, INC	(63.00)	-	-	-	(63.00)
D080	SOUTHERN SKILL TRADES INC	160.00	-	-	-	160.00
T021	TAMPA PORT SERVICES, LLC	(17,187.99)	-	-	2,292.82	(14,895.17)
D084	TITAN FLORIDA (TITAN CONCRETE-WEST COAST REGION)	280.00	-	180.00	-	460.00
T173	TITAN FLORIDA LLC	251,143.31	-	7,021.72	-	258,165.03
T150	TRADEMARK METALS RECYCLING FKA ONESTEEL	61,151.48	-	-	-	61,151.48
A251	TRADEMARK METALS RECYCLING LLC	60.00	-	-	-	60.00
A497	TRANS-ATLANTIC AGENCIES INC	67,909.62	-	-	-	67,909.62
T020	TRANSMONTAIGNE INC	314,962.87	18,263.14	-	-	333,226.01
A553	VALHALLA SHIP AGENCY, LLC	2,355.24	-	-	-	2,355.24
T119	VULCAN MATERIALS COMPANY	1,241,159.15	-	-	-	1,241,159.15
T116	WATCO COMPANIES, LLC	1,534.38	-	-	-	1,534.38
A532	WORLD FUEL SERVICES, INC.	21,831.50	-	-	-	21,831.50
T056	YARA NORTH AMERICA INC	7,156.37	-	-	-	7,156.37
	Subtotal Port Fees	**5,376,083.88**	**336,295.36**	**11,319.78**	**8,697.16**	**5,732,396.18**

Lease Charges

L425	AGUNSA USA, INC (EASTPORT SITE)	(883.42)	-	-	-	(883.42)
L045	AMALIE OIL	301.60	-	-	-	301.60
L400	ARDENT MILLS, LLC	159.05	-	-	-	159.05
L207	CARGILL INC SALT FACILITY	372.41	-	-	-	372.41
L225	CBP DEVELOPMENT, LLC	206,256.04	-	-	-	206,256.04
L403	CELLCO PARTNERSHIP DBA VERIZON WIRELESS	(5.59)	-	-	-	(5.59)
L399	CEMEX CONSTRUCTION MATERIALS FLORIDA LLC	18,512.18	762.65	-	2,287.95	21,562.78
L044	DIVERSIFIED MARINE TECH	42.00	-	-	-	42.00

TAMPA PORT AUTHORITY
Monthly Aged Receivables
September 30, 2026

Customer Number	Customer Name	Current	31 - 60 Days	61 - 90 Days	91 & Over	Customer Balance
L196	E.N. BISSO & SON INC	157.55	-	-	-	157.55
L317	Extenet Systems, Inc	331.66	7,152.46	-	-	7,484.12
L415	GLOVIS AMERICA, INC	(129.00)	-	-	-	(129.00)
L124	GULF MARINE REPAIR INC	640.00	-	-	-	640.00
L214	GULF SULPHUR SERVICES	22,050.00	-	331.05	682.10	23,063.15
L287	HCP ASSOCIATES, INC	180.00	-	-	-	180.00
L103	INTERNATIONAL SHIP REPAIR &MARINE SERVICES, INC	15,435.69	-	-	-	15,435.69
L308	LOGISTEC GULF COAST LLC	70,097.95	-	-	-	70,097.95
L552	MAA WESTSHORE EXCHANGE, LLC	12,678.24	-	-	-	12,678.24
L328	MAJESTIC STEEL USA	16,225.00	-	-	-	16,225.00
L173	MARTIN OPERATING PARTNERSHIP	28,925.43	-	-	-	28,925.43
L010	MOSAIC CROP NUTRITION, LLC	-	-	431.00	862.00	1,293.00
L264	PORTS AMERICA	142,181.09	-	-	-	142,181.09
L311	Precision Build Solutions, LLC	(20.00)	-	-	-	(20.00)
L420	REDWING TERMINALS, LLC (BLUE WATER)	4,500.00	-	-	-	4,500.00
L329	SESCO CEMENT FLORIDA LLC	(195.00)	-	13.00	-	(182.00)
L138	SHRIMP SVC DOCK ASSOCIATION	8.68	-	-	-	8.68
L235	STARSHIP CRUISE LINE	238.24	-	-	-	238.24
L064	SUPERIOR SEAFOODS INC	56.34	-	-	-	56.34
L179	TAMPA JUICE SERVICE INC.	6,987.58	-	-	-	6,987.58
L049	TAMPA PORT SERVICES, LLC	(110.70)	10,669.51	156.04	644.97	11,359.82
L190	TAMPA SHIP LLC	6,660.00	-	-	-	6,660.00
L078	TRANSMONTAIGNE TERMINALING INC	44,873.78	-	-	-	44,873.78
L440	UNITED STATES COAST GUARD	20,593.06	-	-	-	20,593.06
L307	VERIZON WIRELESS PERSONAL COMMUNICATIONS LP	(119.72)	-	-	-	(119.72)
L079	VERSAGGI SHRIMP COMPANY	17.99	-	-	-	17.99
L098	WATCO COMPANIES, LLC	11,291.51	-	-	-	11,291.51
L100	YARA NORTH AMERICA	13.00	-	-	-	13.00
	Subtotal Lease Charges	**628,322.64**	**18,584.62**	**931.09**	**4,477.02**	**652,315.37**

TAMPA PORT AUTHORITY
Monthly Aged Receivables
September 30, 2026

Customer Number	Customer Name	Current	31 - 60 Days	61 - 90 Days	91 & Over	Customer Balance
License Renewals						
A527	GULF HARBOR SHIPPING, LLC	-	262.50	-	-	262.50
A496	INTERCRUISES PORT OPERATIONS USA, INC	-	525.00	-	-	525.00
A314	TROPIC OIL COMPANY	-	262.50	-	-	262.50
	Subtotal License Renewals	**-**	**1,050.00**	**-**	**-**	**1,050.00**
Total Port Fees, Lease Charges and License Renewals as of September 30, 2026		**$ 6,004,406.52**	**$ 355,929.98**	**$ 12,250.87**	**$ 13,174.18**	**$ 6,385,761.55**

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TAMPA PORT AUTHORITY

MONTHLY CONTRACT STATUS REPORT
09/30/2026

Project	Contractor	Contract Financial Record #	Original Bd App Date	Amt Approved Including Amendments	Costs Incurred to Date	Percent Complete
OPERATING AND NON-CAPITAL CONTRACTS:						
State Legislative Services	Advocacy Group at Cardenas Partners	26-29	06/17/25	$ 60,000	$ 55,000	91.7%
State Legislative Services	Gray Robinson, P.A.	26-29	06/17/25	$ 60,000	$ 60,000	100.0%
Benefit Consulting Services	AON Consulting, Inc.	26-25	04/15/25	$ 145,000	$ 108,750	75.0%
Insurance Broker Services	Arthur J. Gallagher Risk Management Serv	27-28	08/19/25	$ 150,000	$ 37,500	25.0%
Property, Liability, and Flood Insurance Coverage	Arthur J. Gallagher Risk Management Serv	26-42	04/15/25	$ 4,471,896	$ 4,195,662	93.8%
Auto Insurance	Florida Insurance Alliance	26-42	09/16/25	$ 91,309	$ 91,309	100.0%
Workers Compensation	Florida Insurance Alliance	26-05	09/16/25	$ 107,497	$ 107,497	100.0%
Strategic Communications Services Consultant	Bayview Public Relations	26-54	09/16/25	$ 25,000	$ 25,000	100.0%
Government Relations Consultant Services	Van Scoyoc & Associates	26-33	10/22/24	$ 90,000	$ 90,000	100.0%
Government Relations Consultant Services	Becker & Poliakoff, P.A.	26-33	04/15/25	$ 90,000	$ 82,500	91.7%
Bond Counsel	Bryant Miller Olive, P.A.	26-16	10/01/23	$ 60,000	$ 60,000	100.0%
Real Estate Consulting Services	Colliers International	26-17	09/02/25	$ 75,000	$ -	0.0%
Drone Detection System	GSA Security	24-26	02/20/24	$ 120,000	$ 61,509	51.3%
Software Licensing - iSeaports	Harbour Mastery, Inc.	26-26	09/17/24	$ 65,000	$ 58,000	89.2%
Law Enforcement Services	Hillsborough County Sheriff's Office	26-39	09/16/25	$ 3,754,165	$ 3,455,430	92.0%
Security System Maintenance & Repair	LaForce Holdings (formally GSA Secty)	26-03	02/17/26	$ 547,545	$ 169,779	31.0%
SBE Uniformed Security Guard Service	Martinez & Company	26-21	08/19/25	$ 412,240	$ 412,240	100.0%
Financial Audit Services	Mauldin & Jenkins, LLC	26-19	09/16/25	$ 64,900	$ 64,900	100.0%
Strategic Communications Services Consultant	Mercury Public Affairs, LLC	26-14	06/16/26	$ 165,000	$ 55,000	33.3%
Website Development & Website Hosting Services	Pantheon Solutions	26-35	11/15/22	$ 45,000	$ 34,200	76.0%
Financial Advisory Services	PFM Financial Advisors LLC	27-40	09/20/22	$ 30,000	$ -	0.0%
Video Production Services	Shooting Stars Post Inc	26-30	08/15/23	$ 90,000	$ 77,345	85.9%
Landscaping Services	TCC Enterprise Inc	26-06	09/21/21	$ 138,100	$ 119,025	86.2%
Grounds Maintenance	TCC Enterprise Inc	26-18	09/21/21	$ 456,060	$ 389,550	85.4%
Elevator/Escalator Maintenance & Repair Services	ThyssenKrupp Elevator	26-27	08/18/24	$ 967,142	$ 872,956	90.3%
Hosting and Support Services	Timmons Group	26-20	02/17/26	$ 40,840	$ 20,420	50.0%
Medical Insurance	United Healthcare	26-37	08/19/25	$ 4,308,788	$ 3,255,578	75.6%
Uniformed Security Guard Services	Universal Protection Service dba Allied Uni	26-15	12/19/23	$ 4,272,625	$ 3,034,128	71.0%
CBP IT equipment and service	US Customs & Border Patrol	25-65	05/20/25	$ 450,399	$ 256,331	56.9%
Annual recurring services	US Customs & Border Patrol	25-66	05/20/25	$ 75,638	$ 29,764	39.4%
Janitorial Services	Xtremely Clean	26-08	08/19/25	$ 614,601	$ 488,013	79.4%
OPERATING AND NON-CAPITAL CONTRACTS:				$ 22,043,745	$ 17,767,386	
CONTINUING ANNUAL CONTRACTS:						
Professional Service Contracts	Various	24-01-02		$ 8,880,630	$ 8,486,960	95.6%
Professional Service Contracts	Various	25-01-02		$ 8,750,000	$ 8,565,406	97.9%
Professional Service Contracts	Various	26-01-02		$ 7,200,000	$ 4,106,527	57.0%

TAMPA PORT AUTHORITY

MONTHLY CONTRACT STATUS REPORT

09/30/2026

Project	Contractor	Contract Financial Record #	Original Bd App Date	Amt Approved Including Amendments	Costs Incurred to Date	Percent Complete
CONTINUING ANNUAL CONTRACTS:				$ 24,830,630	$ 21,158,892	
CONSTRUCTION AND CAPITAL CONTRACTS:						
HP Resiliency Project	Hypower, LLC	23-52-2	04/02/25	$ 7,076,845	5,890,766	83.2%
HP Resiliency Project	Tampa Electric Company (TECO)	23-52-3	10/22/24	$ 7,000,000	6,000,000	85.7%
Passenger Bridge Replacements at Terminals 2 & 6	FMT Sweden AB & Global Rigging Transpo	23-54	02/28/24	$ 8,024,474	7,682,449	95.7%
Shrimp Dock Repairs	Tampa Bay Marine	24-22a	11/14/23	$ 2,415,451	2,009,811	83.2%
Berth 218 Construction	Orion Marine Construction	24-43	03/19/24	$ 21,996,700	21,827,637	99.2%
Eastport Mitigation Credits	Mangrove Point Mitigation/Tampa Bay Mitig	24-47	08/15/23	$ 3,248,070	2,613,300	80.5%
Berth 301 Wharf	Moffatt & Nichol	24-55	06/17/25	$ 1,200,000	693,569	57.8%
Electrical Power Generator at Hookers Point Security C	Austin Construction Group	24-56	11/14/23	$ 750,000	702,734	93.7%
Metroport Design Phase II	HDR Engineering, Inc.	24-57a	01/20/26	$ 950,000	910,971	95.9%
Berth 214 Wharf	Russell Marine, LLC	24-58	06/18/24	$ 67,159,751	56,886,399	84.7%
Security Upgrades @ Heavy Weather Building	GSA Security	24-59		$ 240,000	143,065	59.6%
Navigational Improvements - Maintenance Dredging	Orion Marine Construction	26-04	05/20/25	$ 4,000,000	4,000,000	100.0%
Acquisition of 2 new container gantry cranes	Liebherr Crane Company	25-45	12/17/24	$ 41,496,739	32,472,874	78.3%
Berth 301 Wharf	Orion Marine Construction	25-55	12/22/25	$ 21,400,000	18,001,350	84.1%
Eastport Phase III	Moffat & Nichol	25-62	01/21/25	$ 1,270,464	974,351	76.7%
Hooker's Point Lumber Warehouse (Berth 206)	Reno Boyd Building Co., LLC	25-63	05/20/25	$ 1,600,000	149,156	9.3%
Stormwater Resiliency Master Plan	Applied Sciences Consulting, Inc.	25-67	05/20/25	$ 500,000	250,813	50.2%
Terminal 6 Lifecycle Repairs	Russell Marine LLC	25-70	09/16/25	$ 2,500,000	1,744,721	69.8%
Port Redwing Signalization project	Sun Civil, LLC	25-71	09/16/25	$ 1,200,000	249,660	20.8%
Ro-Ro Mill Hookers Point Vehicle Storage Area	C.W. Roberts Contracting	26-44	02/17/26	$ 1,600,000	1,385,391	86.6%
Addt'l 20 Acres HP Vehicle Storage	Stantec Consulting Services	26-44-01	03/24/26	$ 750,000	169,180	22.6%
Bldg 209 Warehouse	Reno Building LLC	26-72	10/21/25	$ 4,000,000	3,589,493	89.7%
Metroport Development Phase I	Kimmins Contracting Corporation	26-74	12/16/25	$ 18,500,000	6,126,984	33.1%
Spoil Island 2D Rehabilitation	Russell Marine, LLC	26-78	02/17/26	$ 2,500,000	511,260	20.5%
Cruise Terminal 5 Architectural Design	HDR Engineering, Inc., Bermello, Ajamil & I	26-80	06/16/26	$ 3,000,000	-	0.0%
Channelside Civil Design	Stantec Consulting Services, WSP USA	26-81	06/16/26	$ 500,000	-	0.0%
CONSTRUCTION AND CAPITAL CONTRACTS:				$ 224,878,494	$ 174,985,933	

MINOR WORK PERMIT REPORT

9/1/2026 – 9/30/2026

PERMITS ISSUED

26-018	David Rodriguez	Dock/Non-covered Boatlift/Apollo Beach/Harbor Bay/Mirabay/Mirabay Tidal Canal
26-026	Steven & Patricia Spangler	Dock/Non-covered Boatlift/Apollo Beach/Harbor Bay/Mirabay/Mirabay Tidal Canal

REVISIONS

VIOLATIONS

*Indicates that permit was issued After-The-Fact

PENDING APPLICATIONS SUMMARY

Appl.#	M/S	Applicant	Proposed Work
23-035	S	Port Tampa Bay (TPA) Engineering Dept.	Offshore Breakwater @ West Side of Spoil Island 2D, Tampa, FL
24-025	S	Westshore Marina Ventures, LLC	Add approx 23,666 sq ft of overwater structure to the existing Westshore Yacht Club to accommodate mooring 48 additional slips
23-058	M	Hillsborough County Capital Programs	Replace/extend box culvert @ W of 6515 Riverview Drive, Riverview, FL
24-028R1	M	Faindav, LLC-Ethan Simonson	Dock/Lift Installation Added to Existing Dock @ 5606 Tybee Island Drive, Apollo Beach, FL (Mirabay)
24-031	M	Smart Communication Holdings, LLC	Dock/Boatlift @ 5718 Tybee Island Drive, Apollo Beach, FL (Mirabay)
24-048	M	Egypt Shrine Holdings Corp	Dock @ 5017 E. Washington Street, Tampa, FL
25-007R1	M	Tampa Hillsborough Expressway Authority (THEA)	Selmon Expressway Bridge Widening over Hillsborough River from Himes Avenue to Morgan Street, Tampa, FL
25-017	S	Tampa Electric Company (TECO)	Big Bend Deeping N-S Channel and Big Bend Berth @ 603 Big Bend Rd, Apollo Beach, FL
25-028	S	South Bay CDD Holdings Inc.	Multi-slip Docking Facility @ 3290 Mangrove PT Drive, Ruskin, FL
25-029	S	South Bay CDD Holdings Inc.	Destiny Drive & Bahia Beach Blvd., Ruskin, FL
25-039	S	Andalucia Yacht Club Inc.	Replace Access Picks @ 1303 Puerto Drive, Apollo Beach, FL 33572
25-040	M	Hillsborough County	Repair Bridge #100248@Memorial Highway & Sweetwater Creek, Tampa
25-043	M	Sidney Wilson	Seawall @ 3240 42nd Avenue SE, Ruskin FL
26-001	M	Robert Pugh	Modify Dock/Construct Concrete Load-out & Floating Dock @ 9809 Vaughn Street, Gibsonton, FL
26-004	M	Moad Kased	Dock @ 6602 Surfside Blvd., Apollo Beach, FL
26-007	M	City of Temple Terrace	Boardwalk/Observation Tower/Fishing Dock/Kayak Launch @ 201 S. Riverhills Drive, Temple Terrace, FL

Appl.#	M/S	Applicant	Proposed Work
26-009	M	Timothy Brickey	Dock/lift/Dredge @ 613 Mirabay Blvd., Apollo Beach (Mirabay)
26-011	M	Norman Stabler	Riprap @ 1109 SW 10th Street, Ruskin
26-013	S	The Townhomes of Little Harbor (HOA) Inc.	Docking Facility/Dredge @ 555 Bahia Beach Drive, Ruskin
26-014	M	Paul Lemoine	Add Lift to Existing Dock @ 5706 Sea Trout PL, Apollo Beach (Mirabay)
26-015	M	BCBH Land Holding LLC	Seawall @ 415 S. Shore Crest Drive, Tampa, FL
26-016	M	Nathan Neufield	Dock/Boatlift @ 1074 Signet Drive, Apollo Beach, FL (Mirabay)
26-017	M	Tampa Electric Company	Utility Crossing/Bridge Maintenance @ Fishhawk-Wheeler-Davis Rd-Tampa
26-019	S	NR Chase	Dock/Wetslips/Floating kayaks/Boalifts @ 3075 N. Rocky Point Dr., Tampa, FL
26-020	M	Lamb Manor LLC	Dock/Walkway/Floating Dock/Boatlift/Boat ramp @2410 W. Shellpoint Rd., Ruskin, FL
26-021	M	Leo Caruso	ATF Boatlift @ 6511 Blackfin Way, Apollo Beach, FL
26-022	M	ZRS Management LLC	PWC Lifts @ 7616 W. Courtney Campbell Causeway, Tampa, FL
26-023	M	Miroslav Mitusina	Repair Seawall @ 806 Seabreeze Drive, Ruskin, FL
26-024	M	Bill Hayes	Dock Replacement @ 2514 River Bend Drive, Ruskin, FL
26-025	M	Hillsborough County-Parks & Preserves	Boardwalk @ 6767 Surfside Blvd., Apollo Beach, FL
26-026	M	Steven & Patricia Spangler	Boatlift @ 5709 Sea Turtle PL, Apollo Beach, FL (Mirabay)
26-027	M	Frank & Oxana Rabena	Boatlift @ 614 Pinckney Drive, Apollo Beach, FL (Mirabay)
26-028	M	Mosaic Fertilizer LLC	Sheet Pile Seawall @ Big Bend Facility-12839 Wyandotte Road, Gibsonton, FL
26-029	M	Robert Gladden	Replace Lift @ 5718 Sea Turtle PL, Apollo Beach, FL (Mirabay)
26-030	M	Joshua Osvold	Dock @ 1401 River Drive SW, Ruskin, FL
26-031	M	Casey Chapman	Boatlift @ 615 Islebay Drive, Apollo Beach, FL (Mirabay)
26-032	M	Port Tampa Bay-Engineering Dept.	Berth 219 Discharge Pipe Relocation-Tampa, FL
26-033	M	Victor & Deanne Gossler	Dock/LIft @ 5616 Seagrass PL, Apollo Beach, FL (Mirabay)
26-034	M	Joanne Kelley	Dock/Roof @ 11206 Casa Loma Dr, Riverview, FL
26-035	M	Douglas & Sherri Rehder	Realign Boatlift @ 704 Pinckney Dr, Apollo Beach, FL (Mirabay)
26-036	M	Mosaic Fertilizer	Dock Modification @ 3421 Port Sutton Road, Tampa, FL

EXPENDITURES

Between $50,000 - $250,000
09/01/2026 - 09/30/2026

COMPANY	DESCRIPTION	AMOUNT	FUNDING	ADDITIONAL INFORMATION

Board Meeting
October 20, 2026
ID149166

Future Proposed Projects

October 2026

Project Name	Current Contractor/Consultant	Estimated Proposal/Bid Release	Estimated Board Approval
Outside Counsel - General Support / Litigation	**Macfarlane, Ferguson & McMullen, P.A.; Shumaker, Loop & Kendrick, LLP**	**TBD**	**TBD**
Outside Counsel - Real Estate / Land Use	**Gray Robinson & Trenam Law**	**TBD**	**TBD**
Berth 266 Bulkhead Construction (Metro Port)	NEW PROJECT	September/October	November/December
CT-5 Construction Manager	NEW PROJECT	October/November	December/January

NOTE: This list contains possible future projects. Be advised these projects/contracts may be cancelled, delayed, or revised as required by Port Tampa Bay (PTB). Recently added contracts/projects are reflected in **bold.**

TBD - To Be Determined