PORT TAMPA BAY

Tampa Port Authority

Comprehensive Annual Financial Report for Fiscal Year ended September 30, 2014

Hillsborough County
Port District, Florida

Hillsborough County Port District, Florida

Comprehensive Annual Financial Report

For Fiscal Year Ended September 30, 2014

PORT
TAMPA BAY™

Prepared by: Finance Department

Michael J. Macaluso, Chief Financial Officer

PORT TAMPA BAY™

TAMPA PORT AUTHORITY

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TAMPA PORT AUTHORITY

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INTRODUCTORY SECTION


CAPITAL
ZIM
TRITON
TRITON
GOLD
ZIM


BALBOA

March 31, 2015

Board of Commissioners
Tampa Port Authority
1101 Channelside Drive
Tampa, Florida 33602

Dear Commissioners:

The Comprehensive Annual Financial Report (CAFR) of the Tampa Port Authority (Port Authority) for the fiscal year ended September 30, 2014 is hereby submitted for your review. Responsibility for both the accuracy of the data and the completeness, reliability and fairness of presentation, including all disclosures, rests with the Tampa Port Authority. To the best of our knowledge and belief, the enclosed data is accurate in all material respects and is reported in a manner designed to present fairly the financial position and results of operations of the Port Authority. All disclosures necessary to enable the reader to gain an understanding of the Port Authority's financial activities and operations have been included.

The management of the Port Authority is responsible for establishing and maintaining an effective internal control structure to safeguard its assets, assure the reliability of its accounting records, and promote operational efficiencies. Based upon a comprehensive internal control framework that it has established for this purpose and recognizing that the cost of such controls should not outweigh their benefits, the Port Authority's internal controls have been designed to provide reasonable rather than absolute assurance that the financial statements will be free of any material misstatements.

The enclosed CAFR has been prepared in accordance with guidelines recommended by the Governmental Accounting Standards Board (GASB) and the Government Finance Officers Association (GFOA).

Certain demographic information and required GASB 44 statistical reporting included in the CAFR were not obtained from the financial records of the Authority but are presented for the CAFR user's information and understanding of the Port Authority and the environment in which the Port Authority operates. Additionally, the CAFR meets the continuing disclosure requirements of SEC Rule 15c2-12.

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Governmental accounting and auditing principles require that management provide an introduction, overview and analysis in narrative form to accompany the basic financial statements. This narrative, entitled Management's Discussion and Analysis (MD&A), can be found immediately following the report of the independent auditor in the Financial Section of the CAFR. This letter of transmittal is designed to complement the MD&A and should be read in conjunction with it.

Profile of the Port

The Tampa Port Authority was created by action of the Florida Legislature through Chapter 95-488, Laws of Florida (also known as the "Enabling Act"). Among other provisions more fully described in the MD&A, the Enabling Act gives the Port Authority the right to acquire property through the power of eminent domain, purchase, gift, grant, franchise, lease or contract. The Port Authority is also empowered to fix uniform rates and charges for wharfage, dockage and handling to and from vessels, where such facilities are owned by the Port Authority or otherwise insofar as it may be permissible under the Constitution of Florida and the Constitution and Laws of the United States of America.

The Enabling Act provides that the Port Authority shall have the specific responsibility for planning and implementing plans for the long range development of the facilities and the movement of cargo through the Port District. Prior to purchase, ownership, control or operation of any facility, the Port Authority must hold a public hearing at which public comments are received and considered. The Port Authority has broad powers to acquire, construct, operate and lease facilities. Please refer further to the MD&A for more specific information regarding the Port Authority's Enabling Act and its impact on how the Port Authority operates.

Pursuant to Section 11.45 of the Florida Statutes and Section 11 of the Port Authority's Enabling Act, an audit of the financial statements has been completed by the Port Authority's independent certified public accountants, Cherry Bekaert LLP. Their opinion is included in the Financial Section of this CAFR.

The Port Authority's Enabling Act prescribes that it maintain budgeting and accounting systems and prepare an annual budget in accordance with Florida law. Cash and other assets, related liabilities, and residual equity are segregated into individual self-balancing account groupings. Special accounts are maintained in accordance with revenue bond debt covenants. A full discussion of the Port Authority's accounting practices is included in the Notes to the Financial Statements, also included in the Financial Section of this CAFR.

The Port Authority closely monitors its daily cash needs and invests its portfolio, maximizing investment returns in accordance with its written investment policy. Additionally, it utilizes and relies on the advice of its independent financial advisors and its bond counsel when making decisions regarding treasury management and external financing requirements.

Factors Affecting Port Authority's Financial Condition

In FY2014, the Tampa Port Authority was able to improve on its already-solid financial performance in FY2013. The details behind the Port Authority's FY2014 financial performance are discussed in the MD&A included in the Financial Section of the CAFR. The Port Authority's current and future financial condition is also dependent upon a number of key factors and initiatives. Listed below is a discussion of those key factors and initiatives.

Local Economy

The Port of Tampa is geographically located within the boundaries of Hillsborough County, Florida. Principal employers in Hillsborough County include: the Hillsborough County School Board, University of South Florida, Hillsborough County Government, Tampa International Airport and MacDill Air Force Base. Several Fortune 1,000 companies are headquartered in the Tampa Bay region, including Bloomin' Brands, Inc., WellCare Health Plans, Inc., Publix Supermarkets, Tech Data Corp., Jabil Circuit, Inc., and Raymond James Financial. Other large regional employers include Verizon Communications, Tampa General Hospital, JP Morgan Chase, TECO Energy, Walter Industries, and Mosaic. Institutions of higher learning located in the Tampa Bay area include the University of South Florida, the University of Tampa, Hillsborough Community College, and the Stetson University College of Law.

The Port of Tampa is a major player in the local economy's growth, supporting nearly 80,000 jobs and generating almost $15 billion in annual economic impact. The Port ranks first in the State of Florida in terms of cargo tonnage handling nearly half of all of the seaborne commerce that passes through the state and ranks as a top ten U.S. cruise port. The Port is the most diversified in the state and is one of the nation's largest in land area.

Financial Policies and Strategies

While the Port Authority's financial success can be attributed to a number of factors, two (2) important strategies implemented a number of years ago continue to pay dividends in FY2014. First, the Port Authority continues to deliberately pursue a strategy of business diversification which enables us to withstand downturns in particular lines of business or commodities and maintain a constant or increasing revenue stream. FY2014 continued to show a strong recovery in steel and aggregates, which we expect to continue for the foreseeable future.

Second, the Port Authority has included built-in incentives in many of its leases to reward the tenants for increased volumes of cargo through the Port. Port Authority staff utilizes these cargo incentives as well as other incentives such as allowing lower rents during development and construction periods and other construction allowances to attract new tenants. In exchange for these incentives, the Port Authority includes long-term financial commitments, such as minimum financial and tonnage guarantees. These commitments, coupled with the diversification strategy discussed above, ensures a steady stream of revenue even during periods of economic downturn. Additionally, there is continuous dialog between Port Authority staff and existing tenants which allows the Port Authority to work with the tenant to meet their changing needs.

Long-Term Financial Planning

The Port Authority's Executive Steering Committee, comprised of senior management, meets on a regular basis to ascertain how to best use the Port's existing resources, to determine whether the use of those resources is consistent with the Port's Strategic and Master Plan and to determine when additional funding is needed and supportable. All of the major initiatives and projects discussed below were thoroughly vetted through the Executive Steering Committee and presented to the Port Authority's Board of Commissioners for approval.

In addition, the Port Authority regularly updates its Strategic and Master Plan in order to ensure that these documents include the most up-to-date economic forecasts and conditions. The Port Authority has recently contracted with a consulting group with expertise in this area and is in the process of incorporating such updates with a revised Strategic and Master Plan which will be available sometime in FY2015.

Major Initiatives

The list below includes some of the major ongoing initiatives undertaken by the Port Authority in FY2014 as well as several new initiatives implemented during the fiscal year. These initiatives all support the business diversification strategy discussed above and have had a significant impact on the Port Authority's financial results in FY2014.

- Petroleum Terminal Facility Renovation and Refurbishment: The final phase of the renovation and refurbishment of the Tampa Port Authority's Petroleum Facility was completed in the summer 2014. This project is designed to replace the Port Authority's Richard E. Knight (REK) Petroleum Terminal Complex which is over 45 years old. The Tampa Port Authority Petroleum Terminal Facility is the primary petroleum gateway for 8 million Central Florida consumers and the aviation fuel going through the facility is transported via pipeline for use at Orlando International Airport. The improvements and modernization of the facility will make it more efficient and cost-effective for existing tenants and users as well as make the facility more attractive to prospective new tenants and users.

- I-4 Connector: The toll road linking Interstate 4 and the Selmon Expressway opened in January, 2014. Although not funded by the Tampa Port Authority, the Port strongly supported this project with its dedicated truck lane leading into the Port. This will remove a number of the approximately 15,000 truck movements per day in and out of the Port from local city streets and provide them direct access to Interstate 4.

- Berths 151 and 152: In 2013 the Port began filling the submerged lands in the Eastport area of the Port to create approximately 25 acres of upland for future Berths 151 and 152. The berths will have 43 feet of water depth, the deepest available at the Port. Construction continues at the site with an anticipated completion of December, 2015.

- Port Authority Administration Building & Security Operations Center improvements: In FY2014, the Port Authority made numerous improvements to both the Joseph A. Garcia Administration Building and to the Security Operations Center located at the entrance to the Hooker's Point area. These improvements included a new HVAC system as well as several security and structural enhancements which were designed to increase the operating efficiency and security access of both facilities as well as improve overall security surveillance at the Port.

Awards and Acknowledgements

The Government Finance Officers Association (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Tampa Port Authority for its Comprehensive Annual Financial Report (CAFR) for the fiscal year ended September 30, 2013. This was the fourteenth (14^{th}) consecutive year that the Port Authority has received this prestigious award. In order to be awarded a Certificate of Achievement, the Port Authority had to publish an easily readable and efficiently organized CAFR that satisfied both generally accepted accounting principles and applicable legal requirements. As was the case for the prior thirteen (13) years, the accomplishment of the Certificate of Achievement for the fourteenth consecutive fiscal year was primarily due to the tireless efforts of the Port Authority's Finance Department staff.

A Certificate of Achievement is valid for a period of one year only. We believe that our current CAFR continues to meet the Certificate of Achievement Program's requirements and we are submitting it to the GFOA to determine its eligibility for another certificate.

The preparation of this report, as always, represents the combined effort of the entire staff of the Finance Department of the Tampa Port Authority, other Port Authority departments who provided key information to this report and the accounting firm of Cherry Bekaert LLP. We gratefully acknowledge their contributions.

Finally, we express our deepest appreciation to the members of the Tampa Port Authority Board of Commissioners for their continued guidance and leadership towards ensuring the fiscal integrity of the Tampa Port Authority.

Respectfully Submitted,

A. Paul Anderson
President and CEO

Michael J. Macaluso
Chief Financial Officer

Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Tampa Port Authority

Hillsborough County Port District

Florida

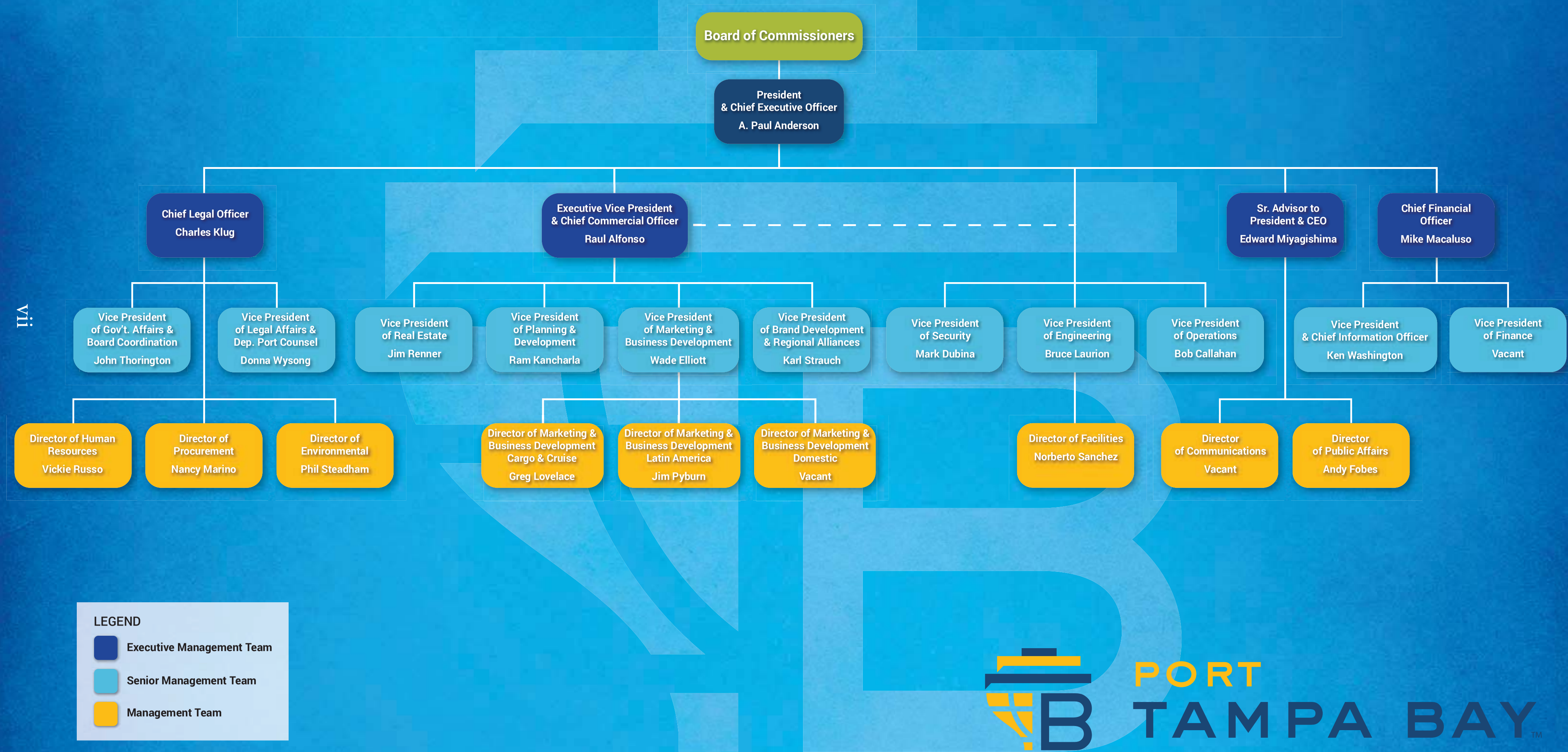
For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended

September 30, 2013

Jeffrey R. Emer

Executive Director/CEO

PORT TAMPA BAY MANAGEMENT TEAM



PORT TAMPA BAY

List of Officials

Board of Commissioners

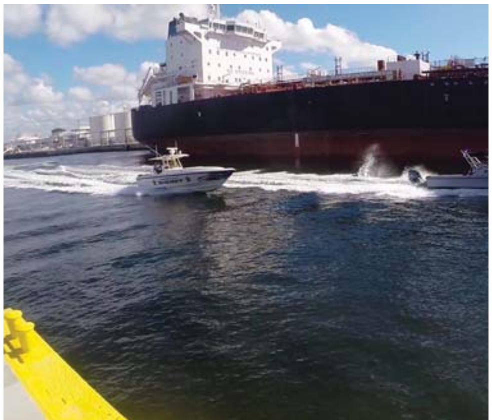
Stephen W. Swindal	Chairman
Carl Lindell, Jr.	Vice Chairman
Patrick H. Allman	Secretary/Treasurer
Honorable Sandra Murman Hillsborough County Commission	Commissioner
Honorable Bob Buckhorn Mayor, City of Tampa	Commissioner
John B. Grandoff, III	Commissioner
Gregory Celestan	Commissioner

Senior Executive Staff

A. Paul Anderson	President and Chief Executive Officer
Raul Alfonso	Executive Vice President and Chief Commercial Officer
Charles E. Klug, Esquire	Chief Legal Officer
Michael J. Macaluso	Chief Financial Officer

PORT TAMPA BAY

FINANCIAL SECTION



Cherry Bekaert LLP
CPAs & Advisors

Report of Independent Auditor

To the Board of Commissioners of
Tampa Port Authority
Tampa, Florida

Report on the Financial Statements

We have audited the accompanying financial statements of the business-type activities and discretely presented component unit of the Tampa Port Authority (the "Port Authority") as of and for the year ended September 30, 2014, and the related notes to the financial statements, which collectively comprise the Port Authority's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the business-type activities and the discretely presented component unit of the Port Authority, as of September 30, 2014, and the respective changes in its financial position and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matter

Change in Accounting Principle

As described in Note 17 to the financial statements the Port Authority adopted the provisions of Governmental Accounting Standards Board ("GASB") Statement No. 65, *Items Previously Reported as Assets and Liabilities*, effective October 1, 2012. Our opinion is not modified with respect to this matter.

Other Matters

Prior Year Comparative Information

We have previously audited the Port Authority's 2013 financial statements, and we expressed unmodified audit opinions on the respective financial statements of the business-type activities and discretely presented component unit in our report dated March 24, 2014. In our opinion, the summarized comparative information presented herein as of and for the year ended September 30, 2013 is consistent, in all material respects, with the audited financial statements from which it has been derived.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 3 through 9 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Port Authority's basic financial statements. The introductory section and statistical section, as listed in the table of contents, are presented for purposes of additional analysis and are not a required part of the basic financial statements. The schedule of expenditures of federal awards and state financial assistance is presented for purposes of additional analysis as required by the U.S. Office of Management and Budget Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations,* and Chapter 10.550, Rules of the Auditor General and is also not a required part of the basic financial statements.

The schedule of expenditures of federal awards and state financial assistance is the responsibility of management and was derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards and state financial assistance is fairly stated in all material respects in relation to the basic financial statements as a whole.

The introductory and statistical sections have not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on them.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated March 27, 2015, on our consideration of the Port Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Port Authority's internal control over financial reporting and compliance.

Cherry Bekaert LLP

Tampa, Florida
March 27, 2015

The following management's discussion and analysis ("MD&A") of the financial performance and activity of the Tampa Port Authority ("Port Authority") is intended to provide an introduction to and understanding of the financial statements of the Port Authority for the fiscal year ("FY") ended September 30, 2014, with selected comparisons to the prior fiscal year ended September 30, 2013. The information represented should be read in conjunction with the financial statements, notes and supplemental schedules found in this report.

Introduction

The Port Authority is a body politic and a body corporate pursuant to the provisions of Chapter 95-488, Laws of Florida, Acts of 1945 ("Enabling Act"). The Enabling Act provides that the Port Authority will have exclusive jurisdiction, control, supervision and management over all publicly-owned docks and wharves in Hillsborough County, Florida. The Port Authority is governed by seven board members, five of whom are residents of Hillsborough County and appointed by the Governor of the State of Florida to either two-year or four-year terms. In addition, the Mayor of the City of Tampa, ex-officio; and a Commissioner of the Board of County Commissioners of Hillsborough County, ex-officio, serve on the Port Authority's Board. Of the Board members appointed by the Governor, two members must have maritime industry background in accordance with a modification made to the Enabling Act by the State of Florida legislature in June 2005.

The Port Authority consists of approximately 2,600 acres and is primarily a landlord port serving the greater Tampa Bay area. The Port Authority is a self-supporting organization and generates revenues from port users to fund all operating expenses, debt service requirements and a portion of its capital projects. Capital projects are also funded by issuing bonds and short-term financings, awards of federal and state grants, ad valorem tax revenue, and surplus operating funds above those needed to cover operating expenses and debt service. While the Port Authority has the ability to levy up to $.50 mills in ad valorem taxes each year, the Port Authority's FY2014 millage rate was $.1750 mills.

The Port Authority publishes a uniform tariff which contains standardized rates for conducting various port activities on port-owned facilities including wharfage, dockage, transit, storage, warehousing and handling of cargo to and from vessels. In addition to the revenue generated from these activities, the Port Authority leases its properties to various maritime and other businesses for which it collects rents and negotiated commodity rates, and in many instances also receives certain guaranteed revenue streams.

The following MD&A of Port Authority activities and financial performance provides an introduction to the financial statements of the Port Authority for the fiscal year ended September 30, 2014.

The notes to the financial statements are essential to a full understanding of the data contained in the financial statements. This report also presents certain required statistical and supplementary information regarding capital assets and long-term debt activity conducted during the fiscal year, including commitments made for capital expenditures.

Overview of the Financial Statements

Governmental accounting policy, practice and procedures fall under the auspices of the Government Accounting Standards Board ("GASB"). The Port Authority's financial transactions and subsequent statements are prepared according to the GASB Statement 34 reporting model, as mandated by the GASB. The purpose of the GASB 34 reporting model is to consolidate two basic forms of governmental accounting: governmental (such as municipalities) and proprietary (those entities which generate their own revenues and therefore are similar to a private business such as the Port Authority) operations, into statements that give the reader a clearer picture of the financial position of the government as a whole. The Port Authority is considered a proprietary form of government and its financial transactions are recorded in a single Enterprise Fund.

In the fiscal year ended September 30, 2014, the Port Authority implemented GASB Statement 65, *Items Previously Reported as Assets and Liabilities.* The Port Authority's implementation of GASB Statement 65 required the recognition of previously amortized lease acquisition and bond issuance to be recorded as period costs when incurred and thus resulted in a restatement of the Statement of Net Position for the prior fiscal years.

As stated above, the Port Authority operates as a single Enterprise Fund with one component unit, Tampa Bay International Terminals, Inc. ("TBIT"). The financial statements are prepared on the accrual basis of accounting, therefore revenues are recognized when earned and expenses are recognized when incurred. Capital assets, except land, are capitalized and depreciated over their useful life. Please refer to Note 2 in the accompanying financial statements for a summary of the Port Authority's significant accounting policies. Following this MD&A are the basic financial statements and statistical and supplemental schedules of the Port Authority. These statements and schedules, along with the MD&A are designed to provide readers with a complete understanding of the Port Authority's finances.

The financial section of this annual report consists of three parts: MD&A, the basic financial statements, and the notes to the financial statements. The report includes the following three basic financial statements: the Statement of Net Position, the Statement of Revenues, Expenses, and Changes in Net Position, and the Statement of Cash Flows. It should be noted that the summary financial statements for FY 2014 with comparisons to FY 2013 in the MD&A do not include financial information for TBIT. Financial information for TBIT is included in the financial statements which follow the MD&A.

Financial Position Summary

The Statement of Net Position presents the financial position of the Port Authority at the end of the fiscal year. The statements include all assets, deferred outflow of resources and liabilities of the Port Authority. Net Position, the difference between total assets, deferred outflow of resources and total liabilities, is an indicator of the current fiscal health of the organization and the Port Authority's financial position over time. A summarized comparison of the Port Authority's assets, deferred outflow of resources, liabilities, and net position at September 30, 2014 and 2013 is as follows:

STATEMENTS OF NET POSITION

(in thousands)	FY2014	FY2013 (as restated**)
ASSETS		
Current assets	$ 82,426	$ 87,489
Noncurrent assets		
Capital related, net	563,199	548,810
Noncapital	3,290	4,606
Total assets	$ 648,915	$ 640,905
DEFERRED OUTFLOW OF RESOURCES	$ 7,691	$ 8,584
LIABILITIES		
Current liabilities	$ 18,805	$ 19,203
Noncurrent liabilities	107,284	121,242
Total liabilities	$ 126,089	$ 140,445
NET POSITION	$ 530,517	$ 509,044

**** restated due to implementation of GASB 65**

At September 30, 2014, the Port Authority's assets were $648.9 million, an increase of $8.0 million over September 30, 2013. Deferred outflow of resources decreased from $8.6 million on September 30, 2013 to $7.7 million on September 30, 2014. The Port Authority's Net Position on September 30, 2014 was $530.5 million, a $21.5 million increase over September 30, 2013. For the fiscal year ended September 30, 2014, the largest portion of the Port Authority's net position represents its investment in capital assets, less the related debt outstanding used to acquire those capital assets. The Port Authority uses these capital assets to provide services to the passengers, visitors, customers, and tenants of the Port of Tampa. The funding required to repay the Port Authority's debt must be provided annually from Port Authority operations.

The Port Authority's non-current assets as of September 30, 2014 amounted to $566.5 million, of which capital assets were $563.2 million (net of accumulated depreciation). This investment in capital assets includes land, buildings, facility and infrastructure improvements and enhancements, equipment, furniture and fixtures, and construction work in progress. Capital asset acquisitions are capitalized at cost and depreciated over estimated useful lives using the straight-line method. (Refer to Note 2 Capital Assets of the accompanying notes to the financial statements for a more complete description.) The total increase in the Port Authority's investment in capital assets after accumulated depreciation for FY2014 was 2.6%, or $14.4 million due to the reasons stated below.

The following major projects comprised the majority of the increase in the Port Authority's capital assets:

- Completion of the final phases of the Petroleum Terminal Facility
- Ongoing maintenance dredging
- Continuation of the construction of new Berths 151 & 152
- Port Authority Administration Building & Security Operations Center improvements
- Ongoing rail improvements on Hooker's Point
- Site preparation, engineering & permitting for new Hillsborough County Sheriff's Office and construction of associated facilities storage
- Terminal 6 improvements per U.S. Customs and Border Protection requirements

The Port Authority's capital program is funded through a combination of ad valorem taxes, federal and state grants, surplus operating funds, and revenue bond issues. Additional information on the Port Authority's capital assets can be found in Notes 2 and 6 in the accompanying notes to the financial statements.

The Statement of Revenues, Expenses and Change in Fund Net Position is an indicator of whether the overall fiscal condition of the Port Authority has improved or worsened during the year. Following is a summary of the Statements of Revenues, Expenses, and Changes in Fund Net Position:

STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN FUND NET POSITION

(in thousands)	FY2014	FY2013 (as restated**)
Operating revenues		
Port usage fees	$ 36,429	$ 31,539
Land and building leases	11,226	11,726
Other operating revenue	775	825
Total operating revenue	48,430	44,090
Operating expenses	28,107	24,259
Operating income before depreciation	20,323	19,831
Depreciation	20,620	21,051
Operating loss after depreciation	(297)	(1,220)
Non-operating revenues (expenses)		
Ad valorem taxes	10,830	10,926
Interest income	498	2,398
Other non-operating revenues	4,146	1,514
Interest expense	(4,133)	(5,041)
Amortization of bond premiums/discounts	268	234
Other non-operating expenses	(1,934)	(2,035)
Net Non-operating revenue	9,675	7,996
Income before capital contributions and special items	9,378	6,776
Capital grants and contributions	14,057	17,941
Special item - settlement	(1,962)	-
Increase in net position	21,473	24,717
Total net position at beginning of year	509,044	484,327
Total net position at end of year	$ 530,517	$ 509,044

** restated due to implementation of GASB 65

Financial Operations Highlights

Listed below are the highlights of changes between the fiscal years ended September 30, 2014 and 2013, as shown in the Statements of Revenues, Expenses and Changes in Fund Net Position above:

- Operating revenues increased by 9.8% from $44.1 million to $48.4 million primarily due to an increase in port user throughput fees resulting from ethanol shipments through the Tampa Gateway Rail Facility and from petroleum shipments through the Petroleum Terminal Facility, increased bulk cargo shipments in limestone and phosphate and increased cruise revenue as result of increased rates associated with the new agreement with Carnival Cruise Lines.

- Operating expenses increased by 15.6% from $24.3 million in FY2013 to $28.1 million in FY2014. This increase was due to the staffing of several employee positions which had been vacant in FY2013. Also, the Port Authority continued to implement its new community marketing and outreach programs initially implemented in FY2013 designed to promote the Port of Tampa's economic impact on the local, state, national and global economies. Finally, the Port Authority's insurance and security costs increased in FY2014 as a result of the addition of several parcels of property to the Port Authority's property records.

- Depreciation and amortization decreased $.5 million from $21.1 million to $20.6 million. The decrease is due to the full depreciation of some of the Port's assets during FY2014.

- Non-operating revenues, net of non-operating expenses, increased by $1.7 million. Interest Income was significantly lower in FY2014 due to the receipt and recognition in FY2013 of a $1.5 million escrow deposited as a result of the maturation of the Series 1973 Revenue Bonds. Ad valorem tax revenues were also lower in FY2014 due to the lower millage rate assessment approved by the Port Authority's Board of Commissioners. Offsetting these decreases to Non-operating revenues, net of non-operating expenses, was a decrease in Interest Expense due to the refinancing of a portion of the Port Authority's debt in FY2013, the full year's impact of which was realized in FY2014.

- Capital grants decreased in FY2014 by $3.9 million from FY2013. Grant revenues are recognized as the grant funds are expended on the project to which the funds are allocated. In FY2014, construction activity for which grant funds were allocated decreased as compared to FY2013, particularly as they relate to expenditures on the Port's Petroleum Terminal Facility. The initial phases of the Petroleum Terminal Facility were completed and those associated grant funds were recognized in FY2013. The completion of this project and the associated grant funds were recognized for the Facility in FY2014.

- The Port paid a settlement of $1.9 million in FY2014 in exchange for the assignment of the leasehold mortgage on the ground lease with Channelside Bay Mall. Please refer to Note 18-Special Item of the Financial Statements for additional information.

Debt Administration

The Port Authority had outstanding revenue bonds and notes of $106.5 million as of September 30, 2014.

In FY2014, the Port Authority entered into two (2) bank loan agreements with SunTrust Bank and the Florida Department of Transportation (FDOT) State Infrastructure Bank (SIB), respectively. The purpose the SunTrust Bank loan is to refund the callable portion of the Port Authority's Series 2005A Revenue Refunding Bonds (Bonds) and is structured in the form of a direct placement "forward" bank loan. Because the Bonds are subject to the Alternative Minimum Tax (AMT), they cannot be refunded any earlier than ninety (90) days prior to the Bonds' call date of June 1, 2015, in this case March 1, 2015. In order to take advantage of the prevailing interest rate in May 2014, the direct placement "forward" bank loan with SunTrust Bank is structured such that the loan carries the May 2014 interest rate of 2.10% but will not actually close until after March 1, 2015.The purpose of the FDOT SIB loan is to finance the purchase of a container gantry crane to be used in the Port Authority's expanding container operations. Details regarding the current outstanding long-term debt transactions can be found in Note 9 of the accompanying notes to the financial statements.

The Port Authority's bonds earned the following ratings, as provided by the major rating agencies: "A" by Fitch, "A2" by Moody's, and "A-" by Standard & Poor's, all with stable outlooks.

The Port Authority's bond covenants require that revenues available to pay debt service, as defined in the bond resolutions, exceed 120% of the annual debt service amount. The debt service coverage test for fiscal years 2014 and 2013 was met and exceeded for both years.

Request for Information

This financial report is designed to provide a general overview of the Port Authority finances and to demonstrate the Port Authority's accountability for the funds it receives and expends. Questions concerning this report or requests for additional information should be addressed to Lisa Bristol, Accounting Manager, Tampa Port Authority, 1101 Channelside Drive, Tampa, FL 33602. Information may also be obtained on the Port Authority's website at www.tampaport.com.

TAMPA PORT AUTHORITY
STATEMENT OF NET POSITION

SEPTEMBER 30, 2014 (WITH COMPARATIVE TOTAL FOR 2013)

	Primary Government	Component Unit	Total Reporting Entity	
	Tampa Port Authority	Tampa Bay International Terminals, Inc.	2014	2013 (as restated)
ASSETS				
Current Assets:				
Cash and cash equivalents	$ 59,928,743	$ 1,390,757	$ 61,319,500	$ 67,387,944
Investments	173,312	-	173,312	173,312
Accounts receivable, net	4,334,091	-	4,334,091	4,492,369
Due from other governments	6,005,404	-	6,005,404	4,543,100
Notes receivable	660,693	-	660,693	620,917
Net investment in lease	655,510	-	655,510	655,510
Interest and other receivables	133,360	-	133,360	342,850
Prepaid expenses and other current assets	1,530,123	-	1,530,123	1,238,155
Restricted assets:				
Cash and cash equivalents	6,277,689	-	6,277,689	6,869,642
Investments	2,727,051	-	2,727,051	2,551,027
Total Current Assets	82,425,976	1,390,757	83,816,733	88,874,826
Noncurrent assets:				
Capital assets, net of depreciation	563,198,940	-	563,198,940	548,809,722
Notes receivable	2,482,395	-	2,482,395	3,143,088
Net investment in lease	807,897	-	807,897	1,463,407
Total Noncurrent Assets	566,489,232	-	566,489,232	553,416,217
Total Assets	648,915,208	1,390,757	650,305,965	642,291,043
DEFERRED OUTFLOW OF RESOURCES				
Interest rate swap	5,683,817	-	5,683,817	6,301,254
Deferred loss on refunding of debt	2,007,050	-	2,007,050	2,282,474
Total Deferred Outflow of Resources	$ 7,690,867	$ -	$ 7,690,867	$ 8,583,728

The accompanying notes are an integral part of this statement.

TAMPA PORT AUTHORITY
STATEMENT OF NET POSITION (CONTINUED)

SEPTEMBER 30, 2014 (WITH COMPARATIVE TOTAL FOR 2013)

	Primary Government	Component Unit	Total Reporting Entity	
	Tampa Port Authority	Tampa Bay International Terminals, Inc.	2014	2013 (as restated)
LIABILITIES				
Current Liabilities:				
Accounts payable	$ 565,738	$ 5,214	$ 570,952	$ 2,470,577
Construction contracts and retainages payable	4,489,607	-	4,489,607	1,775,716
Accrued liabilities	2,714,006	-	2,714,006	3,947,471
Accrued bond interest	1,035,018	-	1,035,018	1,125,197
Long-term debt due within one year	9,909,105	-	9,909,105	9,712,145
Unearned revenue	91,731	-	91,731	172,341
Total Current Liabilities	18,805,205	5,214	18,810,419	19,203,447
Noncurrent Liabilities:				
Bonds, notes and loans payable, net	97,330,912	-	97,330,912	107,508,072
Unearned revenue	1,088,579	-	1,088,579	1,154,888
Deposits	2,012,212	-	2,012,212	5,109,053
Derivative instruments - interest rate swap liability	5,683,817	-	5,683,817	6,301,254
Other obligation	1,167,885	-	1,167,885	1,167,885
Total Noncurrent Liabilities	107,283,405	-	107,283,405	121,241,152
Total Liabilities	126,088,610	5,214	126,093,824	140,444,599
NET POSITION				
Net investment in capital assets	457,965,936	-	457,965,936	433,916,164
Restricted				
Bond debt service	8,845,225	-	8,845,225	9,261,154
Capital projects	159,515	-	159,515	159,515
Unrestricted	63,546,789	1,385,543	64,932,332	67,093,339
Total Net Position	$ 530,517,465	$ 1,385,543	$ 531,903,008	$ 510,430,172

The accompanying notes are an integral part of this statement.

TAMPA PORT AUTHORITY

STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION

YEAR ENDED SEPTEMBER 30, 2014 (WITH COMPARATIVE TOTAL FOR 2013)

	Primary Government	Component Unit	Total Reporting Entity	
	Tampa Port Authority	Tampa Bay International Terminals, Inc.	2014	2013 (as restated)
Operating Revenues:				
Port usage fees	$ 36,429,411	$ -	$ 36,429,411	$ 31,539,064
Land and buildings leases	11,226,381	-	11,226,381	11,725,390
Other operating revenues	774,510	54,922	829,432	947,334
Total Operating Revenues	48,430,302	54,922	48,485,224	44,211,788
Operating Expenses:				
Personnel	12,880,236	-	12,880,236	10,689,730
Promotional	969,951	2,945	972,896	706,658
Administrative	14,257,531	52,539	14,310,070	12,377,450
Depreciation	20,619,573	-	20,619,573	21,050,763
Bad debt	-	-	-	534,822
Total Operating Expenses	48,727,291	55,484	48,782,775	45,359,423
Total Operating Loss	(296,989)	(562)	(297,551)	(1,147,635)
Non-operating Revenues (Expenses):				
Ad valorem taxes	10,829,471	-	10,829,471	10,926,276
Interest income	498,455	-	498,455	2,398,494
Other non-operating revenues	4,146,400	-	4,146,400	1,513,184
Interest expense	(4,133,349)	-	(4,133,349)	(5,041,257)
Amortization of bond premiums and discounts	268,055	-	268,055	233,711
Other non-operating expenses	(1,934,270)	-	(1,934,270)	(2,034,806)
Total Non-operating Revenues (Expenses)	9,674,762	-	9,674,762	7,995,602
Income (loss) before capital contributions and special item	9,377,773	(562)	9,377,211	6,847,967
Capital grants and contributions	14,057,480	-	14,057,480	17,941,072
Special item - settlement expense (see Note 18)	(1,961,855)	-	(1,961,855)	-
Increase (decrease) in net position	21,473,398	(562)	21,472,836	24,789,039
Total net position, beginning of year (as restated, see Note 17)	509,044,067	1,386,105	510,430,172	485,641,133
Total net position, end of year	$ 530,517,465	$ 1,385,543	$ 531,903,008	$ 510,430,172

The accompanying notes are an integral part of this statement.

TAMPA PORT AUTHORITY
STATEMENT OF CASH FLOWS

YEAR ENDED SEPTEMBER 30, 2014 (WITH COMPARATIVE TOTAL FOR 2013)

	Primary Government	Component Unit	Total Reporting Entity	
	Tampa Port Authority	Tampa Bay International Terminals, Inc.	2014	2013
Cash flows from operating activities				
Received from customers	$ 45,338,894	$ 60,848	$ 45,399,742	$ 41,702,349
Payments to suppliers for goods and services	(17,427,696)	(46,863)	(17,474,559)	(12,838,979)
Payments to employees for services	(14,113,701)	-	(14,113,701)	(10,385,593)
Net cash provided by operating activities	13,797,497	13,985	13,811,482	18,477,777
Cash flows from non-capital financing activities				
Ad valorem taxes received, net of fees paid	10,829,471	-	10,829,471	10,926,276
Payment of ad valorem taxes	(408,056)	-	(408,056)	(386,734)
Special item	(1,961,855)	-	(1,961,855)	-
Other non-capital financing activities	2,579,418	-	2,579,418	(134,019)
Net cash provided by non-capital financing activities	11,038,978	-	11,038,978	10,405,523
Cash flows from capital and related financing activities				
Capital grants and contributions received	12,595,176	-	12,595,176	23,811,660
Acquisition and construction of capital assets	(32,329,132)	-	(32,329,132)	(46,839,358)
Principal payments on debt	(8,232,146)	-	(8,232,146)	(8,887,286)
Accretion on debt	(1,480,000)	-	(1,480,000)	134,878
Proceeds from sale of capital assets	75,000	-	75,000	-
Interest payments on debt	(3,948,103)	-	(3,948,103)	(4,820,746)
Net cash used in capital and related financing activities	(33,319,205)	-	(33,319,205)	(36,600,852)
Cash flows provided by investing activities				
Proceeds from (loss on) the sale of investments	(176,024)	-	(176,024)	(852,143)
Proceeds from repayment of notes receivable	620,917	-	620,917	574,246
Proceeds from repayment of capital lease receivable	655,510	-	655,510	655,510
Interest and dividends received	707,945	-	707,945	2,074,794
Net cash provided by investing activities	1,808,348	-	1,808,348	2,452,407
Net increase (decrease) in cash and cash equivalents	(6,674,382)	13,985	(6,660,397)	(5,265,145)
Cash and cash equivalents at beginning of year	72,880,814	1,376,772	74,257,586	79,522,731
Cash and cash equivalents at end of year	$ 66,206,432	$ 1,390,757	$ 67,597,189	$ 74,257,586
Cash and cash equivalents	$ 59,928,743	$ 1,390,757	$ 61,319,500	$ 67,387,944
Restricted cash and cash equivalents	6,277,689	-	6,277,689	6,869,642
	$ 66,206,432	$ 1,390,757	$ 67,597,189	$ 74,257,586

The accompanying notes are an integral part of this statement.

TAMPA PORT AUTHORITY

STATEMENT OF CASH FLOWS (CONTINUED)

YEAR ENDED SEPTEMBER 30, 2014 (WITH COMPARATIVE TOTAL FOR 2013)

	Primary Government	Component Unit	Total Reporting Entity	
	Tampa Port Authority	Tampa Bay International Terminals, Inc.	2014	2013
Reconciliation of operating loss to net cash provided by operating activities:				
Operating loss	$ (296,989)	$ (562)	$ (297,551)	$ (1,147,635)
Adjustments to reconcile operating loss to net cash provided by operating activities:				
Depreciation	20,619,573	-	20,619,573	21,050,763
(Increase) decrease in:				
Accounts receivable	152,352	5,926	158,278	(1,423,669)
Prepaid expenses and deposits	(295,375)	3,407	(291,968)	(140,625)
Increase (decrease) in:				
Accounts payable	(1,904,839)	5,214	(1,899,625)	391,680
Accrued liabilities	(1,233,465)	-	(1,233,465)	304,137
Deferred revenue	(146,919)	-	(146,919)	(152,191)
Deposits	(3,096,841)	-	(3,096,841)	(404,683)
Total adjustments	14,094,486	14,547	14,109,033	19,625,412
Net cash provided by operating activities	$ 13,797,497	$ 13,985	$ 13,811,482	$ 18,477,777
Supplemental schedule of noncash financing and investing activities				
Construction contracts and retainages payable	$ 2,713,891	$ -	$ 2,713,891	$ 4,661,420
Amortization of bond premiums and discounts	$ 268,055	$ -	$ 268,055	$ 233,711
Gain on disposal of capital asset	$ 40,768	$ -	$ 40,768	$ -
Amortization of deferred loss on refunding	$ 275,425	$ -	$ 275,425	$ 275,425

The accompanying notes are an integral part of this statement.

Note 1 – Organization and reporting entity

Financial Reporting Entity, Organization and Operations - The Tampa Port Authority (the "Port Authority") and the Hillsborough Port District (the "Port District") exist pursuant to the provisions of Chapter 95-488, Laws of Florida (the "Special Act"). The Port Authority is the governing body of the Port District and consists of seven members, five members appointed by the Governor of the State of Florida, the Mayor of the City of Tampa and a member of the Hillsborough County Board of County Commissioners. The Port District encompasses all of Hillsborough County, including the City of Tampa and portions of Tampa Bay within Hillsborough County.

Among other provisions, the Special Act gives the Port Authority the right to acquire property through the power of eminent domain, purchase, gift, grant, franchise, lease or contract. The Port Authority is also empowered to fix uniform rates and charges for wharfage, dockage and handling to and from vessels, where such facilities are owned by the Port Authority or otherwise, insofar as it may be permissible under the Constitution of Florida and the Constitution and Laws of the United States of America. All general cargo terminals within the Port District operate subject to the uniform tariff governing use of the facilities and services and established rates, charges, rules and regulations as published by the Port Authority.

The Special Act provides that the Port Authority has the specific responsibility for planning and carrying out plans for the long range development of the facilities of and traffic through the Port District. Prior to ownership, control or operation of any facility, the Port Authority must hold a public hearing. The Port Authority has broad powers to acquire, construct, operate and lease facilities.

Discretely Presented Component Unit - As required by accounting principles generally accepted in the United States of America ("GAAP"), these financial statements cover the Port Authority as primary government, as well as its component unit, Tampa Bay International Terminals, Inc. ("TBIT"). According to Governmental Accounting Standards Board ("GASB") Statement No. 61, *The Financial Reporting Entity: Omnibus – an Amendment of GASB Statement No. 14 and No. 34*, a component unit is a legally separate entity for which the primary government is financially accountable. A legally separate entity should be included as a component unit if one of the following criteria are met: the primary government appoints a voting majority of the organization's governing body and is either able to impose its will on the organization or there is the potential financial benefit or burden to the primary government; or the nature and significance of the relationship between the primary government and the organization is such that exclusions would cause the reporting entity's financial statements to be misleading or incomplete.

TBIT is included as a component unit, in accordance with GASB Statement No. 61, due to the following: the Port Authority can appoint the voting majority of the organization's governing body and impose its will on TBIT, and TBIT is fiscally dependent on the Port Authority for its operations and capital funding.

A component unit may be classified as either a blended component unit or a discretely presented component unit, depending on the nature of the entity's relationship with the primary government. Component units that meet the criteria for discrete presentation in accordance with GASB Statement No. 61 are presented in a separate component unit column in the financial statements in order to clearly distinguish the balances and transactions of the component unit from those of the primary government. TBIT is the Port Authority's only component unit and it is presented discretely and is identified as a component unit throughout this report. Further information for TBIT may be obtained at the component unit's administrative offices, located at 1101 Channelside Drive, Tampa, Florida 33602.

Note 2 – Summary of significant accounting policies

Basis of Presentation - The basic financial statements include certain prior-year summarized comparative information in total but not at the level of detail required for a presentation in accordance with generally accepted accounting principles. Accordingly, such information should be read in conjunction with the Port Authority's financial statements for the year ended September 30, 2013, from which the summarized information was derived.

Measurement Focus and Basis of Accounting - The Port Authority's financial statements are presented in accordance with accounting principles generally accepted in the United States of America ("GAAP"). The operations of the Port Authority are recorded in a proprietary fund. Proprietary funds are used to account for activities that are similar to those often found in the private sector. The measurement focus is on the determination of net income and capital maintenance. All Port Authority financial transactions are grouped in one major fund type, the Enterprise Fund. Enterprise funds are used to account for operations that are financed primarily through user charges, or where the governing body has concluded that the determination of net income is appropriate.

Proprietary funds are accounted for using the flow of economic resources measurement focus and the accrual basis of accounting. With this measurement focus, all assets, deferred outflow of resources and liabilities associated with the operation of the fund are included on the Statement of Net Position. Fund equity is segregated into its net position components. Revenues are recorded when earned and expenses are recorded at the time liabilities are incurred.

Cash and Cash Equivalents - Cash consists of checking accounts, collectively designated as demand deposits. The Port Authority considers all highly liquid investments with original maturities of three months or less to be cash equivalents for purposes of the statement of cash flows. Cash equivalents are recorded at amortized cost, which approximates market value.

Investments - The Port Authority invests in short to medium term repurchase agreements and guaranteed investment contracts. The Port Authority follows the guidelines of GASB Statement No. 31, *Accounting and Financial Reporting for Certain Investments and for External Investment Pools*. Investments that mature within one year of acquisition are stated at cost or amortized cost. Investments with the remaining maturity of more than one year at the time of purchase are carried at fair value. The fair value of investments has been determined through the depositories' pricing service as established by general industry practices. Any realized gains and losses in fair value are reported in the operations of the current period.

Accounts Receivable - The Port Authority records accounts receivable at estimated net realizable value. Accordingly, accounts receivable are shown net of allowances for doubtful accounts. The Port Authority believes all receivables are fully collectible and as such, an allowance for doubtful accounts was not considered necessary at September 30, 2014.

Capital Assets - Capital assets include land, buildings, dredging, equipment and furnishings, infrastructure (e.g., roads, sidewalks and similar items), and construction work in progress.

Capital assets used by the Port Authority are recorded at cost or estimated historical cost. Contributed capital assets are recorded at estimated fair market value at the time received. Net interest costs are capitalized on projects during the construction period. Depreciation is calculated using the straight-line method over estimated useful lives ranging from 5 to 40 years for buildings, 10 to 50 years for infrastructure depreciation, 3 to 15 years for dredging, and 3 to 25 years for equipment and furnishings.

Additionally, assets/improvements abandoned by a lessee are recorded in capital assets at adjusted book value at the date of abandonment, with a corresponding adjustment to other nonoperating revenues.

Note 2 – Summary of significant accounting policies (continued)

While the Port Authority's capitalization threshold is $5,000, tangible personal property items with a cost below $5,000 are recorded and inventoried in accordance with Section 274.002, Florida Statutes, and Rule 10.400 of the Auditor General of the State of Florida, *Local Government-Owned Tangible Personal Property*.

No valuation has been placed on the Port Authority's title to or rights in submerged lands, bay lands and oyster shell, which lie within the boundaries of the Port District.

Amortization - Bond premiums and discounts and dredging are generally being amortized on a straight-line basis over the term of the related debt or period of benefit in the case of dredging.

Restricted Assets - The amounts reserved for bond debt service and capital projects are legally restricted by bond indentures. When both restricted and unrestricted resources are available for use, it is the Port Authority's policy to use restricted resources first and then unrestricted resources when they are needed.

Ad Valorem Taxes - In accordance with Florida Statutes, the Port Authority has the right to levy up to a millage rate of one-half mill ($0.50 per $1,000 value) ad valorem property tax. The Port Authority levied a millage rate of .1750 mill ($.1750 per $1,000 value) ad valorem property tax during fiscal year 2014.

Ad valorem taxes are based on assessed values at January 1 and are levied on November 1 of each year. A four percent discount is allowed if the taxes are paid in November, with the discount declining by one percent each month thereafter. Taxes become delinquent on April 1 of each year and tax certificates for the full amount of any unpaid taxes and assessments must be sold no later than June 1 of each year. Ad valorem tax revenue is recorded when it becomes available.

Revenue is available when it is due and collectible within the current period or soon enough thereafter to pay the liabilities of the current period. No accrual for the ad valorem tax levy becoming due in November 2014 is included in the accompanying financial statements since such taxes are collected to finance expenditures of the subsequent period.

Compensated Absences - In accordance with GASB Statement No. 16, *Accounting for Compensated Absences*, the Port Authority accrues a liability for compensated absences, as well as certain other salary related costs associated with the payment of compensated absences. Vacation and sick leave are accrued as a liability as the employees earn the benefits.

Use of Estimates - The preparation of financial statements in accordance with GAAP requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimated.

Deferred Losses on Refunding of Debt - In accordance with GAAP, losses incurred on proprietary fund debt refunding are deferred and amortized. Prior to the implementation of GASB Statement No. 65, *Items Previously Reported as Assets and Liabilities*, as discussed further in Note 17, the amount deferred was reported as a component of the debt liability and was deducted from long-term bonds payable. As a result of the implementation of this standard, the amount deferred is now reported as a deferred outflow of resources in the accompanying statement of net position. The amount amortized, using the effective interest method, is reported as a component of interest expense. The amortization period of deferred refunding losses, is the remaining life of the old debt or the life of the new debt, whichever is shorter.

Note 2 – Summary of significant accounting policies (continued)

Operating Revenues - Total operating revenues of the Port Authority for the years ended September 30, 2014 amounted to approximately $48 million, approximately 98% of which is made up of port usage fees and rental income comprised of port usage fees of approximately $36 million (of which dockage, wharfage, and terminal operations are approximately $31 million) and rental income of approximately $11 million.

Determination of Operating vs. Non-Operating Revenues and Expenses - The Port Authority derives the largest portion of its operating revenues from vessel traffic and cargo moving through the port and across its docks. Additionally, the Port Authority is considered a landlord port in that it leases out its properties to various cargo operations and commercial property for varying terms of up to 40 years (with additional options) in return for rental payments and financial guarantees from those operators.

The expense associated with operating revenue generation is recorded in three major categories: personnel, promotional, and administrative expenses. Personnel expenses include all payments made by the Port Authority directly to the employee or on the employee's behalf. Promotional expenses are those incurred in the business of promoting and marketing the Port of Tampa in order to attract new businesses. Administrative expenses include all other expenses necessary to effectively operate the Port Authority on a day-to-day basis. The Port Authority receives certain other revenue such as ad valorem tax receipts, interest income, and grant revenue that it categorizes as non-operating revenues. These types of revenue are not a direct result of vessel traffic or cargo movement.

Additionally, non-operating expenses include, among others, the interest portion of debt service payments, amortization of bond premiums and discounts, ad valorem tax payments and associated fees related to the collection of ad valorem tax receipts.

Capitalized Interest - Interest costs on funds borrowed to finance the construction of property and equipment during the period of construction, net of interest income, are capitalized. Interest costs of $1,343,900 were capitalized for the year ended September 30, 2014.

Deferred Outflows of Resources - In addition to assets, the statement of net position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element represents a consumption of net position that applies to a future period and so will not be recognized as an expense until that time. The Port Authority has two items that meets this criterion, an interest rate swap and deferred loss on refunding of debt.

Accounting Pronouncements Issued but not yet Effective - GASB Statement 68, *Accounting and Financial Reporting for Pensions*—an amendment of GASB Statement No. 27 was issued June 2012 and is effective for the Port Authority in fiscal year 2015. This statement replaces the requirements of GASB Statement No. 27, as well as the requirements of Statement No. 50, as they relate to pensions that are provided through pension plans administered as trusts or equivalent arrangements that meet certain criteria. This statement establishes standards for measuring and recognizing liabilities, deferred outflows of resources, and deferred inflows of resources, and expenses/expenditures and details the recognition and disclosure requirements for employers with liabilities (payables) to a defined benefit pension plan and for employers whose employees are provided with defined contribution pensions. The Port Authority has not completed its assessment of this statement.

Note 3 – Cash, cash equivalents, and investments

Deposits - The bank balance of the Port Authority's (primary government) deposits (unrestricted and restricted) was $68,398,381 at September 30, 2014 and the book balance was $66,193,432. For the component unit, the bank balance was $1,380,907 at September 30, 2014 and the book balance of deposits was $1,390,657. The difference between the book and bank amounts is due to outstanding checks and transfers, and deposits in transit in its demand accounts.

The Port Authority deposits cash in qualified public depositories. The deposits are fully insured by the Federal Deposit Insurance Corporation ("FDIC") and/or secured by the multiple financial institutions collateral pool established under Chapter 280, Florida Statutes. In accordance with these statutes, qualified public depositories are required to pledge eligible collateral in varying percentages. Any losses to public depositors are covered by applicable deposit insurance by the sale of pledged securities and, if necessary, by assessments against other qualified public depositories.

Of the September 30, 2014 Port Authority's bank balance, $250,000 was covered by the FDIC and $68,148,381 was collateralized by the State of Florida collateral pool. The State of Florida collateral pool is a multiple financial institution pool with the ability to assess its members for collateral shortfalls if any of its member institutions fail. Required collateral is defined under Chapter 280, Florida Statutes, *Security for Public Deposits*.

For the component unit, deposits are maintained with a commercial bank, which is organized under the laws of the United States, and is insured by the FDIC up to $250,000 for all accounts at each financial institution. At September 30, 2014, the component unit had cash and cash equivalent balances of $1,130,907 in excess of these insured limits.

Cash on Hand - The Port Authority had cash on hand in its petty cash funds totaling approximately $13,000 at September 30, 2014. The component unit had approximately $100 cash on hand at September 30, 2014.

Investments - Section 218.415, Florida Statutes, and the Port Authority's investment policy authorize the Port Authority to invest surplus funds in the following:

a. The Local Government Surplus Funds Trust Fund, an investment pool, under the sponsorship of the Florida State Board of Administration.

b. Negotiable direct obligations of, or obligations of which the principal and interest are unconditionally guaranteed by the U.S. Government.

c. Interest bearing time deposits or savings accounts in qualified public depositories, as defined in Florida Statute 280.02.

d. Obligations of the Federal Farm Credit Banks, Federal Home Loan Mortgage Corporation, or Federal Home Loan Bank or its district banks, including Federal Home Loan Mortgage Corporation participation certificates, or obligations guaranteed by the Government National Mortgage Association.

e. Securities of, or other interest in open-end or closed-end management type investment company or investment trust registered under the U.S. Investment Company Act of 1940, 15 U.S. C. ss.80a-1 et seq, as amended from time to time, provided the portfolio of such investment company or trust fund is limited to obligations of the U.S. Government or any agency or instrumentality thereof and to repurchase agreements fully collateralized by such U.S. Government obligations, and provided such an entity takes delivery of such collateral either directly or through an authorized custodian.

Note 3 – Cash, cash equivalents, and investments (continued)

f. Prime commercial paper with the highest credit quality rating from a nationally recognized agency.

g. Tax exempt obligations rated "AA" or higher and issued by state and local governments.

h. Investment Agreements as defined herein, subject to collateralization requirements of Chapter 280, Florida Statutes and funds pledge to bonds, such other criteria acceptable to the bond insurer(s).

The Port Authority's investments at September 30, 2014 consisted of the following:

The Port Authority invests funds throughout the year with the Florida Prime Fund Investment Pool and the Fund B Surplus Funds Trust Fund (the "Fund B") which are investment pools administered by the Florida State Board of Administration ("FSBA"), under the regulatory oversight of the State of Florida. Fund B was closed in September 2014 and the original principal balance has been distributed into the Florida Prime Fund Investment Pool.

The Florida PRIME has met the criteria as a "2a7-like" pool; this pool was assigned a rating of "AAAm" by the Standard and Poor's Rating Service. As of September 30, 2014, the Port Authority had a balance of $173,312 in the Florida PRIME. The weighted days to maturity of the Florida PRIME at September 30, 2014 were 39 days.

Investments in securities made by the Port Authority and its component unit (unrestricted and restricted) are summarized below. The investments are classified by category of investment and show the fair value, the weighted average maturity in years, and the credit rating. The Port Authority's investment policy does not address the means of managing its exposure to changing interest rates and the effect on the fair value of its investments.

All investment income, including changes in the fair value of investments, is reported as a part of interest income in the financial statements.

	Fair Value			
	Primary Government	Component Unit	Weighted Avg. Maturity (yrs)	Credit Rating
Florida Prime Fund	$ 173,312	$ -	0.11	AAAm
Commercial paper	2,727,051	-	0.17	A1
	$ 2,900,363	$ -		

The weighted average maturity method expresses investment time horizons, the time when investments become due and payable, in years or months weighted to reflect the dollar size of individual investments within an investment type. In this illustration, the weighted average maturity is computed for each investment type.

Note 4 – Notes receivable

Notes receivable consist of the following at September 30, 2014:

Note receivable balance due from Tampa Bay Shipbuilding Company as of September 30, 2014; principal and interest payable monthly, beginning December 1, 2006 and ending on December 1, 2018	$	3,143,088
Less: due within one year		(660,693)
Non-current portion notes receivable	$	2,482,395

Note 5 – Net investment in lease

The Port Authority has a crane lease receivable under a direct financing lease. The lease is secured by equipment and is payable in 32 quarterly payments of $163,878 beginning January 1, 2009, with an interest rate of 3.5%. The Port Authority has $61,643 of unearned interest income related to the direct financing lease included in unearned revenue at September 30, 2014.

The minimum lease payments to be received are as follows:

Year Ending September 30,		
2015	$	655,510
2016		655,510
2017		152,387
Total minimum lease payments	$	1,463,407

Note 6 – Capital assets

A summary of changes in capital assets is as follows:

Primary Government	October 1, 2013	Additions	Transfers	Deletions	September 30, 2014
Capital assets not being depreciated					
Land	$ 128,792,137	$ -	$ 43,588	$ -	$ 128,835,725
Construction in progress	58,875,260	35,043,023	(70,597,592)	-	23,320,691
Total capital assets not depreciated	187,667,397	35,043,023	(70,554,004)	-	152,156,416
Capital assets being depreciated					
Buildings	162,138,089	-	3,291,095	-	165,429,184
Infrastructure	325,116,141	-	63,330,054	-	388,446,195
Dredging	80,529,003	-	1,760,211	-	82,289,214
Equipment and furnishings	13,459,339	-	2,172,644	(245,893)	15,386,090
Total capital assets depreciated	581,242,572	-	70,554,004	(245,893)	651,550,683
Less accumulated depreciation					
Buildings	48,191,440	4,366,011	-	-	52,557,451
Infrastructure	107,821,222	10,185,128	-	-	118,006,350
Dredging	54,712,802	4,576,935	-	-	59,289,737
Equipment and furnishings	9,374,783	1,491,499	-	(211,661)	10,654,621
Total accumulated depreciation	220,100,247	20,619,573	-	(211,661)	240,508,159
Total depreciable capital assets, net	361,142,325	(20,619,573)	70,554,004	(34,232)	411,042,524
Capital assets, net	$ 548,809,722	$ 14,423,450	$ -	$ (34,232)	$ 563,198,940

Depreciation expense for the Tampa Port Authority (primary government) for the year ended September 30, 2014 was $20,619,573 for owned assets. The Port Authority's construction in progress at September 30, 2014 primarily relates to capital improvements, development and new construction of berths and warehouse facilities, and interest costs capitalized on debt issued to finance long-term construction projects throughout the Port District.

Note 7 – Current lease agreements with tenants

Substantially all of the Port Authority's property and equipment are leased to various port operations for periods of up to 80 years. These leases are classified as operating.

Future minimum rentals, including renewal options, to be received under non-cancelable operating leases are as follows:

Year Ending September 30,		
2015	$	10,803,893
2016		10,889,940
2017		10,808,030
2018		10,777,730
2019		10,517,147
2020 to 2024		49,941,934
2025 to 2029		43,207,347
2030 to 2034		40,116,855
2035 to 2039		37,694,649
2040 to 2044		31,347,278
2045 to 2049		23,315,013
2050 to 2054		15,144,705
2055 to 2059		12,799,913
2060 to 2064		13,024,376
2065 to 2069		13,145,812
2070 to 2074		11,538,498
2075 to 2079		8,180,175
2080 to 2084		5,673,561
2085 to 2089		3,232,296
	$	362,159,152

Note 8 – Accumulated unpaid employee benefits

Port Authority employees generally earn one day of vacation and one day of sick leave each month. Vacation and sick leave accumulate on a monthly basis and are fully vested when earned. Accumulated vacation and sick leave for the primary government at September 30, 2014 was $965,365 and are included in accrued liabilities on the statement of net position. There was no accumulated vacation and sick leave for the component unit at September 30, 2014.

Note 9 – Bonds, notes and loans payable

The following is long-term debt activity for the year ended September 30, 2014:

	October 1, 2013	Additions	Deductions	September 30, 2014	Due Within One Year
Revenue bonds	$114,697,531	$ -	$ 8,232,146	$ 106,465,385	$ 9,909,105
Accretion	1,480,000	-	1,480,000	-	-
Discount	(1,649)	-	(1,649)	-	-
Premium	1,044,336	-	269,704	774,632	-
	117,220,218	-	9,980,201	107,240,017	9,909,105
Unearned revenue	1,327,229	30,088	177,007	1,180,310	91,731
Deposits	5,109,053	291,290	3,388,131	2,012,212	-
Derivative instrument liability	6,301,254	-	617,437	5,683,817	-
Other obligation	1,167,885	-	-	1,167,885	-
Total	$131,125,639	$ 321,378	$14,162,776	$ 117,284,241	$ 10,000,836

Debt maturities and related interest payments at September 30, 2014 consist of the following:

Year Ending September 30,	Principal	Interest	Total
2015	$ 9,909,105	$ 3,497,380	$ 13,406,485
2016	10,398,625	3,152,947	13,551,572
2017	10,932,145	2,784,844	13,716,989
2018	11,494,460	2,392,641	13,887,101
2019	12,093,580	1,974,673	14,068,253
2020-2024	32,170,335	5,193,138	37,363,473
2025-2029	11,422,135	2,818,768	14,240,903
2030-2034	5,460,000	1,483,575	6,943,575
2035-2036	2,585,000	195,500	2,780,500
Total	$ 106,465,385	$ 23,493,466	$ 129,958,851

Note 9 – Bonds, notes and loans payable (continued)

In November 2003, the Port Authority issued $11,520,790 of Revenue Refunding Bonds (Tampa Port Authority Project) Series 2003, collateralized by a pledge and lien on gross revenues of the Port Authority, with interest ranging from 3.91% to 5.22%, and with final maturities ending through December 1, 2013. Bond proceeds were used to fund the payment of the Hillsborough County Port District Second Lien Revenue Bonds (Tampa Port Authority Project) Series 1994 bonds on December 1, 2003 which were called to purchase a debt service reserve fund surety bond, and to pay bond issuance costs of the 2003 bonds. The principal balance of the Revenue Refunding Bonds was paid in full in 2014. The net present value of the interest savings over the term of the bond resulted in an economic gain of approximately $617,000. Additionally, the debt service savings approximated $890,000.

In March 2005, the Port Authority issued $56,475,000 in revenue refunding bonds Series 2005A, collateralized by a pledge and lien on gross revenues of the Port Authority, with interest rates ranging from 3% to 5%, and with final maturities ending through 2020. The Series 2005A bonds were issued to currently refund Series 1995 Special Revenue bonds. As a result of this debt, a deferred refunding loss of $2,801,793 was recorded as a deferred outflow of resources on the statement of net position. This deferred loss is being amortized through 2020. The unamortized loss balance at September 30, 2014 was $1,043,955. The net present value of the interest savings over the term of the bond results in an economic gain of approximately $1,493,000. Additionally, the debt service savings approximated $4,024,000.

In May 2006, the Port Authority issued $26,825,000 in revenue bonds Series 2006, collateralized by a pledge and lien on gross revenues of the Port Authority, with interest rates ranging from 4% to 5%, and with final maturities ending through 2036. The Series 2006 bonds will be used to finance all or a portion of the costs of acquiring, constructing and improving facilities of the Port.

The Port Authority entered into a revenue note with a bank in June 2008 for $27,000,000 at an interest rate of 65% of the 1 month LIBOR, plus 87 basis points. The revenue note was used to retire the 1998 bonds and to terminate the existing synthetic forward refunding and is collateralized by a pledge and lien on gross revenues of the Port Authority. As a result of this debt, a deferred refunding loss of $669,353 was recorded as a deferred outflow of resources on the statement of net position. This deferred loss is being amortized through 2023. The unamortized loss balance at September 30, 2014 was $386,738. In conjunction with the 2008 revenue note, the Port Authority entered into an agreement whereby the Port Authority swaps the interest on the variable rate debt for a fixed interest rate of 3.86% (see further discussion of the interest rate swap agreement in Note 10).

In December 2011, the Port Authority entered into a revenue note, collateralized by a pledge and lien on gross revenues of the Port Authority, with a bank in the amount of $8,857,100 at an interest rate of 3.11%, maturing in June 2027. The revenue note was used to retire the 2002B Revenue Bonds, which included bond principal of $8,590,000 and a call premium of $82,550. As a result of this debt, a deferred refunding loss of $362,932 was recorded as a deferred outflow of resources on the statement of net position. This deferred loss is being amortized through 2027. The unamortized loss balance at September 30, 2014 was $303,714.

Note 9 – Bonds, notes and loans payable (continued)

In April 2012, the Port Authority entered into a revenue note, collateralized by a pledge and lien on gross revenues of the Port Authority, with a bank in the amount of $19,675,000 at an interest rate of 72% of the 1 month LIBOR, plus 88 basis points. The revenue note was used to retire the 2002A Revenue Bonds. As a result of this debt, a deferred refunding loss of $335,674 was recorded as a deferred outflow of resources on the statement of net position. This deferred loss is being amortized through 2027. The unamortized loss balance at September 30, 2014 was $272,643. In conjunction with the 2012 revenue note, the Port Authority entered into an agreement whereby the Port Authority swaps the interest on the variable rate debt for a fixed interest rate of 5.05% (see further discussion of the interest rate swap agreement in Note 10).

Legal Debt Limit - The Port Authority has no legal debt limit as set forth in the Constitution of the State of Florida and the Florida Statutes. However, the Master Bond resolution dated April 6, 1995 establishes certain maximum debt service requirements, which are more restrictive and are based on net revenue generated by the Port Authority.

Restrictive Bond Covenants - The various bond indentures contain significant limitations and restrictions on annual debt service requirements, maintenance of and flow of funds through various restricted accounts, minimum amounts to be maintained in various sinking funds, and minimum bond coverage. The Port Authority has complied with all significant covenants.

Defeased Debt - Pursuant to the GASB Statement No. 7, *Advance Refunding Resulting in Defeasance of Debt*, the Tampa Port Authority does not report defeased/refunded bond funds on its Statement of Net Position.

The principal balance due on bond issues defeased is as follows as of September 30, 2014:

Revenue Bonds, Series 1998 Term Bonds	$	25,000,000
Revenue Bonds, Series 2002A Term Bonds		18,370,000
Revenue Bonds, Series 2002B Term Bonds		7,525,000
	$	50,895,000

Note 10 – Derivative instruments

During the year ended September 30, 2008, the Port Authority entered into a revenue note payable of $27,000,000 which bears interest equal to 65% of one month LIBOR plus 87 basis points, and matures in 2023. At the closing of the loan, the Port Authority entered into an interest rate swap agreement whereby the Port Authority swaps their variable rate debt for a fixed interest rate of 3.86%. The swap will cover the entire principal amount of the 2008 revenue note and the term of the swap is equal to the term of the 2008 revenue note. The estimated negative fair value of the swap at September 30, 2014 is $1,966,372.

Note 10 – Derivative instruments (continued)

During the year ended September 30, 2012, the Port Authority entered into a revenue note payable of $19,675,000 which bears interest equal to 72% of one month LIBOR plus 88 basis points, and matures in 2027. At the closing of the loan, the Port Authority entered into an interest rate swap agreement whereby the Port Authority swaps their variable rate debt for a fixed interest rate of 5.05%. The swap will cover the entire principal amount of the 2012 revenue note and the term of the swap is equal to the term of the 2012 revenue note. The estimated negative fair value of the swap at September 30, 2014 is $3,717,445.

Because interest rates have continued to decline since the Port Authority entered into the swap agreements, the swap agreements have a negative fair value as of September 30, 2014, and as such, are presented as noncurrent liabilities in the accompanying statement of net position. The reported fair values are calculated using the marked-to-market method by an independent third party taking into account current interest rates and the credit worthiness of the counterparties.

Credit risk - Because the swaps have a negative fair value, the Port Authority is exposed to the credit risk of the counterparties in the amount of the swap's fair value. The 2008 swap counterparty has ratings of Baa2 (long-term) and P-2 (short-term) by Moody's Investors Services and BBB (long-term) and A-2 (short-term) by Standard & Poor's at September 2014. The 2012 swap counterparty has ratings of A2 (long-term) and P-1 (short-term) by Moody's Investors Services and A (long-term) and A-1 (short-term) by Standard & Poor's at September 2014.

Basis risk - The Port Authority is exposed to basis risk because the variable rate payments payable to it are calculated on the basis of a percentage of LIBOR (a taxable rate index) and the Port Authority's variable rate interest obligations on the bonds is determined in the tax-exempt market. Should the relationship between LIBOR and the tax-exempt market change and move to converge, or should the bonds trade at levels worse (higher in rate) in relation to the tax-exempt market, the Port Authority's all in-costs would increase.

Termination risk - The swaps do not contain any out of the ordinary termination events that would expose the Port Authority to significant termination risk.

The following is a schedule of expected future interest payments required under the swap agreements as of September 30, 2014:

Year Ending September 30,	
2015	$ 1,784,705
2016	1,638,662
2017	1,481,108
2018	1,325,789
2019	1,167,845
2020 to 2024	3,317,154
2025 to 2027	470,573
	$ 11,185,836

Note 11 – Employee retirement plans

Substantially all full-time employees of the Port Authority are participants in the Florida Retirement System (the "System"), a multiple-employer, cost-sharing public retirement system administered by the state of Florida. The System offers members both a defined benefit plan (Pension Plan) and/or a defined contribution plan (Investment Plan) to provide retirement, disability, and death benefits for active members, retirees, surviving beneficiaries, and Deferred Retirement Option Program ("DROP") participants.

DROP is a program that provides for payment of retirement benefits for System members for a maximum of five years. Under this program, an employee may retire and have his benefits accumulate in the Florida Retirement System Trust Fund, earning interest, while continuing to work for a system employer. When the DROP period ends, employment terminates, the employee receives payment of the accumulated DROP benefits, and monthly Pension Plan and/or Investment Plan retirement benefits begin.

Benefits are established by Chapter 121, Florida Statutes, and Chapter 22B, Florida Administrative Code. Effective July 1, 2011, the Florida Legislature passed Senate Bill 2100 making changes to the System. Benefits are computed on the basis of age, average final compensation, and service credit.

Plan members hired prior to July 1, 2011 at age 62 with 6 years of credited service or 30 years of service regardless of age are entitled to an annual retirement benefit payable monthly for life, equal to 1.6% of their final average compensation for each year of credited service. Average final compensation is the average of the employee's five highest fiscal years of salary earned during credited service. Vested employees with less than 30 years of service may retire before age 62 and receive reduced retirement benefits.

Plan members hired on or after July 1, 2011 at age 65 with 8 years of credited service or 33 years of service regardless of age to be entitled to annual retirement benefits payable monthly for life, equal to 1.6% of their final average compensation for each year of credited service. Average final compensation will be the average of the employee's eight highest fiscal years earned during credited service. Vested employees with less than 33 years of service may retire before age 65 and receive reduced retirement benefits.

There will be no Pension Plan Cost of Living Adjustment ("COLA") on service earned on or after July 1, 2011. A reduced COLA will be calculated if a member's retirement of DROP participation date is effective on or after August 1, 2011. The reduced COLA will be calculated by taking the total years of service earned prior to July 1, 2011 and dividing it by the total years of service at retirement, then multiplying it by 3%.

The Port Authority has no responsibility to the System other than to make the periodic payments required by State Statutes. The Florida Division of Retirement issues a publicly available financial report that includes financial statements and required supplementary information for the System. The report may be obtained by writing to Florida Division of Retirement, P.O. Box 9000, Tallahassee, Florida 32315-9000, or by accessing the following website: http://www.dms.myflorida.com/human_resource_support/retirement/publications.

Funded Status - The FRS Annual Report July 1, 2012 – June 30, 2013 available as mentioned above, stated that the FRS pension plan was 85.44% funded at July 1, 2013 since the actuarial value of assets was $131.68 billion compared to the actuarial accrued liability of $154.13 billion.

Note 11 – Employee retirement plans (continued)

Funding Progress - As of July 1, 2011, all plan members (except those in DROP) make a 3% employee contribution on a pretax basis. Governmental employers are required to make contributions to the FRS based on actuarially determined statewide contribution rates. The FRS establishes contribution rates annually. The contribution rates by job class at September 30, 2014 were as follows for both the defined benefit and defined contribution pension plans: regular 7.37%; special risk (e.g. law enforcement personnel) 19.82%; special risk administrative support 42.07%; county elected officials 43.24%; senior management 21.14%; and DROP 12.28%. The Port Authority's contributions made to the FRS for the fiscal years ended September 30, 2014, 2013, and 2012 were $929,269, $466,556, and $354,364, respectively, and were equal to the actuarially determined contribution requirements for each year.

Actuarial Methods and Assumptions - In the July 1, 2013 actuarial valuation, the entry age normal actuarial cost method was used. The actuarial assumptions included (a) a 7.75% investment rate of return and (b) projected salary increases of 5.85% per year. Both (a) and (b) included an inflation component of 3.00%. The assumptions did not include postemployment benefit increases. The actuarial value of assets was determined using techniques that spread the effects of short-term volatility over a five-year smoothing period.

Note 12 – Other Postemployment Benefits (OPEB)

The Port Authority participates in the postemployment benefit plan administered by Hillsborough County, Florida (the "County"). Information related to the County OPEB plan follows:

In accordance with GASB Statement No. 45, Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pension, the County expenses the cost of post-employment benefits over the active service lives of its employees rather than using a "pay-as-you-go" basis. Expensing the cost of a future benefit over the active work-lives of employees is a fiscally sound approach because employees earn the future benefits over their working careers.

OPEB Plan Description - The County provides the following health-related benefits to retirees and certain former employees: (a) The County is required by Florida Statute 112.0801 to allow retirees and certain former employees to buy healthcare coverage at the same "group insurance rates" that current employees are charged. Although retirees pay for healthcare at group rates, they are receiving a valuable benefit because they can buy insurance at costs that are lower than the costs associated with the experience rating for their age bracket. The availability of this lower cost health insurance represents an "implicit subsidy" for retirees. (b) The County offers a monthly stipend of $5 for each year of service up to a maximum benefit of $150 per month. The stipend is payable to regular retired employees from ages 62 to 65 and to special risk retired employees from ages 55 to 65. The stipend is to be used to offset the cost of health insurance. Although the implicit subsidy is required by state law when healthcare is offered as an employee benefit, the stipend may be cancelled at any time. This OPEB plan is a single-employer plan and does not issue a stand-alone financial report. The plan's financial activity is included in the financial activity of the County.

Note 12 – Other Postemployment Benefits (OPEB) (continued)

Annual OPEB cost and net OPEB Obligation - The actuary's estimate of the County's accrued OPEB liability, also known as the actuarial accrued liability, which approximates the present value of all future expected postemployment medical premiums, associated administrative costs and stipend payments (which are attributable to the past service of active and retired employees) was $80.265 million at September 30, 2014. The County's annual OPEB cost, which is defined as annual OPEB expenses on an accrual basis, was $6.268 million at September 30, 2014. The annual OPEB cost is calculated based on the annual required contribution (ARC), an amount actuarially determined in accordance with GASB Statement No. 45. The ARC represents a level of funding that, if paid on an ongoing basis, is projected to cover normal cost (current and future benefits earned) each year and to amortize any unfunded actuarial liabilities over a period of time not to exceed thirty years. The County's estimated ARC for fiscal year 2014 was $6.185 million. The net OPEB obligation, at the end of the year, is the net amount the County was obligated for at year-end and is equivalent to the annual OPEB cost for the fiscal year, plus the net OPEB obligation at the start of the fiscal year less contributions such as retiree claims and stipends paid by the County during the fiscal year. The inter-relationships between the ARC, annual OPEB cost, and net OPEB obligation are presented below:

	Fiscal Year 2014
Annual Required Contribution (ARC)	$ 6,185,000
Interest on the Net OPEB obligation for fiscal year	557,000
Less amortization of Net OPEB obligation for fiscal yr.	(474,000)
Annual OPEB Cost for fiscal year	6,268,000
Net OPEB Obligation, beginning of year	12,460,000
Less contributions (claims paid etc.) for fiscal year	(5,813,000)
Net OPEB obligation, end of year	$12,915,000

The County's net OPEB obligation at September 30, 2014 was $12.915 million. The net OPEB obligation increased from the prior year primarily due to increased health care costs for retirees as well as interest imputed on the net OPEB obligation since the County did not "fund" its OPEB liabilities (see next paragraph).

Fiscal Year	Annual OPEB Cost	Percentage of Annual OPEB Cost Contributed	Net OPEB Obligation
2012	$6,269,000	56%	$11,679,000
2013	6,047,000	87%	12,460,000
2014	6,268,000	93%	12,915,000

Note 12 – Other Postemployment Benefits (OPEB) (continued)

Funding Policy, Status and Progress - In order for OPEB obligations to be considered funded under GASB Statement No. 45 an irrevocable trust fund must be used. Since that would be considered very restrictive, the County did not "fund" the net OPEB obligation, but instead chose to appropriate and set aside an amount approximating the net OPEB obligation in the Self-Insurance Internal Service Fund. Each fund was assessed its share of OPEB costs based on an allocation using the number of employees in the fund divided by the total number of County employees. Assessments were then placed in the Self-Insurance Internal Service Fund. Even though money set aside exceeded the net OPEB obligation, the County is not considered to have funded any of the obligation since an irrevocable trust fund was not used. It is the County's intent to continue setting aside an amount equivalent to the annual OPEB cost in future years. The County, however, has no legal or contractual obligation to do so. The status of the plan as of September 30, 2014, was as follows:

Actuarial valuation date	September 30, 2014
Actuarial value of plan assets	$ -
Actuarial accrued liability (AAL)	80,265,000
Unfunded actuarial accrued liability (UAAL)	80,265,000
Actuarial value of plan assets/AAL (funded ratio)	0%
Covered payroll (active plan members)	518,871,000
UAAL as a percentage of covered payroll	15.5%

* Although $17.326 million were set aside in the County's Self-Insurance Internal Service Fund to more than offset the County's net OPEB obligation of $12.915 million at September 30, 2014, the amount considered to be funded was zero since an irrevocable trust fund was not established.

The calculation of these actuarial estimates is based on a number of estimates and assumptions, including interest rates on investments, the healthcare cost trend, future employment and average retirement age, life expectancy, and healthcare costs per employee, many of which factors are subject to future economic and demographic variations. Amounts determined regarding the funded status of the plan and the annual required contributions of the employer are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future. The schedule of funding progress, presented as required supplementary information following the notes to the financial statements, will present multi-year trend information on whether the actuarial value of plan assets is increasing or decreasing over time relative to the actuarial accrued liabilities for benefits.

Actuarial Methods and Assumptions - Projections of benefits for financial reporting purposes are based on the substantive plan (the plan as understood by the employer and plan members) and include the types of benefits provided at the time of each valuation and the historical pattern of sharing of benefit costs between the employer and plan members to that point. The actuarial methods and assumptions used include techniques that are designed to reduce short-term volatility in actuarial accrued liabilities and the actuarial value of assets, consistent with the long-term perspective of the calculations.

Note 12 – Other Postemployment Benefits (OPEB) (continued)

The entry age actuarial cost method was used in the September 30, 2014 actuarial valuation. Other actuarial assumptions included a 4.5% investment rate of return, a 4.5% discount rate, a 3.0% inflation rate, an initial annual healthcare cost trend rate of approximately 9.0% (approximately 8.0% post-Medicare) grading down about 1% each year to an ultimate rate of 5.0%. The actuarial value of the County's assets was determined using the fair value of cash and investments at September 30, 2014. The County's unfunded actuarial accrued liability is being amortized as a level percentage of projected payroll on an open basis. The amortization period used by the County at September 30, 2014, was 30 years.

The Port Authority's share of the other post-employment benefits liability for the year ended September 30, 2014 is $-0-.

Note 13 – Florida Ports Financing Commission

The Port Authority is a participant in a program of the Florida Ports Financing Commission (the "Ports Commission") whereby the Ports Commission lends certain bonds proceeds to finance, refinance or reimburse the cost of acquiring and constructing capital projects for certain participating ports within the state of Florida. The Ports Commission has received and provided funding to various Florida ports through two different bond issuances: The $222,320,000 Revenue Bonds (State Transportation Trust Fund), Series 1996, and $153,115,000 Revenue Bonds, (State Transportation Trust Fund - Intermodal Program), Series 1999.

Subsequently, the Port Authority entered into a loan agreement with the Ports Commission to make semi-annual payments of principal and interest on bond proceeds borrowed by the Port Authority (the "Basic Payments"). Pursuant to its loan agreement, the Port Authority has assigned all of its rights, title and interest in moneys due to the Port Authority from the State Transportation Trust Fund pursuant to Sections 320.20(3) and 320.20(4), Florida Statutes, to repay its loan.

In effect, the Basic Payments required to be paid by the Port Authority pursuant to its loan agreement with the Ports Commission are payable solely from moneys due to the Port Authority from the State Transportation Trust Fund pursuant to Sections 320.20(3) and 320.20(4), Florida Statutes, which provides that $15,000,000 and $10,000,000, respectively, in certain revenues derived from the registration of motor vehicles in Florida be deposited annually in the State Transportation Trust Fund for funding certain Port projects.

The Port Authority has been allocated approximately $61.7 million from Ports Commission bond proceeds, which amounts were deposited into interest earning escrow accounts for certain projects, specifically, cargo and cruise berth and terminal improvements; intermodal road, rail and other infrastructure improvements; cargo-handling equipment; and dredge material disposal site development. The Port Authority, like all participants in the program, has agreed to provide moneys (from sources other than proceeds borrowed under the loan agreement with the Ports Commission) to fund a portion of the cost of such projects. These moneys will be utilized by the Port Authority to pay the costs of such projects on a matching basis with moneys received by the Port Authority pursuant to its loan agreement with the Ports Commission. The Port Authority has drawn down approximately $61.7 million from its escrow account to fund such projects as of September 30, 2014.

Note 14 – Risk management

The Port Authority is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. The Port Authority manages the exposure to these risks through the purchase of commercial insurance with high limits of coverage. Specific details regarding deductibles and coverage can be found in the supplementary schedules of the Comprehensive Annual Financial Report of the Port Authority. The Port Authority has not significantly reduced insurance coverage from the prior year nor did the amount of settlement exceed the insurance coverage for each of the past three fiscal years.

Note 15 – Commitments and contingencies

Litigation - There are several matters pending claims and lawsuits in which the Port Authority is involved. In the opinion of the Port Authority's management, the ultimate resolution of these claims would not be material to the financial position of the Port Authority.

Commitments - The Tampa Port Authority had contractual commitments for various projects that amounted to approximately $26 million as of September 30, 2014. In May of 2014, the Port Authority's Board of Commissioners approved a resolution authorizing the refunding of the outstanding balance of the Port Authority's Series 2005A Refunding Revenue Bonds ("Bonds") in the amount of $37.290 million including accrued interest. Because the Bonds were subject to the Alternative Minimum Tax ("AMT"), Federal tax law prohibited the refunding of the bonds prior to ninety (90) days of the Bonds' call date of June 1, 2015, thus precluding the Bonds from being refunded prior to March 1, 2015. As a result of the Port Authority's desire to take advantage of interest rates prevalent in May 2014 being lower than interest rates carried by the Bonds, the Port Authority entered into a Forward Delivery Note Purchase Agreement ("Agreement") with STI Institutional & Government, Inc., a subsidiary of SunTrust Bank. The Agreement, signed on May 20, 2014, allowed the Port Authority to establish an interest rate of 2.10% on a bank loan which would not close until after March 1, 2015. On March 3, 2015, the bank loan with STI Institutional & Government, Inc. officially closed with the proceeds of the bank loan used to refund the outstanding Bonds.

Note 16 – General cargo terminal services

In August 2012, the Port Authority and Ports America agreed to terminate the then-existing month to month agreement for general cargo terminal services and enter into a new two year agreement with a one year option. The business terms of this agreement were approved by the Port Authority Board of Commissioners and, since that time, both parties have been abiding by those terms until a final agreement is executed. These terms call for Ports America to provide all terminal equipment and operational related costs for the break bulk operations directly within the defined Concession Area including line handling, loading and unloading of cargo as well as other break bulk terminal operations customarily performed in comparable seaports. Ports America also agreed to reimburse Port Authority 12% of the gross revenues generated by Ports America on the first 250,000 tons of cargo and 10% of the gross revenues thereafter.

Note 17 – Change in accounting principles

The Port Authority implemented GASB Statement 65, Items Previously reported as Assets and Liabilities, in the fiscal year ending September 30, 2014. The implementation of this standard required reclassification of the loss on debt refunding to the appropriate deferred outflow of resources section of the Statement of Net Position. The implementation of GASB Statement 65 also required bond issuance costs and lease acquisition costs, which were previously deferred and amortized, to be expensed when incurred as period costs. Previously deferred bond issuance costs totaled $1,724,020 at September 30, 2011. Previously deferred lease acquisition costs totaled $1,326,280 at September 30, 2011. As a result, net position as of October 1, 2011, 2102 and 2013 has been adjusted accordingly:

Note 17 – Change in accounting principles (continued)

	2011	2012	2013
October 1, Net Position - as previously reported	$ 462,550,502	$ 488,083,218	$ 512,633,065
Less: Lease acquisition costs, net of amortization	(1,326,280)	(1,227,912)	(1,159,135)
Less: Bond issuance costs, net of amortization	(1,724,020)	(1,214,173)	(1,043,758)
October 1, Net Position - as restated	$ 459,500,202	$ 485,641,133	$ 510,430,172

	Year Ending 9/30/12 - as previously reported	Adjustment for implementation of GASB 65	Year Ending 9/30/12 - as restated
Depreciation and amortization	$ 21,424,429	$ (98,368)	$ 21,326,061
Operating expenses	45,101,720	(98,368)	45,003,352
Amortization of bond issue costs	(690,716)	690,716	-
Non-operating revenues (expenses)	5,478,939	690,716	6,169,655
Increase in net position	$ 25,532,716	$ 789,084	$ 26,321,800

	Year Ending 9/30/13 - as previously reported	Adjustment for implementation of GASB 65	Year Ending 9/30/13 - as restated
Depreciation and amortization	$ 21,120,408	$ (69,645)	$ 21,050,763
Operating expenses	45,429,068	(69,645)	45,359,423
Amortization of bond issue costs	(169,547)	169,547	-
Non-operating revenues (expenses)	7,826,055	169,547	7,995,602
Increase in net position	$ 24,549,847	$ 239,192	$ 24,789,039

Note 18 – Special item

In 2010, the Port Authority filed an action to terminate a ground lease with Channelside Bay Mall, LLC ("CBM") in the 13th Judicial Circuit Court in and for Hillsborough County, Florida based on CBM's monetary and non-monetary defaults. The Circuit Court appointed Chuck Taylor as the receiver for CBM who paid all sums due and owing under the ground lease since September of 2010. The Anglo Irish Bank Corporation (now known as Irish Bank Resolution Corporation Limited (In Special Liquidation)) ("IBRC"), which held the loan and leasehold mortgage of CBM on the Channelside Bay Mall property, subsequently filed for bankruptcy protection under Chapter 15th in the United States Bankruptcy Court in Delaware. On July 21, 2014, the bankruptcy court entered an order requiring the Port Authority to pay IBRC $1,961,855 in exchange for the assignment of the leasehold mortgage on the ground lease and for two additional assignments of leases and rents. Subsequently, on September 11, 2014, the circuit court entered an order granting the final discharge of the receiver and approved a final accounting and the case was dismissed.

Note 19 – Subsequent events

Subsequent events were evaluated through March 27, 2015, which is the date the financial statements were available to be issued. Subsequent to September 30, 2014, the Port Authority obtained a loan through the State Infrastructure Bank loan program with the State of Florida Department of Transportation, as lender, in a principal amount of $12,000,000, collateralized by a pledge and lien on gross revenues of the Port Authority, with interest accruing at 2.68%, and with final maturities ending through October 1, 2029. Loan proceeds will be used to purchase two gantry cranes.

PORT
TAMPA BAY™

PORT TAMPA BAY

STATISTICAL SECTION


Cruise
Terminal
2
CHANNELSIDE

STATISTICAL SECTION

This part of the Tampa Port Authority comprehensive annual financial report presents detail information which provides further clarification to the information contained in the financial statements, note disclosures, and all required supplementary information. The information contained in this section includes important indicators about the Tampa Port Authority's overall financial well being. Reports in this section have been prepared according to GASB guidelines.

Contents

Financial Trends Information:
The following schedules contain trend information to help the reader understand how the Tampa Port Authority's financial performance and condition has changed over the past few years.

Revenue Capacity Information:
The following schedules contain information to help the reader assess the Tampa Port Authority's most significant sources of revenue.

Debt Capacity Information:
The following schedules contain information to help the reader assess the Tampa Port Authority's capability of meeting its current level of debt service and its ability to issue future debt.

STATISTICAL SECTION – Continued

Demographics and Economic Information:
The following schedules contain information to help the reader understand demographics and economic indicators related to the Port Authority's financial activities in their current environment.

1. Hillsborough County, Fl Demographic and Economic Statistics – Table 11
2. Hillsborough County, Fl Principal Employers – Table 12
3. Hillsborough County, Fl Property Tax Millage Rates – Table 13
4. Hillsborough County, Fl Property Tax Payers – Table 14

Operating Information:
The following schedules contain information directly related to the operating indicators, the capital assets, and the number of personnel employed by the Port Authority.

1. Schedule of Revenue by Activity – Table 15
2. Annual Cargo Tonnages and Passenger Count – Table 16
3. Capital Assets – Table 17
4. Staffing by Division/Department – Table 18

Other Port Financial Information:
1. Cruise Statistics – Table 19
2. Insurance Coverage – Table 20
3. Financial Highlights – Table 21

SEC Rule 15c2-12 Reporting:
1. Port of Tampa Tonnage Distribution – Table 22
2. Port Usage Fees – Table 23
3. Summary of Leases of Principal Tenants – Table 24

Table 1

TAMPA PORT AUTHORITY
Net Position by Component
Last Ten Fiscal Years
(Unaudited)
(amounts in thousands)

	2005 *	2006 *	2007 *	2008 *	2009 *	2010 *	2011*	2012	2013	2014
Net Position at Year-End										
Net invested in capital assets	$ 269,457	$ 296,454	$ 319,218	$ 324,479	$ 353,335	$ 377,444	$ 381,604	$ 401,589	$ 431,713	$ 457,966
Restricted	23,484	36,720	36,971	36,655	31,787	21,752	15,435	8,250	9,421	9,004
Unrestricted	45,003	26,585	30,437	38,751	44,988	52,688	59,937	74,488	67,910	63,547
Total Net Position	**$ 337,944**	**$ 359,759**	**$ 386,626**	**$ 399,885**	**$ 430,110**	**$ 451,884**	**$ 456,976**	**$ 484,327**	**$ 509,044**	**$ 530,517**

* Not restated per GASB 65, see Note 17 fiscal year 2014 audited financial statement

Table 2

TAMPA PORT AUTHORITY
Changes in Fund Net Position
Last Ten Fiscal Years
(Unaudited)
(amounts in thousands)

	2005*	2006*	2007*	2008*	2009*	2010*	2011	2012	2013	2014
Operating Revenue										
Port Usage Fees	$ 25,375	$ 29,352	$ 27,256	$ 28,334	$ 28,947	$ 29,909	$ 31,394	$ 32,835	$ 31,539	$ 36,429
Land & Building Leases	8,309	8,419	8,125	9,442	9,662	9,504	9,595	9,934	11,725	11,226
Tenant Utilities	530	624	629	552	519	531	591	545	476	531
Other Port Operating Revenue	735	913	905	919	719	683	514	348	349	244
Total Operating Revenue	**$ 34,949**	**$ 39,308**	**$ 36,915**	**$ 39,247**	**$ 39,847**	**$ 40,627**	**$ 42,094**	**$ 43,662**	**$ 44,089**	**$ 48,430**
Non-Operating Revenue										
Operating Assistance Grants	$ 1,268	$ 340	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Grants	4,070	4,845	13,991	3,604	20,062	10,523	4,041	21,438	17,941	14,057
Interest Income	3,497	4,207	5,253	3,281	1,730	1,472	1,032	2,058	2,398	498
Ad Valorem Tax Receipts	14,039	16,205	16,681	16,807	15,700	13,490	11,838	11,512	10,926	10,830
Other Non-Operating Income	3,851	1,666	1,229	1,773	3,558	6,732	1,827	1,336	1,757	4,414
Total Non-Operating Revenue	**$ 26,725**	**$ 27,263**	**$ 37,154**	**$ 25,465**	**$ 41,050**	**$ 32,217**	**$ 18,738**	**$ 36,344**	**$ 33,022**	**$ 29,799**
Total Revenues	**$ 61,674**	**$ 66,571**	**$ 74,069**	**$ 64,712**	**$ 80,897**	**$ 72,844**	**$ 60,832**	**$ 80,006**	**$ 77,111**	**$ 78,229**
Operating Expenses										
Personnel	$ 7,756	$ 8,441	$ 8,912	$ 9,407	$ 10,089	$ 10,580	$ 10,378	$ 10,512	$ 10,690	$ 12,880
Promotional	433	439	329	287	218	266	302	328	701	970
Administrative	10,340	11,033	12,195	12,849	12,560	11,895	13,063	12,792	12,868	14,257
Depreciation & Amortization Expense	11,102	12,527	14,450	16,536	17,714	19,047	20,296	21,327	21,049	20,619
Total Operating Expenses	**$ 29,631**	**$ 32,440**	**$ 35,886**	**$ 39,079**	**$ 40,581**	**$ 41,788**	**$ 44,039**	**$ 44,959**	**$ 45,308**	**$ 48,726**
Non-Operating Expenses										
Interest Expense	$ 8,254	$ 7,623	$ 7,978	$ 7,891	$ 7,457	$ 6,944	$ 6,684	$ 5,457	$ 5,041	$ 4,133
Bond Related Costs	2,563	1,073	463	218	215	214	205	-	-	-
Tax Collector/Property Appraiser	1,266	1,470	1,850	1,441	1,431	1,307	998	796	910	954
Other non-operating expense	1,569	2,150	1,025	2,823	987	817	763	1,444	1,135	981
Total Non-Operating Expenses	**$ 13,652**	**$ 12,316**	**$ 11,316**	**$ 12,373**	**$ 10,090**	**$ 9,282**	**$ 8,650**	**$ 7,697**	**$ 7,086**	**$ 6,068**
Special item										
Settlement	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,962
Effect of GASB 65	-	-	-	-	-	-	3,050	-	-	-
Total Other	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 3,050**	**$ -**	**$ -**	**$ 1,962**
Total Expenses	**$ 43,283**	**$ 44,756**	**$ 47,202**	**$ 51,452**	**$ 50,671**	**$ 51,070**	**$ 55,739**	**$ 52,656**	**$ 52,394**	**$ 56,756**
Change in Fund Net Position	**$ 18,391**	**$ 21,815**	**$ 26,867**	**$ 13,260**	**$ 30,226**	**$ 21,774**	**$ 5,093**	**$ 27,350**	**$ 24,717**	**$ 21,473**

* Not restated per GASB 65, see Note 17 fiscal year 2014 audited financial statement

Table 3

TAMPA PORT AUTHORITY
Operating Revenue by Type and Related Averages
Last Ten Fiscal Years
(Unaudited)
(amounts in thousands)

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Operating Revenue:										
Dockage										
Dockage - Cargo	$ 4,615	$ 5,199	$ 4,771	$ 4,449	$ 4,112	$ 4,313	$ 4,413	$ 4,451	$ 5,051	$ 4,887
Dockage - Cruise	785	985	792	780	808	784	908	1,057	954	997
Dockage - Other	730	717	673	658	660	967	571	645	488	592
Subtotal - Dockage	$ 6,130	$ 6,901	$ 6,236	$ 5,887	$ 5,580	$ 6,064	$ 5,892	$ 6,153	$ 6,493	$ 6,476
Wharfage										
Wharfage - Cargo	$ 8,363	$ 8,658	$ 8,695	$ 8,660	$ 8,269	$ 8,372	$ 8,388	$ 8,410	$ 8,634	$ 8,639
Wharfage - Cruise	4,310	5,119	4,449	4,463	4,669	4,690	5,105	5,698	5,271	6,650
Wharfage - Other (a)	1,028	1,162	874	2,587	2,891	5,140	4,648	4,154	5,569	9,125
Subtotal - Wharfage	$ 13,701	$ 14,939	$ 14,018	$ 15,710	$ 15,829	$ 18,202	$ 18,141	$ 18,262	$ 19,474	$ 24,414
Land & Building Leases	$ 8,309	$ 8,419	$ 8,125	$ 9,442	$ 9,662	$ 9,504	$ 9,595	$ 9,934	$ 11,725	$ 11,226
Other Operating Revenue	$ 6,809	$ 9,049	$ 8,536	$ 6,208	$ 8,776	$ 6,857	$ 8,466	$ 9,313	$ 6,397	$ 6,314
Total Operating Revenue	**$ 34,949**	**$ 39,308**	**$ 36,915**	**$ 39,247**	**$ 39,847**	**$ 40,627**	**$ 42,094**	**$ 43,662**	**$ 44,089**	**$ 48,430**
Cargo Tonnage (to nearest thousand) (b)	16,477	16,738	15,578	14,377	13,211	14,567	13,701	13,356	13,349	13,172
Average Wharfage Revenue per Cargo Ton (whole $)	$ 0.51	$ 0.52	$ 0.56	$ 0.60	$ 0.63	$ 0.57	$ 0.61	$ 0.63	$ 0.65	$ 0.66
Cruise Passengers (to nearest thousand)	772	911	781	768	803	807	876	974	854	888
Average Wharfage Revenue per Passenger (whole $)	$ 5.58	$ 5.62	$ 5.70	$ 5.81	$ 5.81	$ 5.81	$ 5.83	$ 5.85	$ 6.17	$ 7.49
Berth linear feet	10,375	11,855	11,855	11,855	12,855	16,655	17,235	17,235	18,435	18,435
Average Dockage Revenue per Berth Linear Feet	$ 590.84	$ 582.12	$ 526.02	$ 496.58	$ 434.07	$ 364.09	$ 341.86	$ 357.01	$ 352.21	$ 351.29
Leased Acreage (actual in hundreds)	1,325	1,300	1,290	1,290	1,285	1,270	1,260	1,310	1,287	1,287
Average per Acre (whole $)	$ 6,271	$ 6,476	$ 6,298	$ 7,319	$ 7,519	$ 7,483	$ 7,615	$ 7,583	$ 9,110	$ 8,723

(a) Includes amounts collected in lieu of wharfage **and** product into and out of leased facilities by rail, truck, and pipeline.

(b) Includes tonnage handled through Tampa Port Authority-owned facilities only; private facility tonnage is excluded.

Table 4

TAMPA PORT AUTHORITY
Principal Revenue Sources and Revenue per Categories
Last Ten Fiscal Years
(Unaudited)
(amounts in thousands)

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Port Usage Fees Revenues:										
Dockage	$ 6,130	$ 6,901	$ 6,236	$ 5,887	$ 5,580	$ 6,064	$ 5,892	$ 6,154	$ 6,493	$ 6,476
Wharfage	12,673	13,777	13,144	13,123	12,938	13,357	13,508	14,135	13,939	15,326
Wharfage (in lieu of wharfage)	1,028	1,162	874	2,587	2,891	3,723	4,633	4,127	5,535	9,088
Parking and related	4,168	5,569	5,431	4,976	5,892	5,208	5,659	5,896	4,935	4,901
Teminal Operations	1,004	1,670	1,288	1,409	1,361	1,357	1,490	1,744	411	405
Other Usage Fees	372	273	283	352	285	200	212	779	226	233
Total Port Usage Fees	**$ 25,375**	**$ 29,352**	**$ 27,256**	**$ 28,334**	**$ 28,947**	**$ 29,909**	**$ 31,394**	**$ 32,835**	**$ 31,539**	**$ 36,429**
Percentage of Total Revenue	**41.1%**	**44.1%**	**36.8%**	**43.8%**	**35.8%**	**41.1%**	**51.6%**	**41.0%**	**40.9%**	**46.6%**
Land & Building Leases:										
Land & Building Leases	$ 8,239	$ 8,349	$ 8,102	$ 9,432	$ 9,552	$ 9,476	$ 9,583	$ 9,897	$ 11,722	$ 11,225
Cruise Terminal Rentals	55	45	23	5	110	13	12	37	3	1
Port Property Access Fees	15	25	-	5	-	15	-	-	-	-
Total Land & Building Leases	**$ 8,309**	**$ 8,419**	**$ 8,125**	**$ 9,442**	**$ 9,662**	**$ 9,504**	**$ 9,595**	**$ 9,934**	**$ 11,725**	**$ 11,226**
Percentage of Total Revenue	**13.5%**	**12.6%**	**11.0%**	**14.6%**	**11.9%**	**13.0%**	**15.8%**	**12.4%**	**15.2%**	**14.4%**
Tenant Utilities:										
Tenant Water	$ 21	$ 20	$ 25	$ 23	$ 17	$ 16	$ 17	$ 17	$ 19	$ 35
Dockside Water	501	593	598	527	501	514	573	526	456	496
Electricity	8	11	6	2	1	2	1	2	1	-
Total Tenant Utilities	**$ 530**	**$ 624**	**$ 629**	**$ 552**	**$ 519**	**$ 532**	**$ 591**	**$ 545**	**$ 476**	**$ 531**
Percentage of Total Revenue	**0.9%**	**0.9%**	**0.8%**	**0.9%**	**0.6%**	**0.7%**	**1.0%**	**0.7%**	**0.6%**	**0.7%**
Other Port Operating Revenue:										
Work Permits	$ 50	$ 45	$ 48	$ 32	$ 29	$ 11	$ 8	$ 9	$ 2	$ 7
Fingerprinting/Badging	610	798	793	810	624	606	430	276	277	182
Security Training Fees	11	2	-	-	-	-	-	-	-	-
License Fees	64	68	64	77	66	65	76	63	70	55
Total Other Port Operating Revenue	**$ 735**	**$ 913**	**$ 905**	**$ 919**	**$ 719**	**$ 682**	**$ 514**	**$ 348**	**$ 349**	**$ 244**
	1.2%	**1.4%**	**1.2%**	**1.4%**	**0.9%**	**0.9%**	**0.8%**	**0.4%**	**0.5%**	**0.3%**
Total Operating Revenue	**$ 34,949**	**$ 39,308**	**$ 36,915**	**$ 39,247**	**$ 39,847**	**$ 40,627**	**$ 42,094**	**$ 43,662**	**$ 44,089**	**$ 48,430**
Percentage of Total Revenue	**56.7%**	**59.0%**	**49.8%**	**60.6%**	**49.3%**	**55.8%**	**69.2%**	**54.6%**	**57.2%**	**61.9%**

Table 4

TAMPA PORT AUTHORITY
Principal Revenue Sources and Revenue per Categories
Last Ten Fiscal Years
(Unaudited)
(amounts in thousands)

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Non-Operating Revenue:										
Operating Grants	$ 1,368	$ 340	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Capital Grants	4,070	4,845	13,991	3,604	20,062	10,523	4,041	21,438	17,941	14,057
Ad Valorem Tax Receipts	14,039	16,205	16,681	16,807	15,700	13,490	11,838	11,512	10,926	10,830
Interest, Unrestricted	3,057	3,877	4,544	2,634	1,073	1,030	533	746	2,040	201
Interest, Restricted	54	54	53	54	52	39	-	906	-	-
Interest, PAI Crane	-	-	-	-	76	140	121	92	83	62
Interest, TBIT & TBSB Notes	386	276	656	593	525	454	378	314	275	235
Other, TBIT & TBSB Notes	304	263	175	175	177	184	124	-	-	-
Dredge and Fill Income	43	17	57	79	1,362	247	475	-	179	2,958
Gain/Loss on Sale of Investment	905	564	100	-	-	-	-	-	-	-
Gain/Loss on Disposal of Capital Assets	211	(1,020)	(269)	95	19	(422)	-	8	12	43
Harbormaster Fees	732	738	696	978	891	864	822	845	820	895
Conference Donations	229	770	105	102	70	55	54	43	43	79
Amortization Premiums	157	273	276	275	274	270	264	266	234	270
Corporate Tax Credit	-	-	-	-	-	-	-	-	-	133
Other Miscellaneous Revenue	1,170	61	89	69	769	5,343	88	174	469	36
Total Non-Operating Revenue	**$ 26,725**	**$ 27,263**	**$ 37,154**	**$ 25,465**	**$ 41,050**	**$ 32,217**	**$ 18,738**	**$ 36,344**	**$ 33,022**	**$ 29,799**
Percentage of Total Revenue	**43.3%**	**41.0%**	**50.2%**	**39.4%**	**50.7%**	**44.2%**	**30.8%**	**45.4%**	**42.8%**	**38.1%**
Total Revenue	**$ 61,674**	**$ 66,571**	**$ 74,069**	**$ 64,712**	**$ 80,897**	**$ 72,844**	**$ 60,832**	**$ 80,006**	**$ 77,111**	**$ 78,229**

(a) Includes amounts collected in lieu of wharfage **and** product into and out of leased facilities by rail, truck, and pipeline.

Table 5

TAMPA PORT AUTHORITY
Ten Largest Customers
Current Fiscal Year and Nine Years Prior
(Unaudited)

Wharfage Revenue

2014 Customer	Revenue	Percent of Total Wharfage	2005 Customer	Revenue	Percent of Total Wharfage
Carnival Cruise Lines	$ 4,860,716	19.9%	Carnival Cruise Lines	$ 3,482,958	25.4%
Central Florida Pipeline	4,018,624	16.5%	Central Florida Pipeline	1,821,128	13.3%
Transflo Terminal Services	1,957,359	8.0%	SSA Marine Gulf, Inc.	989,118	7.2%
Cemex Construction Materials Florida	1,513,800	6.2%	Royal Caribbean	796,590	5.8%
Transmontaigne, Inc.	1,443,310	5.9%	Transmontaigne, Inc.	730,913	5.3%
Royal Caribbean	983,082	4.0%	Trademark Metals	576,192	4.2%
Zim Israeli Navigation Company	976,733	4.0%	Vulcan Materials Company	539,237	3.9%
Tarmac America	956,375	3.9%	Martin Operating	501,883	3.7%
Norwegian Cruise Line	827,931	3.4%	Martin Marietta Aggregates	424,280	3.1%
Martin Marietta Aggregates	658,911	2.7%	Cemex of Louisiana (fka Holcim)	297,982	2.2%
Ten largest customers	18,196,841	74.5%	Ten largest customers	10,160,281	74.1%
Other	6,217,159	25.5%	Other	3,540,719	25.9%
Total Wharfage Revenue	$ 24,414,000	100.0%	Total Wharfage Revenue	$ 13,701,000	100.0%

Dockage Revenue

2014 Customer	Revenue	Percent of Total Wharfage	2005 Customer	Revenue	Percent of Total Wharfage
Central Florida Pipeline	$ 1,578,779	24.4%	Central Florida Pipeline	$ 1,321,714	21.6%
Ports America	915,093	14.1%	SSA Marine Gulf, Inc.	959,396	15.7%
Carnival Cruise Lines	496,881	7.7%	Carnival Cruise Lines	463,918	7.6%
Mosaic Crop Nutrition	475,529	7.3%	Mosaic Crop Nutrition	275,649	4.5%
Transmontaigne, Inc.	313,382	4.8%	Martin Operating	258,672	4.2%
Royal Caribbean	291,051	4.5%	Royal Caribbean	236,991	3.9%
Titan Florida LLC	281,752	4.4%	Tampa Port Services	215,705	3.5%
Martin Marietta Aggregates	202,776	3.1%	Transmontaigne, Inc.	191,583	3.1%
Norwegian Cruise Line	196,860	3.0%	Martin Marietta Aggregates	189,227	3.1%
Tampa Port Services	169,187	2.6%	Gladiator LLP (fkaTitan)	188,487	3.1%
Ten largest customers	4,921,290	75.9%	Ten largest customers	4,301,342	70.3%
Other	1,554,710	24.1%	Other	1,828,658	29.7%
Total Dockage Revenue	$ 6,476,000	100.0%	Total Dockage Revenue	$ 6,130,000	100.0%

Table 6

TAMPA PORT AUTHORITY
Revenue Rates
Last Ten Fiscal Years

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
DOCKAGE RATES:										
Vessels, Barges & Tug Boats:										
0-199 ft	$ 2.00	$ 2.06	$ 2.12	$ 2.25	$ 2.32	$ 2.32	$ 2.46	$ 2.46	$ 2.54	$ 2.61
200-299	2.26	2.46	2.66	2.96	3.05	3.05	3.23	3.23	3.33	3.43
300-349	2.43	2.58	2.73	2.96	4.15	3.05	3.23	3.23	3.33	3.43
350-399	2.71	2.76	2.81	2.96	4.15	3.05	3.23	3.23	3.33	3.43
400-449	3.63	3.72	3.81	4.03	4.15	4.15	4.40	4.40	4.53	4.67
450-499	3.63	3.72	3.81	4.03	4.15	4.15	4.40	4.40	4.53	4.67
500-549	4.97	5.06	5.15	5.41	5.57	5.57	5.91	5.91	6.09	6.27
550-599	4.97	5.06	5.15	5.41	5.57	5.57	5.91	5.91	6.09	6.27
600-649	5.76	5.87	5.98	6.28	6.47	6.47	6.86	6.86	7.07	7.28
650-699	5.76	5.87	5.98	6.28	6.47	6.47	6.86	6.86	7.07	7.28
700-799	7.43	7.53	7.63	7.97	8.21	8.21	8.71	8.71	8.98	9.24
800-899	8.94	9.07	9.20	9.60	9.89	9.89	10.50	10.50	10.81	11.13
900 ft +	10.67	10.83	10.99	11.49	11.83	11.83	12.55	12.55	12.92	13.31
Passenger Vessels:										
0- 550 ft	4.49	4.49	4.49	4.49	4.49	4.49	4.49	4.49	4.49	4.49
551-600	6.32	6.32	6.32	6.32	6.32	6.32	6.32	6.32	6.32	6.32
601-650	6.53	6.53	6.53	6.53	6.53	6.53	6.53	6.53	6.53	6.53
651-700	6.80	6.80	6.80	6.80	6.80	6.80	6.80	6.80	6.80	6.80
701-725	7.21	7.21	7.21	7.21	7.21	7.21	7.21	7.21	7.21	7.21
726-750	7.48	7.48	7.48	7.48	7.48	7.48	7.48	7.48	7.48	7.48
751 ft +	8.16	8.16	8.16	8.16	8.16	8.16	8.16	8.16	8.16	8.16
WHARFAGE RATES:										
General Cargo/Breakbulk:										
All articles (not provided for below)	2.25	2.36	2.36	2.36	2.36	2.36	2.36	2.36	2.36	2.36
Automobiles (new)/each	-	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10
Automobiles (used)/each	3.98	5.60	5.60	7.10	7.10	7.10	7.10	7.10	7.10	7.10
Livestock	4.00	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20
Citrus & Citrus Products	1.87	1.96	1.96	1.96	1.96	1.96	1.96	1.96	1.96	1.96
Containers (loaded)	1.97	1.97	1.97	1.97	1.97	1.97	1.97	1.97	1.97	1.97

Continued

Table 6

TAMPA PORT AUTHORITY
Revenue Rates
Last Ten Fiscal Years

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
USDA Bagged Goods (Public Law 480)	0.21	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22
Citrus Concentrate (drums or tanks)	1.54	1.54	1.54	1.54	1.54	1.54	1.54	1.54	1.54	1.54
Cordage	1.59	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67
Fertilizer (in bags)	1.66	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74
Flour or Rice (in bags)	1.26	1.32	1.32	1.32	1.32	1.32	1.32	1.32	1.32	1.32
Forest Products	1.59	1.59	1.59	1.59	1.59	-	1.59	1.59	1.59	1.59
Lumber & Logs (per thousand board feet))	1.43	1.43	1.43	1.43	1.43	1.43	1.43	1.43	1.43	1.43
Frozen Meat and/or Poultry	2.18	2.29	2.29	2.29	2.29	2.29	2.29	2.29	2.29	2.29
Fruits and Vegetables (fresh)	1.92	2.00	2.02	2.02	2.02	2.02	2.02	2.02	2.02	2.02
Iron & Steel Articles	1.92	1.92	1.92	1.92	1.92	1.92	1.92	1.92	1.92	1.92
Iron & Steel Wire Coils and Reinforcing Rods	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70
Mobile & Modular Homes (< 10,000 lbs) each	20.78	21.82	21.82	21.82	21.82	21.82	21.82	21.82	21.82	21.82
Mobile & Modular Homes (> 10,000 lbs) net ton	2.80	2.94	2.94	2.94	2.94	2.94	2.94	2.94	2.94	2.94
Paper Waste (in bales domestic moves only)	1.22	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Project Cargo (weight or measurement)	2.25	2.36	2.36	2.36	2.36	2.36	2.36	2.36	2.36	2.36
Scrap Metal	2.39	2.36	2.39	2.39	2.39	2.39	2.39	2.39	2.39	2.39
USDA Public Law 480 (bagged goods)	0.39	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
USDA Products (chilled & frozen)	1.60	1.68	1.68	1.68	1.68	1.68	1.68	1.68	1.68	1.68
Vehicles (trucks, buses, tractors, etc.) net ton	2.10	2.21	2.21	2.21	2.21	2.21	2.21	2.21	2.21	2.21
Yachts & Boats (less than 25' LOA) (a)	1.00	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Yachts & Boats (greater than 25' LOA) (a)	1.50	1.58	1.58	1.58	1.58	1.58	1.58	1.58	1.58	1.58
Cruise Wharfage Rates (per passenger):										
Passengers Embarking	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
Passengers Disembarking	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
Passengers in transit	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
Bulk Cargo Wharfage Rates										
Aggregate (including pumice & slag)	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Anhydrous Ammonia	0.375	0.375	0.375	0.375	0.375	0.375	0.375	0.375	0.375	0.375
Bulk, Dry N.O.S.	1.12	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Bulk, Liquid N.O.S.	1.12	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Caustic Soda	0.40	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42

Continued

Table 6

TAMPA PORT AUTHORITY
Revenue Rates
Last Ten Fiscal Years

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Cement	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Citrus Concentrate, (via pipeline)	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Citrus Pellets	0.39	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Coal	0.63	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Fertilizer, N.O.S.	0.245	0.245	0.245	0.245	0.245	0.245	0.245	0.245	0.245	0.245
Fly Ash	0.84	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Grain, N.O.S.	0.40	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Gypsum	0.57	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59
Petroleum and Petroleum Products (per barrel)	0.07	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08
Petroleum (Bunkering) (per barrel)	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09
Petroleum Coke	0.63	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Phosphate Products (other than crude rock)	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
Phosphate Rock, (wet or dry)	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
Phosphoric Acid	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Pomace	0.65	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Potash	0.27	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28
Salt	0.50	0.53	0.53	0.53	0.53	0.53	-	-	-	-
Sand	0.71	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Seawater	0.25	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26
Sulphur	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sulphuric Acid	0.40	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Tallow	0.57	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60

(a) Prior to 2005, rates were based on a per vessel charge. Starting in 2005, the rate is calculated by LOA.

Table 7

TAMPA PORT AUTHORITY
Top Ten Customers
Current Fiscal Year and Nine Years Prior
(Unaudited)

2014				2005			
Customer	Type of Business	Revenue	Percent of Total Operating Revenue	Customer	Type of Business	Revenue	Percent of Total Operating Revenue
Carnival Cruise Lines	Cruise industry	$ 7,962,224	16.4%	Carnival Cruise Lines	Cruise industry	3,946,876	11.3%
Central Florida Pipeline	Petroleum	5,866,369	12.1%	Central Florida Pipeline	Petroleum	3,142,842	9.0%
Cemex Construction Materials	Cementitious and aggregate	2,621,964	5.4%	PCL Constructors	Construction	1,194,374	3.4%
Transflo Terminal Services	Petroleum	2,284,714	4.7%	Transmontaigne	Petroleum	1,123,618	3.2%
Transmontaigne	Petroleum	2,171,927	4.5%	Royal Caribbean	Cruise industry	1,033,581	3.0%
Royal Caribbean	Cruise industry	2,088,220	4.3%	SSA Marine Gulf, Inc.	Terminal operator for general cargo	1,000,004	2.9%
CBP Development LLC	Commercial property	1,933,675	4.0%	Trademark Metals	Metal recycling	821,753	2.4%
Ports America	Terminal operator for general cargo	1,684,507	3.5%	Vulcan Materials Company	Cementitious and aggregate	784,978	2.2%
Norwegian Cruise Line	Cruise industry	1,487,744	3.1%	Martin Operating	Liquid sulphur, petroleum	761,400	2.2%
Tarmac America	Cementitious and aggregate	1,244,332	2.6%	Martin Marietta Aggregates	Cementitious and aggregate	742,369	2.1%
	Total top ten customers	29,345,676	60.6%		Total top ten customers	14,551,795	41.7%
	Others	19,084,324	39.4%		Others	20,397,205	58.3%
	Total Operating Revenue - FY2014	$ 48,430,000	100.0%		Total Operating Revenue - FY2005	34,949,000	100.0%

Table 8

TAMPA PORT AUTHORITY
Ratios of Outstanding Debt by Type
Last Ten Fiscal Years
(Unaudited)

Fiscal Year	Revenue Bond/Notes	Refunding Revenue Bonds	Total	Percentage of Personal Income (1)	Per Capita (1)
2005	$ 60,000,000	$ 92,982,947	$ 152,982,947	0.41%	$ 139
2006	$ 86,825,000	$ 73,727,571	$ 160,552,571	0.38%	$ 142
2007	$ 81,860,000	$ 73,275,849	$ 155,135,849	0.35%	$ 134
2008	$ 78,600,000	$ 72,819,151	$ 151,419,151	0.33%	$ 128
2009	$ 76,345,000	$ 68,956,534	$ 145,301,534	0.33%	$ 121
2010	$ 74,590,000	$ 64,321,016	$ 138,911,016	0.29%	$ 114
2011	$ 72,765,000	$ 59,512,282	$ 132,277,282	0.27%	$ 107
2012	$ 70,494,815	$ 54,435,122	$ 124,929,937	0.24%	$ 99
2013	$ 67,057,531	$ 49,120,000	$ 116,177,531	0.23%	$ 91
2014	$ 63,935,385	$ 42,530,000	$ 106,465,385	0.20%	$ 84

(1) Refer to Table 11 for detail of population and per capita information.

Table 9

TAMPA PORT AUTHORITY
Revenue Bond Coverage
Last Ten Fiscal Years
(Unaudited)
(amounts in thousands)

	(a)	(b)			(c)	(d)	(e)
			Net Revenue				
	Gross	Operating	Available for		Debt Service		Coverage
Fiscal Year	Revenues	Expenses	Debt Service	Principal	Interest	Total	Ratio
2005	$ 42,641	$ 18,529	$ 24,112	$ 6,945	$ 8,148	$ 15,093	1.60
2006	$ 46,089	$ 19,913	$ 26,176	$ 5,023	$ 7,709	$ 12,732	2.06
2007	$ 43,178	$ 21,436	$ 21,742	$ 6,155	$ 7,979	$ 14,134	1.54
2008	$ 43,626	$ 22,543	$ 21,083	$ 5,468	$ 7,674	$ 13,142	1.60
2009	$ 44,018	$ 22,867	$ 21,151	$ 6,725	$ 7,276	$ 14,001	1.51
2010	$ 43,233	$ 22,741	$ 20,492	$ 6,424	$ 6,993	$ 13,417	1.53
2011	$ 43,829	$ 23,743	$ 20,086	$ 6,723	$ 6,691	$ 13,414	1.50
2012	$ 44,895	$ 23,632	$ 21,263	$ 6,422	$ 6,141	$ 12,563	1.69
2013	$ 46,875	$ 24,259	$ 22,616	$ 8,837	$ 5,780	$ 14,617	1.55
2014	$ 52,148	$ 28,107	$ 24,041	$ 9,116	$ 5,202	$ 14,318	1.68

(a) Gross Revenues means rents, fees, charges and other income derived from the operation of port facilities and certain income derived from investments.

(b) Operating expenses exclude depreciation, bond interest, amortization, and extraordinary losses. No adjustment has been made for payments made to other governments.

(c) Up until 2004, Tampa Port Authority had both Senior and Junior Lien debt. The coverage ratio requirement was 1.00-1.25. After 2004, Tampa Port Authority had only Senior Lien debt and the coverage ratio requirement is 1.25.

(d) Debt service requirement does not include capitalization of interest, debt service on defeased bonds, nor amortized bond issue costs and discounts.

(e) Net revenue available for debt service divided by total debt service requirements.

Table 10

TAMPA PORT AUTHORITY
Summary of Surplus Port Revenues after Debt and Operating Costs
Available for Capital Program
Last Ten Fiscal Years
(Unaudited)

	2005*	2006*	2007*	2008*	2009*	2010*	2011	2012	2013	2014
Operating Revenue										
Port Usage Fees	$ 25,375	$ 29,352	$ 27,256	$ 28,334	$ 28,947	$ 29,909	$ 31,394	$ 32,835	$ 31,539	$ 36,429
Land & Building Leases	8,309	8,419	8,125	9,442	9,662	9,504	9,595	9,934	11,725	11,226
Tenant Utilities	530	624	629	552	519	531	591	545	476	531
Other Port Operating Revenue	735	913	905	919	719	683	514	348	349	244
Total Operating Revenue	**$ 34,949**	**$ 39,308**	**$ 36,915**	**$ 39,247**	**$ 39,847**	**$ 40,627**	**$ 42,094**	**$ 43,662**	**$ 44,089**	**$ 48,430**
Non-Operating Revenue										
Grants, Operating	$ 1,368	$ 340	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Interest Income, Unrestricted	3,443	4,153	5,200	3,227	1,674	1,624	684	1,152	2,123	498
Other Non-Operating Income	2,881	2,288	1,063	1,152	2,497	982	1,051	81	663	3,220
Total Non-Operating Revenue	**$ 7,692**	**$ 6,781**	**$ 6,263**	**$ 4,379**	**$ 4,171**	**$ 2,606**	**$ 1,735**	**$ 1,233**	**$ 2,786**	**$ 3,718**
Gross Revenue Available for Debt (a)	**$ 42,641**	**$ 46,089**	**$ 43,178**	**$ 43,626**	**$ 44,018**	**$ 43,233**	**$ 43,829**	**$ 44,895**	**$ 46,875**	**$ 52,148**
Less: Annual debt service requirement (b)	**$ 15,093**	**$ 12,732**	**$ 14,134**	**$ 13,142**	**$ 14,001**	**$ 13,417**	**$ 13,414**	**$ 12,563**	**$ 14,617**	**$ 13,434**
Net Revenue Available for payment of Operating Expenses:	**$ 27,548**	**$ 33,357**	**$ 29,044**	**$ 30,484**	**$ 30,017**	**$ 29,816**	**$ 30,415**	**$ 32,332**	**$ 32,258**	**$ 38,714**
Operating Expenses (c)										
Personnel	$ 7,756	$ 8,441	$ 8,912	$ 9,407	$ 10,089	$ 10,580	$ 10,378	$ 10,512	$ 10,690	$ 12,880
Promotional	433	439	329	287	218	266	302	328	701	970
Administrative	10,340	11,033	12,195	12,849	12,560	11,895	13,063	12,792	12,868	14,257
Total Operating Expenses	**$ 18,529**	**$ 19,913**	**$ 21,436**	**$ 22,543**	**$ 22,867**	**$ 22,741**	**$ 23,743**	**$ 23,632**	**$ 24,259**	**$ 28,107**
Surplus Port Revenues (d)	**$ 9,019**	**$ 13,444**	**$ 7,608**	**$ 7,941**	**$ 7,150**	**$ 7,075**	**$ 6,672**	**$ 8,700**	**$ 7,999**	**$ 10,607**

(a) Gross revenue as defined in the Senior Lien Bond Resolution available to pay debt; excludes capital grants, ad valorem taxes, other revenue which is restricted to the Port's Capital Program.
(b) Debt service requirement excludes capitalization of interest, debt service on defeased bonds, nor amortized bond issue costs and discounts.
(c) Operating expenses exclude depreciation, bond interest, amortization, and extraordinary losses. No adjustment has been made to operating expense for payments to other governments.
(d) Surplus Port revenues represents excess Port revenues after debt service and operating expenses.

Table 11

HILLSBOROUGH COUNTY, FLORIDA
Demographic and Economic Statistics
Last Ten Years

Year	Population	Personal Income *(in thousands)*	Personal Income Per Capita	Median Age	Public High School Graduation Rates	Total Public School Enrollment	Unemployment Rate
2004	1,109,680	$ 34,848,801	$ 31,404	36	79.3	197,500	4.3
2005	1,139,510	37,379,401	32,803	36	79.5	193,669	3.6
2006	1,172,970	42,675,000	36,382	36	77.3	193,480	3.3
2007	1,184,686	44,394,128	37,473	36	79.1	193,062	4.0
2008	1,196,773	45,385,156	37,923	36	80.0	191,965	6.3
2009	1,214,050	43,600,982	35,914	36	84.6	193,239	10.7
2010	1,233,373	47,339,654	38,382	35	84.4	194,353	11.4
2011	1,267,775	49,671,035	39,180	35	86.4	200,074	10.5
2012	1,247,440	51,109,828	40,972	36	86.4	202,000	8.5
2013	1,263,050	52,541,062	41,599	37	87.4	202,885	7.0
	(a) (c)	(a)	(a)	(c)	(b)	(c)	(c)

Sources:
(a) U.S. Census Bureau, U.S. Department of Commerce Bureau of Economic Analysis
(b) Hillsborough County, Florida Detailed Profile (http://www.city-data.com/county/HillsboroughCounty-FL.html)
(c) Hillsborough County City-County Planning Commission (HTTP://WWW.PLANHILLSBOROUGH.ORG)

Table 12

HILLSBOROUGH COUNTY, FLORIDA
Principal Employers
Current Year and Nine Years Prior

		2014			2005		
Employer	**Type of Operation**	**Employees**	**%**	**Rank**	**Employees**	**%**	**Rank**
Hillsborough County School Board	Public education	26,000	4.1%	1	23,601	4.2%	1
MacDill Air Force Base	Military base	14,500	2.3%	2	5,756	1.0%	6
University of South Florida	Education services	11,269	1.8%	3	7,794	1.4%	3
Hillsborough County Government	Government	10,268	1.6%	4	10,498	1.9%	2
Tampa International Airport	International airport	7,500	1.2%	5	7,626	1.3%	4
Publix Super Markets, Inc.	Supermarkets	6,964	1.1%	6	4,672	0.8%	7
Tampa General Hospital	Medical facilities	6,900	1.1%	7		-	--
St. Joseph Hospital	Medical facilities	4,927	0.8%	8	3,907	0.7%	9
James A. Haley VA Hospital	Veterans hospital	4,700	0.7%	9		-	--
City of Tampa	Government	4,364	0.7%	10	4,525	0.8%	8
H. Lee Moffit Cancer Center	Medical facilities	4,187	0.7%	11		-	--
HCA West Florida	Medical facilities	3,500	0.6%	12		-	--
US Postal Service	Postal services	3,284	0.5%	13		-	--
Tampa Electric Company	Electric utility	2,515	0.4%	14	3,543	0.6%	10
Verizon Communications Inc.	Telecommunications		0.0%		7,000	1.2%	5
Total Principal Employers		110,878	17.6%		78,922	13.9%	
Other employers		523,653	82.4%		486,262	86.1%	
Total Hillsborough County employment		634,531	100.0%		565,184	100.0%	

Sources: Hillsborough County City-County Planning Commission
Florida Agency for Workforce Innovation, Labor Statistics
City of Tampa
Tampa Bay Partnership

Table 13

HILLSBOROUGH COUNTY, FLORIDA
Property Tax Millage Rates for Direct and Overlapping Governments
Last Ten Years
(Millage Rates Rounded to Nearest Thousandth)

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Countywide (BOCC):										
BOCC General Revenue	6.926	6.520	5.745	5.744	5.742	5.741	5.739	5.737	5.736	5.734
BOCC Library Service	0.692	0.692	0.608	0.558	0.558	0.558	0.558	0.558	0.588	0.558
Environmentally sensitive lands (voted)	0.084	0.067	0.060	0.060	0.060	0.060	0.060	0.060	0.060	0.060
Total millage	7.702	7.279	6.413	6.362	6.360	6.359	6.358	6.355	6.384	6.352
Maximum millage per statute (a)	10.084	10.067	10.060	10.060	10.060	10.060	10.060	10.060	10.060	10.060
Unincorporated Area (BOCC):										
BOCC Municipal Service Taxing Unit	5.162	4.995	4.376	4.375	4.375	4.375	4.375	4.375	4.375	4.375
Parks and Recreation (voted)	0.036	0.029	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026
Total millage	5.198	5.024	4.402	4.401	4.401	4.401	4.401	4.401	4.401	4.401
Maximum millage per statute (a)	10.036	10.029	10.026	10.026	10.026	10.026	10.026	10.026	10.026	10.026
Countywide (Other):										
Tampa Port Authority	0.260	0.220	0.198	0.195	0.193	0.190	0.190	0.185	0.175	0.165
Southwest Florida Water Management District	0.422	0.422	0.387	0.387	0.387	0.377	0.393	0.393	0.382	0.366
School Board	7.937	7.823	7.523	7.777	7.692	7.592	7.913	7.877	7.690	7.353
Children's Board	0.500	0.500	0.463	0.500	0.500	0.500	0.500	0.500	0.483	0.459
Unincorporated Area (Other)										
Southwest Florida Water Management District (b):										
Alafia River Basin	0.240	0.240	0.216	0.216	0.216	0.216	0.216	0.000	0.000	0.000
Hillsborough River Basin	0.285	0.285	0.255	0.255	0.242	0.242	0.230	0.000	0.000	0.000
NW Hillsborough Basin	0.268	0.268	0.242	0.242	0.000	0.000	0.000	0.000	0.000	0.000
Transit Authority	0.500	0.500	0.450	0.468	0.468	0.468	0.500	0.500	0.500	0.500
Municipalities:										
Tampa	6.539	6.408	5.733	5.733	5.733	5.733	5.733	5.733	5.733	5.733
Temple Terrace	4.910	4.700	4.569	4.569	5.283	5.283	6.150	6.430	6.430	6.305
Plant City	4.700	4.910	4.165	4.165	4.716	4.716	4.716	4.716	4.716	4.716
Total millage for unincorporated area within the Alafia River Basin excluding any special district assessments (for analysis only)	22.759	22.008	20.052	20.306	20.217	20.103	20.471	20.211	20.015	19.596

(a) Section 200.071, Florida Statutes, states that the maximum ad valorem tax millage for either the countywide or unincorporated area (municipal services taxing unit) of the BOCC is set at 10 mills plus any voted levies.

(b) Dependent on its location, property within Tampa may either be in the Alafia, the Hillsborough River, or the NW Hillsborough Watershed Basin.
Plant City property may be in either the Alafia or the Hillsborough River Basin.
During fiscal year 2009, the NW Hillsborough Basin was merged into the Hillsborough River Basin.

Table 14

HILLSBOROUGH COUNTY, FLORIDA
Principal Property Taxpayers
Current year and Nine Years Prior
(amounts in thousands)

		2014			2005		
Taxpayer	**Type of Business**	**Taxes Levied** in thousands	**Rank**	**Percentage of Total Taxes Levied**	**Taxes Levied** in thousands	**Rank**	**Percentage of Total Taxes Levied**
Tampa Electric Company	Electric utility	$ 39,268	1	2.6%	$ 34,257	1	2.4%
Verizon Communications Inc.	Telecommunications	16,861	2	1.1%	22,823	2	1.6%
Hillsborough County Aviation Authority	Airport	10,862	3	0.7%	9,711	3	0.7%
Camden Operating LP	Real estate	5,637	4	0.4%	5,074	6	0.4%
Highwoods/Florida Holding LP	Real estate management	5,183	5	0.3%	6,945	5	0.5%
Post Apartment Homes LP	Real estate	5,028	6	0.3%	4,826	7	0.3%
Westfield	Shopping malls	4,802	7	0.3%	-	-	-
Mosaic Company	Mining, fertilizer minerals	4,795	8	0.3%	7,379	4	0.5%
Wal-Mart	Retail stores	4,350	9	0.3%	4,113	9	0.3%
Liberty Property	Property management	3,887	10	0.3%	-	-	-
Busch Entertainment	Entertainment	-	-	-	2,955	10	0.2%
Glimcher Limited Partnership	Real estate	-	-	-	4,579	8	0.3%
		$ 100,673		6.6%	$ 102,662		7.2%

Source: Hillsborough County Tax Collector

Table 15

TAMPA PORT AUTHORITY
Schedule of Revenue by Activity
Last Ten Fiscal Years
(Unaudited)
(amounts in thousands)

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
PORT USAGE FEES, MAJOR CARGO CATEGORIES										
Bulk Cargo:										
Dockage	$ 3,770	$ 4,077	$ 3,699	$ 3,686	$ 3,470	$ 3,754	$ 3,800	$ 3,705	$ 4,282	$ 4,048
Wharfage	6,247	6,277	6,165	6,079	5,632	6,423	6,157	5,968	6,341	6,261
Subtotal, Bulk Cargo	**$ 10,017**	**$ 10,354**	**$ 9,864**	**$ 9,765**	**$ 9,102**	**$ 10,177**	**$ 9,957**	**$ 9,673**	**$ 10,623**	**$ 10,309**
Bulk Cargo Tonnage	**15,416**	**15,533**	**14,266**	**13,144**	**12,116**	**13,706**	**12,722**	**12,194**	**12,318**	**12,142**
Average Dockage & Wharfage per Ton	**$ 0.65**	**$ 0.67**	**$ 0.69**	**$ 0.74**	**$ 0.75**	**$ 0.74**	**$ 0.78**	**$ 0.79**	**$ 0.86**	**$ 0.85**
General Cargo:										
Dockage	$ 845	$ 1,122	$ 1,072	$ 763	$ 642	$ 559	$ 613	$ 746	$ 769	$ 839
Wharfage	2,116	2,381	2,530	2,581	2,637	1,949	2,232	2,442	2,327	2,378
Subtotal, General Cargo	**$ 2,961**	**$ 3,503**	**$ 3,602**	**$ 3,344**	**$ 3,279**	**$ 2,508**	**$ 2,845**	**$ 3,188**	**$ 3,096**	**$ 3,217**
General Cargo Tonnage	**1,061**	**1,205**	**1,312**	**1,235**	**1,095**	**863**	**968**	**1,162**	**1,068**	**1,918**
Average Dockage & Wharfage per Ton	**$ 2.79**	**$ 2.91**	**$ 2.75**	**$ 2.71**	**$ 2.99**	**$ 2.91**	**$ 2.94**	**$ 2.74**	**$ 2.90**	**$ 1.68**
Cruise:										
Dockage	$ 785	$ 985	$ 792	$ 780	$ 808	$ 784	$ 900	$ 1,057	$ 954	$ 997
Wharfage	4,310	5,119	4,449	4,463	4,669	4,690	5,105	5,698	5,271	6,650
Subtotal, Cruise / Passengers	**$ 5,095**	**$ 6,104**	**$ 5,241**	**$ 5,243**	**$ 5,477**	**$ 5,474**	**$ 6,005**	**$ 6,755**	**$ 6,225**	**$ 7,647**
Passenger Count (a)	**771**	**911**	**781**	**768**	**803**	**807**	**876**	**974**	**854**	**888**
Average Dockage & Wharfage per Passenger	**$ 6.61**	**$ 6.70**	**$ 6.71**	**$ 6.83**	**$ 6.82**	**$ 6.78**	**$ 6.86**	**$ 6.94**	**$ 7.29**	**$ 8.61**
Combined Dockage & Wharfage Major Cargo Category:										
Bulk Cargo	$ 10,017	$ 10,354	$ 9,864	$ 9,765	$ 9,102	$ 10,177	$ 9,957	$ 9,673	$ 10,623	$ 10,309
General Cargo	2,961	3,503	3,602	3,344	3,279	2,508	2,845	3,188	3,096	3,217
Cruise	5,095	6,104	5,241	5,243	5,477	5,474	6,005	6,755	6,225	7,647
Total Combined Dockage & Wharfage Major Cargo	**$ 18,073**	**$ 19,961**	**$ 18,707**	**$ 18,352**	**$ 17,858**	**$ 18,159**	**$ 18,807**	**$ 19,616**	**$ 19,944**	**$ 21,173**

Table 15

TAMPA PORT AUTHORITY
Schedule of Revenue by Activity
Last Ten Fiscal Years
(Unaudited)
(amounts in thousands)

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
OTHER PORT USAGE FEES:										
Dockage, non-cargo related	$ 730	$ 717	$ 673	$ 658	$ 660	$ 967	$ 579	$ 645	$ 488	$ 629
In lieu of Wharfage, (shortfalls, product via rail, truck)	1,028	1,157	859	2,587	2,891	3,723	4,647	4,147	5,535	9,088
Parking and related	4,168	5,569	5,431	4,976	5,892	5,208	5,659	5,896	4,935	4,901
Terminal Operations	1,004	1,670	1,288	1,409	1,361	1,357	1,490	2,268	411	405
Other Usage Fees	372	273	283	352	285	495	212	263	226	233
Total Other Port Usage Fees:	**$ 7,302**	**$ 9,386**	**$ 8,534**	**$ 9,982**	**$ 11,089**	**$ 11,750**	**$ 12,587**	**$ 13,219**	**$ 11,595**	**$ 15,256**
PORT USAGE FEES, TOTAL	**$ 25,375**	**$ 29,347**	**$ 27,241**	**$ 28,334**	**$ 28,947**	**$ 29,909**	**$ 31,394**	**$ 32,835**	**$ 31,539**	**$ 36,429**
LAND & BUILDING LEASES	**$ 8,309**	**$ 8,419**	**$ 8,125**	**$ 9,442**	**$ 9,662**	**$ 9,504**	**$ 9,595**	**$ 9,934**	**$ 11,725**	**$ 11,226**
OTHER OPERATING:										
Tenant Utilities	$ 530	$ 624	$ 582	$ 553	$ 520	$ 532	$ 591	$ 545	$ 476	$ 531
Fingerprinting/Badging	610	798	841	810	624	606	430	275	277	182
Other Port Operating	125	115	112	108	94	76	84	73	72	62
Total Other Operating Revenue	**$ 1,265**	**$ 1,537**	**$ 1,535**	**$ 1,471**	**$ 1,238**	**$ 1,214**	**$ 1,105**	**$ 893**	**$ 825**	**$ 775**
TOTAL OPERATING REVENUE	**$ 34,949**	**$ 39,303**	**$ 36,901**	**$ 39,247**	**$ 39,847**	**$ 40,627**	**$ 42,094**	**$ 43,662**	**$ 44,089**	**$ 48,430**

(a) Source: Tampa Port Authority statistics

Table 16

TAMPA PORT AUTHORITY
Annual Cargo Tonnages and Passenger Count
Last Ten Fiscal Years
(in thousands)

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
DRY BULK CARGO										
Cement, Bulk	790	998	666	345	115	99	87	85	182	99
Citrus Pellets	102	125	138	138	103	94	96	71	86	43
Coal	220	168	216	0	0	0	0	0	0	0
Granite Rock, Bulk	653	588	604	977	1,204	968	1,014	854	734	653
Limestone	1,728	1,708	1,676	1,136	542	816	575	887	1,415	1,838
Phosphatic Chemical, Bulk	1,161	1,253	1,103	1,108	1,349	1,230	1,280	1,375	1,227	1,318
Other Dry Bulk	217	341	157	147	198	243	221	160	119	194
TOTAL DRY BULK CARGO:	**4,871**	**5,181**	**4,560**	**3,851**	**3,511**	**3,450**	**3,273**	**3,432**	**3,763**	**4,145**
LIQUID BULK CARGO										
Ammonia, Anhydrous	671	477	402	434	410	502	589	444	551	441
Concentrate, Citrus Bulk	49	57	65	77	52	67	47	85	179	88
Petroleum Products	7,753	7,609	7,720	7,145	6,959	8,093	7,649	7,150	6,794	6,496
Sulphur, Liquid	1,802	2,025	1,329	1,321	922	1,244	1,008	929	888	885
Sulphuric Acid	201	111	108	219	179	271	96	88	53	12
Other Liquid Bulk	69	73	82	97	83	79	60	66	90	75
TOTAL LIQUID BULK CARGO:	**10,545**	**10,352**	**9,706**	**9,293**	**8,605**	**10,256**	**9,449**	**8,762**	**8,555**	**7,997**
TOTAL BULK CARGO:	**15,416**	**15,533**	**14,266**	**13,144**	**12,116**	**13,706**	**12,722**	**12,194**	**12,318**	**12,142**
GENERAL CARGO										
Containerized	131	149	297	364	397	304	311	342	363	415
Forest Products	50	62	3	8	1	0	0	0	0	0
General Cargo	10	7	19	34	24	10	3	18	16	12
Reefer Cargo	42	39	17	35	32	0	0	0	0	0
Scrap Metal	393	419	577	594	535	495	562	642	476	353
Steel Products	380	463	338	154	85	37	80	151	204	245
Vehicles (in tons)	55	66	61	46	21	17	12	9	9	5
TOTAL GENERAL CARGO:	**1,061**	**1,205**	**1,312**	**1,235**	**1,095**	**863**	**968**	**1,162**	**1,068**	**1,030**
TOTAL BULK AND GENERAL:	**16,477**	**16,738**	**15,578**	**14,379**	**13,211**	**14,569**	**13,690**	**13,356**	**13,386**	**13,172**
TOTAL TEUs (actual, includes empties)	26,646	23,167	39,435	43,892	48,788	44,000	39,632	39,882	42,198	47,265
TOTAL CRUISE PASSENGERS	**771**	**911**	**781**	**768**	**803**	**807**	**876**	**974**	**854**	**888**
TOTAL # OF SAILINGS (Actual)	**192**	**219**	**193**	**178**	**185**	**187**	**199**	**213**	**187**	**198**

Represents tonnage handled through Tampa Port Authority facilities; private facility tonnage is excluded.
Source: Tampa Port Authority statistics

Table 17

TAMPA PORT AUTHORITY
Capital Assets
Last Ten Fiscal Years

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
CHANNEL WIDTH (feet)										
East Bay Channel	400	400	400	400	400	400	400	400	400	400
Ybor Channel	400	400	400	400	400	400	400	400	400	400
Port Sutton Channel	200	200	200	200	200	200	200	200	200	200
Garrison Channel	300	300	300	300	300	300	300	300	300	300
Seddon Channel	200	200	200	200	200	200	200	200	200	200
Hillsborough Bay Channel Cut D	400	400	400	400	400	400	400	400	400	400
Port Sutton Entrance Channel	200	200	200	200	200	200	200	200	200	200
Big Bend Channel E/W (Port Redwing)	200	200	200	200	200	200	200	200	200	200
CHANNEL DEPTH (feet)										
Sparkman Channel (a)	34/41	34/41	34/41	34/41	34/41	34/41	34/41	34/41	34/41	34/41
Eastbay Channel (a)	34/41	34/41	34/41	34/41	34/41	34/41	34/41	34/41	34/41	34/41
Ybor Channel	34	34	34	34	34	34	34	34	34	34
Port Sutton Channel	34	34	34	34	34	34	34	34	34	34
Garrison Channel (not maintained)	<34	<34	<34	<34	<34	<34	<34	<34	<34	<34
Seddon Channel (not maintained)	<34	<34	<34	<34	<34	<34	<34	<34	<34	<34
Hillsborough Bay Channel Cut D	41	41	41	41	41	41	41	41	41	41
Port Sutton Entrance Channel	43	43	43	43	43	43	43	43	43	43
Big Bend Channel E/W (Port Redwing)	34	34	34	34	34	34	34	34	34	34
BERTHING SPACE										
Wharf (linear feet)	10,375	11,855	11,855	11,855	12,855	16,655	17,235	17,235	18,435	18,435
Number of Berths	59	59	59	59	60	64	67	67	72	72
TOTAL LAND (acres)	2,551	2,551	2,454	2,454	2,454	2,485	2,485	2,595	2,595	2,620
Port Owned/Usable - Estimated	1,574	1,574	1,477	1,477	1,477	1,508	1,508	1,618	1,618	1,618
Port Owned/Spoil Islands - Estimated	977	977	977	977	977	977	977	977	977	1,002
Leased - Estimated	1,325	1,300	1,290	1,290	1,285	1,285	1,285	1,310	1,287	1,305
HARD SURFACED OPEN STORAGE (acres)	83	83	83	83	83	83	83	83	83	83
COVERED STORAGE (sq. ft.)	471,000	506,000*	506,000	506,000	506,000	506,000	506,000	506,000	506,000	506,000
REFRIGERATED STORAGE (sq. ft.)	114,000	114,000	118,267	118,267	0	0	0	0	0	0
CRUISE TERMINAL SPACE (sq ft.)	236,000	201,000*	201,000	201,000	201,000	201,000	232,500	232,500	232,500	232,500
RAILROAD TRACK (miles)(Port Owned)	7	7	7	7	7	7	2.5	2.5	4.5	4.5

(a) Normal channel depth is listed first followed by turning basin depth
* Cruise terminal 7 was converted to warehouse space in 2006

Source: Tampa Port Authority Engineering Department

Table 18

TAMPA PORT AUTHORITY
Staffing By Division/Department*
Last Ten Years

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
EXECUTIVE										
Chief Executive Officer	2	3	3	3	3	3	3	3	4	4
Public Affairs	2	3	2	1	1	1	1	1	1	1
	4	6	5	4	4	4	4	4	5	5
CHIEF COMMERCIAL OFFICER										
Chief Commercial Officer	0	0	0	0	0	0	0	0	2	2
Real Estate	4	4	5	5	5	5	5	5	6	6
Parking Operations	0	0	0	0	0	0	0	0	2	2
Planning & Economic Development	1	1	1	1	1	1	1	1	1	2
Marketing & Business Development	2	2	2	2	3	3	3	3	4	4
Cargo & Cruise Marketing	3	3	3	3	1	1	1	1	1	1
Trade Development	1	1	1	1	1	1	1	1	1	1
Branding & Regional Alliance	0	0	0	0	0	0	0	0	2	2
Operations	14	15	14	18	17	16	17	16	16	15
Cruise Operations	2	2	2	2	2	2	3	3	3	3
Engineering	13	14	15	16	16	16	17	17	16	17
Facilities Management	17	15	17	17	18	17	18	19	18	17
Security	28	28	28	30	28	29	28	26	26	26
	85	85	88	95	92	91	94	92	98	98
CHIEF LEGAL OFFICER										
Port Counsel	3	4	4	4	5	4	4	4	4	4
Environmental Affairs	4	4	2	4	3	3	3	3	3	3
Human Resources	5	5	5	4	4	4	3	3	4	4
Procurement	0	0	0	0	0	2	2	3	3	2
Communications & Board Coordination	3	3	2	2	2	2	2	2	2	2
	15	16	13	14	14	15	14	15	16	15
CHIEF FINANCIAL OFFICER										
Chief Financial Officer	5	5	3	2	2	2	2	2	2	3
Finance	8	8	8	7	7	7	8	10	9	9
Chief Information Officer	3	3	3	3	2	2	3	3	5	5
	16	16	14	12	11	11	13	15	16	17
Total Positions	120	123	120	125	121	121	125	126	135	135

* Historical data has been reclassified to reflect current organizational structure and titles for comparative purposes

Source: Tampa Port Authority Human Resources Department

Table 19

TAMPA PORT AUTHORITY
Cruise Statistics
Last Ten Fiscal Years
(Unaudited)

Fiscal Year	Passenger Count (a)	Cruise Operating Revenue (b)	Average Revenue per Passenger	Total Operating Revenue	Percent of Cruise Operating to Total Operating
2005	771,227	$ 7,929,271	$ 10.28	$ 34,948,669	22.7%
2006	910,633	$ 9,980,840	$ 10.96	$ 39,307,522	25.4%
2007	781,861	$ 8,898,562	$ 11.38	$ 36,914,859	24.1%
2008	767,760	$ 8,671,080	$ 11.29	$ 39,247,140	22.1%
2009	802,937	$ 9,397,927	$ 11.70	$ 39,846,811	23.6%
2010	807,082	$ 9,422,843	$ 11.68	$ 40,627,597	23.2%
2011	875,611	$ 9,943,952	$ 11.36	$ 42,093,061	23.6%
2012	974,259	$ 10,895,959	$ 11.18	$ 43,661,747	25.0%
2013	854,260	$ 9,519,536	$ 11.14	$ 44,089,762	21.6%
2014	888,343	$ 11,534,517	$ 12.98	$ 48,430,302	23.8%

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(a) Passenger count includes passengers disembarking, embarking, and in transit from cruise ships.

(b) Cruise revenue includes dockage, wharfage, water, parking, and miscellaneous terminal revenue.

Source: Tampa Port Authority statistics

Table 20

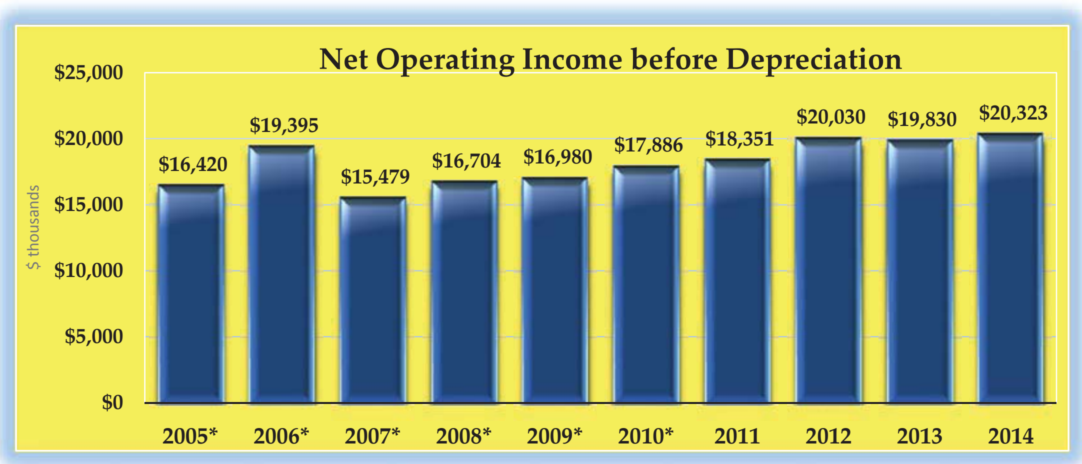
TAMPA PORT AUTHORITY
Insurance Coverage
as of September 30, 2014
(Unaudited)

Workers' Compensation & Employers' Liability		
Workers' Compensation Limit		Statutory
Employers' Liability Level Limit		$ 1,000,000
General Liability		
Primary Liability including Protection & Indemnity		$ 5,000,000
Garage keepers		$ 1,000,000
Maritime Employers Liability		$ 1,000,000
Public Officials including Employment Practices		$ 5,000,000
Umbrella Liability (over Primary Liability & Primary Auto)		$ 45,000,000
Primary Automobile		
Liability		$ 1,000,000
Personal Injury (PIP)		Statutory
Employee Crime		
Public Employees Dishonesty/Faithful Performance		$ 1,000,000
Forgery or Alteration		$ 1,000,000
Computer Fraud		$ 1,000,000
Funds Transfer Fraud		$ 1,000,000
Theft of Money & Securities		$ 500,000
Fire & Allied Property		
Total Buildings and Allied		$ 241,070,133
Sublimits:	Amount	
Buildings	$ 138,358,170	
Berths	$ 90,489,700	
Inland Marine (Scheduled Equipment)	$ 722,139	
Business Income	$ 10,000,000	
Computer Related & Video/Radio Equipment	$ 1,500,124	
National Flood		
Buildings		$ 6,500,000
Contents		$ 934,500
Gasoline Storage Tank Liability		$ 2,000,000
Corporate Foreign Travel/Accident, Etc.		$ 1,000,000
Site Pollution Policy (Ethanol Facility)		$ 10,000,000
Site Pollution Policy (Petroleum Facility)		$ 10,000,000
Cyber Liability		$ 1,000,000
Hull/Machinery (Small boats)		$ 1,000,000
Vessel Owners Water Pollution		$ 1,000,000

Source: Tampa Port Authority Finance Department

Table 21

TAMPA PORT AUTHORITY
Financial Highlights
Last Ten Years
(Unaudited)
(amounts in thousands)



* Not restated per GASB 65, see Note 17 fiscal year 2014 audited financial statement

Table 22

Tampa Port Authority
Port of Tampa Tonnage Distribution
Last Ten Fiscal Years
(Unaudited)
(in thousands)

Fiscal Year	Phosphate	Petroleum	Coal	Sulphur	All Other	Total
2005	12,251	19,269	4,812	3,856	10,028	50,216
2006	9,610	19,742	4,922	3,659	10,256	48,189
2007	8,415	19,473	4,659	3,256	9,491	45,294
2008	8,445	18,008	3,971	3,356	8,833	42,613
2009	7,812	16,766	4,310	2,547	6,375	37,810
2010	8,437	16,220	2,693	3,072	6,534	36,956
2011	6,637	15,438	2,391	3,282	6,515	34,263
2012	6,801	15,536	2,113	3,097	6,361	33,908
2013	7,225	15,547	2,237	3,002	6,899	34,910
2014	7,826	15,799	2,725	3,880	11,313	41,543

Reported in short tons.

Represents total cargo handled at the Port of Tampa which includes TPA - owned and privately - owned terminals.

This information is provided to meet Continuing Disclosure' as required under SEC Fuel 15c2-12.

Table 23

Tampa Port Authority
Port Usage Fees
Last Ten Fiscal Years
(Unaudited)
(in thousands)

Fiscal Year	Dockage	Wharfage (a)	Passenger Terminal Income	Other Port Usage Fees	Total
2005	$ 6,130	$ 13,701	$ 4,168	$ 1,376	$ 25,375
2006	$ 6,901	$ 14,939	$ 5,569	$ 1,943	$ 29,352
2007	$ 6,236	$ 14,018	$ 5,431	$ 1,571	$ 27,256
2008	$ 5,887	$ 15,710	$ 4,976	$ 1,761	$ 28,334
2009	$ 5,580	$ 15,829	$ 5,892	$ 1,646	$ 28,947
2010	$ 6,064	$ 17,080	$ 5,208	$ 1,557	$ 29,909
2011	$ 5,892	$ 18,141	$ 5,659	$ 1,702	$ 31,394
2012	$ 6,153	$ 18,262	$ 5,896	$ 2,524	$ 32,835
2013	$ 6,493	$ 19,474	$ 4,935	$ 637	$ 31,539
2014	$ 6,476	$ 24,414	$ 4,901	$ 638	$ 36,429

(a) Includes wharfage, amounts in lieu of wharfage, and product through facilities via truck, rail, and pipeline.

This information is provided to meet 'Continuing Disclosure' as required under SEC Rule 15c2-12.

Table 24

TAMPA PORT AUTHORITY
Summary of Leases of Principal Tenants
as of September 30, 2014
(Unaudited)

Tenant	Initial Date of Lease	Initial term	No. of Renewal Options	Option Term	Minimum Annual Revenue	Total Revenue Received (a)
Amalie Oil Company	07/01/1997	25	1	10	$ 243,406	$ 350,158
American Victory Ship Memorial Museum	04/18/2000	4	4	4	13,110	13,110
Anova Food LLC	03/18/2008	3	2	1	15,793	15,793
Batson-Cook Co	08/01/2012	5.5 yrs	1	5	102,806	102,806
Bronco Transport, Inc.	12/01/2011	1	0	0	25,319	25,319
Cargill Grain (c)	05/01/1973	20	3	20	87,800	195,267
Cargill, Inc. (salt facility) (c)	07/01/1999	20	2	10	428,893	562,862
Carnival Cruise Lines (c)	06/18/2013	2.5	2	1	3,592,633	7,962,224
Carolco Industries Services	01/01/2008	4	3	1	65,504	65,504
Cemex Construction Materials (b), (c)	11/01/2007	40	2	20	2,562,112	2,621,964
Cemex of Louisiana (b), (c)	12/12/2001	5.5 yrs	4	5	292,820	305,389
Cemex, Inc. (berth 31) (b), (c)	07/01/1996	2.9 yrs	3	5	275,207	275,207
Central Florida Pipeline (b)	03/28/1995	20	2	10	51,055	51,055
Central Florida Pipeline (b) (c)	10/01/1998	5	3	5	2,094,873	5,866,369
CBP Development LLC (fka Channelside Bay Mall LLC)	04/23/1997	39.7 yrs	8	5	530,890	1,933,675
Destination Tampa Bay	10/01/2008	1	4	1	15,451	15,451
Diversified Marine	07/01/2009	11	1	5	115,644	119,367
Ecoventure New Port Marina #1	05/19/2005	5	4	5	52,935	52,935
Ecoventure New Port Marina #2	11/01/2005	5	4	5	38,083	38,083
Florida Rock & Tank Lines, Inc.	10/01/2012	1	0	0	12,298	12,298
Gaetano Cacciatore, Inc. (c)	12/01/2005	25	8	5	974,055	974,055
Gladiator LLP (Titan) (c)	10/01/2006	20	4	5	104,613	104,613
Gulf Marine Repair (berth 250/253) (b)	09/01/2006	10	3	10	383,154	383,154
Gulf Marine Repair (berth 251/252) (b)	11/01/2008	4	3	5	900,734	953,062
Gulf Sulphur Services (c)	01/01/2000	5	2/3	5/3	313,849	297,346
Halcrow, Inc.	02/12/2011	7	2	3	263,144	263,144
HCP Associates, Inc.	11/01/2008	5.3 yrs	1	3	58,731	58,731
International Ship Repair (berth 200/206)	02/01/1997	2	2/1/1	2/3/10	77,239	77,239
International Ship Repair (Metroport)	10/01/2009	5	5	5	272,723	272,723
Kinder Morgan Bulk Terminals	12/23/2002	20	4	10	91,733	91,733
Kloeckner Metal Corp	08/01/2011	3	1	5	238,586	238,586
Lands End Marina	04/01/1997	5	2	5	13,996	13,996
Lehigh Portland Cement (c)	09/01/2000	10	2	5	143,876	143,876
Marine Towing of Tampa	01/01/2006	10	3	5	25,295	25,295
Maritrns Operating Company, LP	01/01/1980	25	3	10	51,804	51,804
Martin Marietta Materials, Inc. (c)	06/01/2010	10	4	5	793,454	1,093,963
Martin Operating (c)	12/16/2006	10	2	5	399,968	563,358
Mosaic Crop Nutrition LLC (fertilizer facility) (b), (c)	06/01/1972	10	4	10	89,886	821,902
Murphy Oil USA, Inc. (c)	09/01/2007	20	2	10	554,484	780,194
Nexlube	06/06/2012	20	2	5	266,833	266,833
OneSteel Recycling (c)	05/15/2007	10	2	10	419,126	686,983
Online Transport Intel, LLC	02/01/2012	2	2	1	54,000	55,333
Pasco Terminals (c)	11/01/2000	10	2	5	206,805	211,252
Peninsula Property Holdings VIII, LLC	12/16/2010	5	4	5	12,448	12,448
Ports America (c)	05/30/2006	40	0	0	551,538	1,684,507
Riverside Golf Community LLC	03/01/2005	5	5	5	10,079	10,079
Sea-3 of Florida, Inc. (c)	01/01/1999	22	3	10	526,400	551,774
Seabulk Towing, Inc.	05/01/1998	15	0	0	45,000	46,756
Starship Cruise Lines (c)	01/01/2006	10	2	10	59,036	67,392
Sulphuric Acid Trading (SATCO) (c)	11/01/1979	25	1/1	15/5	265,670	265,670

Table 24

TAMPA PORT AUTHORITY
Summary of Leases of Principal Tenants
as of September 30, 2014
(Unaudited)

Tenant	Initial Date of Lease	Initial term	No. of Renewal Options	Option Term	Minimum Annual Revenue	Total Revenue Received (a)
Superior Seafoods, Inc.	10/01/2012	1	0	0	35,552	36,923
Tampa Bay International Terminals	12/01/2011	4	0	0	36,000	36,000
Tampa Juice Service	04/05/1995	20	2	10	57,016	226,372
Tampa Port Services (ammonia terminal) (b), (c)	04/01/1993	6.5 yrs	3	10	83,240	458,398
Tampa Ship LLC	03/01/2007	5	2	15	1,006,069	1,006,069
Tarmac America Titan (c)	01/01/2002	20	3	10	1,708,766	1,244,333
TC Port Ybor LLC	04/09/2004	40	4	10	65,534	65,534
Trademark Metals (c)	12/01/1999	10	2	5	353,826	553,756
Transflo Terminal Services, Inc.	11/01/2012	5	3	5	327,706	2,284,714
Transmontaigne (c)	09/01/2007	20	2	10	911,076	2,171,927
University of South Florida	06/01/2010	5	1	5	105,259	105,259
Vastec, Inc.	10/01/2011	7	2	2	58,826	58,826
Versaggi Shrimp Company	10/01/2012	1	0	0	17,776	19,352
Vulcan Materials (c)	07/01/1991	1	4/3	1/5	1,105,004	1,105,004
WCI Communities, Inc.	05/03/2005	5	7	5	84,529	84,529
Yara North America (L100)	10/01/2007	20	2	10	21,720	21,720
Yara North America (L258) (c)	05/01/2005	10	0	0	119,460	140,368
					$ 24,882,250	$ 41,271,721

(a) This table excludes tenants with lease revenue less than $10,000 per year.
(b) 2014 Revenues reported on Table 7 of this *Comprehensive Annual Financial Report* are inclusive of multiple leases for these customers.
(c) These customers' leases/agreements include minimum annual revenue guarantees.

This information is provided to meet 'Continuing Disclosure' as required under SEC Rule 15c2-12 in accordance with Tampa Port Authority Revenue bond resolution.

PORT
TAMPA BAY™

PORT TAMPA BAY

COMPLIANCE SECTION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P1-2
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Compliance Section

This section includes compliance reports and the Schedule of Expenditures of Federal and State Financial Assistance.

Cherry Bekaert LLP
CPAs & Advisors

Report of Independent Auditor on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*

Board of Commissioners
Tampa Port Authority
Tampa, Florida

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the business-type activities and the discretely presented component unit of the Tampa Port Authority (the "Port Authority"), as of and for the year ended September 30, 2014, and the related notes to the financial statements, which collectively comprise the Port Authority's basic financial statements, and have issued our report thereon dated March 27, 2015.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Port Authority's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Port Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Port Authority's internal control.

Our consideration of internal control was for the limited purpose described in the preceding paragraph and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that were not identified. However, as described in the accompanying schedule of findings and questioned costs, we identified a certain deficiency in internal control that we consider to be a material weakness.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A *material weakness* is a deficiency, or combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance. We consider the deficiency, 2014-001, described in the accompanying schedule of findings and questioned costs to be a material weakness.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Port Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards.*

The Port Authority's Response to Finding

The Port Authority's response to the finding identified in our audit is described in the accompanying schedule of findings and questioned costs. The Port Authority's response was not subjected to the auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on it.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Cherry Bekaert LLP

Tampa, Florida
March 27, 2015

Cherry Bekaert LLP
CPAs & Advisors

Report of Independent Auditor on Compliance for Each Major Federal Program and State Financial Assistance Project and on Internal Control Over Compliance Required by OMB Circular A-133 and Chapter 10.550, Rules of the Auditor General

To the Board of Commissioners of
Tampa Port Authority
Tampa, Florida

Report on Compliance for Each Major Federal Program and State Financial Assistance Project

We have audited the Tampa Port Authority's (the "Port Authority") compliance with the types of compliance requirements described in the U.S. Office of Management and Budget (OMB) *Circular A-133 Compliance Supplement* and the requirements described in the Florida Department of Financial Services, *State Projects Compliance Supplement* that could have a direct and material effect on each of the Port Authority's major federal programs and state financial assistance projects for the year ended September 30, 2014. The Port Authority's major federal programs and state financial assistance projects are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with the requirements of laws, regulations, contracts, and grants applicable to its federal programs and state financial assistance projects.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of the Port Authority's major federal programs and state financial assistance projects based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; OMB Circular A-133, *Audits of States*, *Local Governments, and Non-Profit Organizations*; and Chapter 10.550, Rules of the Auditor General. Those standards, OMB Circular A-133 and Chapter 10.550, Rules of the Auditor General require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program or state financial assistance projects occurred. An audit includes examining, on a test basis, evidence about the Port Authority's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major federal program and state financial assistance project. However, our audit does not provide a legal determination of the Port Authority's compliance.

Opinion on Each Major Federal Program and State Financial Assistance Project

In our opinion, the Port Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on its major federal award programs and state financial assistance projects for the year ended September 30, 2014.

Report on Internal Control over Compliance

Management of the Port Authority is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Port Authority's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program and state financial assistance project to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and state financial assistance project and to test and report on internal control over compliance in accordance with OMB Circular A-133 and Chapter 10.550, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Port Authority's internal control over compliance.

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program or state financial assistance project on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program or state financial assistance project will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program or state financial assistance project that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of OMB Circular A-133 and Chapter 10.550. Accordingly, this report is not suitable for any other purpose.

Cherry Bekaert LLP

Tampa, Florida
March 27, 2015

TAMPA PORT AUTHORITY

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS AND STATE FINANCIAL ASSISTANCE

FOR THE YEAR ENDED SEPTEMBER 30, 2014

Grantor and Program Title	CFDA/CFSA Number	Grant Number	Award Amount	Due From Other Governments October 1, 2013	Receipts	Expenditures	Due From Other Governments September 30, 2014
Federal Agency:							
Department of Homeland Security							
Port Security Grant Program	97.056	EMW-2012-PU-00504-S01	$ 814,988	$ -	$ 783,645	$ 783,645	$ -
		EMW-2013-PU-00061-S01	792,645	-	119,220	144,345	25,125
Passed through Manatee County Port Authority							
Port Security Grant Program	97.056	EMW-2011-PU-K00277	1,168,000	-	1,024,866	1,167,694	142,828
Total Federal expenditures			2,775,633	-	1,927,731	2,095,684	167,953
State Agency:							
Florida Department of Transportation							
Intermodal Development Program	55.014						
Infrastructure Improvements		41274619401	22,561,713	661,449	1,848,788	2,183,775	996,436
Infrastructure Improvements		42250019401	12,030,326	251,530	457,651	1,105,520	899,399
Infrastructure Improvements		42282619401	21,255,519	3,630,154	8,221,120	7,211,120	2,620,154
Infrastructure Improvements		43332019401	2,516,669	-	-	128,463	128,463
Infrastructure Improvements		43488419401	750,000	-	-	31,100	31,100
Total Intermodal Development Program			59,114,227	4,543,133	10,527,559	10,659,978	4,675,552
Seaport Investment Program Bond Fund	55.034						
Transportation Systems Development		43332119401	7,500,000	-	-	94,419	94,419
Transportation Systems Development		43338719401	9,185,937	-	-	395,966	395,966
Transportation Systems Development		43338819401	6,000,000	-	-	671,514	671,514
Total Seaport Investment Program Bond Fund			22,685,937	-	-	1,161,899	1,161,899
Total state financial assistance			81,800,164	4,543,133	10,527,559	11,821,877	5,837,451
Total Federal expenditures and state financial assistance			$ 84,575,797	$ 4,543,133	$ 12,455,290	$ 13,917,561	$ 6,005,404

See notes to schedule of expenditures of federal awards and state financial assistance.

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Note 1 – Basis of presentation

The accompanying Schedule of Expenditures of Federal Awards and State Financial Assistance includes the federal and state grant activity of the Port Authority and is presented on the accrual basis of accounting. The information in this schedule is presented in accordance with the requirements of U.S. Office of Management and Budget Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations,* and Chapter 10.550, Rules of the Auditor General. Therefore, some amounts presented in this schedule may differ from amounts presented in, or used in the preparation of the basic financial statements.

Note 2 – Contingencies

These federal and state programs are subject to financial and compliance audits by grantor agencies, which, if instances of material noncompliance are found, may result in disallowed expenditures, and affect the Port Authority's continued participation in specific programs. The amount of expenditures which may be disallowed by the grantor agencies cannot be determined at this time, although the Port Authority expects such amounts, if any, to be immaterial.

TAMPA PORT AUTHORITY

SCHEDULE OF FINDINGS AND QUESTIONED COSTS – FEDERAL AWARDS PROGRAMS AND STATE FINANCIAL ASSISTANCE PROJECTS

FOR THE YEAR ENDED SEPTEMBER 30, 2014

Part I - Summary of Auditor's Results

Financial Statement Section

Type of auditor's report issued:	Unmodified	
Internal control over financial reporting:		
Material weakness(es) identified?	x yes	____ no
Significant deficiency(ies) identified?	____ yes	x no
Noncompliance material to financial statements noted?	____ yes	x no

Federal Awards and State Financial Assistance Section

Internal control over major programs:		
Material weakness(es) identified?	____ yes	x no
Significant deficiency(ies) identified?	____ yes	x no
Type of auditor's report issued on compliance for major programs:	Unmodified	
Any audit findings disclosed that are required to be reported in accordance with section 510(a) of OMB Circular A-133 or Chapter 10.550?	____ yes	x no

Identification of the Major Federal Programs:

CFDA Number	Name of Federal Program
97.056	Port Security Grant Program

Identification of the Major State Projects:

CSFA Number	Name of State Project
55.014	Intermodal Development Program
55.034	Seaport Investment Program Bond Fund

Dollar threshold used to distinguish between type A and type B programs

Federal	$ 300,000
State	$ 354,656

Auditee qualified as low-risk auditee	____ yes	x no

Part II – Schedule of Financial Statement Findings

This section identifies the significant deficiencies, material weaknesses, fraud, illegal acts, violations of provisions of contracts and agreements, and abuse related to the financial statements that are required to be reported in accordance with *Government Auditing Standards*.

Finding 2014-001 Material Weakness in Internal Control over Financial Reporting Process

***Criteria*:** The Port Authority is responsible for establishing and maintaining internal controls over financial reporting.

***Condition*:** The Port Authority's general ledger closing process focuses on the requirements of internal reporting and does not ensure that all accounts are properly reconciled to sub ledgers, manual journal entries required for accurate financial reporting are prepared and reviewed, and significant estimates are reviewed and updated as appropriate in a timely manner.

***Effect*:** Numerous journal entries were presented to us subsequent to the start of our audit work in order to present the financial statements in accordance with accounting principles generally accepted in the United States of America ("GAAP"). There were also several journal entries identified by the audit that were presented to management for posting to the general ledger. Not posting a closing entry could result in financial statements that are not in accordance with GAAP. The following significant entries were provided subsequent to the receipt of the trial balance:

- To record interest expense - $150 thousand
- To adjust defeasance on bonds - $103 thousand
- To adjust the SWAP liability - $6.6 million
- To transfer capital outlay to capital assets - $33.8 million
- To adjust cash balances and transfers - $616 thousand
- To reverse duplicate entries associated with depreciation - $67.4 million
- To record depreciation - $66.2 million
- To properly state accrued expenses - $168 thousand
- To adjust bonds at year end - $2.4 million
- To record interest receivable - $305 thousand
- To accrue expenses as of year-end - $95 thousand
- To transfer CIP into capital asset accounts - $70.8 million
- To record annual dredging activity - $6.4 million
- To adjust dredging amortization - $2.8 million
- To properly capitalize interest - $4.0 million

***Cause*:** The Port Authority does not have a formal general ledger closing process that ensures compliance with GAAP. Also, the Port Authority does not reconcile accounts on a monthly or quarterly basis to ensure errors are identified timely. The Port Authority does not have a comprehensive review process over journal entries, reconciliations or schedules. As a result, errors are not identified until the audit process begins.

Recommendations: We recommend that the Port Authority enhance its formal general ledger closing process to ensure that all accounts are properly reconciled to sub ledgers, manual journal entries required for accurate financial reporting are prepared and reviewed, and significant estimates are reviewed and updated as appropriate and in a timely manner. Upon completion of the formal written closing process, subsequent revisions should be subject to formal approval procedures. Having the general ledger process sufficiently documented should enable any employees to perform the process in the event of employee turnover. We also recommend that the Port Authority reconcile account balances on a timely basis, and review reconciliations and recorded transactions on a timely basis.

Management's Response (Planned Corrective Action): Management understands and is cognizant of the above finding. Finance staff does perform account reconciliations throughout the fiscal year. We have identified and implemented some processes that can be streamlined and therefore allow for more timely reconciliations. We have also increased the frequency of reconciliations required for some accounts in order to reduce the possibility of errors at year end. However, management wishes to emphasize that while the timeliness of the account reconciliation could be somewhat improved, accounts were in fact properly reconciled to sub ledgers and manual journal entries required to bring these accounts in balance were identified and made by Finance staff, with the exception of the four (4) auditor identified entries resulting in an overall decrease in net position of approximately $9,000. It is also important to note that the majority of these entries noted by the auditors were intra□balance sheet entries, i.e. transferring assets from construction in progress to fixed assets or transferring a wire transfer that had not cleared the bank as of September 30, 2014 from cash back to accrued payables. The end result is that management believes that the summary financial statement prepared each month and presented to the Port Authority Board of Commissioners is accurate. In fact, a comparison of the audited Statement of Changes in Net Position as of September 30, 2014 to the unaudited Income Statement as of September 30, 2014 presented to the Port Authority Board will show a decrease in Operating Income before Depreciation of only $457,000 (2.2% variance) and an increase in Net Income of $2.6 million, $1.3 million of which resulted from increased grant revenue recognized on pay applications received and processed after the cut-off date for the financial statements presented to the Port Authority Board.

Part III – Federal Award Findings and Questioned Costs

This section identifies the significant deficiencies, material weaknesses, and material instances of noncompliance, including questioned costs, as well as any material abuse findings, related to the audit of major federal programs, as required to be reported by Section 510(a) of OMB Circular A-133.

There were no findings required to be reported by Section 510(a) of OMB Circular A-133.

Part IV – State Project Findings and Questioned Costs

This section identifies the significant deficiencies, material weaknesses, and material instances of noncompliance, including questioned costs, as well as any material abuse findings, related to the audit of major state projects, as required to be reported by Chapter 10.550, Rules of the Auditor General.

There were no findings required to be reported by Chapter 10.550, Rules of the Auditor General.

Finding 2013-01 Material Weakness in Internal Control over Compliance and Material Noncompliance
DEPARTMENT OF HOMELAND SECURITY
Port Security Grant Program – CFDA No. 97.056; Grant No. 2010-PU-TO-K044;
Grant period—Year ended September 30, 2013

Finding: During fiscal year 2013, the Port Authority did not maintain adequate controls over compliance with the Davis-Bacon Act. The Port Authority did not obtain certified payrolls from the contractors/subcontractors to support the compliance with the Davis Bacon Act.

Status/Corrective Action: The Port Authority enhanced its internal controls over compliance with the Davis Bacon Act by requiring the certified payroll documentation to be attached to all applicable pay applications from contractors and subcontractors. The Accounts Payable Supervisor must review this documentation as part of the invoice approval process prior to releasing payment to the vendor. Pay applications subject to the Davis Bacon Act which are not in compliance for any reason will be returned to the vendor and Engineering will be notified. Documentation will be maintained in the appropriate grant file.

Finding 2013-02 Significant Deficiency in Internal Control over Compliance
Preparation of the Schedule of Expenditures of Federal Awards and State Financial Assistance ("SEFA")

Finding: During fiscal year 2013, the Port Authority did not maintain adequate controls over preparation of the SEFA. In relation to the SEFA we noted the following: 1) the SEFA was not reconciled to the expenditures per the general ledger resulting in understatement of expenditures per SEFA by approx. $635,000; 2) $150,000 of expenditures for the Port Security Grant Program, CFDA No. 97.056, Grant No. 2010-PU-TO-K044, were recorded on the SEFA in FY 2013, but should have been included on the SEFA in FY 2012; 3) the funds expended for the Port Security Grant Program, CFDA No. 97.056, Grant No. 2009-PU-T9-K033, as passed through to sub-recipients were not recorded by Port Authority.

Status/Corrective Action: The Port Authority enhanced its internal controls over preparation of the SEFA by requiring grant expenditures, both federal and state, to be reconciled to the general ledger at least quarterly. The Accounts Payable Supervisor and the General Ledger Accountant research and resolve any discrepancies. The Finance Manager reviews all grant reimbursement requests prior to presentation to senior management for signature. Pass through grants must be recorded as both expenditures and as revenue.

Cherry Bekaert LLP
CPAs & Advisors

Independent Auditor's Management Letter

To the Board of Commissioners of
Tampa Port Authority
Tampa, Florida

Report on the Financial Statements

We have audited the financial statements of the Tampa Port Authority (the "Port Authority"), as of and for the year ended September 30, 2014, and have issued our report thereon, dated March 27, 2015.

Auditor's Responsibility

We conducted our audit in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*; and Chapter 10.550, Rules of the Auditor General.

Other Reports and Schedule

We have issued our Report of Independent Auditor on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of the Financial Statements Performed in Accordance with *Government Auditing Standards*; Report of Independent Auditor on Compliance for Each Major Federal Program and State Finance Assistance Project and on Internal Control Over Compliance Required by OMB Circular A-133 and Chapter 10.550, Rules of the Auditor General; Schedule of Findings and Questioned Costs; and Report of Independent Accountant on Compliance with Local Government Investment Policies, regarding compliance requirements in accordance with Chapter 10.550, Rules of the Auditor General. Disclosures in those reports and schedule, which are dated March 27, 2015, should be considered in conjunction with this management letter.

Prior Audit Findings

Section 10.554(1)(i)1., Rules of the Auditor General, requires that we determine whether or not corrective actions have been taken to address findings and recommendations made in the preceding annual financial audit report. Corrective actions have been taken to address findings and recommendations made in the preceding annual financial audit report.

Official Title and Legal Authority

Section 10.554(1)(i)4., Rules of the Auditor General, requires that the name or official title and legal authority for the primary government and each component unit of the reporting entity be disclosed in this management letter, unless disclosed in the notes to the financial statements. Such disclosure is included in the notes to the financial statements.

Financial Condition

Section 10.554(1)(i)5.a., Rules of the Auditor General, requires that we report the results of our determination as to whether or not the Port Authority has met one or more of the conditions described in Section 218.503(1), Florida Statutes, and identification of the specific condition(s) met. In connection with our audit nothing came to our attention that would cause us to believe that the Port Authority met any of the conditions described in Section 218.503(1), Florida Statutes.

Pursuant to Sections 10.554(1)(i)5.c. and 10.556(8), Rules of the Auditor General, we applied financial condition assessment procedures. It is management's responsibility to monitor the Port Authority's financial condition, and our financial condition assessment was based in part on representations made by management and the review of financial information provided by same.

Annual Financial Report

Section 10.554(1)(i)5.b., Rules of the Auditor General, requires that we report the results of our determination as to whether the annual financial report for the Port Authority for the fiscal year ended September 30, 2014, filed with the Florida Department of Financial Services pursuant to Section 218.32(1)(a), Florida Statutes, is in agreement with the annual financial audit report for the fiscal year ended September 30, 2014. In connection with our audit, we determined that these two reports were in agreement.

Special District Component Units

Section 10.554(1)(i)5.d, Rules of the Auditor General, requires that we determine whether or not a special district that is a component unit of a county, municipality, or special district, provided the financial information necessary for proper reporting of the component unit, within the audited financial statements of the county, municipality, or special district in accordance with Section 218.39(3)(b), Florida Statutes. In connection with our audit, we determined that all special district component units provided the necessary information for proper reporting in accordance with Section 218.39(3)(b), Florida Statutes.

Other Matters

Section 10.554(1)(i)2., Rules of the Auditor General, requires that we address in the management letter any recommendations to improve financial management. In connection with our audit, we did not have any such recommendations.

Section 10.554(1)(i)3., Rules of the Auditor General, requires that we address noncompliance with provisions of contracts or grant agreements, or abuse, that have occurred, or are likely to have occurred, that have an effect on the financial statements that is less than material but which warrants the attention of those charged with governance. In connection with our audit, we did not have any such findings.

Purpose of this Letter

The purpose of this management letter is to communicate certain matters prescribed by Chapter 10.550, Rules of the Auditor General. Accordingly, this management letter is not suitable for any other purpose.

Cherry Bekaert LLP

Tampa, Florida
March 27, 2015

Cherry Bekaert LLP
CPAs & Advisors

Report of Independent Accountant on Compliance with Local Government Investment Policies

To the Board of Commissioners of
Tampa Port Authority
Tampa, Florida

Report on Compliance

We have examined the Tampa Port Authority's (the "Port Authority's") compliance with the requirements of Section 218.415, Florida Statutes, during the year ended September 30, 2014. Management is responsible for the Port Authority's compliance with those requirements. Our responsibility is to express an opinion on the Port Authority's compliance based on our examination.

Scope

Our examination was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants and, accordingly, included examining, on a test basis, evidence about the Port Authority's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances. We believe that our examination provides a reasonable basis for our opinion. Our examination does not provide a legal determination on the Port Authority's compliance with specified requirements.

Opinion

In our opinion, the Port Authority complied, in all material respects, with the aforementioned requirements for the year ended September 30, 2014.

Cherry Bekaert LLP

Tampa, Florida
March 27, 2015

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