



PORT  
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— TAMPA PORT AUTHORITY —  
**ANNUAL COMPREHENSIVE  
FINANCIAL REPORT**  
— FOR FISCAL YEAR ENDED —  
**SEPTEMBER 30, 2022**

HILLSBOROUGH COUNTY PORT DISTRICT, FLORIDA



# Hillsborough County Port District, Florida

## Annual Comprehensive Financial Report

For Fiscal Year Ended September 30, 2022



Prepared by: Finance Department

David M. Delac, CFO



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# INTRODUCTORY

SECTION











March 21, 2023

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

Dear Commissioners:

The Annual Comprehensive Financial Report (Annual Report) of the Tampa Port Authority d/b/a Port Tampa Bay (Port Authority) for the fiscal year ended September 30, 2022, 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 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 Annual Report 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 Annual Report were not obtained from the financial records of the Port Authority but are presented for the Annual Report user's information and understanding of the Port Authority and the environment in which the Port Authority operates. Additionally, the Annual Report meets the continuing disclosure requirements of SEC Rule 15c2-12.

Governmental accounting 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 Annual Report. 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 also 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.

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 included in the Financial Section of this Annual Report.

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, Rivero, Gordimer & Company, P.A.. Their opinion is also included in the Financial Section of this Annual Report.

The Port Authority closely monitors its cash requirements 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 fiscal year 2022, the Tampa Port Authority continued to rely on its diverse revenue base to help it weather the economic downturn brought about by COVID-19. The details behind the Port Authority’s fiscal year 2022 financial performance are discussed in the MD&A included in the Financial Section of the Annual Report. The Port Authority’s current and future financial condition is also dependent upon a number of key factors and initiatives. A discussion of those key factors and initiatives follows.

## **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 District, University of South Florida, Tampa International Airport and MacDill Air Force Base. Several Fortune 1,000 companies are headquartered in the Tampa Bay region, including Publix Supermarkets, Tech Data Corp., Jabil Circuit, Bloomin’ Brands, Raymond James Financial, and The Mosaic Company. Other large regional employers include Tampa General Hospital, Baycare Health System, H. Lee Moffit Cancer



Center and the James A. Haley VA Hospital. 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 85,000 jobs and generating more than \$17 billion in annual economic impact. The Port ranks first in the State of Florida in terms of cargo tonnage handling one third of all of the seaborne commerce that passes through the state including a variety of bulk, break bulk, container and roll-on/roll-off cargoes. In addition to being a major shipbuilding and repair center, the Port of Tampa 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 FY2022. 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.

Second, the Port Authority has included built-in incentives in many of its leases to encourage tenants to increase 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, ensure 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 tenants 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 whether that additional funding is supportable. All of the major initiatives and projects discussed in the Major Initiatives section 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's Master Plan, known as Vision 2030, is a market driven plan that aligns with State, County, City and regional economic development priorities and emphasizes the Port's strengths while addressing its challenges and focusing on growth. Vision 2030 sets investment priorities for the Port and establishes a financial strategy to support these priorities.

### **Major Initiatives**

The list below includes some of the major ongoing initiatives undertaken by the Port Authority as well as some new initiatives implemented during fiscal year 2022. These initiatives all support the business diversification strategy discussed above, have had a significant impact on the Port Authority's financial

results in fiscal year 2022 and are expected to have a positive impact on the Port Authority's financial results in the short and long term.

- Berth 211 Improvements
- Port Redwing railway improvements
- Berth 302 Access Road
- Berth 214 Improvements

### **Awards and Acknowledgements**

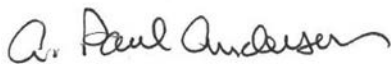
The Government Finance Officers Association (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Tampa Port Authority for its Comprehensive Annual Financial Report (Annual Report) for the fiscal year ended September 30, 2021. This was the twenty-second (22nd) consecutive 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 Annual Report that satisfied both generally accepted accounting principles and applicable legal requirements. As was the case for the prior twenty-two (22) years, the accomplishment of the Certificate of Achievement 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 Annual Report 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, the many Port Authority departments who provided key information to this report and the accounting firm of Rivero, Gordimer & Company, P.A.. 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



David M. Delac  
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**

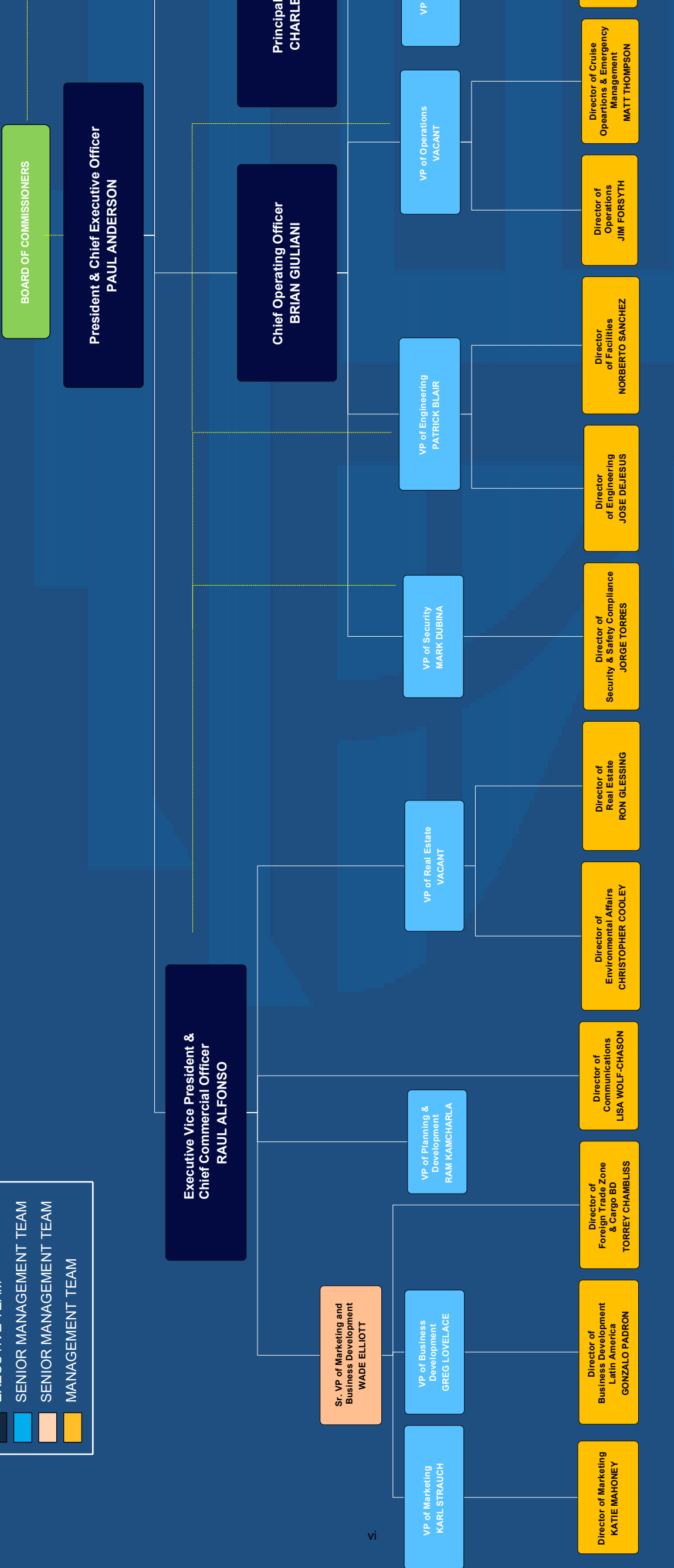
For its Annual Comprehensive  
Financial Report  
For the Fiscal Year Ended

September 30, 2021

*Christopher P. Morill*

Executive Director/CEO

# PORT TAMPA BAY MANAGEMENT TEAM





## **List of Officials**

### **Board of Commissioners**

Chad W. Harrod	Chairman
Hung T. Mai	Vice Chairman
Patrick H. Allman	Secretary/Treasurer
Honorable Michael Owen Hillsborough County Commission	Commissioner
Honorable Jane Castor Mayor, City of Tampa	Commissioner
Ted Conner	Commissioner
Vacant (Seat #4)	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	Principal Counsel
David M. Delac	Chief Financial Officer
Brian Giuliani	Chief Operating Officer



# FINANCIAL

## SECTION











RIVERO, GORDIMER & COMPANY, P.A.

Member  
American Institute of Certified Public Accountants  
Florida Institute of Certified Public Accountants

Herman V. Lazzara  
Sam A. Lazzara  
Kevin R. Bass  
Jonathan E. Stein  
Stephen G. Douglas  
Marc D. Sasser, of Counsel  
Cesar J. Rivero, in Memoriam (1942-2017)

Michael E. Helton  
James K. O'Connor  
David M. Bohnsack  
Julie A. Davis

## INDEPENDENT AUDITORS' REPORT

To the Board of Commissioners  
Tampa Port Authority

### **Report on the Financial Statements**

#### ***Opinions***

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, 2022, 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.

In our opinion, the combined financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities and the discretely presented component unit of the Port Authority, as of September 30, 2022, and the respective changes in its financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

#### ***Basis for Opinions***

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. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Port Authority, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

#### ***Change in Accounting Principle***

As described in Note C to the financial statements, in 2022, the Port Authority adopted new accounting guidance, GASB Statement No. 87, *Leases*. Our opinion is not modified with respect to this matter.

#### ***Adjustments to Prior Period Financial Statements***

We have previously audited the Port Authority's 2021 financial statements, and we expressed an unmodified opinion on those audited financial statements in our report dated March 22, 2022. As more fully described in Note C to the financial statements, the Port Authority has adjusted its 2021 financial statements to retrospectively apply the change in accounting principle for the adoption of GASB Statement No. 87, *Leases*. As part of our audit of the 2022 financial statements, we also audited the adjustments to the 2021 financial statements to retrospectively apply the change in accounting as described in Note C. In our opinion, such adjustments are appropriate and have been properly applied.



## ***Responsibilities of Management 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, and for 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.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Port Authority's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

## ***Auditors' Responsibilities for the Audit of the Financial Statements***

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit 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 Port Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Port Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

## ***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, the required supplementary information, and individual fund information, as described in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, 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.

### ***Supplementary 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 accompanying schedule of expenditures of federal awards and state financial assistance, as required by Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*; and Chapter 10.550, *Rules of the Auditor General*, is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The 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.

### ***Other Information***

Management is responsible for the other information included in the annual report. The other information comprises the introductory section, statistical section, and data elements but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

### ***Other Reporting Required by Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated March 10, 2023, 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.

A handwritten signature in cursive script that reads "Bueco, Gordinier & Company, P.A." The signature is written in dark ink and is positioned above the printed name of the firm.

Tampa, Florida  
March 10, 2023

## MANAGEMENT'S DISCUSSION AND ANALYSIS



## Tampa Port Authority

### MANAGEMENT'S DISCUSSION AND ANALYSIS

September 30, 2022

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 an understanding of the financial statements of the Port Authority for the fiscal year ("FY") ended September 30, 2022, with selected comparisons to the prior fiscal year ended September 30, 2021. 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 Commissioners ("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 2,800 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 external financing including the issuance of municipal bonds and bank 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 FY2022 millage rate was \$.0935 mills. Although the Enabling Act authorizes the Port Authority to utilize ad valorem tax revenues to defray administrative and capital improvement expenditures, the Port Authority's Board has established policy to use ad valorem tax revenue solely to construct, maintain or repair port infrastructure.

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, 2022.

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 information regarding capital assets and long-term debt activity conducted during the fiscal year, including commitments made for capital expenditures.



## Tampa Port Authority

### MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

September 30, 2022

#### 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.

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 B 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 four parts: MD&A, the basic financial statements, the notes to the financial statements, and the required supplementary information. 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 2022 with comparisons to FY 2021 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 Highlights

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 outflows and inflows of resources and the liabilities of the Port Authority. Net Position, the difference between total assets, deferred outflow of resources, total liabilities and deferred inflow of resources, is an indicator of the current fiscal health of the organization and the Port Authority's financial position over time.

During the year ended September 30, 2022, the Port Authority adopted GASB Statement No. 87, *Leases* ("GASB 87"). GASB 87 required retrospective adoption to all periods presented. As described in Note C to the financial statements, the amounts reported as of and for the year ended September 30, 2021 have been restated. A summarized comparison of the Port Authority's assets, deferred outflow of resources, liabilities, deferred inflow of resources, and net position at September 30, 2022 and 2021 is as follows after adoption of GASB 87:

Tampa Port Authority

MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

September 30, 2022

STATEMENTS OF NET POSITION  
(excludes component unit)

	<u>FY2022</u>	<u>FY2021</u>
(in thousands)		
<b>ASSETS</b>		
Current assets	\$ 132,977	\$ 117,452
Noncurrent assets		
Capital related, net	698,550	703,693
Leases receivable	302,080	273,379
Other	<u>725</u>	<u>425</u>
Total assets	<u>1,134,332</u>	<u>1,094,949</u>
<b>DEFERRED OUTFLOW OF RESOURCES</b>	<u>5,368</u>	<u>6,143</u>
<b>LIABILITIES</b>		
Current liabilities	19,714	18,921
Noncurrent liabilities	<u>129,965</u>	<u>128,506</u>
Total liabilities	<u>149,679</u>	<u>147,427</u>
<b>DEFERRED INFLOW OF RESOURCES</b>	<u>309,987</u>	<u>292,116</u>
<b>NET POSITION</b>		
Net investment in capital assets	615,220	613,586
Restricted position	6,113	5,931
Unrestricted position	<u>58,701</u>	<u>42,032</u>
Total net position	<u>\$ 680,034</u>	<u>\$ 661,549</u>

At September 30, 2022, the Port Authority's assets were \$1.1 billion, an increase of \$39.4 million over September 30, 2021 as a result of operations and investment in capital related assets. Deferred outflow of resources decreased from \$6.1 million on September 30, 2021 to \$5.4 million on September 30, 2022 due to decreases in deferred amounts related to the Port Authority's derivative liability and amortization of amounts related to pensions and refunded bonds.

The Port Authority's capital related assets as of September 30, 2022 amounted to \$698.6 million, which includes land, buildings, facility and infrastructure improvements and enhancements, equipment, furniture and fixtures, and construction work in progress. Significant projects for the year ended September 30, 2022 are: Berth 211 improvements, Port Redwing Rail improvements, Berth 302 Access Road and Berth 214 improvements.

Tampa Port Authority

MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

September 30, 2022

The Port Authority's FY2022 capital program was funded through a combination of ad valorem taxes, federal and state grants, surplus operating funds, and public-private partnerships. Additional information on the Port Authority's capital assets can be found in Notes B6 and G in the accompanying notes to the financial statements.

The Port Authority's leases receivable was \$302.1 million at September 30, 2022 and relates to discounted future payments expected to be received on all leases. Leases receivable increased during the year due to new leases with tenants. Leases consists of land and facilities, which cannot be separately identified within the capital assets of the Port Authority.

Total liabilities of the Port Authority increased by \$2.2 million. In September 2018 the Port Authority issued the Series 2018A and 2018B Revenue Bonds in the combined amount of \$46.3 million plus a bond premium of \$5.0 million. The primary reason for the issuance of the debt was to fund the Big Bend Channel Dredging project in addition to other capital improvements. Additionally, in April 2021 the Port Authority entered into a revenue note with a bank in the amount of \$12.0 million. The revenue note was used to refund the Port Authority's outstanding Revenue Refunding note, Series 2018 which included bond principal of \$11.7 million. At September 30, 2022 approximately \$19.0 million in proceeds remained unspent. The funding to repay the Port Authority's debt must be provided annually from Port Authority operations.

The Port Authority's net position on September 30, 2022 was \$680.0 million, a \$18.5 million increase over September 30, 2021. For the fiscal year ended September 30, 2022, the largest portion of the Port Authority's net position represents its net investment in capital assets. The Port Authority uses these capital assets to provide services to the passengers, customers, and tenants of the Port Authority. This amount increased by \$1.6 million due to the acquisition and construction of new assets described below net of payments on related long-term debt. Unrestricted net assets increased by \$14.2 million during the fiscal year, of which \$8 million of funds were earned from the coronavirus fiscal state and local recovery funds received for operations.

Financial Operations Highlights

The Statement of Revenues, Expenses and Changes in 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 Net Position showing the overall improvement in the Port Authority's financial position:



Tampa Port Authority

MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

September 30, 2022

STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION  
(excludes component unit)

	FY2022	FY2021
(in thousands)		
Operating revenues		
Port usage fees	\$ 46,100	\$ 35,037
Land and building leases	23,605	23,288
Other operating revenue	578	754
Total operating revenues	70,283	59,079
Operating expenses	37,118	30,714
Operating income before depreciation	33,165	28,365
Depreciation and amortization expense	34,504	35,248
Operating loss after depreciation	(1,339)	(6,883)
Non-operating revenues (expenses)		
Total non-operating revenues (expenses)	14,714	17,844
Income before capital contributions	13,375	10,961
Capital and operating grants and contributions	5,110	5,002
Increase in net position	18,485	15,963
Total net position at beginning of year	661,549	645,586
Total net position at end of year	\$ 680,034	\$ 661,549

Listed below are the highlights of changes between the fiscal years ended September 30, 2022 and 2021, as shown in the Statements of Revenues, Expenses and Changes in Net Position above:

- Operating revenues increased by 19% from \$59.0 million in FY2021 to 70.3 million in FY2022. Port usage fees increased \$11.2 million due to the return of cruises and retail parking as well as increased cargo activity related to steel and lumber products. Lease revenue was slightly higher than in FY2021 mainly as a result of scheduled rent increases on existing leases.
- Operating expenses (not including depreciation) increased by 21% from \$30.7 million in FY2021 to \$37.1 million in FY2022. Total personnel costs increased \$3.7 million due to increased amounts associated with the Florida Retirement System net pension liabilities. Other operating expense increases include information technology costs, and increases in infrastructure maintenance. Cost savings were achieved in the areas of legal services, and operating supplies.

## Tampa Port Authority

### MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

September 30, 2022

- Non-operating revenues decreased \$3.1 million from \$17.8 million to \$14.7 million. Coronavirus fiscal state and local recovery funds utilized decreased from \$12.1 million in FY 2021 to \$8.0 million during FY 2022.

#### Debt Administration

The Port Authority had principal on outstanding bonds, bank debt and Florida Department of Transportation loans of \$98.2 million as of September 30, 2022.

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 2022 and 2021 was met and exceeded for both fiscal years. Additional information on the Port Authority's debt obligations can be found at Notes I and J in the accompanying notes to the financial statements.

#### Economic Factors and Next Year's Budget

The Port Authority was not immune to the economic impacts brought about by COVID-19. Cruise revenue was impacted most severely when all cruise lines calling at the port canceled sailings in March 2020 and the industry remained shut down for all of FY2021. In FY2022 cruise revenues recovered as cruise lines returned with limited capacity sailings. Port Authority administrative staff has now moved to a hybrid work environment with most employees combining remote work with two to three days per week in the office. Operations, Security and Maintenance staff remain on-site to ensure continuity of Port Authority operations and security. Travel in FY2022 returned to near normal levels as many events began to move back from virtual to in-person.

Thanks to the Port Authority's diverse revenue stream and its long-standing practice of including minimum tonnage and financial guarantees in many of its agreements with tenants and customers the Port Authority continues to meet all financial obligations including maintaining its debt service coverage ratio. Fitch Rating Services affirmed the Port's "A" rating and upgraded the outlook from Stable to Positive in October 2022. Looking forward the Port Authority expects a return to normal operations in the cruise business as well as lesser impacts to other lines of business for the coming fiscal year and has taken the appropriate budgetary actions to ensure the continued financial success of the Port Authority in fiscal year 2023 and beyond. The Port Authority continues to closely monitor and evaluate revenues and expenditures to enable it to proactively manage and guide the Port Authority through any unforeseen events in the future.

#### 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 Chief Financial Officer, Tampa Port Authority, 1101 Channelside Drive, Tampa, FL 33602. Information may also be obtained on the Port Authority's website at [www.porttb.com](http://www.porttb.com).

## COMBINED FINANCIAL STATEMENTS





Tampa Port Authority  
COMBINED STATEMENT OF NET POSITION

September 30, 2022  
(With comparative total for 2021)

	Primary Government	Component Unit	Total Reporting Entity	
	Tampa Port Authority	Tampa Bay International Terminals, Inc.	Total 2022	Total 2021
<b>ASSETS</b>				
<b>CURRENT ASSETS</b>				
Cash and cash equivalents (note D)	\$ 45,655,348	\$ 1,387,881	\$ 47,043,229	\$ 36,539,117
Investments (note D)	37,208,219	-	37,208,219	36,946,478
Accounts receivable, net of allowance for doubtful accounts	6,174,366	-	6,174,366	4,946,558
Due from other governments	3,469,681	-	3,469,681	2,224,938
Leases receivable - current (note F)	12,026,458	-	12,026,458	10,796,046
Interest and other receivable	1,084,339	-	1,084,339	825,841
Prepaid expenses and other current assets	2,076,191	-	2,076,191	1,568,875
Restricted assets				
Cash, cash equivalents and investments	25,282,182	-	25,282,182	24,981,546
<b>Total current assets</b>	<b>132,976,784</b>	<b>1,387,881</b>	<b>134,364,665</b>	<b>118,829,399</b>
<b>NONCURRENT ASSETS</b>				
Capital assets, net of depreciation (note G)	698,550,498	-	698,550,498	703,692,616
Leases receivable - long term (note F)	302,080,034	-	302,080,034	273,379,199
Notes receivable (note E)	725,000	-	725,000	425,000
<b>Total noncurrent assets</b>	<b>1,001,355,532</b>	<b>-</b>	<b>1,001,355,532</b>	<b>977,496,815</b>
<b>Total assets</b>	<b>1,134,332,316</b>	<b>1,387,881</b>	<b>1,135,720,197</b>	<b>1,096,326,214</b>
<b>DEFERRED OUTFLOW OF RESOURCES</b>				
Interest rate swap (note J)	438,123	-	438,123	1,403,996
Deferred loss on refunding of debt	208,940	-	208,940	476,866
Deferred amount related to pensions	4,721,173	-	4,721,173	4,262,474
<b>Total deferred outflow of resources</b>	<b>5,368,236</b>	<b>-</b>	<b>5,368,236</b>	<b>6,143,336</b>

The accompanying notes are an integral part of this statement.

Tampa Port Authority  
COMBINED STATEMENT OF NET POSITION - CONTINUED

September 30, 2022  
(With comparative total for 2021)

	Primary Government	Component Unit	Total Reporting Entity	
	Tampa Port Authority	Tampa Bay International Terminals, Inc.	Total 2022	Total 2021
<b>LIABILITIES</b>				
<b>CURRENT LIABILITIES</b>				
Accounts payable	2,361,157	-	2,361,157	2,551,183
Construction contracts and retainage payable	6,095,024	-	6,095,024	3,522,354
Accrued liabilities	2,154,543	-	2,154,543	1,513,953
Accrued bond interest	995,356	-	995,356	1,016,735
Long-term debt due within one year (note I)	6,846,007	-	6,846,007	6,658,040
Unearned revenue (note K)	1,261,445	-	1,261,445	3,658,734
Total current liabilities	19,713,532	-	19,713,532	18,920,999
<b>NONCURRENT LIABILITIES</b>				
Bonds, notes and loans payable, net (note I)	95,653,675	-	95,653,675	102,499,683
Unearned revenue (note K)	12,966,325	-	12,966,325	14,206,270
Deposits	1,338,492	-	1,338,492	924,406
Derivative instrument liability (note J)	438,123	-	438,123	1,403,996
Compensated absences	676,241	-	676,241	862,926
Other obligation	1,167,885	-	1,167,885	1,167,885
Net pension liability (note L)	17,723,888	-	17,723,888	7,441,182
Total noncurrent liabilities	129,964,629	-	129,964,629	128,506,348
Total liabilities	149,678,161	-	149,678,161	147,427,347
<b>DEFERRED INFLOW OF RESOURCES</b>				
Deferred amounts related to pensions	893,514	-	893,514	10,269,066
Deferred amounts related to leases	309,094,840	-	309,094,840	281,847,354
Total deferred inflows of resources	309,988,354	-	309,988,354	292,116,420
<b>NET POSITION</b>				
Net investment in capital assets	615,220,273	-	615,220,273	613,585,642
Restricted				
Bond debt service	6,112,721	-	6,112,721	5,930,797
Unrestricted	58,701,043	1,387,881	60,088,924	43,409,344
Total net position	\$ 680,034,037	\$ 1,387,881	\$ 681,421,918	\$ 662,925,783

The accompanying notes are an integral part of this statement.

Tampa Port Authority

**COMBINED STATEMENT OF REVENUES, EXPENSES AND  
CHANGES IN NET POSITION**

For the year ended September 30, 2022  
(With comparative total for 2021)

	Primary Government	Component Unit	Total Reporting Entity	
	Tampa Port Authority	Tampa Bay International Terminals, Inc.	Total 2022	Total 2021
Operating revenues				
Port usage fees	\$ 46,100,273	\$ -	\$ 46,100,273	\$ 35,037,013
Land and building leases	23,604,501	-	23,604,501	23,287,693
Other operating revenues	578,452	64,121	642,573	753,809
Total operating revenues	<u>70,283,226</u>	<u>64,121</u>	<u>70,347,347</u>	<u>59,078,515</u>
Operating expenses				
Personnel	19,039,114	-	19,039,114	15,287,836
Promotional	1,122,520	1,869	1,124,389	1,010,058
Administrative	16,956,487	52,221	17,008,708	14,417,080
Depreciation and amortization	34,503,557	-	34,503,557	35,248,521
Total operating expenses	<u>71,621,678</u>	<u>54,090</u>	<u>71,675,768</u>	<u>65,963,495</u>
Total operating loss	<u>(1,338,452)</u>	<u>10,031</u>	<u>(1,328,421)</u>	<u>(6,884,980)</u>
Non-operating revenues (expenses)				
Ad valorem taxes	11,042,608	-	11,042,608	10,782,018
Coronavirus fiscal state and local recovery funds	8,002,251	-	8,002,251	12,118,639
Interest income	388,106	-	388,106	53,093
Other non-operating revenues	2,076,947	-	2,076,947	1,431,417
Interest expense	(4,113,893)	-	(4,113,893)	(4,443,204)
Bond issuance costs	-	-	-	(53,625)
Other non-operating expenses	(2,681,948)	-	(2,681,948)	(2,043,672)
Total non-operating revenues (expenses)	<u>14,714,071</u>	<u>-</u>	<u>14,714,071</u>	<u>17,844,666</u>
Income before capital contributions	13,375,619	10,031	13,385,650	10,959,686
Security grants	680,176	-	680,176	641,714
Capital grants	<u>4,430,309</u>	<u>-</u>	<u>4,430,309</u>	<u>4,360,387</u>
Increase in net position	18,486,104	10,031	18,496,135	15,961,787
Net position at beginning of year	<u>661,547,933</u>	<u>1,377,850</u>	<u>662,925,783</u>	<u>646,963,996</u>
Net position at end of year	<u>\$ 680,034,037</u>	<u>\$ 1,387,881</u>	<u>\$ 681,421,918</u>	<u>\$ 662,925,783</u>

The accompanying notes are an integral part of this statement.



Tampa Port Authority

STATEMENT OF CASH FLOWS

For the year ended September 30, 2022  
(With comparative total for 2021)

	Primary Government	
	2022	2021
Cash flows from operating activities		
Received from customers	\$ 64,815,180	\$ 51,681,036
Payments to suppliers for goods and services	(19,305,161)	(14,641,679)
Payments to employees for services	(18,425,216)	(15,986,883)
Net cash provided by operating activities	27,084,803	21,052,474
Cash flows from non-capital financing activities		
Ad valorem taxes received, net of fees paid	11,042,608	10,782,018
Coronavirus state and local fiscal recovery grant funds	5,612,461	14,508,428
Payment of ad valorem taxes	(559,100)	(519,735)
Payment of ad valorem fees	(1,096,156)	(688,060)
Net cash provided by non-capital financing activities	14,999,813	24,082,651
Cash flows from capital and related financing activities		
Capital grants and contributions received	3,865,742	11,532,812
Proceeds on disposition of capital assets	102,150	-
Acquisition and construction of capital assets	(24,858,769)	(27,787,246)
Principal payments on debt	(6,479,522)	(17,857,849)
Proceeds from issuance of debt	-	12,020,000
Bond issuance costs	-	(53,625)
Interest payments on debt	(4,045,865)	(4,430,218)
Net cash used by capital and related financing activities	(31,416,264)	(26,576,126)
Cash flows used by investing activities		
Purchase (proceeds) of investments	(380,453)	6,151,106
Interest and dividends received	388,106	53,093
Net cash provided by investing activities	7,653	6,204,199
Net change in cash and cash equivalents	10,676,005	24,763,198
Cash and cash equivalents at beginning of year	45,425,902	20,662,704
Cash and cash equivalents at end of year	\$ 56,101,907	\$ 45,425,902

The accompanying notes are an integral part of this statement.

Tampa Port Authority

STATEMENT OF CASH FLOWS - CONTINUED

For the year ended September 30, 2022  
(With comparative total for 2021)

	Primary Government	
	2022	2021
Cash and cash equivalents	\$ 45,655,348	35,161,267
Restricted cash and cash equivalents	10,446,559	10,264,635
	<u>\$ 56,101,907</u>	<u>\$ 45,425,902</u>
Reconciliation of operating loss to net cash provided by operating activities		
Operating loss	\$ (1,338,452)	\$ (6,884,827)
Adjustments to reconcile operating loss to net cash provided by operating activities		
Depreciation and amortization	34,503,557	35,248,521
(Gain) loss on disposal of capital assets	(102,150)	5,222
Increase in		
Accounts and notes receivable	(1,486,927)	(1,764,205)
Leases receivable and related deferred flows of resources	(2,733,674)	(2,725,145)
Prepaid expenses and other assets	(507,316)	(79,842)
(Decrease) increase in		
Accounts payable	(1,840,655)	719,124
Accrued liabilities	453,905	(194,313)
Unearned revenue	(1,247,445)	(1,314,622)
Deposits	414,086	(1,287,265)
Net pension liability and related deferred flows of resources	969,874	(670,174)
Total adjustments	<u>28,423,255</u>	<u>27,937,301</u>
Net cash provided by operating activities	<u>\$ 27,084,803</u>	<u>\$ 21,052,474</u>
Supplemental schedule of noncash financing and investing activities		
Construction contracts and retainage payable	\$ (4,502,670)	\$ 47,698
Amortization of bond premiums and discounts	\$ 178,519	\$ 178,519
Amortization of deferred loss on refunding	\$ 267,926	\$ 276,651
Deferred outflow of resource on debt refunding	\$ -	\$ 131,845
Capital grants receivable	<u>\$ 1,244,743</u>	<u>\$ (6,530,711)</u>

The accompanying notes are an integral part of this statement.

## NOTES TO BASIC FINANCIAL STATEMENTS





Tampa Port Authority

NOTES TO COMBINED FINANCIAL STATEMENTS

September 30, 2022

NOTE A - ORGANIZATION AND REPORTING ENTITY

1. Financial Reporting Entity, Organization and Operations

The Tampa Port Authority d/b/a Port Tampa Bay (the "Port Authority") and the Hillsborough Port District exist pursuant to the provisions of Chapter 95-488, Laws of Florida (the "Enabling 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 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. 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 Enabling 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.

2. 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 the 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 combined 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. Complete financial statements for TBIT may be obtained at the component unit's administrative offices, located at 1101 Channelside Drive, Tampa, Florida 33602.

Tampa Port Authority

NOTES TO COMBINED FINANCIAL STATEMENTS - CONTINUED

September 30, 2022

NOTE B - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

A summary of the Port Authority's significant accounting policies consistently applied in the preparation of the accompanying financial statements follows:

1. 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.

The basic financial statements include certain prior-year summarized information in total but not at the level of detail required for a presentation in accordance with generally accepted accounting principles.

2. Proprietary Funds

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 and liabilities associated with the operation of the fund are included on the statement of net assets. Fund equity is segregated into its net assets components. Revenues are recorded when earned and expenses are recorded at the time liabilities are incurred.

3. 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 fair value.

4. 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. 72, *Fair Value Measurements and Applications and Investments* are recorded at fair value or amortized cost.

5. Accounts Receivable

The Port Authority records accounts receivable at estimated net realizable value. A provision for uncollectible receivables in the amount of approximately \$250,000 was made at September 30, 2022. The component unit had no accounts receivable as of September 30, 2022 and therefore the allowance for doubtful accounts has been set to zero.

6. Capital Assets

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

Tampa Port Authority

NOTES TO COMBINED FINANCIAL STATEMENTS - CONTINUED

September 30, 2022

NOTE B - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - Continued

Capital assets used by the Port Authority are recorded at cost or estimated historical cost. Donated capital assets, donated works of art and similar items, and capital assets received in a service concession arrangement should be reported at acquisition value rather than fair value. Certain payroll related 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 furniture.

Additionally, assets/improvements abandoned by a lessee are recorded in capital assets at fair value at the date of abandonment, with a corresponding entry to other non-operating revenues.

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 Chapter 10.400, *Rules of the Auditor General* 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.

7. Amortization

Bond discounts and premiums, deferred losses (gains) on refunding debt, leasehold rights, dredging and lease acquisition costs are generally being amortized on a straight-line basis over the term of the related debt or period of benefit in the case of leasehold rights, dredging and lease acquisition costs.

8. Restricted Assets

The amounts reserved for 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.

9. 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 \$.0935 mill (\$.0935 per \$1,000 value) ad valorem property tax during fiscal year 2022, a reduction of \$.0055 mill from fiscal year 2021.

Ad valorem taxes are based on assessed values at January 1 and are levied on November 1 of each year. A 4% discount is allowed if the taxes are paid in November, with the discount declining by 1% 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 2022 is included in the accompanying financial statements since such taxes are collected to finance expenditures of the subsequent period.



Tampa Port Authority

NOTES TO COMBINED FINANCIAL STATEMENTS - CONTINUED

September 30, 2022

NOTE B - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - Continued

10. Compensated Absences

In accordance with GAAP, 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.

11. Use of Estimates

The preparation of financial statements in conformity 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 contributions and expenses during the reporting period. Actual results could differ from those estimated.

12. Deferred Losses on Refunding of Debt

In accordance with GAAP, losses incurred on proprietary fund debt refunding are deferred and amortized. The amount deferred is reported as a deferred outflow of resources and amortized using the straight-line method over the remaining life of the old debt or the life of the new debt, whichever is shorter.

13. Operating Revenues

Total operating revenues of the Port Authority for the year ended September 30, 2022 amounted to \$70,283,226, approximately 92% of which is made up of Port usage fees and lease income. Port usage fees were \$46,100,273 (of which dockage, wharfage, and terminal operations are \$40,198,723) and lease income and other revenues of \$24,182,953.

14. 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 issue costs and bond discounts and premiums, ad valorem tax payments and associated fees related to the collection of ad valorem tax receipts.

Tampa Port Authority

NOTES TO COMBINED FINANCIAL STATEMENTS - CONTINUED

September 30, 2022

NOTE B - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - Continued

15. Deferred Outflows/Inflows of Resources

In addition to assets, the statement of net position has a separate section for deferred outflow of resources which represent a consumption of net assets that applies to future periods and so will not be recognized as an outflow of resources (expense) until that time. The Port Authority has three items that meet this criterion: an interest rate swap, deferred loss on refunding of debt, and pension related items.

In addition to liabilities, the statement of financial position has a separate section for deferred inflow of resources which represents an acquisition of net assets that applies to future periods and so will not be recognized as an inflow of resources (revenue) until that time. The Port Authority has two items that meet this criterion: pension related items and lease related items.

16. Pensions

In the statement of net position, pension liabilities are recognized for the Port Authority's proportionate share of each pension plan's net pension liability. For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pension and pension expense, information about the fiduciary net position of the Florida Retirement System (FRS) defined benefit plan and the Health Insurance Subsidy (HIS) defined benefit plan and additions to/deductions from FRS's and the HIS's fiduciary net position have been determined on the same basis as they are reported by the FRS and HIS plans. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with benefit terms. Investments are reported at fair value.

17. Reclassification

Certain reclassifications of the prior year's comparative balances have been made to confirm to the current year presentation.

NOTE C - CHANGE IN ACCOUNTING PRINCIPLE AND RESTATEMENT

The Port Authority adopted Governmental Accounting Standards Board (GASB) Statement No. 87, *Leases* during the year ended September 30, 2022. GASB Statement No. 87 enhances the relevance and consistency of information of the government's leasing activities. It establishes requirements for lease accounting based on the principle that leases are financings of the right to use an underlying asset. A lessor is required to recognize a lease receivable and a deferred inflow of resources, except for certain regulated leases. These financial statements include a restatement of the FY 2021 amounts as required by GASB 87.

The implementation of GASB Statement No. 87 had the following effect on the financial statement for the year ended September 30, 2021:

Tampa Port Authority

NOTES TO COMBINED FINANCIAL STATEMENTS - CONTINUED

September 30, 2022

NOTE C - CHANGE IN ACCOUNTING PRINCIPLE AND RESTATEMENT - Continued

	As Originally Stated	Restated	Effect
Assets:			
Lease receivable - current	\$ -	\$ 10,796,046	\$ 10,796,046
Lease receivable - long term	-	273,379,199	273,379,199
Interest and other receivable	428,587	825,841	397,254
Deferred inflows of resources - leases	-	281,847,354	281,847,354
Net Position	\$ 658,822,788	\$ 661,547,933	\$ 2,725,145
Land and building leases	\$ 20,562,548	\$ 23,287,693	\$ 2,725,145

NOTE D - CASH AND INVESTMENTS

1. Deposits

The bank balance of the Port Authority's (primary government) deposits (unrestricted and restricted) was \$56,215,798 at September 30, 2022 and the book balance was \$56,101,907. For the component unit, the bank balance of deposits and the book balances were \$1,395,122 and \$1,387,881, respectively. 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, 2022 Port Authority's bank balance, \$250,000 was covered by Federal Depository Insurance Corporation (FDIC) and \$55,965,798 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. The component unit had cash and cash equivalents balances of \$1,145,122 at September 30, 2022 in excess of FDIC insured limits.

2. Cash on Hand

The Port Authority had cash on hand in its petty cash funds totaling approximately \$13,000 at September 30, 2022. The component unit had \$-0- cash on hand at the end of the fiscal year.



Tampa Port Authority

NOTES TO COMBINED FINANCIAL STATEMENTS - CONTINUED

September 30, 2022

NOTE D - CASH AND INVESTMENTS - Continued

3. 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 or other Intergovernmental Pools.
- b. Negotiable direct obligations of, or obligations of which the principal and interest are unconditionally guaranteed by the United States ("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.
- 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, 2022, consisted of the following:

The Port Authority invests funds throughout the year with the Florida Prime Fund Investment Pool and the Florida Public Assets for Liquidating Management ("FL Palm") which are investment pools administered by the Florida State Board of Administration ("FSBA"), under the regulatory oversight of the State of Florida.

Florida PRIME is a 2a7-like pool, which is not registered with the SEC as an investment company, but nevertheless has a policy that it will, and does, operate in a manner consistent with the SEC's Rule 2a7 of the Investment Company Act of 1940, governing money market funds. Thus, this pool operates essentially as a money market fund. Florida PRIME has a Standard & Poor's rating of AAAM at September 30, 2022 and is recorded at amortized cost. As of September 30, 2022, the Port Authority had a balance of \$330,852 in the Florida PRIME.

Tampa Port Authority

NOTES TO COMBINED FINANCIAL STATEMENTS - CONTINUED

September 30, 2022

NOTE D - CASH AND INVESTMENTS - Continued

The weighted days to maturity of the Florida PRIME at September 30, 2022 is 21 days. 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. 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.

The Port Authority also had \$51,712,990 in the Florida Public Assets for Liquidity Management fund (FL PALM) at September 30, 2022. Intergovernmental investment pool funds are held with FL PALM and are valued using NAV of \$1.00 per share based on amortized cost. This fund has no unfunded commitments and allows unlimited daily redemptions and investments with a 1-day minimum holding period.

All underlying securities in the fund have a credit rating of A or better by Standard & Poor's. The credit rating of the FL PALM fund is AAAm by Standard & Poor's and signifies a high level of safety of investment principal and capacity to maintain a \$1.00 per share NAV. The Port Authority owns a share of the pool and not a share of the underlying assets in the pool.

NOTE E - NOTES RECEIVABLE

Notes receivable consist of the following at September 30, 2022:

Note receivable balance due from tenant; principal payments deferred beginning on May 1, 2020 for 84 months	\$ 725,000
Less allowance for doubtful accounts	-
Less current portion	-
	<hr/>
Non-current portion notes receivable	<u>\$ 725,000</u>

Tampa Port Authority

NOTES TO COMBINED FINANCIAL STATEMENTS - CONTINUED

September 30, 2022

NOTE F - LEASES

The Port Authority's leasing operations consist primarily of the leasing of land and facilities owned by the Port Authority. Lease terms can run for an initial period of up to 40 years with additional renewal options available for the tenants, with escalating lease payments over the lease terms. The Port Authority used the 30-year U.S. Treasuries discount rate for adoption of GASB 87 which was 3.76% at September 30, 2022. Subsequent leases will use the 30-year U.S. Treasuries rate as the time of the lease inception. Due to the nature of the leases, the Port is unable to distinguish between the land portion and the building portion of the agreements.

The Port Authority recognized approximately \$5 million in revenues for the year ended September 30, 2022 related to leases that do not meet the criteria for recognition under GASB 87 as they are either short-term or considered non-exchange transactions.

Future minimum lease payments are as follows for the years ending September 30,:

Year ending September 30,	Principal	Interest	Total
2023	\$ 12,026,458	\$ 5,041,195	\$ 17,067,653
2024	12,215,024	4,851,903	17,066,927
2025	12,470,593	4,613,659	17,084,252
2026	12,300,726	4,409,442	16,710,168
2027	11,719,030	4,214,477	15,933,507
2028 to 2032	58,249,006	18,242,611	76,491,617
2033 to 2037	56,812,825	13,412,061	70,224,886
2038 to 2042	50,925,445	8,768,351	59,693,796
2043 to 2047	40,225,794	5,014,621	45,240,415
2048 to 2052	26,628,985	2,412,920	29,041,905
2053 to 2057	4,722,545	1,338,954	6,061,499
2058 to 2062	3,339,224	1,052,557	4,391,781
2063 to 2067	3,649,938	799,792	4,449,730
2068 to 2072	4,396,052	498,469	4,894,521
2073 to 2077	4,424,847	141,911	4,566,758
	<u>\$ 314,106,492</u>	<u>\$ 74,812,923</u>	<u>\$ 388,919,415</u>



Tampa Port Authority

NOTES TO COMBINED FINANCIAL STATEMENTS - CONTINUED

September 30, 2022

NOTE G - CAPITAL ASSETS

A summary of changes in capital assets is as follows:

Primary Government	September 30, 2021	Additions	Transfers	Disposals	September 30, 2022
<u>Capital assets</u>					
Capital assets not being depreciated					
Land	\$ 131,797,827	\$ -	\$ -	\$ -	\$ 131,797,827
Construction in progress	32,449,402	29,361,439	(40,235,955)	-	21,574,886
Total capital assets not depreciated	164,247,229	29,361,439	(40,235,955)	-	153,372,713
Capital assets being depreciated					
Buildings	212,168,814	-	1,085,325	-	213,254,139
Infrastructure	556,026,085	-	34,081,061	-	590,107,146
Dredging	163,121,973	-	4,160,487	-	167,282,460
Equipment and furnishings	58,922,988	-	909,082	(150,763)	59,681,307
Total capital assets depreciated	990,239,860	-	40,235,955	(150,763)	1,030,325,052
Less accumulated depreciation					
Buildings	90,473,765	5,896,517	-	-	96,370,282
Infrastructure	228,063,378	17,995,802	-	-	246,059,180
Dredging	107,900,972	8,266,276	-	-	116,167,248
Equipment and furnishings	24,356,358	2,344,962	-	(150,763)	26,550,557
Total accumulated depreciation	450,794,473	34,503,557	-	(150,763)	485,147,267
Total depreciable capital assets, net	539,445,387	(34,503,557)	40,235,955	-	545,177,785
Capital assets, net	\$ 703,692,616	\$ (5,142,118)	\$ -	\$ -	\$ 698,550,498

Depreciation and amortization expense for the Tampa Port Authority (primary government) for the year ended September 30, 2022 was \$34,503,557 for owned assets. The Port Authority's construction in progress of \$21,574,886 at September 30, 2022 primarily relates to capital improvements, and development and new construction of berths.

NOTE H - 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 and component unit at September 30, 2022 was \$1,709,012 and is included in accrued liabilities and long term compensated absences on the Statement of Net Position.

Tampa Port Authority

NOTES TO COMBINED FINANCIAL STATEMENTS - CONTINUED

September 30, 2022

NOTE I - LONG-TERM LIABILITIES

1. Primary Government

The following is the long-term liability activity for the year ended September 30, 2022:

	October 1, 2021	Additions	Deductions	September 30, 2022	Due within one year
Revenue bonds, notes and loans	\$ 104,673,872	\$ -	\$ (6,479,522)	\$ 98,194,350	\$ 6,667,488
Premium on bonds payable	4,483,851	-	(178,519)	4,305,332	178,519
Unearned revenue (note K)	17,865,004	-	(3,637,234)	14,227,770	1,261,445
Compensated absences (note H)	1,539,721	575,571	(406,280)	1,709,012	1,032,771
Deposits	924,406	423,500	(9,414)	1,338,492	-
Derivative instrument liability (note J)	1,403,996	-	(965,873)	438,123	-
Other obligation	1,167,885	-	-	1,167,885	-
Net pension liability (note L)	7,441,182	10,282,706	-	17,723,888	-
Total	<u>\$ 139,499,917</u>	<u>\$ 11,281,777</u>	<u>\$ (11,676,842)</u>	<u>\$ 139,104,852</u>	<u>\$ 9,140,223</u>

Annual debt service requirements to maturity for long-term revenue bonds, notes and loans payable are as follows:

Year ending September 30,	Principal	Interest	Total
2023	\$ 6,667,488	\$ 3,838,124	\$ 10,505,612
2024	6,853,710	3,652,681	10,506,391
2025	7,047,937	3,443,659	10,491,596
2026	7,245,022	3,235,348	10,480,370
2027	5,304,964	3,027,031	8,331,995
2028-2032	15,100,324	13,174,392	28,274,716
2033-2037	14,289,905	10,573,233	24,863,138
2038-2042	13,870,000	7,478,879	21,348,879
2043-2047	17,710,000	3,576,326	21,286,326
2048	4,105,000	144,069	4,249,069
Total	<u>\$ 98,194,350</u>	<u>\$ 52,143,742</u>	<u>\$ 150,338,092</u>

The following long-term revenue bonds, notes and loans payable of the Port Authority are either direct borrowings or direct placements:

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, 2022 was \$111,566. The amount outstanding at September 30, 2022 is \$3,148,495. The revenue note is subject to the clauses of the Senior Lien Master Bond Resolution. Additionally, the

Tampa Port Authority

NOTES TO COMBINED FINANCIAL STATEMENTS - CONTINUED

September 30, 2022

NOTE I - LONG-TERM LIABILITIES - Continued

revenue note permits a default rate of stated interest plus 2% in the event the Port Authority fails to pay debt service and the failure continues for more than 5 days.

In October 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 up to \$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. The loan is a junior lien obligation, pursuant to Florida Statutes, Chapter 315, having a lien on pledged revenue subordinate to debt service on obligations issued to the Master Senior Lien Resolution. The amount outstanding on this loan at September 30, 2022 is \$8,517,806.

In the event of default under the 2014 SIB Loan, FDOT has the ability to enforce certain remedies, including, but not limited to, (1), increasing the interest rate by as much as 1.667 times the interest rate, (2) after certification to the State of Florida Chief Financial Officer, as to any delinquency in repayments, intercept delinquent amounts plus penalties from any unobligated funds due to the Port Authority under any revenue or tax sharing fund established by the State, except as otherwise provided by the State Constitution, such penalties may be up to 18% per annum on the amount due, and (3) electing to terminate the availability of funds for the 2014 SIB Loan.

In March 2016, the Port Authority issued \$15,416,346 in revenue refunding note Series 2016, collateralized by a pledge and lien on all rents fees and charges or other income (excluding ad valorem tax) of the Port Authority, with an interest rate of 3.41%, and with final maturities ending through 2036. The Series 2016 note was issued to refund Series 2006 bonds. The amount outstanding at September 30, 2022 is \$13,683,535. The revenue refunding note is subject to the clauses of the Senior Lien Master Bond Resolution. Additionally, the revenue note permits a default rate of stated interest plus 8% in the event the Port Authority fails to pay debt service and the failure continues for more than 5 days.

In January 2017, 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 up to \$12,000,000, collateralized by a pledge and lien on gross revenues of the Port Authority, with interest accruing at 2.26%, and with final maturities ending through October 2036. The loan is a junior lien obligation, pursuant to Florida Statutes, Chapter 315, having a lien on pledged revenue subordinate to debt service on obligations issued to the Master Senior Lien Resolution. The amount outstanding on this loan at September 30, 2022 is \$10,199,515.

In the event of default under the 2017 SIB Loan, FDOT has the ability to enforce certain remedies, including, but not limited to, (1), increasing the interest rate by as much as 1.667 times the interest rate, (2) after certification to the State of Florida Chief Financial Officer, as to any delinquency in repayments, intercept delinquent amounts plus penalties from any unobligated funds due to the Port Authority under any revenue or tax sharing fund established by the State, except as otherwise provided by the State Constitution, such penalties may be up to 18% per annum on the amount due, and (3) electing to terminate the availability of funds for the 2017 SIB Loan.

In May 2017, the Port Authority issued \$14,595,000 in refunding note Series 2017, collateralized by a pledge and lien on all rents and charges or other income (excluding ad valorem taxes) of the Port Authority, with an interest rate of SIMFA Swap Rate plus .41% Securities Industry and Financial Markets Association Municipal Swap Index), and with final maturities ending through September 2027. The Series 2017 note was issued to refund Series 2012 revenue note. There were no deferred gains or losses on the refunding. The Port Authority had an existing swap agreement with the refunded Series 2012 revenue note, whereby the Port Authority swaps the interest on the variable rate debt for a fixed fee of 5.05%. The swap agreement was continued with the Series 2017 note. The outstanding amount

Tampa Port Authority

NOTES TO COMBINED FINANCIAL STATEMENTS - CONTINUED

September 30, 2022

NOTE I - LONG-TERM LIABILITIES - Continued

at September 30, 2022 is \$8,215,000. The refunding note is subject to the clauses of the Senior Lien Master Bond Resolution. Additionally, the revenue note permits a default rate of stated interest plus 8% in the event the Port Authority fails to pay debt service and the failure continues for more than 5 days.

In June 2018, the Port Authority issued Hillsborough County Port District Revenue Refunding Note, Series 2018 in the amount of \$14,022,900, for the purpose of refunding the outstanding Series 2008 revenue note of \$13,500,000 and for termination fees of \$522,900 related to an existing interest rate swap agreement. There were no deferred gains or losses on the refunding. The note is secured by a pledge of the pledged funds on parity with the outstanding parity obligations and any additional bonds hereafter issued. The Series 2018 Refunding Note bears interest at 2.69% per annum and is payable monthly. Principal is due annually beginning September 30, 2022, in amounts increasing from \$1,500,000 to \$5,016,800 at final maturity in 2022. This note was defeased in April 2021 with issuance of a new revenue note.

In May 2020, 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 up to \$10,000,000, collateralized by a pledge and lien on gross revenues of the Port Authority, with interest accruing at 1.5%, and with maturities ending through October 1, 2040. The loan is a junior lien obligation, pursuant to Florida Statutes, Chapter 315, having a lien on pledge revenue subordinate to debt service on obligations issued to the Master Senior Lien Resolution. As of September 30, 2021, no amounts had been drawn on the loan.

In the event of default under the 2020 SIB Loan, FDOT has the ability to enforce certain remedies, including, but not limited to, (1), increasing the interest rate by as much as 1.667 times the interest rate, (2) after certification to the State of Florida Chief Financial Officer, as to any delinquency in repayments, intercept delinquent amounts plus penalties from any unobligated funds due to the Port Authority under any revenue or tax sharing fund established by the State, except as otherwise provided by the State Constitution, such penalties may be up to 18% per annum on the amount due, and (3) electing to terminate the availability of funds for the 2020 SIB Loan.

In April 2021, the Port Authority entered into a revenue note with a bank, collateralized by a pledge and lien on gross revenues of the Port Authority, in the amount of \$12,020,000 at an interest rate of 1.01%, maturing in June 2026. The revenue note was used to refund the Port Authority's outstanding Revenue Refunding Note Series 2018, which included bond principal of \$11,722,900. As a result of this debt, a deferred refunding loss of \$131,845 was recorded as a deferred outflow of resources on the statement of net position. The deferred loss has been fully amortized as of September 30, 2022. The amount outstanding at September 30, 2022 is \$8,220,000. The revenue note is subject to the clauses of the Senior Lien Master Bond Resolution.

The following long-term revenue bonds, notes and loans payable were indirect borrowings or indirect placements:

In September 2018, the Port Authority issued \$46,255,000 of Hillsborough County Port District, Florida Revenue Bonds, Series 2018A (Non-AMT) and Series 2018B (AMT), for the purpose of various capital improvements. The Series 2018A and Series 2018B bonds have been issued under the Port District's Amended and Restated Senior Lien Master Bond Resolution and are secured by a senior lien on Port Tampa Bay's gross revenues.



Tampa Port Authority

NOTES TO COMBINED FINANCIAL STATEMENTS - CONTINUED

September 30, 2022

NOTE I - LONG-TERM LIABILITIES - Continued

The Series 2018A bonds, originally issued in the amount of \$8,375,000, bear interest at a rate of 5.25% per annum, payable semi-annually on June 1 and December 1. The 2018B bonds, originally issued in the amount of \$37,880,000, bear interest at a rate of 5%, per annum, payable semi-annually on June 1 and December 1. Principal on the bonds are due annually beginning September 30, 2028, in amounts increasing from \$740,000 to \$4,105,000 at final maturity in 2048. The outstanding amount at September 30, 2022 is \$46,255,000.

**Other**

In 2001 the US Army Corps of Engineers (Corps) completed the dredge widening of the Ybor Turning Basin which allows a 1,200-foot turning circle for cruise ships to turn around near Cruise Terminals 2 and 3. The total cost of the project was \$11,678,849. As the local sponsor of this Federal project, the Port Authority was responsible for 25% of the project costs to be paid upon project close-out, plus 10% of the total cost to be paid over the next thirty (30) years. The amount outstanding under this Joint Participation Agreement with the Corps at September 30, 2022 is \$1,167,885.

**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** – Unredeemed debt that is not reported on the financial statements because the cash and investments necessary for repayment have been irrevocably placed with an independent escrow agent, who will make debt service payments until the call date. Once the defeased debt is called, it is no longer considered defeased because the liability for the bonds has been extinguished.

The principal balance due on revenue notes and bond issues defeased is as follows as of September 30, 2022:

Revenue Bonds, Series 1998 Term Bonds	\$ 7,295,000
Revenue Bonds, Series 2002A Term Bonds	8,630,000
Revenue Bonds, Series 2002B Term Bonds	<u>3,580,000</u>
	<u>\$ 19,505,000</u>

NOTE J - DERIVATIVE INSTRUMENTS

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%. During May 2017, the Port Authority refunded the 2012 revenue note payable and entered into revenue refunding note Series 2017 of \$14,595,000. The swap will cover the entire principal amount of the 2012 revenue

Tampa Port Authority

NOTES TO COMBINED FINANCIAL STATEMENTS - CONTINUED

September 30, 2022

NOTE J - DERIVATIVE INSTRUMENTS - Continued

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, 2022 is \$438,123.

*Fair Value* - Fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. Fair value determinations, other than those measured using the Net Asset Value ("NAV") as a practical expedient, are made based upon a hierarchy that prioritizes the inputs to valuation techniques. The hierarchy gives the highest priority to unadjusted quoted prices in active markets for identical assets or liabilities (Level 1 measurements) and the lowest priority to unobservable inputs (Level 3 measurements).

Level 1 - Inputs are unadjusted quoted prices for identical assets or liabilities in active markets that the Port Authority has the ability to access.

Level 2 - Inputs include quoted prices for similar assets or liabilities in active markets; quoted prices for identical or similar assets or liabilities in inactive markets; inputs other than quoted prices that are observable for the asset or liability; inputs that are derived principally from or corroborated by observable market data by correlation or other means. If the asset or liability has a specified (contractual) term, the Level 2 input must be observable for substantially the full term of the asset or liability.

Level 3 - Inputs to the valuation methodology are unobservable inputs in situations where there is little or no market activity for the asset or liability, and the reporting entity makes estimates and assumptions related to the pricing of the asset or liability including assumptions regarding risk.

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, 2022, and as such, are presented as noncurrent liabilities in the accompanying statement of net position. The reported fair values are calculated using the mark-to-market method by an independent third party taking into account current interest rates and the credit worthiness of the counterparties and is therefore considered a level 3 investment.

*Credit Risk* - Because the swap has a negative fair value, the Port Authority is exposed to the credit risk of the counterparty in the amount of the swap's fair value. The 2022 swap counterparty has ratings of Aa3 (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 2022.

*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 SOFR (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 SOFR 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.

Tampa Port Authority

NOTES TO COMBINED FINANCIAL STATEMENTS - CONTINUED

September 30, 2022

NOTE J - DERIVATIVE INSTRUMENTS - Continued

The following is a schedule of expected future interest payments required under the swap agreements:

<u>Year ending September 30,</u>	
2023	\$ 421,529
2024	340,269
2025	252,534
2026	160,983
2027	65,067
	<u>\$ 1,240,382</u>

NOTE K - UNEARNED REVENUE

Unearned revenue as of September 30, 2022 was \$14,227,770, of which \$1,261,445 was considered current. Unearned revenue consists of payments from tenants or other entities for infrastructure improvements to be used solely by that entity. The revenue is recognized over the life of the related tenant lease or asset as applicable. Amounts will be recognized in future periods as follows:

<u>Year ending September 30,</u>		<u>Year ending September 30,</u>	
2023	\$ 1,261,445	2028 to 2032	\$ 6,094,739
2024	1,239,945	2033 to 2037	1,496,150
2025	1,239,945	2038 to 2042	403,200
2026	1,239,945	2043 to 2047	12,456
2027	1,239,945	2047 to 2051	-
			<u>\$ 14,227,770</u>

NOTE L - EMPLOYEE RETIREMENT PLANS

Florida Retirement System

*General Information* - The Port Authority's employees participate in the Florida Retirement System (FRS). As provided by Chapters 121 and 112, Florida Statutes, the FRS provides two cost sharing, multiple employer defined benefit plans administered by the Florida Department of Management Services, Division of Retirement, including FRS Pension Plan ("Pension Plan") and the Retiree Health Insurance Subsidy ("HIS Plan"). Under Section 121.4501, Florida Statutes, the FRS also provides a defined contribution plan ("Investment Plan") alternative to the FRS Pension Plan, which is administered by the State Board of Administration ("SBA").

Tampa Port Authority

NOTES TO COMBINED FINANCIAL STATEMENTS - CONTINUED

September 30, 2022

NOTE L - EMPLOYEE RETIREMENT PLANS - Continued

As a general rule, membership in the FRS is compulsory for all employees working in a regularly established position for a state agency, county government, district school board, state university, community college, or a participating city or special district within the State of Florida. The FRS provides retirement and disability benefits, annual cost-of-living adjustments, and death benefits to plan members and beneficiaries. Benefits are established by Chapter 121, Florida Statutes, and Chapter 60S, Florida Administrative Code. Amendments to the law can be made only by an act of the Florida State Legislature.

The State of Florida annually issues a publicly available financial report that includes financial statements and required supplementary information for the FRS. The latest available report may be obtained by writing to the following:

State of Florida Division of Retirement  
Department of Management Services  
P.O. Box 9000

Tallahassee, FL 32315-9000

Website: [www.dms.myflorida.com/workforce\\_operations/retirement/publications](http://www.dms.myflorida.com/workforce_operations/retirement/publications)

*Plan Description* - The FRS Pension Plan ("Pension Plan") is a cost-sharing multiple-employer defined benefit pension plan, with a Deferred Retirement Option Program (DROP) for eligible employees.

*Benefits Provided* - Benefits under the Pension Plan are computed on the basis of age, average final compensation, and service credit. For Pension Plan members enrolled before July 1, 2011:

1. Regular class members who retire at or after age 62 with at least six years of credited service (or 30 years of service regardless of age) are entitled to a retirement benefit payable monthly for life, equal to 1.6% of their final average compensation based on the five highest years of salary, for each year of credited service. Vested members with less than 30 years of service may retire before age 62 and receive reduced retirement benefits.
2. Special Risk Administrative Support class members who retire at or after age 55 with at least six years of credited service (or 25 years of service regardless of age) are entitled to a retirement benefit payable monthly for life, equal to 1.6% of their final average compensation based on the five highest years of salary, for each year of credited service.
3. Special Risk class members (sworn law enforcement officers, firefighters, and correctional officers) who retire at or after age 55 with at least six years of credited service (or with 25 years of service regardless of age) are entitled to a retirement benefit payable monthly for life, equal to 3.0% of their final average compensation based on the five highest years of salary for each year of credited service.
4. Senior Management Service class members who retire at or after age 62 with at least six years of credited service (or 30 years of service regardless of age) are entitled to a retirement benefit payable monthly for life, equal to 2.0% of their final average compensation based on the five highest years of salary for each year of credited service.
5. Elected Officers' class members who retire at or after age 62 with at least six years of credited service (or 30 years of service regardless of age) are entitled to a retirement benefit payable monthly for life, equal to 3.0% (3.33% for judges and justices) of their final average compensation based on the five highest years of salary for each year of credited service.

Tampa Port Authority

NOTES TO COMBINED FINANCIAL STATEMENTS - CONTINUED

September 30, 2022

NOTE L - EMPLOYEE RETIREMENT PLANS - Continued

Pension Plan members enrolled after July 1, 2011 received the same as the above with the following differences:

1. The vesting requirement is extended from six years to eight years of credited service and increasing normal retirement from age 62 to 65 (or from 30 years to 33 years of service regardless of age) for Regular, Senior Management Service, and Elected Officers' class members.
2. The normal retirement age increased from 55 to 60 (or from 25 to 30 years of service regardless of age) for Special Risk and Special Risk Administrative Support class members.
3. Also, the final average compensation for all these members has increased from the five to eight years of highest salaries.

As provided in Section 121.101, Florida Statutes:

For members initially enrolled in the Pension Plan before July 1, 2011, and all service credit was accrued before July 1, 2011, the annual cost-of- living adjustment is 3% per year.

If the member is initially enrolled before July 1, 2011, and has service credit on or after July 1, 2011, there is an individually calculated cost-of-living adjustment. The annual cost-of-living adjustment is a proportion of 3% determined by dividing the sum of the pre-July 2011 service credit by the total service credit at retirement multiplied by 3%.

Plan members initially enrolled on or after July 1, 2011, will not have a cost-of-living adjustment after retirement.

In addition to the above benefits, the DROP program allows eligible members to defer receipt of monthly retirement benefit payments while continuing employment with an FRS employer for a period not to exceed 60 months after electing to participate. Deferred monthly benefits are held in the FRS Trust Fund and accrue interest. There are no required contributions by DROP participants.

*Contributions* - Effective July 1, 2011, all enrolled members of the FRS, other than DROP participants, are required to contribute 3% of their salary to the FRS. In addition to member contributions, governmental employers are required to make contributions to the FRS based on state-wide contribution rates established by the Florida Legislature. These rates are updated as of July 1 of each year.

The employer contribution rates by job class for the periods from October 1, 2021 through June 30, 2022 and from July 1, 2022 through September 30, 2022, respectively, were as follows:

<u>Job Class</u>	<u>10/1/21 - 6/30/22</u>	<u>7/1/22 - 9/30/22</u>
Regular	10.82%	11.91%
Special Risk Administrative Support	37.76%	38.65%
Special Risk	25.89%	27.83%
Senior Management Service	29.01%	31.57%
Elected Officers	51.42%	57.00%
DROP participants	18.34%	18.60%



Tampa Port Authority

NOTES TO COMBINED FINANCIAL STATEMENTS - CONTINUED

September 30, 2022

NOTE L - EMPLOYEE RETIREMENT PLANS - Continued

These employer contribution rates include 1.66% and 1.66% HIS Plan subsidy for the periods October 1, 2021 through June 30, 2022 and from July 1, 2022 through September 30, 2022, respectively.

The Port Authority's contributions to the Pension Plan totaled \$1,580,962 for the fiscal year ended September 30, 2022.

*Pension Liabilities, Pension Expense, Deferred Outflows of Resources, and Deferred Inflows of Resources Related to Pensions* - At September 30, 2022, the Port Authority reported a liability of \$13,785,327 for its proportionate share of the net pension liability as of September 30, 2022. The net pension liability was measured as of June 30, 2022 and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation for the year ended June 30, 2022.

The Port Authority's proportionate share of the net pension liability was based on the Port Authority's contributions relative to the same fiscal year contributions of all participating members of the Board. The Port Authority's proportionate share is indicated below:

	<u>9/30/2022</u>	<u>9/30/2021</u>	<u>Decrease</u>
Port Authority's proportionate share	0.037049%	0.037932%	-0.000883%

For the fiscal year ended September 30, 2022, the Port Authority recognized pension expense of \$2,068,348. In addition, the Port Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

<u>Description</u>	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Difference between expected and actual experience	\$ 654,723	\$ -
Change of assumptions	1,697,721	-
Net difference between projected and actual earnings on Pension Plan investments	910,243	-
Changes in proportion and differences between Port Authority FRS contributions and proportionate share of contributions	515,357	249,112
Port Authority FRS contributions subsequent to the measurement date	460,607	-
	<u>\$ 4,238,651</u>	<u>\$ 249,112</u>

The deferred outflows of resources related to the Pension Plan, totaling \$460,607 resulting from the Port Authority's contributions to the Pension Plan subsequent to the measurement date, will be recognized as a reduction of the net pension liability in the subsequent fiscal year.

Tampa Port Authority

NOTES TO COMBINED FINANCIAL STATEMENTS - CONTINUED

September 30, 2022

NOTE L - EMPLOYEE RETIREMENT PLANS - Continued

Other amounts reported as deferred outflows of resources and deferred inflows of resources related to the Pension Plan will be recognized in pension expense as follows:

Fiscal Year Ending September 30,	
2023	\$ 853,414
2024	322,035
2025	(288,203)
2026	2,507,595
2027	134,091
Thereafter	-
	<u>\$ 3,528,932</u>

*Actuarial Assumptions* - The total pension liability in the July 1, 2022 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	2.40%
Salary increases, average, including inflation	3.25%
Investment rate of return, net of pension plan investment expense, including inflation	6.70%

Mortality rates were based on the PUB-2010 base table, projected generationally with Scale MP-2018.

The actuarial assumptions used in the July 1, 2022 valuation were based on the results of an actuarial experience study for the period July 1, 2013 through June 30, 2018.

The long-term expected rate of return on Pension Plan investments was not based on historical returns, but instead is based on a forward-looking capital market economic model. The allocation policy's description of each asset class was used to map the target allocation to the asset classes shown below. Each asset class assumption is based on a consistent set of underlying assumptions and includes an adjustment for the inflation assumption.

The target allocation and best estimates of arithmetic and geometric real rates of return for each major asset class are summarized in the following table:

Asset Class	Target Allocation (1)	Annual Arithmetic Return	Compound Annual (Geometric) Return	Standard Deviation
Cash	1.0%	2.6%	2.6%	1.1%
Fixed income	19.8%	4.4%	4.4%	3.2%
Global equity	54.0%	8.8%	7.3%	17.8%
Real estate (property)	10.3%	7.4%	6.3%	15.7%
Private equity	11.1%	12.0%	8.9%	26.3%
Strategic investments	3.8%	6.2%	5.9%	7.8%
Total	<u>100.0%</u>			
Assumed inflation - Mean			2.4%	1.3%

Note: (1) As outlined in the Plan's investment policy

Tampa Port Authority

NOTES TO COMBINED FINANCIAL STATEMENTS - CONTINUED

September 30, 2022

NOTE L - EMPLOYEE RETIREMENT PLANS - Continued

*Discount Rate* - The discount rate used to measure the total pension liability was 6.70%. The Pension Plan's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the discount rate for calculating the total pension liability is equal to the long-term expected rate of return.

Sensitivity of the Port Authority's Proportionate Share of the Net Position Liability to Changes in the Discount Rate - The following presents the Port Authority's proportionate share of the net pension liability calculated using the discount rate of 6.70%, as well as what the Port Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower or 1- percentage-point higher than the current rate:

	1% Decrease (5.70%)	Current Discount Rate (6.70%)	1% Increase (7.70%)
Port Authority's proportionate share of the net pension liability	\$ 23,840,778	\$ 13,785,327	\$ 5,377,776

*Pension Plan Fiduciary Net Position* - Detailed information about the Pension Plan's fiduciary net position is available in the separately issued FRS Pension Plan and Other State Administered Systems Annual Comprehensive Financial Report.

*Payables to the Pension Plan* - At September 30, 2022, the Port Authority reported no payables for the outstanding amount of contributions to the Pension Plan required for the fiscal year ended September 30, 2022.

*HIS Plan*

*Plan Description* - The HIS Plan is a cost-sharing multiple-employer defined benefit pension plan established under Section 112.363, Florida Statutes, and may be amended by the Florida legislature at any time. The benefit is a monthly payment to assist retirees of State-administered retirement systems in paying their health insurance costs and is administered by the Florida Department of Management Services, Division of Retirement.

*Benefits Provided* - For the fiscal year ended September 30, 2022, eligible retirees and beneficiaries received a monthly HIS payment of \$5 for each year of creditable service completed at the time of retirement, with a minimum HIS payment of \$30 and a maximum HIS payment of \$150 per month. To be eligible to receive these benefits, a retiree under a State-administered retirement system must provide proof of health insurance coverage, which may include Medicare.

*Contributions* - The HIS Plan is funded by required contributions from FRS participating employers as set by the Florida Legislature. Employer contributions are a percentage of gross compensation for all active FRS members. For the fiscal year ended September 30, 2022, the HIS contribution for the period October 1, 2021 through June 30, 2022 and from July 1, 2022 through September 30, 2022 was 1.66% and 1.66%, respectively. The System contributed 100% of its statutorily required contributions for the current and preceding three years. HIS Plan contributions are deposited in a separate trust fund from which payments are authorized. HIS Plan benefits are not guaranteed and are subject to annual legislative appropriation. In the event legislative appropriation or available funds fail to provide full subsidy benefits to all participants, benefits may be reduced or cancelled. The Port Authority's contributions to the HIS Plan totaled \$225,005 for the fiscal year ended September 30, 2022.

Tampa Port Authority

NOTES TO COMBINED FINANCIAL STATEMENTS - CONTINUED

September 30, 2022

NOTE L - EMPLOYEE RETIREMENT PLANS - Continued

*Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions* - At September 30, 2022, the Port Authority reported a net pension liability of \$3,938,561 for its proportionate share of the HIS Plan's net pension liability. The net pension liability for each fiscal year was measured as of June 30, 2022 and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation for the year ended June 30, 2022. The Port Authority's proportionate share of the net pension liability was based on the Port Authority's contributions relative to the same fiscal year contributions of all participating members of the Board.

At September 30, 2022, the Port Authority's proportionate share was as indicated below:

	<u>9/30/2022</u>	<u>9/30/2021</u>	<u>Decrease</u>
Port Authority's proportionate share	0.037186%	0.037304%	-0.000118%

For the fiscal year ended September 30, 2022, the Port Authority recognized pension expense of \$255,801. In addition, the Port Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

<u>Description</u>	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Difference between expected and actual experience	\$ 119,545	\$ 17,330
Change of assumptions	225,761	609,293
Net difference between projected and actual earnings on HIS pension plan investments	5,702	-
Changes in proportion and differences between Port Authority HIS contributions and proportionate share of contributions	70,701	17,779
Port Authority HIS contributions subsequent to the measurement date	60,813	-
	<u>\$ 482,522</u>	<u>\$ 644,402</u>

Tampa Port Authority

NOTES TO COMBINED FINANCIAL STATEMENTS - CONTINUED

September 30, 2022

NOTE L - EMPLOYEE RETIREMENT PLANS - Continued

The deferred outflows of resources related to the HIS Plan resulting from System contributions to the HIS Plan subsequent to the measurement date, totaling \$60,813, will be recognized as a reduction of the net pension liability in the subsequent fiscal year. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to the HIS Plan will be recognized in pension expense as follows:

Fiscal Year Ending September 30,	
2023	\$ (53,331)
2024	(28,759)
2025	(13,149)
2026	(29,106)
2027	(67,559)
Thereafter	(30,789)
	<u>\$ (222,693)</u>

*Actuarial Assumptions* - The total pension liability in the July 1, 2022, actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	2.40%
Salary increases, average, including inflation	3.25%
Municipal bond rate investment expense, including inflation	3.54%

Mortality rates were based on the PUB-2010 base table, projected generationally with Scale MP-2018.

The actuarial assumptions used in the July 1, 2022 valuation were based on the results of an actuarial experience study for the period July 1, 2013, through June 30, 2018.

*Discount Rate* - The discount rate used to measure the total pension liability was 3.54%. In general, the discount rate for calculating the total pension liability is equal to the single rate equivalent to discounting at the long-term expected rate of return for benefit payments prior to the projected depletion date. Because the HIS benefit is essentially funded on a pay-as-you-go basis, the depletion date is considered to be immediate, and the single equivalent discount rate is equal to the municipal bond rate selected by the HIS Plan sponsor. The Bond Buyer General Obligation 20-Bond Municipal Bond Index was adopted as the applicable municipal bond index.

*Sensitivity of the Port Authority's Proportionate Share of the Net Pension Liability to Changes in the Discount Rate* - The following presents the Port Authority's proportionate share of the net pension liability calculated using the discount rate of 3.54%, as well as what the Port Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower or 1- percentage-point higher than the current rate:



Tampa Port Authority

NOTES TO COMBINED FINANCIAL STATEMENTS - CONTINUED

September 30, 2022

NOTE L - EMPLOYEE RETIREMENT PLANS - Continued

	1% Decrease (2.54%)	Current Discount Rate (3.54%)	1% Increase (4.54%)
Port Authority's proportionate share of the net pension liability (assets)	\$ 4,506,037	\$ 3,938,561	\$ 3,468,986

*Pension Plan Fiduciary Net Position* - Detailed information about the HIS Plan's fiduciary net position is available in the separately issued FRS Pension Plan and Other State Administered Systems Annual Comprehensive Financial Report.

*Payables to the Pension Plan* - At September 30, 2022, the Port Authority reported no payables for the outstanding amount of contributions to the HIS Plan.

The aggregate amounts of net pension liability, deferred inflows of resources related to pensions, deferred outflows of resources related to pensions, and pension expense for the Port Authority as of September 30, 2022 are as follows:

	FRS	HIS	Total
Deferred outflows of resources related to pensions	\$ 4,238,651	\$ 482,522	\$ 4,721,173
Net pension liability	13,785,327	3,938,561	17,723,888
Deferred inflows of resources related to pensions	249,116	644,402	893,518
Pension expense	2,068,348	255,801	2,324,149

*Investment Plan*

The SBA administers the defined contribution plan officially titled the FRS Investment Plan. The investment Plan is reported in the SBA's annual financial statements and in the State of Florida Annual Comprehensive Financial Report.

As provided in Section 121.4501, Florida Statutes, eligible FRS members may elect to participate in the Investment Plan in lieu of the FRS defined- benefit plan. Port Authority employees participating in DROP are not eligible to participate in the Investment Plan. Employer and employee contributions, including amounts contributed to individual member's accounts, are defined by law, but the ultimate benefit depends in part on the performance of investment funds. Benefit terms, including contribution requirements, for the Investment Plan are established and may be amended by the Florida Legislature. The Investment Plan is funded with the same employer and employee contribution rates that are based on salary and membership class (Regular Class, Elected County Officers, etc.), as the Pension Plan. Contributions are directed to individual member accounts, and the individual members allocate contributions and account balances among various approved investment choices. Costs of administering the Investment Plan, including the FRS Financial Guidance Program, are funded through an employer contribution of 0.04% of payroll and by forfeited benefits of plan members.

Allocations to the investment member's accounts during the Port's fiscal year 2022, as established by Section 121.72, Florida Statutes, are based on a percentage of gross compensation, by class, as follows:

Tampa Port Authority

NOTES TO COMBINED FINANCIAL STATEMENTS - CONTINUED

September 30, 2022

NOTE L - EMPLOYEE RETIREMENT PLANS - Continued

<u>Job Class</u>	<u>10/1/21 - 6/30/22</u>	<u>7/1/22 - 9/30/22</u>
Regular	10.82%	11.91%
Special Risk Administrative Support	37.76%	38.65%
Special Risk	25.89%	27.83%
Senior Management Service	29.01%	31.57%
County Elected Officers	51.42%	57.00%

For all membership classes, employees are immediately vested in their own contributions and are vested after one year of service for employer contributions and investment earnings. If an accumulated benefit obligation for service credit originally earned under the FRS Pension Plan is transferred to the Investment Plan, the member must have the years of service required for FRS Pension Plan vesting (including the service credit represented by the transferred funds) to be vested for these funds and the earnings on the funds.

Non-vested employer contributions are placed in a suspense account for up to five years. If the employee returns to FRS-covered employment within the five-year period, the employee will regain control over their account. If the employee does not return within the five-year period, the employee will forfeit the accumulated account balance. Costs of administering the Investment Plan, including the FRS Financial Guidance Program, are funded through an employer contribution of 0.04% of payroll and by forfeited benefits of Investment Plan members.

For the fiscal year ended September 30, 2022, the information for the amount of forfeitures was unavailable from the SBA; however, management believes that these amounts, if any, would be immaterial to the Port Authority.

After termination and applying to receive benefits, the member may rollover vested funds to another qualified plan, structure a periodic payment under the Investment Plan, receive a lump-sum distribution, leave the funds invested for future distribution, or any combination of these options. Disability coverage is provided; the member may either transfer the account balance to the FRS Pension Plan when approved for disability retirement to receive guaranteed lifetime monthly benefits under the FRS Pension Plan or remain in the Investment Plan and rely upon that account balance for retirement income.

The Port Authority's Investment Plan pension expense totaled \$302,202 for the fiscal year ended September 30, 2022.

NOTE M - 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.

Tampa Port Authority

NOTES TO COMBINED FINANCIAL STATEMENTS - CONTINUED

September 30, 2022

NOTE M - FLORIDA PORTS FINANCING COMMISSION - Continued

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.

NOTE N - 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 Annual Comprehensive 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 O - COMMITMENTS AND CONTINGENCIES

1. Litigation

The Port Authority is involved with pending claims and lawsuits. 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.

2. Commitments

The Tampa Port Authority had contractual commitments for various projects that amounted to approximately \$52 million as of September 30, 2022.

## REQUIRED SUPPLEMENTARY INFORMATION



Tampa Port Authority

SCHEDULE OF TAMPA PORT AUTHORITY'S PROPORTIONATE SHARE OF NET PENSION LIABILITY FOR THE FLORIDA RETIREMENT SYSTEM AND HEALTH INSURANCE SUBSIDY PROGRAM

Last Nine Fiscal Years

**Florida Retirement System (FRS) Defined Benefit Pension Plan**

Plan Sponsor Measurement Date June 30,	Port Authority's Proportion of the FRS Net Pension Liability	Port Authority's Proportionate Share of the FRS Net Pension Liability	Port Authority's Covered Payroll	Port Authority's proportionate share of the Net Pension Liability as a Percentage of Covered Payroll	FRS Plan Fiduciary Net Position as a Percentage of Total Pension Liability
2022	0.0370%	\$ 13,785,327	\$ 13,551,578	102%	82.89%
2021	0.0379%	\$ 2,865,327	\$ 13,157,138	22%	96.40%
2020	0.0361%	\$ 15,630,949	\$ 12,713,360	123%	78.85%
2019	0.0354%	\$ 12,186,298	\$ 12,295,591	99%	82.61%
2018	0.0361%	\$ 10,861,638	\$ 12,144,035	89%	84.26%
2017	0.0352%	\$ 10,409,379	\$ 11,344,639	92%	83.89%
2016	0.0334%	\$ 8,434,088	\$ 10,891,071	77%	84.88%
2015	0.0336%	\$ 4,335,833	\$ 10,103,039	43%	92.00%
2014	0.0334%	\$ 2,036,755	\$ 9,814,553	21%	96.09%

**Retiree Health Insurance Subsidy (HIS) Program Defined Benefit Pension Plan**

Plan Sponsor Measurement Date June 30,	Port Authority's Proportion of the HIS Net Pension Liability	Port Authority's Proportionate Share of the HIS Net Pension Liability	Port Authority's Covered Payroll	Port Authority's proportionate share of the Net Pension Liability as a Percentage of Covered Payroll	HIS Plan Fiduciary Net Position as a Percentage of Total Pension Liability
2022	0.0372%	\$ 3,938,561	\$ 13,551,578	29%	4.81%
2021	0.0373%	\$ 4,575,856	\$ 13,157,138	35%	3.56%
2020	0.0373%	\$ 4,555,014	\$ 12,713,360	36%	3.00%
2019	0.0374%	\$ 4,185,420	\$ 12,295,591	34%	2.63%
2018	0.0372%	\$ 3,932,691	\$ 12,144,035	32%	2.15%
2017	0.0356%	\$ 3,805,582	\$ 11,344,639	34%	1.64%
2016	0.0353%	\$ 4,108,920	\$ 10,891,071	38%	0.97%
2015	0.0333%	\$ 3,391,602	\$ 10,103,039	34%	0.50%
2014	0.0335%	\$ 3,136,360	\$ 9,814,553	32%	0.99%

**Notes:**

- 1) The amounts presented for each fiscal year were determined as of the Plan fiscal year measurement date of June 30<sup>th</sup>.
- 2) The Port Authority implemented GASB Statement No. 68 for the fiscal year ended September 30, 2015, including restatement as of September 30, 2014. Information for prior years is not available.



Tampa Port Authority

SCHEDULE OF TAMPA PORT AUTHORITY'S CONTRIBUTIONS FOR THE FLORIDA RETIREMENT SYSTEM AND HEALTH INSURANCE SUBSIDY PROGRAM

Last Nine Fiscal Years

**Florida Retirement System (FRS) Defined Benefit Pension Plan**

Port Authority's Fiscal Year September 30,	FRS Contractually Required Contribution	FRS Contributions in Relation to the Contractually Required Contribution	FRS Contribution Deficiency (Excess)	Port Authority's Covered Payroll	FRS Contributions as a Percentage of Covered Payroll
2022	\$ 1,580,962	\$ 1,580,962	\$ -	\$ 13,857,460	11.41%
2021	\$ 1,445,043	\$ 1,445,043	\$ -	\$ 13,081,337	11.05%
2020	\$ 1,198,268	\$ 1,198,268	\$ -	\$ 12,871,790	9.31%
2019	\$ 1,097,238	\$ 1,097,238	\$ -	\$ 12,312,712	8.91%
2018	\$ 1,027,698	\$ 1,027,698	\$ -	\$ 12,684,741	8.10%
2017	\$ 915,804	\$ 915,804	\$ -	\$ 11,988,814	7.64%
2016	\$ 856,963	\$ 856,963	\$ -	\$ 11,391,970	7.52%
2015	\$ 1,041,840	\$ 1,041,840	\$ -	\$ 10,281,940	10.13%
2014	\$ 984,116	\$ 984,116	\$ -	\$ 10,077,646	9.77%

**Retiree Health Insurance Subsidy (HIS) Program Defined Benefit Pension Plan**

Port Authority's Fiscal Year September 30,	HIS Contractually Required Contribution	HIS Contributions in Relation to the Contractually Required Contribution	HIS Contribution Deficiency (Excess)	Port Authority's Covered Payroll	HIS Contributions as a Percentage of Covered Payroll
2022	\$ 225,005	\$ 225,005	\$ -	\$ 13,857,460	1.62%
2021	\$ 219,271	\$ 219,271	\$ -	\$ 13,081,337	1.68%
2020	\$ 214,978	\$ 214,978	\$ -	\$ 12,871,790	1.67%
2019	\$ 207,715	\$ 207,715	\$ -	\$ 12,312,712	1.69%
2018	\$ 201,501	\$ 201,501	\$ -	\$ 12,684,741	1.59%
2017	\$ 188,359	\$ 188,359	\$ -	\$ 11,988,814	1.57%
2016	\$ 189,107	\$ 189,107	\$ -	\$ 11,391,970	1.66%
2015	\$ 170,680	\$ 170,680	\$ -	\$ 10,281,940	1.66%
2014	\$ 167,289	\$ 167,289	\$ -	\$ 10,077,646	1.66%

**Notes:**

- 1) The amounts presented for each fiscal year were determined as of the Plan fiscal year measurement date of June 30<sup>th</sup>.
- 2) The Port Authority implemented GASB Statement No. 68 for the fiscal year ended September 30, 2015, including restatement as of September 30, 2014. Information for prior years is not available.

## INDIVIDUAL FUND FINANCIAL STATEMENTS



TAMPA PORT AUTHORITY  
COMBINING STATEMENT OF CASH FLOWS - DISCRETELY PRESENTED COMPONENT UNIT  
SEPTEMBER 30, 2022

	<u>Tampa Bay International Terminals, Inc.</u>
Cash flows from operating activities	
Received from customers	\$ 64,121
Payments to suppliers for goods and services	<u>(54,090)</u>
Net cash provided by operating activities	<u>10,031</u>
Net increase in cash and cash equivalents	10,031
Cash and cash equivalents at beginning of year	<u>1,377,850</u>
Cash and cash equivalents at end of year	<u><u>\$ 1,387,881</u></u>
Reconciliation of operating income to net cash provided by operating activities	
Operating income	<u>\$ 10,031</u>
Net cash provided by operating activities	<u><u>\$ 10,031</u></u>

## OTHER SUPPLEMENTARY INFORMATION



Tampa Port Authority

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS AND STATE FINANCIAL ASSISTANCE

For the year ended September 30, 2022

Grantor and Program Title	Assistance Listing Number	Grant Number	Expenditures
<b><u>FEDERAL AWARDS</u></b>			
<b><u>Direct Awards</u></b>			
U.S. Department of the Treasury			
COVID-19 state and local fiscal recovery funds	21.027	44949518401	\$ 8,002,250
Total U.S. Department of the Treasury			<u>8,002,250</u>
U.S. Department of Homeland Security			
Port security grant program	97.056	EMW-2019-PU-00442-S01	626,350
		EMW-2020-PU-00435-S01	46,326
		EMW-2021-PU-00290-S01	7,500
Total U.S. Department of Homeland Security			<u>680,176</u>
Total federal financial assistance			<u>8,682,426</u>
<b><u>STATE FINANCIAL ASSISTANCE</u></b>			
<b><u>Direct Awards</u></b>			
Florida Department of Transportation			
Seaport Grants	55.005		
Infrastructure improvements		43513019402	534,529
Infrastructure improvements		41274619418	584,804
Infrastructure improvements		43332019402	495,076
Infrastructure improvements		44490829401	9,000
Infrastructure improvements		42250019402	2,165,162
Total seaport grants			<u>3,788,571</u>
Intermodal Development Program - Port Security	55.014		
Infrastructure improvements		43324019402	341,738
Total intermodal development program - port security			<u>341,738</u>
Total state financial assistance			<u>4,130,309</u>
Total expenditures of federal awards and state financial assistance			<u>\$ 12,812,735</u>

Tampa Port Authority

NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS AND  
STATE FINANCIAL ASSISTANCE

September 30, 2022

NOTE A - 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 *Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* ("Uniform Guidance") 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. No amounts are passed through to subrecipients.

NOTE B - INDIRECT COST RATE

The Port Authority did not elect to use the 10% de minimis indirect cost rate on its federal awards as allowed under the Uniform Guidance.

NOTE C - CONTINGENCIES

These Federal programs and State projects 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.

NOTE D - LOANS OUTSTANDING

The Port Authority had two State Infrastructure Bank Loans (CSFA #55.020) in the amount of \$18,717,321 outstanding at September 30, 2022. The September 30, 2021 loan balance for these loans was \$20,456,405. No loan proceeds were expended during the year ended September 30, 2022.





# STATISTICAL

SECTION











## 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.

1. Net position by Component - Table 1
2. Changes in Fund Net Position - Table 2

#### **Revenue Capacity Information:**

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

1. Operating Revenue by Type and Related Averages - Table 3
2. Principal Revenue Sources and Revenue per Categories - Table 4
3. Wharfage Revenue and Dockage Revenue - Ten Largest Customers - Table 5
4. Revenue Rates - Table 6
5. Top Ten Customers - Table 7

#### **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.

1. Ratios of Outstanding Debt by Type - Table 8
2. Revenue Bond/Note Coverage - Table 9
3. Summary of Surplus Port Revenues after Debt and Operating Costs - Table 10

#### **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 Principal 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 Counts - 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. Top Ten Largest Importers and Exporters by Country - Table 21
4. Financial Highlights - Table 22

**SEC Rule 15c2-12 Reporting:**

1. Port of Tampa Tonnage Distribution - Table 23
2. Port Usage Fees - Table 24
3. Summary of Leases of Principal Tenants - Table 25

Table 1

**TAMPA PORT AUTHORITY**  
**Net Position by Component**  
**Last Ten (10) Fiscal Years**  
**(Unaudited)**  
**(amounts in thousands)**

	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<b>Net Position at Year-End</b>										
Net investment in capital assets	\$ 431,713	\$ 457,966	\$ 480,769	\$ 532,160	\$ 552,692	\$ 551,583	\$ 611,045	\$ 623,421	\$ 613,586	\$ 615,220
Restricted										
Bond debt service	9,421	9,004	7,001	7,079	7,076	8,243	8,101	7,550	5,931	6,113
Unrestricted	<u>67,910</u>	<u>63,547</u>	<u>60,959</u>	<u>42,602</u>	<u>34,877</u>	<u>51,298</u>	<u>22,757</u>	<u>14,615</u>	<u>42,031</u>	<u>58,701</u>
<b>Total Net Position</b>	<b><u>\$ 509,044</u></b>	<b><u>\$ 530,517</u></b>	<b><u>\$ 548,729</u></b>	<b><u>\$ 581,841</u></b>	<b><u>\$ 594,645</u></b>	<b><u>\$ 611,124</u></b>	<b><u>\$ 641,903</u></b>	<b><u>\$ 645,586</u></b>	<b><u>\$ 661,548</u></b>	<b><u>\$ 680,034</u></b>

(a) Years prior to 2015 were not restated per GASB 68 and 71; see Note 17 in the 2015 audited financial statements.

(b) GASB 87 Leases was effective in 2022 with a retrospective adoption for 2021; see Note C in the 2022 audited financial statements



Table 2

**TAMPA PORT AUTHORITY**  
**Changes in Fund Net Position**  
**Last Ten (10) Fiscal Years**  
**(Unaudited)**  
**(amounts in thousands)**

	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
<b>Operating Revenue</b>										
Port Usage Fees	\$ 31,539	\$ 36,429	\$ 38,975	\$ 36,793	\$ 39,916	\$ 43,603	\$ 46,206	\$ 37,480	\$ 35,037	\$ 46,100
Land & Building Leases (b)	11,725	11,226	11,551	11,752	13,058	15,299	18,040	18,090	23,288	23,605
Tenant Utilities	476	531	536	382	431	528	577	347	207	156
Other Port Operating Revenue	<u>349</u>	<u>244</u>	<u>207</u>	<u>281</u>	<u>367</u>	<u>290</u>	<u>339</u>	<u>359</u>	<u>500</u>	<u>422</u>
<b>Total Operating Revenue</b>	<b>\$ 44,089</b>	<b>\$ 48,430</b>	<b>\$ 51,269</b>	<b>\$ 49,208</b>	<b>\$ 53,772</b>	<b>\$ 59,720</b>	<b>\$ 65,162</b>	<b>\$ 56,276</b>	<b>\$ 59,032</b>	<b>\$ 70,283</b>
<b>Non-Operating Revenue</b>										
Operating Assistance Grants	\$ -	\$ -	\$ -	\$ 3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Grants	17,941	14,057	17,098	29,307	10,974	11,488	31,166	10,485	5,002	5,110
Interest Income	2,398	498	659	259	284	588	1,681	955	53	388
Ad Valorem Tax Receipts	10,926	10,830	10,945	11,065	11,152	10,868	10,558	10,505	10,782	11,043
Other Non-Operating Income	<u>1,757</u>	<u>4,414</u>	<u>2,953</u>	<u>1,567</u>	<u>1,258</u>	<u>1,779</u>	<u>2,441</u>	<u>1,916</u>	<u>13,552</u>	<u>10,079</u>
<b>Total Non-Operating Revenue</b>	<b>\$ 33,022</b>	<b>\$ 29,799</b>	<b>\$ 31,655</b>	<b>\$ 42,201</b>	<b>\$ 23,668</b>	<b>\$ 24,723</b>	<b>\$ 45,846</b>	<b>\$ 23,861</b>	<b>\$ 29,389</b>	<b>\$ 26,620</b>
<b>Total Revenues</b>	<b>\$ 77,111</b>	<b>\$ 78,229</b>	<b>\$ 82,924</b>	<b>\$ 91,409</b>	<b>\$ 77,440</b>	<b>\$ 84,443</b>	<b>\$ 111,008</b>	<b>\$ 80,137</b>	<b>\$ 88,421</b>	<b>\$ 96,903</b>
<b>Operating Expenses</b>										
Personnel	\$ 10,690	\$ 12,880	\$ 13,477	\$ 14,738	\$ 16,341	\$ 17,082	\$ 18,537	\$ 18,992	\$ 15,288	\$ 19,039
Promotional	701	970	1,307	1,049	1,165	1,355	1,370	878	1,010	1,123
Administrative	12,868	14,257	13,534	13,181	14,558	15,317	16,578	14,761	14,371	16,956
Depreciation & Amortization Expense	<u>21,049</u>	<u>20,619</u>	<u>23,677</u>	<u>24,063</u>	<u>27,643</u>	<u>29,736</u>	<u>35,712</u>	<u>35,015</u>	<u>35,249</u>	<u>34,504</u>
<b>Total Operating Expenses</b>	<b>\$ 45,308</b>	<b>\$ 48,726</b>	<b>\$ 51,995</b>	<b>\$ 53,031</b>	<b>\$ 59,707</b>	<b>\$ 63,490</b>	<b>\$ 72,197</b>	<b>\$ 69,646</b>	<b>\$ 65,918</b>	<b>\$ 71,622</b>
<b>Non-Operating Expenses</b>										
Interest Expense	\$ 5,041	\$ 4,133	\$ 4,217	\$ 2,999	\$ 2,494	\$ 2,124	\$ 5,192	\$ 4,848	\$ 4,443	\$ 4,114
Tax Collector/Property Appraiser	910	954	1,566	1,066	1,103	1,218	1,099	1,133	1,208	1,655
Other non-operating expense	<u>1,135</u>	<u>981</u>	<u>914</u>	<u>1,200</u>	<u>1,332</u>	<u>1,132</u>	<u>1,741</u>	<u>828</u>	<u>890</u>	<u>1,026</u>
<b>Total Non-Operating Expenses</b>	<b>\$ 7,086</b>	<b>\$ 6,068</b>	<b>\$ 6,697</b>	<b>\$ 5,265</b>	<b>\$ 4,929</b>	<b>\$ 4,474</b>	<b>\$ 8,032</b>	<b>\$ 6,809</b>	<b>\$ 6,541</b>	<b>\$ 6,795</b>
<b>Special Item</b>										
Settlement	-	1,962	-	-	-	-	-	-	-	-
<b>Total Special Items</b>	<b>\$ -</b>	<b>\$ 1,962</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Total Expenses</b>	<b>\$ 52,394</b>	<b>\$ 56,756</b>	<b>\$ 58,692</b>	<b>\$ 58,296</b>	<b>\$ 64,636</b>	<b>\$ 67,964</b>	<b>\$ 80,229</b>	<b>\$ 76,455</b>	<b>\$ 72,459</b>	<b>\$ 78,417</b>
<b>Change in Fund Net Position</b>	<b>\$ 24,717</b>	<b>\$ 21,473</b>	<b>\$ 24,232</b>	<b>\$ 33,113</b>	<b>\$ 12,804</b>	<b>\$ 16,479</b>	<b>\$ 30,779</b>	<b>\$ 3,682</b>	<b>\$ 15,962</b>	<b>\$ 18,486</b>

(a) Years prior to 2015 were not restated per GASB 68 and 71; see Note 17 in the 2015 audited financial statements.

(b) GASB 87 Leases was effective in 2022 with a retrospective adoption for 2021; see Note C in the 2022 audited financial statements

Table 3

**TAMPA PORT AUTHORITY**  
**Operating Revenue by Type and Related Averages**  
**Last Ten (10) Fiscal Years**  
**(Unaudited)**  
**(amounts in thousands)**

	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<b>Operating Revenue:</b>										
Dockage										
Dockage - Cargo	\$ 5,051	\$ 4,887	\$ 5,599	\$ 5,813	\$ 6,926	\$ 7,402	\$ 7,270	\$ 7,313	\$ 8,460	\$ 10,581
Dockage - Cruise	954	997	1,092	1,032	1,204	1,277	1,340	668	-	357
Dockage - Other	488	592	901	659	228	463	845	733	751	1,166
Subtotal - Dockage	<u>\$ 6,493</u>	<u>\$ 6,476</u>	<u>\$ 7,592</u>	<u>\$ 7,504</u>	<u>\$ 8,358</u>	<u>\$ 9,142</u>	<u>\$ 9,455</u>	<u>\$ 8,714</u>	<u>\$ 9,211</u>	<u>\$ 12,104</u>
Wharfage										
Wharfage - Cargo	\$ 11,918	\$ 8,639	\$ 9,811	\$ 9,791	\$ 10,561	\$ 11,991	\$ 11,521	\$ 11,892	\$ 13,026	\$ 12,794
Wharfage - Cruise	5,271	6,650	6,614	6,371	8,041	8,868	10,178	4,735	-	4,411
Wharfage - Other (a)	2,285	9,125	9,772	8,706	8,231	8,356	9,942	8,767	9,747	11,274
Subtotal - Wharfage	<u>\$ 19,474</u>	<u>\$ 24,414</u>	<u>\$ 26,197</u>	<u>\$ 24,868</u>	<u>\$ 26,833</u>	<u>\$ 29,215</u>	<u>\$ 31,641</u>	<u>\$ 25,394</u>	<u>\$ 22,773</u>	<u>\$ 28,479</u>
<b>Land &amp; Building Leases (c)</b>	\$ 11,725	\$ 11,226	\$ 11,551	\$ 11,752	\$ 13,058	\$ 15,299	\$ 18,040	\$ 18,090	\$ 23,288	\$ 23,604
<b>Other Operating Revenue</b>	<u>\$ 6,397</u>	<u>\$ 6,314</u>	<u>\$ 5,929</u>	<u>\$ 5,084</u>	<u>\$ 5,523</u>	<u>\$ 6,064</u>	<u>\$ 6,026</u>	<u>\$ 4,078</u>	<u>\$ 3,760</u>	<u>\$ 6,096</u>
<b>Total Operating Revenue</b>	<u>\$ 44,089</u>	<u>\$ 48,430</u>	<u>\$ 51,269</u>	<u>\$ 49,208</u>	<u>\$ 53,772</u>	<u>\$ 59,720</u>	<u>\$ 65,162</u>	<u>\$ 56,276</u>	<u>\$ 59,032</u>	<u>\$ 70,283</u>
<b>Cargo Tonnage (to nearest thousand) (b)</b>	13,349	13,172	14,547	14,141	14,476	16,206	16,243	16,177	17,131	16,154
<b>Average Wharfage Revenue per Cargo Ton</b>	<u>\$ 0.89</u>	<u>\$ 0.66</u>	<u>\$ 0.67</u>	<u>\$ 0.69</u>	<u>\$ 0.73</u>	<u>\$ 0.74</u>	<u>\$ 0.71</u>	<u>\$ 0.74</u>	<u>\$ 0.76</u>	<u>\$ 0.79</u>
<b>Cruise Passengers (to nearest thousand)</b>	854	888	867	814	961	1,043	1,149	508	-	418
<b>Average Wharfage Revenue per Passenger</b>	<u>\$ 6.17</u>	<u>\$ 7.49</u>	<u>\$ 7.63</u>	<u>\$ 7.83</u>	<u>\$ 8.37</u>	<u>\$ 8.50</u>	<u>\$ 8.86</u>	<u>\$ 9.32</u>	<u>\$ -</u>	<u>\$ 10.55</u>
<b>Berth linear feet</b>	18,435	18,435	18,435	19,435	19,435	19,435	19,435	19,435	25,052	25,052
<b>Average Dockage Revenue per Berth Linear Feet</b>	<u>\$ 352.21</u>	<u>\$ 351.29</u>	<u>\$ 411.83</u>	<u>\$ 386.11</u>	<u>\$ 430.05</u>	<u>\$ 470.39</u>	<u>\$ 486.49</u>	<u>\$ 448.37</u>	<u>\$ 367.68</u>	<u>\$ 483.16</u>
<b>Leased Acreage (actual in hundreds)</b>	1,287	1,287	1,305	1,305	1,305	1,305	1,305	1,305	796	897
<b>Average per Acre (whole \$)</b>	<u>\$ 9,110</u>	<u>\$ 8,723</u>	<u>\$ 8,851</u>	<u>\$ 9,005</u>	<u>\$ 10,006</u>	<u>\$ 11,723</u>	<u>\$ 13,824</u>	<u>\$ 13,862</u>	<u>\$ 29,256</u>	<u>\$ 26,314</u>

(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 (10) Fiscal Years**  
**(Unaudited)**  
**(amounts in thousands)**

	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
<b>Port Usage Fees Revenues:</b>										
Dockage	\$ 6,493	\$ 6,476	\$ 7,592	\$ 7,504	\$ 8,358	\$ 9,142	\$ 9,455	8,714	9,211	12,105
Wharfage	13,939	15,326	16,468	16,212	18,656	20,919	21,765	16,673	13,098	17,320
Wharfage (in lieu of wharfage)	5,535	9,088	9,729	8,656	8,177	8,296	9,876	8,721	9,674	11,159
Parking and related	4,935	4,901	4,297	3,694	3,970	4,356	4,339	2,795	2,242	4,378
Terminal Operations	411	405	607	448	414	425	410	317	409	712
Other Usage Fees	226	233	283	279	341	465	361	260	403	426
<b>Total Port Usage Fees</b>	<b>\$ 31,539</b>	<b>\$ 36,429</b>	<b>\$ 38,976</b>	<b>\$ 36,793</b>	<b>\$ 39,916</b>	<b>\$ 43,603</b>	<b>\$ 46,206</b>	<b>\$ 37,480</b>	<b>\$ 35,037</b>	<b>\$ 46,100</b>
<b>Percentage of Total Revenue</b>	<b>40.9%</b>	<b>46.6%</b>	<b>47.0%</b>	<b>40.3%</b>	<b>51.5%</b>	<b>51.6%</b>	<b>41.6%</b>	<b>46.7%</b>	<b>39.5%</b>	<b>47.5%</b>
<b>Land &amp; Building Leases:</b>										
Land & Building Leases (b)	\$ 11,722	\$ 11,225	\$ 11,546	\$ 11,747	\$ 13,053	\$ 15,290	\$ 18,035	\$ 18,090	\$ 23,285	\$ 23,600
Cruise Terminal Rentals	3	1	5	5	5	9	5	-	3	5
Port Property Access Fees	-	-	-	-	-	-	-	-	-	-
<b>Total Land &amp; Building Leases</b>	<b>\$ 11,725</b>	<b>\$ 11,226</b>	<b>\$ 11,551</b>	<b>\$ 11,752</b>	<b>\$ 13,058</b>	<b>\$ 15,299</b>	<b>\$ 18,040</b>	<b>\$ 18,090</b>	<b>\$ 23,288</b>	<b>\$ 23,605</b>
<b>Percentage of Total Revenue</b>	<b>15.2%</b>	<b>14.4%</b>	<b>13.9%</b>	<b>12.9%</b>	<b>16.9%</b>	<b>18.1%</b>	<b>16.2%</b>	<b>22.5%</b>	<b>26.3%</b>	<b>24.3%</b>
<b>Tenant Utilities:</b>										
Tenant Water	\$ 19	\$ 35	\$ 19	37	24	26	20	25	45	17
Dockside Water	456	496	516	345	407	502	557	322	162	140
Electricity	1	-	-	-	-	-	-	-	-	-
<b>Total Tenant Utilities</b>	<b>\$ 476</b>	<b>\$ 531</b>	<b>\$ 535</b>	<b>\$ 382</b>	<b>\$ 431</b>	<b>\$ 528</b>	<b>\$ 577</b>	<b>\$ 347</b>	<b>\$ 207</b>	<b>\$ 157</b>
<b>Percentage of Total Revenue</b>	<b>0.6%</b>	<b>0.7%</b>	<b>0.6%</b>	<b>0.4%</b>	<b>0.6%</b>	<b>0.6%</b>	<b>0.5%</b>	<b>0.4%</b>	<b>0.2%</b>	<b>0.2%</b>
<b>Other Port Operating Revenue:</b>										
Work Permits	\$ 2	\$ 7	\$ 7	\$ 12	\$ 23	\$ 15	\$ 37	\$ 17	\$ 125	\$ 59
Fingerprinting/Badging	277	182	160	182	184	177	188	276	192	218
License Fees	70	55	40	47	46	46	38	49	47	47
Miscellaneous Revenue	-	-	-	40	114	52	76	17	136	97
<b>Total Other Port Operating Revenue</b>	<b>\$ 349</b>	<b>\$ 244</b>	<b>\$ 207</b>	<b>\$ 281</b>	<b>\$ 367</b>	<b>\$ 290</b>	<b>\$ 339</b>	<b>\$ 359</b>	<b>\$ 500</b>	<b>\$ 421</b>
<b>Percentage of Total Revenue</b>	<b>0.5%</b>	<b>0.3%</b>	<b>0.2%</b>	<b>0.3%</b>	<b>0.5%</b>	<b>0.3%</b>	<b>0.3%</b>	<b>0.4%</b>	<b>0.6%</b>	<b>0.4%</b>
<b>Total Operating Revenue</b>	<b>\$ 44,089</b>	<b>\$ 48,430</b>	<b>\$ 51,269</b>	<b>\$ 49,208</b>	<b>\$ 53,772</b>	<b>\$ 59,720</b>	<b>\$ 65,162</b>	<b>\$ 56,276</b>	<b>\$ 59,032</b>	<b>\$ 70,283</b>
<b>Percentage of Total Revenue</b>	<b>57.2%</b>	<b>61.9%</b>	<b>61.8%</b>	<b>53.8%</b>	<b>69.4%</b>	<b>70.7%</b>	<b>58.6%</b>	<b>70.1%</b>	<b>66.6%</b>	<b>72.4%</b>
<b>Non-Operating Revenue:</b>										
Operating Grants	\$ -	\$ -	\$ -	\$ 3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Grants	17,941	14,057	17,098	29,308	10,974	11,488	31,166	10,485	5,002	5,110
Ad Valorem Tax Receipts	10,926	10,830	10,945	11,065	11,152	10,868	10,558	10,505	10,782	11,043
Interest, Unrestricted	2,040	201	426	94	186	544	1,679	955	53	388
Interest, PAI Crane	83	62	41	19	1	-	-	-	-	-
Interest, TBIT & TBSB Notes	275	235	192	146	97	44	2	-	-	-
Dredge and Fill Income	179	2,958	517	201	195	648	815	191	274	700
Gain/Loss on Disposal of Capital Assets	12	43	(38)	10	19	56	-	-	(5)	102
Harbormaster Fees	820	895	913	888	906	905	1,136	993	896	993
Conference Donations	43	79	60	82	80	95	107	71	-	117
Amortization Premiums	234	270	655	119	-	6	179	179	179	179
Corporate Tax Credit	-	133	758	89	-	-	-	-	-	-
Other Miscellaneous Revenue	469	36	88	177	58	75	382	661	12,387	8,167
<b>Total Non-Operating Revenue</b>	<b>\$ 33,022</b>	<b>\$ 29,799</b>	<b>\$ 31,655</b>	<b>\$ 42,201</b>	<b>\$ 23,668</b>	<b>\$ 24,729</b>	<b>\$ 46,024</b>	<b>\$ 24,040</b>	<b>\$ 29,568</b>	<b>\$ 26,799</b>
<b>Percentage of Total Revenue</b>	<b>42.8%</b>	<b>38.1%</b>	<b>38.2%</b>	<b>46.2%</b>	<b>30.6%</b>	<b>29.3%</b>	<b>41.4%</b>	<b>29.9%</b>	<b>33.4%</b>	<b>27.6%</b>
<b>Total Revenue</b>	<b>\$ 77,111</b>	<b>\$ 78,229</b>	<b>\$ 82,924</b>	<b>\$ 91,409</b>	<b>\$ 77,440</b>	<b>\$ 84,449</b>	<b>\$ 111,186</b>	<b>\$ 80,316</b>	<b>\$ 88,600</b>	<b>\$ 97,082</b>

Table 5

**TAMPA PORT AUTHORITY**  
**Top Ten (10) Largest Customers**  
**Current Fiscal Year and Nine (9) Fiscal Years Prior**  
**(Unaudited)**

**Wharfage & Dockage Revenue**

2022			2013		
Customer	Revenue	Percentage of Total Wharfage	Customer	Revenue	Percentage of Total Wharfage
Central Florida Pipeline	\$ 3,726,507	13.1%	Carnival Cruise Lines	\$ 3,464,036	17.8%
Carnival Cruise Lines	3,204,031	11.3%	Central Florida Pipeline	2,661,255	13.7%
Cemex Construction Materials FL	2,475,642	8.7%	Cemex Construction Materials FL	1,936,300	9.9%
Transflo Terminal Services	2,080,367	7.3%	Titan Florida	1,283,700	6.6%
Buckeye Terminals	1,839,925	6.5%	Royal Caribbean Cruise Lines	1,070,478	5.5%
Ports America	1,832,978	6.4%	Transflo Terminal Services	1,033,060	5.3%
Titan Florida	1,649,024	5.8%	Zim Israeli Navigation Company	938,288	4.8%
Martin Marietta Materials	1,127,693	3.6%	Norwegian Cruise Line	735,624	3.8%
Vulcan Materials	1,022,011	3.2%	Martin Marietta Materials	702,956	3.6%
Royal Caribbean Cruise Lines	912,580	0.0%	Vulcan Materials	669,669	3.4%
Ten largest customers	19,870,759	65.9%	Ten largest customers	14,495,366	74.4%
Others	8,607,594	34.1%	Others	4,978,500	25.6%
<b>Total Wharfage Revenue</b>	<b>\$ 28,478,353</b>	<b>100.0%</b>	<b>Total Wharfage Revenue</b>	<b>\$ 19,473,866</b>	<b>100.0%</b>

2022			2013		
Customer	Revenue	Percentage of Total Dockage	Customer	Revenue	Percentage of Total Dockage
Central Florida Pipeline	\$ 3,036,652	25.1%	Central Florida Pipeline	\$ 1,678,976	25.9%
Titan Florida	1,149,257	9.5%	Ports America	963,290	14.8%
Ports America	993,999	8.2%	Mosaic	620,158	9.6%
Cemex Construction Materials FL	985,762	8.1%	Carnival Cruise Lines	416,829	6.4%
Logistec Gulf Coast	655,685	5.4%	Transmontaigne, Inc.	332,696	5.1%
Royal Caribbean	624,116	5.2%	Royal Caribbean	313,997	4.8%
Martin Marietta Materials	441,899	3.7%	Martin Marietta Materials	250,189	3.9%
Gaetano Cacciatore	264,881	2.2%	Norwegian Cruise Line	188,986	2.9%
Trademark Metals	254,327	2.1%	Titan Florida	177,555	2.7%
Vulcan Materials	230,932	1.9%	Trademark Metals	173,321	2.7%
Ten largest customers	8,637,510	71.4%	Ten largest customers	5,115,997	78.8%
Others	3,467,108	28.6%	Others	1,377,577	21.2%
<b>Total Dockage Revenue</b>	<b>\$ 12,104,618</b>	<b>100.0%</b>	<b>Total Dockage Revenue</b>	<b>\$ 6,493,574</b>	<b>100.0%</b>

Table 6

**TAMPA PORT AUTHORITY**  
**Revenue Rates**  
**Last Ten (10) Fiscal Years**

	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<b>DOCKAGE RATES:</b>										
<u><b>Vessels, Barges &amp; Tug Boats:</b></u>										
0-199 ft	\$ 2.54	\$ 2.61	\$ 2.69	\$ 2.77	\$ 2.77	\$ 2.85	\$ 2.94	\$ 3.03	\$ 3.12	\$ 3.21
200-299	3.33	3.43	3.53	3.64	3.64	3.75	3.86	3.98	4.10	4.22
300-349	3.33	3.43	3.53	3.64	3.64	3.75	3.86	3.98	4.10	4.22
350-399	3.33	3.43	3.53	3.64	3.64	3.75	3.86	3.98	4.10	4.22
400-449	4.53	4.67	4.81	4.95	4.95	5.10	5.26	5.41	5.58	5.76
450-499	4.53	4.67	4.81	4.95	4.95	5.10	5.26	5.41	5.58	5.76
500-549	6.09	6.27	6.46	6.65	6.65	6.85	7.06	7.27	7.49	7.71
550-599	6.09	6.27	6.46	6.65	6.65	6.85	7.06	7.27	7.49	7.71
600-649	7.07	7.28	7.50	7.72	7.72	7.96	8.19	8.44	8.69	8.95
650-699	7.07	7.28	7.50	7.72	7.72	7.96	8.19	8.44	8.69	8.95
700-799	8.98	9.24	9.52	9.80	9.80	10.10	10.40	10.71	11.03	11.36
800-899	10.81	11.13	11.46	11.81	11.81	12.16	12.53	12.90	13.29	13.69
900 ft +	12.92	13.31	13.71	14.12	14.12	14.54	14.98	15.43	15.89	16.37
<u><b>Passenger Vessels:</b></u>										
0- 550 ft	4.49	4.49	4.71	4.85	4.85	5.00	5.00	5.15	5.30	5.46
551-600	6.32	6.32	6.64	6.84	6.84	7.04	7.04	7.25	7.47	7.69
601-650	6.53	6.53	6.86	7.07	7.07	7.28	7.28	7.50	7.72	7.94
651-700	6.80	6.80	7.14	7.35	7.35	7.57	7.57	7.80	8.03	8.27
701-725	7.21	7.21	7.57	7.80	7.80	8.03	8.03	8.27	8.52	8.78
726-750	7.48	7.48	7.85	8.09	8.09	8.33	8.33	8.58	8.84	9.11
751 ft +	8.16	8.16	8.57	8.83	8.83	9.09	9.09	9.36	9.64	9.93
<b>WHARFAGE RATES:</b>										
<u><b>General Cargo/Breakbulk:</b></u>										
All articles (not provided for below)	2.36	2.36	2.43	2.43	2.43	2.43	2.43	2.43	2.43	2.43
Automobiles (new)/each	4.10	4.10	4.22	4.22	4.22	4.22	4.22	4.22	4.22	4.22
Automobiles (used)/each	7.10	7.10	7.31	7.31	7.31	7.31	7.31	7.31	7.31	7.31
Livestock	4.20	4.20	4.33	4.33	4.33	4.33	4.33	4.33	4.33	4.33
Citrus & Citrus Products	1.96	1.96	2.02	2.02	2.02	2.02	2.02	2.02	2.02	2.02
Containers (loaded)	1.97	1.97	2.03	2.03	2.03	2.03	2.03	2.03	2.03	2.03
USDA Bagged Goods (Public Law 480)	0.22	0.22	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23
Citrus Concentrate (drums or tanks)	1.54	1.54	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59
Cordage	1.67	1.67	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72
Fertilizer (in bags)	1.74	1.74	1.79	1.79	1.79	1.79	1.79	1.79	1.79	1.79
Flour or Rice (in bags)	1.32	1.32	1.36	1.36	1.36	1.36	1.36	1.36	1.36	1.36
Forest Products	1.59	1.59	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64
Lumber & Logs (per thousand board feet)	1.43	1.43	1.47	1.47	1.47	1.47	1.47	1.47	1.47	1.47
Frozen Meat and/or Poultry	2.29	2.29	2.36	2.36	2.36	2.36	2.36	2.36	2.36	2.36
Fruits and Vegetables (fresh)	2.02	2.02	2.08	2.08	2.08	2.08	2.08	2.08	2.08	2.08
Iron & Steel Articles	1.92	1.92	1.98	1.98	1.98	1.98	1.98	1.98	1.98	1.98
Iron & Steel Wire Coils and Reinforcing Rods	1.70	1.70	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75
Mobile & Modular Homes (< 10,000 lbs) each	21.82	21.82	22.47	22.47	22.47	22.47	22.47	22.47	22.47	22.47
Mobile & Modular Homes (> 10,000 lbs) net ton	2.94	2.94	3.03	3.03	3.03	3.03	3.03	3.03	3.03	3.03
Paper Waste (in bales domestic moves only)	1.28	1.28	1.32	1.32	1.32	1.32	1.32	1.32	1.32	1.32
Project Cargo (weight or measurement)	2.36	2.36	2.43	2.43	2.43	2.43	2.43	2.43	2.43	2.43
Scrap Metal	2.39	2.39	2.46	2.46	2.46	2.46	2.46	2.46	2.46	2.46
USDA Public Law 480 (bagged goods)	0.41	0.41	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
USDA Products (chilled & frozen)	1.68	1.68	1.73	1.73	1.73	1.73	1.73	1.73	1.73	1.73
Vehicles (trucks, buses, tractors, etc.) net ton	2.21	2.21	2.28	2.28	2.28	2.28	2.28	2.28	2.28	2.28
Yachts & Boats (less than 25' LOA) (a)	1.05	1.05	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Yachts & Boats (greater than 25' LOA) (a)	1.58	1.58	1.63	1.63	1.63	1.63	1.63	1.63	1.63	1.63

Continued



Table 6

TAMPA PORT AUTHORITY Revenue Rates Last Ten (10) Fiscal Years										
	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<b><u>Cruise Wharfage Rates (per passenger):</u></b>										
Passengers Embarking	6.00	6.00	6.75	7.00	7.00	7.00	7.00	8.00	8.00	8.00
Passengers Disembarking	6.00	6.00	6.75	7.00	7.00	7.00	7.00	8.00	8.00	8.00
Passengers in transit	6.00	6.00	6.75	7.00	7.00	7.00	7.00	8.00	8.00	8.00
<b><u>Bulk Cargo Wharfage Rates:</u></b>										
Aggregate (including pumice & slag)	0.76	0.76	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Anhydrous Ammonia	0.375	0.375	0.386	0.386	0.386	0.386	0.386	0.386	0.386	0.386
Bulk, Dry N.O.S.	1.18	1.18	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Bulk, Liquid N.O.S.	1.18	1.18	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Caustic Soda	0.42	0.42	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43
Cement	0.84	0.84	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Citrus Concentrate, (via pipeline)	1.07	1.07	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Citrus Pellets	0.40	0.40	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Coal	0.66	0.66	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Fertilizer, N.O.S.	0.245	0.245	0.252	0.252	0.252	0.252	0.252	0.252	0.252	0.252
Fly Ash	0.88	0.88	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Grain, N.O.S.	0.42	0.42	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43
Gypsum	0.59	0.59	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61
Petroleum and Petroleum Products (per barrel)	0.08	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	0.66	0.66	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
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	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Pomace	0.68	0.68	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Potash	0.28	0.28	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29
Salt	-	-	-	-	-	-	-	-	-	-
Sand	0.75	0.75	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Seawater	0.26	0.26	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27
Sulphur	0.40	0.40	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Sulphuric Acid	0.42	0.42	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43
Tallow	0.60	0.60	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62

Table 7

**TAMPA PORT AUTHORITY**  
**Top Ten (10) Customers**  
**Current Fiscal Year and Nine (9) Years Prior**  
**(Unaudited)**

2022				2013			
Customer	Type of Business	Revenue	Percent of Operating Revenue	Customer	Type of Business	Revenue	Percent of Operating Revenue
Central Florida Pipeline	Petroleum	\$ 6,921,916	9.8%	Carnival Cruise Lines	Cruise Industry	\$ 6,111,588	13.9%
Cemex Construction	Cementitious, aggregate	5,008,720	7.1%	Central Florida Pipeline	Petroleum	4,631,617	10.5%
Channelside	Retail and parking services	4,733,285	6.7%	Cemex Construction	Misc dry bulk commodities	3,176,010	7.2%
Ports America	Terminal operator	4,395,965	6.3%	Royal Caribbean	Cruise Industry	1,967,586	4.5%
Titan Florida	Cementitious, aggregate	3,508,495	5.0%	Ports America	Terminal operator	1,796,219	4.1%
Carnival Cruise Lines	Cruise Industry	3,204,031	4.6%	Titan Florida	Cementitious, aggregate	1,721,746	3.9%
Transflo Terminal Svc	Petroleum products	2,554,286	3.6%	Transmontaigne, Inc.	Petroleum products	1,392,216	3.2%
Martin Marietta	Limestone, aggregates	2,054,851	2.9%	Norwegian Cruise Line	Cruise Industry	1,370,768	3.1%
Logistec Gulf Coast LLC	Aggregate	1,982,402	2.8%	Transflo Terminal Svc	Petroleum products	1,329,602	3.0%
Buckeye Terminals	Petroleum	1,938,502	2.8%	Gulf Marine Repair	Ship repairs	1,280,304	2.9%
	Top ten (10) customers	36,302,454	51.6%		Top ten (10) customers	24,777,656	56.3%
	Others	33,980,768	48.4%		Others	19,312,106	43.7%
<b>Total Operating Revenue</b>		<b>\$ 70,283,222</b>	<b>100.0%</b>	<b>Total Operating Revenue</b>		<b>\$ 44,089,762</b>	<b>100.0%</b>

Table 8

**TAMPA PORT AUTHORITY**  
**Ratios of Outstanding Debt by Type**  
**Last Ten (10) Fiscal Years**  
**(Unaudited)**

<b>Fiscal Year</b>	<b>Revenue Bond/Notes</b>	<b>Refunding Revenue Bonds</b>	<b>Total</b>	<b>(a) Percentage of Personal Income</b>	<b>Outstanding Debt Per Capita</b>
2013	67,188,267	50,031,950	117,220,217	0.22%	94
2014	64,060,355	43,179,662	107,240,017	0.19%	85
2015	98,010,482	-	98,010,482	0.17%	77
2016	93,851,881	-	93,851,881	0.16%	71
2017	95,746,759	-	95,746,759	0.15%	71
2018	138,735,848	-	138,735,848	0.21%	100
2019	127,717,161	-	127,717,161	0.18%	90
2020	115,174,091	-	115,174,091	0.16%	80
2021	109,157,724	-	109,157,724	0.14%	73
2022	102,499,683	-	102,499,683	0.12%	67

(a) Refer to Table 11 for detail of population and personal income information.

2  
**Revenue Bond/Note Coverage**  
**Last Ten (10) Fiscal Years**  
**(Unaudited)**  
**(amounts in thousands)**

( a )		( b )	( d )				( e )
Fiscal Year	Gross Revenues	Operating Expenses	Net Revenue Available for Debt Service	Principal	Debt Service Interest	Total	Coverage Ratio
2013	46,875	24,259	22,616	8,837	4,808	13,645	1.66
2014	52,148	28,107	24,041	9,116	3,865	12,981	1.85
(c) 2015	53,288	28,336	24,952	8,574	3,562	12,136	2.06
2016	49,923	28,030	21,893	11,752	2,880	14,632	1.50
2017	54,307	30,666	23,641	11,239	2,494	13,733	1.72
2018	61,029	32,419	28,610	11,609	2,124	13,733	2.08
2019	68,039	34,031	34,008	11,000	5,192	16,192	2.10
2020	58,053	32,190	25,863	12,365	4,848	17,213	1.50
2021	59,606	31,791	27,815	6,135	4,443	10,578	2.63
2022	71,532	37,169	34,363	6,480	4,114	10,594	3.24

(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) In FY2015, Tampa Port Authority Board approved the Master Junior Lien Resolution and an amendment to the 2014 State Infrastructure Bank Loan authorizing its move to a junior and subordinate lien position.

(d) Debt service interest is net of capitalization of interest, debt service on defeased bonds, amortized bond

(e) Net revenue available for debt service divided by total debt service requirements. FY2016 - FY2019 restated in FY2020 to correct calculations.

Table 10

**TAMPA PORT AUTHORITY**  
**Summary of Surplus Port Revenues after Debt and Operating Costs**  
**Available for Capital Program**  
**Last Ten (10) Fiscal Years**  
**(Unaudited)**  
**(amounts in thousands)**

	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<b>Operating Revenue</b>										
Port Usage Fees	\$ 31,539	\$ 36,429	\$ 38,975	\$ 36,793	\$ 39,916	\$ 43,603	\$ 46,206	\$ 37,480	\$ 35,037	\$ 46,100
Land & Building Leases ( e )	11,725	11,226	11,551	11,752	13,058	15,299	18,040	18,090	23,288	23,605
Tenant Utilities	476	531	536	382	431	528	577	347	207	156
Other Port Operating Revenue	<u>349</u>	<u>244</u>	<u>207</u>	<u>281</u>	<u>367</u>	<u>290</u>	<u>339</u>	<u>359</u>	<u>500</u>	<u>422</u>
<b>Total Operating Revenue</b>	<b><u>\$ 44,089</u></b>	<b><u>\$ 48,430</u></b>	<b><u>\$ 51,269</u></b>	<b><u>\$ 49,208</u></b>	<b><u>\$ 53,772</u></b>	<b><u>\$ 59,720</u></b>	<b><u>\$ 65,162</u></b>	<b><u>\$ 56,276</u></b>	<b><u>\$ 59,032</u></b>	<b><u>\$ 70,283</u></b>
<b>Non-Operating Revenue</b>										
Grants, Operating	\$ -	\$ -	\$ -	\$ 3	\$ -	-	-	-	-	-
Interest Income, Unrestricted	2,123	498	659	259	284	588	1,681	955	53	388
Other Non-Operating Income	<u>663</u>	<u>3,220</u>	<u>1,360</u>	<u>453</u>	<u>251</u>	<u>721</u>	<u>1,196</u>	<u>822</u>	<u>521</u>	<u>861</u>
<b>Total Non-Operating Revenue</b>	<b><u>\$ 2,786</u></b>	<b><u>\$ 3,718</u></b>	<b><u>\$ 2,019</u></b>	<b><u>\$ 715</u></b>	<b><u>\$ 535</u></b>	<b><u>\$ 1,309</u></b>	<b><u>\$ 2,877</u></b>	<b><u>\$ 1,777</u></b>	<b><u>\$ 574</u></b>	<b><u>\$ 1,249</u></b>
<b>Gross Revenue Available for Debt (a)</b>	<b><u>\$ 46,875</u></b>	<b><u>\$ 52,148</u></b>	<b><u>\$ 53,288</u></b>	<b><u>\$ 49,923</u></b>	<b><u>\$ 54,307</u></b>	<b><u>\$ 61,029</u></b>	<b><u>\$ 68,039</u></b>	<b><u>\$ 58,053</u></b>	<b><u>\$ 59,606</u></b>	<b><u>\$ 71,532</u></b>
<b>Less: Annual debt service requirement (b)</b>	<b><u>\$ 14,617</u></b>	<b><u>\$ 14,318</u></b>	<b><u>\$ 13,334</u></b>	<b><u>\$ 14,632</u></b>	<b><u>\$ 13,733</u></b>	<b><u>\$ 13,733</u></b>	<b><u>\$ 16,192</u></b>	<b><u>\$ 17,213</u></b>	<b><u>\$ 10,578</u></b>	<b><u>\$ 10,594</u></b>
<b>Net Revenue Available for payment of Operating Expenses:</b>	<b><u>\$ 32,258</u></b>	<b><u>\$ 38,714</u></b>	<b><u>\$ 39,954</u></b>	<b><u>\$ 35,291</u></b>	<b><u>\$ 40,574</u></b>	<b><u>\$ 47,296</u></b>	<b><u>\$ 51,847</u></b>	<b><u>\$ 40,840</u></b>	<b><u>\$ 49,028</u></b>	<b><u>\$ 60,938</u></b>
<b>Operating Expenses (c)</b>										
Personnel	\$ 10,690	\$ 12,880	\$ 13,477	\$ 14,738	\$ 16,341	\$ 17,082	\$ 18,537	\$ 18,992	\$ 15,288	\$ 19,039
Promotional	701	970	1,307	1,049	1,165	1,355	1,370	878	1,010	1,123
Administrative	<u>12,868</u>	<u>14,257</u>	<u>13,534</u>	<u>13,181</u>	<u>14,558</u>	<u>15,317</u>	<u>16,578</u>	<u>14,761</u>	<u>14,371</u>	<u>16,956</u>
<b>Total Operating Expenses</b>	<b><u>\$ 24,259</u></b>	<b><u>\$ 28,107</u></b>	<b><u>\$ 28,318</u></b>	<b><u>\$ 28,968</u></b>	<b><u>\$ 32,064</u></b>	<b><u>\$ 33,754</u></b>	<b><u>\$ 36,485</u></b>	<b><u>\$ 34,631</u></b>	<b><u>\$ 30,669</u></b>	<b><u>\$ 37,118</u></b>
<b>Surplus Port Revenues (d)</b>	<b><u>\$ 7,999</u></b>	<b><u>\$ 10,607</u></b>	<b><u>\$ 11,636</u></b>	<b><u>\$ 6,323</u></b>	<b><u>\$ 8,510</u></b>	<b><u>\$ 13,542</u></b>	<b><u>\$ 15,362</u></b>	<b><u>\$ 6,209</u></b>	<b><u>\$ 18,359</u></b>	<b><u>\$ 23,820</u></b>

Table 11

**HILLSBOROUGH COUNTY, FLORIDA**  
**Demographic and Economic Statistics**  
**Last Ten (10) Years**

<b>Fiscal Year</b>	<b>Population</b>	<b>Personal Income (in thousands)</b>	<b>Personal Income Per Capita</b>	<b>Median Age</b>	<b>Public High School Graduation Rates</b>	<b>Total Public School Enrollment</b>	<b>Unemployment Rate</b>
2013	1,263,050	52,541,062	41,599	37	74.1%	202,885	7.0%
2014	1,279,560	55,155,924	43,105	36	73.5%	206,474	5.8%
2015	1,325,563	58,596,262	44,205	36	76.0%	209,840	5.1%
2016	1,350,910	60,283,900	44,625	37	79.1%	212,038	4.9%
2017	1,389,374	62,976,126	45,327	37	82.9%	211,959	3.8%
2018	1,418,032	67,533,935	47,625	38	85.8%	220,117	3.4%
2019	1,436,888	71,319,751	49,635	37	86.2%	212,537	3.4%
2020	1,497,957	77,665,624	51,848	38	89.2%	218,943	8.3%
2021	1,520,529	85,942,006	58,140	38	87.9%	225,836	2.6%
	(a) (b)	(a)	(a)	(b)	(c)	(d)	(e)

Sources: (a) U.S. Census Bureau, U.S. Department of Commerce Bureau of Economic Analysis (<https://www.bea.gov>)  
(b) Tampa Economic Development Corporation (<https://tampaedc.com/demographics>)  
(c) Florida Department of Education (<http://www.fldoe.org>)  
(d) Hillsborough County School (<http://www.sdhc.k12.fl.us>)  
(e) Florida Legislature, Office of Economic and Demographic Research (<http://edr.state.fl.us>)



Table 12

**HILLSBOROUGH COUNTY, FLORIDA**  
**Top Ten (10) Principal Employers**  
**Current Year and Nine (9) Years Prior**

Employer	Type of Operation	2022	
		Employees	%
Baycare Health System	Medical facilities	29,045	3.6%
Publix Super Markets, Inc.	Supermarkets	27,000	3.3%
Hillsborough County School Board	Public education	23,750	2.9%
MacDill Air Force Base	Military base	22,800	2.8%
HCA West Florida	Medical facilities	22,000	2.7%
University of South Florida	Education services	15,700	1.9%
AdventHealth West Florida Division	Medical facilities	11,000	1.4%
Tampa International Airport	International airport	11,000	1.4%
Hillsborough County Government	Government	10,376	1.3%
Tampa General Hospital	Medical facilities	8,135	1.0%
H. Lee Moffit Cancer Center	Medical facilities	7,500	0.9%
James A. Haley VA Hospital	Medical facilities	5,157	0.6%
City of Tampa	Government	4,382	0.5%
Total Principal Employers		197,845	20.0%
Other employers		614,394	80.0%
<b>Total Hillsborough County employment</b>		<b>812,239</b>	<b>100.0%</b>

Employer	Type of Operation	2013	
		Employees	%
Hillsborough County School Board	Public education	25,554	4.8%
HCA West Florida	Medical facilities	15,485	2.9%
Hillsborough County Government	Government	9,328	1.8%
University of South Florida	Education services	8,507	1.6%
Tampa International Airport	International airport	8,047	1.5%
Verizon Communications Inc	Telecommunications	7,850	1.5%
Tampa General Hospital	Medical facilities	6,600	1.2%
Publix Super Markets, Inc.	Supermarkets	6,100	1.2%
City of Tampa	Government	4,500	0.8%
St Josephs Hospital	Medical facilities	4,437	0.8%
Total Principal Employers		96,408	18.1%
Other employers		433,781	81.9%
<b>Total Hillsborough County employment</b>		<b>530,189</b>	<b>100.0%</b>

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

**HILLSBOROUGH COUNTY, FLORIDA**  
**Property Tax Millage Rates for Direct and Overlapping Governments**  
**Last Ten (10) Years**  
*(Millage Rates Rounded to Nearest Thousandth)*

	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<b>Countywide (BOCC):</b>									
BOCC General Revenue	5.734	5.732	5.732	5.731	5.731	5.731	5.731	5.731	5.731
BOCC Library Service	0.558	0.558	0.558	0.558	0.558	0.558	0.558	0.558	0.558
Environmentally sensitive lands (voted)	<u>0.060</u>	<u>0.060</u>	<u>0.060</u>	<u>0.060</u>	<u>0.060</u>	<u>0.060</u>	<u>0.060</u>	<u>0.060</u>	<u>0.060</u>
Total millage	<u>6.352</u>	<u>6.350</u>	<u>6.351</u>	<u>6.350</u>	<u>6.350</u>	<u>6.350</u>	<u>6.350</u>	<u>6.350</u>	<u>6.350</u>
Maximum millage per statute (a)	<u>10.060</u>	<u>10.060</u>	<u>10.060</u>	<u>10.060</u>	<u>10.060</u>	<u>10.060</u>	<u>10.060</u>	<u>10.060</u>	<u>10.060</u>
<b>Unincorporated Area (BOCC):</b>									
BOCC Municipal Service Taxing Unit	4.375	4.375	4.375	4.375	4.375	4.375	4.375	4.375	4.375
Parks and Recreation (voted)	<u>0.026</u>	<u>0.026</u>	<u>0.026</u>	<u>0.026</u>	<u>0.026</u>	<u>0.026</u>	<u>0.026</u>	<u>0.026</u>	<u>0.026</u>
Total millage	<u>4.401</u>	<u>4.401</u>	<u>4.401</u>	<u>4.401</u>	<u>4.401</u>	<u>4.401</u>	<u>4.401</u>	<u>4.401</u>	<u>4.401</u>
Maximum millage per statute (a)	<u>10.026</u>	<u>10.026</u>	<u>10.026</u>	<u>10.026</u>	<u>10.026</u>	<u>10.026</u>	<u>10.026</u>	<u>10.026</u>	<u>10.026</u>
<b>Countywide (Other):</b>									
Tampa Port Authority	0.165	0.155	0.145	0.130	0.115	0.105	0.099	0.094	0.084
Southwest Florida Water Management District	0.366	0.349	0.332	0.313	0.296	0.280	0.267	0.254	0.254
School Board	7.353	7.247	6.906	6.596	6.414	6.129	5.967	5.847	5.847
Children's Board	0.459	0.459	0.459	0.459	0.459	0.459	0.459	0.459	0.459
<b>Unincorporated Area (Other)</b>									
Southwest Florida Water Management District (b):									
Alafia River Basin	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Hillsborough River Basin	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
NW Hillsborough Basin	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Transit Authority	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500
<b>Municipalities:</b>									
Tampa	5.733	5.733	5.733	6.208	6.208	6.208	6.208	6.208	6.208
Temple Terrace	6.305	6.995	7.205	6.955	6.955	6.955	6.555	6.555	6.555
Plant City	4.716	4.716	4.716	5.716	5.716	5.716	5.716	5.716	5.716
Total millage for unincorporated area within the Alafia River Basin excluding any special district assessments (for analysis only)	19.596	19.461	19.093	18.749	18.534	18.224	18.042	17.903	17.894

(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.

Source: Hillsborough County Tax Collector ([www.hillstax.org/tax/proptaxinfo.asp](http://www.hillstax.org/tax/proptaxinfo.asp))

Table 14

**HILLSBOROUGH COUNTY, FLORIDA**  
**Top Ten (10) Principal Property Taxpayers**  
**Current year and Nine (9) Years Prior**  
*(amounts in thousands)*

<b>Taxpayer</b>	<b>Type of Business</b>	<b>2021</b>	
		<b>Taxes Levied</b>	<b>Percentage of Total Taxes Levied</b>
Tampa Electric Company	Electric Utility	\$ 52,950	1.97%
Hillsborough County Aviation Authority	Transportation	19,427	0.72%
Highwoods/Florida Holdings LP	Real Estate Management	9,115	0.34%
Post Apartment Homes LP	Real Estate	7,067	0.26%
Mosaic Company	Mining, Fertilizer, Chemicals	6,933	0.26%
Frontier Communications	Communications	6,725	0.25%
Wal-Mart	Retail Sales	5,529	0.21%
Westfield	Shopping Malls	5,356	0.20%
Eastgroup Properties	Real Estate	5,306	0.20%
Metwest International	Real Estate	4,731	0.18%
<b>Total top ten (10) principal tax payers</b>		<b>\$ 123,139</b>	<b>4.59%</b>

<b>Taxpayer</b>	<b>Type of Business</b>	<b>2012</b>	
		<b>Taxes Levied</b>	<b>Percentage of Total Taxes Levied</b>
Tampa Electric Company	Electric Utility	\$ 39,075	2.65%
Verizon Communications Inc.	Communications	19,845	1.35%
Hillsborough County Aviation Authority	Transportation	9,770	0.66%
Camden Operating LP	Real Estate	6,260	0.43%
Highwoods/Florida Holdings LP	Real Estate Management	5,347	0.36%
Frontier Communications	Communications	4,978	0.34%
Wal-Mart	Retail Sales	4,832	0.33%
Post Apartment Homes LP	Real Estate	4,164	0.28%
Eastgroup Properties	Real Estate	4,018	0.27%
Liberty Property	Property Management	3,535	0.24%
<b>Total top ten (10) principal tax payers</b>		<b>\$ 101,824</b>	<b>6.91%</b>

Source: Hillsborough County Tax Collector

Table 15

**TAMPA PORT AUTHORITY**  
**Schedule of Revenue by Activity**  
**Last Ten (10) Fiscal Years**  
**(Unaudited)**  
**(amounts in thousands)**

	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<b>PORT USAGE FEES, MAJOR CARGO CATEGORIES</b>										
<b>Bulk Cargo:</b>										
Dockage	\$ 4,282	\$ 4,048	\$ 4,740	\$ 5,086	\$ 5,929	\$ 6,394	\$ 6,504	\$ 6,518	\$ 7,351	\$ 8,137
Wharfage	6,341	6,261	7,272	7,414	7,752	8,773	8,689	8,873	9,352	8,663
<b>Subtotal, Bulk Cargo</b>	<b>\$ 10,623</b>	<b>\$ 10,309</b>	<b>\$ 12,012</b>	<b>\$ 12,500</b>	<b>\$ 13,681</b>	<b>\$ 15,167</b>	<b>\$ 15,193</b>	<b>\$ 15,391</b>	<b>\$ 16,703</b>	<b>\$ 16,800</b>
<b>Bulk Cargo Tonnage</b>	<b>12,318</b>	<b>12,142</b>	<b>13,517</b>	<b>13,108</b>	<b>13,613</b>	<b>14,817</b>	<b>14,928</b>	<b>14,858</b>	<b>15,581</b>	<b>14,264</b>
<b>Dockage &amp; Wharfage per ton</b>	<b>\$ 0.86</b>	<b>\$ 0.85</b>	<b>\$ 0.89</b>	<b>\$ 0.95</b>	<b>\$ 1.00</b>	<b>\$ 1.02</b>	<b>\$ 1.02</b>	<b>\$ 1.04</b>	<b>\$ 1.07</b>	<b>\$ 1.18</b>
<b>General Cargo:</b>										
Dockage	\$ 769	\$ 839	\$ 859	\$ 727	\$ 990	\$ 1,008	\$ 740	\$ 795	\$ 1,109	\$ 2,125
Wharfage	2,327	2,378	2,538	2,378	2,808	3,218	2,832	3,019	3,674	4,131
<b>Subtotal, General Cargo</b>	<b>\$ 3,096</b>	<b>\$ 3,217</b>	<b>\$ 3,397</b>	<b>\$ 3,105</b>	<b>\$ 3,798</b>	<b>\$ 4,226</b>	<b>\$ 3,572</b>	<b>\$ 3,814</b>	<b>\$ 4,783</b>	<b>\$ 6,256</b>
<b>General Cargo Tonnage</b>	<b>1,068</b>	<b>1,030</b>	<b>1,030</b>	<b>1,033</b>	<b>1,368</b>	<b>1,389</b>	<b>1,315</b>	<b>1,319</b>	<b>1,550</b>	<b>1,890</b>
<b>Dockage &amp; Wharfage per ton</b>	<b>\$ 2.90</b>	<b>\$ 3.12</b>	<b>\$ 3.30</b>	<b>\$ 3.01</b>	<b>\$ 2.78</b>	<b>\$ 3.04</b>	<b>\$ 2.72</b>	<b>\$ 2.89</b>	<b>\$ 3.09</b>	<b>\$ 3.31</b>
<b>Cruise:</b>										
Dockage	\$ 954	\$ 997	\$ 1,092	\$ 1,032	\$ 1,203	\$ 1,277	\$ 1,340	\$ 668	\$ -	\$ 630
Wharfage	5,271	6,650	6,614	6,371	8,041	8,868	10,178	4,735	-	4,411
<b>Subtotal, Cruise</b>	<b>\$ 6,225</b>	<b>\$ 7,647</b>	<b>\$ 7,706</b>	<b>\$ 7,403</b>	<b>\$ 9,244</b>	<b>\$ 10,145</b>	<b>\$ 11,518</b>	<b>\$ 5,403</b>	<b>\$ -</b>	<b>\$ 5,041</b>
<b>Passengers</b>	<b>854</b>	<b>888</b>	<b>867</b>	<b>814</b>	<b>961</b>	<b>1,043</b>	<b>1,149</b>	<b>508</b>	<b>-</b>	<b>418</b>
<b>Dockage &amp; Wharfage per passenger</b>	<b>\$ 7.29</b>	<b>\$ 8.61</b>	<b>\$ 8.89</b>	<b>\$ 9.09</b>	<b>\$ 9.62</b>	<b>\$ 9.73</b>	<b>\$ 10.02</b>	<b>\$ 10.64</b>	<b>\$ -</b>	<b>\$ 12.06</b>
<b>Combined Dockage &amp; Wharfage:</b>										
Bulk Cargo	\$ 10,623	\$ 10,309	\$ 12,012	\$ 12,500	\$ 13,681	\$ 15,167	\$ 15,193	\$ 15,391	\$ 16,703	\$ 16,800
General Cargo	3,096	3,217	3,397	3,105	3,798	4,226	3,572	3,814	4,783	6,256
Cruise	6,225	7,647	7,706	7,403	9,244	10,145	11,518	5,403	-	5,041
<b>Total Combined Dockage &amp; Wharfage Major Ca</b>	<b>\$ 19,944</b>	<b>\$ 21,173</b>	<b>\$ 23,115</b>	<b>\$ 23,008</b>	<b>\$ 26,723</b>	<b>\$ 29,538</b>	<b>\$ 30,283</b>	<b>\$ 24,608</b>	<b>\$ 21,486</b>	<b>\$ 28,097</b>
<b>OTHER PORT USAGE FEES:</b>										
Dockage/wharfage, non-cargo related	\$ 488	\$ 629	\$ 945	\$ 708	\$ 291	\$ 523	\$ 937	\$ 779	\$ 825	\$ 1,329
In lieu of Wharfage, (shortfalls, rail, truck)	5,535	9,088	9,729	8,656	8,177	8,296	9,876	8,721	9,674	11,159
Parking and related	4,935	4,901	4,297	3,694	3,970	4,356	4,339	2,795	2,242	4,378
Terminal Operations	411	405	607	448	414	425	410	317	409	712
Other Usage Fees	226	233	283	279	341	465	361	260	401	425
<b>Total Other Port Usage Fees:</b>	<b>\$ 11,595</b>	<b>\$ 15,256</b>	<b>\$ 15,861</b>	<b>\$ 13,785</b>	<b>\$ 13,193</b>	<b>\$ 14,065</b>	<b>\$ 15,923</b>	<b>\$ 12,872</b>	<b>\$ 13,551</b>	<b>\$ 18,003</b>
<b>PORT USAGE FEES, TOTAL</b>	<b>\$ 31,539</b>	<b>\$ 36,429</b>	<b>\$ 38,976</b>	<b>\$ 36,793</b>	<b>\$ 39,916</b>	<b>\$ 43,603</b>	<b>\$ 46,206</b>	<b>\$ 37,480</b>	<b>\$ 35,037</b>	<b>\$ 46,100</b>
<b>LAND &amp; BUILDING LEASES (a)</b>	<b>\$ 11,725</b>	<b>\$ 11,226</b>	<b>\$ 11,551</b>	<b>\$ 11,752</b>	<b>\$ 13,058</b>	<b>\$ 15,299</b>	<b>\$ 18,040</b>	<b>\$ 18,090</b>	<b>\$ 23,288</b>	<b>\$ 23,605</b>
<b>OTHER OPERATING:</b>										
Tenant Utilities	\$ 476	\$ 531	\$ 535	\$ 382	\$ 431	\$ 528	\$ 577	\$ 347	\$ 207	\$ 157
Fingerprinting/Badging	277	182	160	182	184	177	188	276	192	218
Other Port Operating	72	62	47	99	183	113	151	83	308	203
<b>Total Other Operating Revenue</b>	<b>\$ 825</b>	<b>\$ 775</b>	<b>\$ 742</b>	<b>\$ 663</b>	<b>\$ 798</b>	<b>\$ 818</b>	<b>\$ 916</b>	<b>\$ 706</b>	<b>\$ 707</b>	<b>\$ 578</b>
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 44,089</b>	<b>\$ 48,430</b>	<b>\$ 51,269</b>	<b>\$ 49,208</b>	<b>\$ 53,772</b>	<b>\$ 59,720</b>	<b>\$ 65,162</b>	<b>\$ 56,276</b>	<b>\$ 59,032</b>	<b>\$ 70,283</b>

(a) GASB 87 Leases was effective in 2022 with a retrospective adoption for 2021; see Note C in the 2022 audited financial statements

Table 16

**TAMPA PORT AUTHORITY**  
**Annual Cargo Tonnages and Passenger Counts**  
**Last Ten (10) Fiscal Years**  
**(amounts in thousands)**

	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<b>DRY BULK CARGO</b>										
Cement, Bulk	182	99	181	362	428	634	653	796	1,041	1,131
Citrus Pellets	86	43	35	9	0	0	6	0	0	0
Granite Rock, Bulk	734	653	584	602	752	624	645	766	781	969
Limestone	1,415	1,838	2,201	2,068	1,986	2,342	2,449	2,633	2,638	1,970
Phosphatic Chemical, Bulk	1,227	1,318	1,318	901	1,075	698	576	423	198	256
Other Dry Bulk	<u>119</u>	<u>194</u>	<u>245</u>	<u>516</u>	<u>747</u>	<u>1,190</u>	<u>1,008</u>	<u>1,575</u>	<u>1,727</u>	<u>1,089</u>
<b>TOTAL DRY BULK CARGO:</b>	<b><u>3,763</u></b>	<b><u>4,145</u></b>	<b><u>4,564</u></b>	<b><u>4,458</u></b>	<b><u>4,458</u></b>	<b><u>5,488</u></b>	<b><u>5,337</u></b>	<b><u>6,193</u></b>	<b><u>6,385</u></b>	<b><u>5,415</u></b>
<b>LIQUID BULK CARGO</b>										
Ammonia, Anhydrous	551	441	445	390	318	434	440	460	477	395
Concentrate & Citrus, Bulk	179	88	103	83	136	224	84	38	100	154
Petroleum Products	6,794	6,496	7,031	7,155	7,349	7,786	8,067	7,409	7,908	7,672
Sulphur, Liquid	888	885	1,145	771	529	517	652	389	312	256
Sulphuric Acid	53	12	65	63	50	110	109	129	191	162
Other Liquid Bulk	<u>90</u>	<u>75</u>	<u>164</u>	<u>188</u>	<u>243</u>	<u>258</u>	<u>239</u>	<u>240</u>	<u>208</u>	<u>210</u>
<b>TOTAL LIQUID BULK CARGO:</b>	<b><u>8,555</u></b>	<b><u>7,997</u></b>	<b><u>8,953</u></b>	<b><u>8,650</u></b>	<b><u>8,650</u></b>	<b><u>9,329</u></b>	<b><u>9,591</u></b>	<b><u>8,665</u></b>	<b><u>9,196</u></b>	<b><u>8,849</u></b>
<b>TOTAL BULK CARGO:</b>	<b><u>12,318</u></b>	<b><u>12,142</u></b>	<b><u>13,517</u></b>	<b><u>13,108</u></b>	<b><u>13,108</u></b>	<b><u>14,817</u></b>	<b><u>14,928</u></b>	<b><u>14,858</u></b>	<b><u>15,581</u></b>	<b><u>14,264</u></b>
<b>GENERAL CARGO</b>										
Containerized	363	415	487	440	511	576	661	609	741	835
General Cargo	16	12	6	14	6	9	7	61	91	303
Scrap Metal	476	353	177	331	522	525	441	450	474	353
Steel Products	204	245	356	247	329	278	196	199	244	395
Vehicles (in tons)	<u>9</u>	<u>5</u>	<u>4</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>10</u>	<u>0</u>	<u>0</u>	<u>4</u>
<b>TOTAL GENERAL CARGO:</b>	<b><u>1,068</u></b>	<b><u>1,030</u></b>	<b><u>1,030</u></b>	<b><u>1,033</u></b>	<b><u>1,368</u></b>	<b><u>1,389</u></b>	<b><u>1,315</u></b>	<b><u>1,319</u></b>	<b><u>1,550</u></b>	<b><u>1,890</u></b>
<b>TOTAL BULK AND GENERAL:</b>	<b><u>13,386</u></b>	<b><u>13,172</u></b>	<b><u>14,547</u></b>	<b><u>14,141</u></b>	<b><u>14,476</u></b>	<b><u>16,206</u></b>	<b><u>16,243</u></b>	<b><u>16,177</u></b>	<b><u>17,131</u></b>	<b><u>16,154</u></b>
<b>TOTAL TEUs (includes empties)</b>	<b><u>42,198</u></b>	<b><u>47,265</u></b>	<b><u>56,742</u></b>	<b><u>49,714</u></b>	<b><u>56,555</u></b>	<b><u>57,526</u></b>	<b><u>105,655</u></b>	<b><u>141,071</u></b>	<b><u>181,703</u></b>	<b><u>178,451</u></b>
<b>TOTAL CRUISE PASSENGERS</b>	<b><u>854</u></b>	<b><u>888</u></b>	<b><u>867</u></b>	<b><u>814</u></b>	<b><u>961</u></b>	<b><u>1,043</u></b>	<b><u>1,149</u></b>	<b><u>508</u></b>	<b><u>0</u></b>	<b><u>418</u></b>
<b>TOTAL # OF SAILINGS</b>	<b><u>187</u></b>	<b><u>198</u></b>	<b><u>206</u></b>	<b><u>180</u></b>	<b><u>226</u></b>	<b><u>233</u></b>	<b><u>246</u></b>	<b><u>112</u></b>	<b><u>0</u></b>	<b><u>148</u></b>

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 (10) Fiscal Years**

	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<b>CHANNEL WIDTH (feet)</b>										
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	300	300	200	200
<b>CHANNEL DEPTH (feet)</b>										
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	34/43	34/43	34/43	34/43	34/43
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	41	41	41	41
<b>BERTHING SPACE</b>										
Wharf (linear feet)	18,435	18,435	18,435	19,435	19,435	19,435	19,435	19,435	25,052	25,052
Number of Berths	72	72	72	73	73	73	73	73	72	72
<b>TOTAL LAND (acres)</b>										
Port Owned/Upland - Estimated	2,595	2,620	2,620	2,640	2,640	2,660	2,965	2,965	2,793	2,827
Port Owned/Spoil Islands - Estimated	1,618	1,618	1,618	1,638	1,638	1,658	1,963	1,963	1,791	1,804
Leased - Estimated	977	1,002	1,002	1,002	1,002	1,002	1,002	1,002	1,002	1,023
	1,287	1,305	1,305	1,305	1,305	1,305	1,305	1,305	796	897
<b>HARD SURFACED OPEN STORAGE (acres)</b>										
	83	83	83	83	83	83	83	83	122	122
<b>COVERED STORAGE (sq. ft.)</b>										
	506,000	506,000	506,000	506,000	506,000	506,000	506,000	506,000	517,150	517,150
<b>REFRIGERATED STORAGE (sq. ft.)</b>										
	0	0	0	0	134,700	134,700	134,700	134,700	139,737	139,737
<b>CRUISE TERMINAL SPACE (sq ft.)</b>										
	232,500	232,500	232,500	232,500	239,727	239,727	239,727	239,727	245,503	245,503
<b>RAILROAD TRACK (miles, Port owned, maintained)</b>										
	4.5	4.5	4.5	7.8	7.8	7.8	7.8	7.8	10.9	11.0

(a) Normal channel depth is listed first followed by turning basin depth

Source: Tampa Port Authority Engineering & GIS Departments



Table 18

**TAMPA PORT AUTHORITY**  
**Staffing By Division/Department\***  
**Last Ten (10) Years**

	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<b><u>EXECUTIVE</u></b>										
Chief Executive Officer	4	4	5	5	5	3	4	5	5	5
Communications & Board	2	2	2	2	2	2	2	0	0	1
Public Affairs	1	1	1	1	1	1	1	1	1	1
Information Technology	5	5	5	6	6	6	6	6	7	7
Human Resources	<u>4</u>	<u>4</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>
	<u>16</u>	<u>16</u>	<u>16</u>	<u>17</u>	<u>17</u>	<u>15</u>	<u>17</u>	<u>16</u>	<u>17</u>	<u>18</u>
<b><u>CHIEF COMMERCIAL OFFICER</u></b>										
Chief Commercial Officer	2	2	2	2	2	2	2	2	2	2
Real Estate	6	6	5	5	5	6	6	6	6	6
Environmental Affairs	3	3	3	3	3	3	3	3	3	3
Parking Operations	2	2	0	0	0	0	0	0	0	0
Planning & Economic Developr	1	2	2	2	2	2	2	2	2	2
Business Development	4	4	4	4	4	4	4	4	4	4
Cargo & Cruise	1	1	1	1	1	1	1	1	1	1
Trade	1	1	1	1	1	1	1	1	1	1
Marketing	2	2	2	2	2	4	4	3	3	3
Operations	16	15	17	16	17	19	19	19	19	19
Cruise Operations	3	3	3	3	3	3	3	3	3	3
Engineering	16	17	18	19	19	19	19	19	18	17
Facilities Management	18	17	18	18	19	20	21	21	19	18
Security	<u>26</u>	<u>26</u>	<u>29</u>	<u>31</u>	<u>32</u>	<u>29</u>	<u>29</u>	<u>29</u>	<u>30</u>	<u>33</u>
	<u>101</u>	<u>101</u>	<u>105</u>	<u>107</u>	<u>110</u>	<u>113</u>	<u>114</u>	<u>113</u>	<u>111</u>	<u>112</u>
<b><u>PRINCIPAL COUNSEL</u></b>										
	<u>4</u>	<u>4</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>6</u>	<u>6</u>	<u>4</u>	<u>4</u>	<u>4</u>
<b><u>CHIEF FINANCIAL OFFICER</u></b>										
Chief Financial Officer	11	12	13	13	13	13	13	13	13	13
Procurement	<u>3</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>1</u>	<u>1</u>
	<u>14</u>	<u>14</u>	<u>15</u>	<u>15</u>	<u>15</u>	<u>15</u>	<u>15</u>	<u>15</u>	<u>14</u>	<u>14</u>
<b>Total Positions</b>	<u>135</u>	<u>135</u>	<u>141</u>	<u>144</u>	<u>147</u>	<u>149</u>	<u>152</u>	<u>148</u>	<u>146</u>	<u>148</u>

\* 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 (10) Fiscal Years**  
**(Unaudited)**

<b>Fiscal Year</b>	<b>(a) Passenger Count</b>	<b>(b) Cruise Operating Revenue</b>	<b>Average Revenue per Passenger</b>	<b>Total Operating Revenue</b>	<b>Percent of Cruise Operating to Total Operating</b>
2013	854,260	9,519,536	11.14	44,089,762	21.6%
2014	888,343	11,534,517	12.98	48,430,293	23.8%
2015	867,114	10,886,791	12.56	51,269,248	21.2%
2016	813,800	9,879,538	12.14	49,208,152	20.1%
2017	960,901	11,823,004	12.30	53,771,046	22.0%
2018	1,043,329	12,876,002	12.34	59,719,285	21.6%
2019	1,149,289	13,918,893	12.11	65,161,830	21.4%
2020	507,920	6,398,069	12.60	56,276,320	11.4%
2021 (c)	-	-	-	59,032,402	0.0%
2022	418,156	5,980,658	14.30	70,283,222	8.5%

(a) Passenger count includes disembarking, embarking, and in transit.

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

(c ) There were no sailings in FY21 due to the Covid-19 pandemic

Table 20

**TAMPA PORT AUTHORITY**  
**Insurance Coverage**  
**(Unaudited)**

Workers' Compensation & Employers' Liability	Workers' Compensation Limit Employers' Liability Level Limit		Statutory \$ 1,000,000
General Liability	Primary Liability including Protection & Indemnity Maritime Employers Liability Public Officials including Employment Practices Umbrella Liability (over Primary Liability & Primary Auto)		5,000,000 1,000,000 5,000,000 45,000,000
Primary Automobile	Liability Personal Injury (PIP)		1,000,000 Statutory
Employee Crime	Public Employees Dishonesty/Faithful Performance Forgery or Alteration Computer Fraud Funds Transfer Fraud Theft of Money & Securities		5,000,000 1,000,000 1,000,000 1,000,000 500,000
Fire & Allied Property	Total Buildings and Allied <u>Sublimits:</u>		330,169,545
		<u>Amount</u>	
	Buildings	\$ 200,677,785	
	Berths	115,559,801	
	Inland Marine (Scheduled Equipment)	1,214,766	
	Business Income	10,000,000	
	Computer Related & Video/Radio Equipment	2,717,193	
National Flood	Buildings Contents	\$	6,500,000 934,500
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			10,000,000
Hull/Machinery (Small boats)			1,000,000
Vessel Owners Water Pollution			1,000,000
Law Enforcement Liability			1,000,000
Unmanned Aircraft Liability			10,000,000

Source: Tampa Port Authority Finance Department

Table 21

**TAMPA PORT AUTHORITY**  
**Top Ten (10) Largest Importers & Exporters by Country**  
**(Unaudited)**

*Importers Tonnage*

2022			2013		
Country	Imported Tons	Percentage of Total Imports	Country	Imported Tons	Percentage of Total Imports
Canada	1,512,323	19.2%	Vietnam	2,218,518	23.5%
Mexico	897,030	11.4%	Trinidad & Tobago	1,402,870	14.8%
Honduras	605,678	7.7%	Mexico	951,766	10.1%
Bahamas	539,581	6.8%	Canada	770,455	8.2%
Turkey	537,090	6.2%	Korea	602,560	6.4%
Greece	489,368	4.6%	Thailand	510,239	5.4%
Japan	359,884	4.6%	Brazil	413,611	4.4%
Trinidad & Tobago	337,381	4.3%	Honduras	364,369	3.9%
China	323,989	4.1%	Bahamas	363,414	3.8%
Russia	319,157	4.1%	Russia	313,530	3.3%
Top ten (10) countries	5,921,481	73.0%	Top ten (10) countries	7,911,332	83.8%
Others	1,957,752	27.0%	Others	1,538,977	16.2%
<b>Total Imported Tonnage</b>	<b>7,879,232</b>	<b>100.0%</b>	<b>Total Imported Tonnage</b>	<b>9,450,309</b>	<b>100.0%</b>

*Exporters Tonnage*

2022			2013		
Country	Exported Tons	Percentage of Total Exports	Country	Exported Tons	Percentage of Total Exports
Brazil	891,990	38.3%	Brazil	1,225,454	18.5%
Mexico	364,815	15.7%	India	1,060,170	16.0%
India	155,453	6.7%	Argentina	474,514	7.2%
Argentina	130,941	5.6%	Australia	470,075	7.1%
Colombia	129,090	5.5%	Mexico	424,923	6.4%
Australia	110,916	4.8%	Turkey	396,863	6.0%
Peru	90,924	3.9%	Japan	312,173	4.7%
Canada	85,810	3.7%	Colombia	248,186	3.7%
Uruguay	52,369	2.3%	Peru	233,105	3.5%
Malaysia	41,489	1.8%	Thailand	215,925	3.3%
Top ten (10) countries	2,053,798	88.3%	Top ten (10) countries	5,061,389	76.4%
Others	272,382	11.7%	Others	1,564,774	23.6%
<b>Total Exported Tonnage</b>	<b>2,326,180</b>	<b>100.0%</b>	<b>Total Exported Tonnage</b>	<b>6,626,163</b>	<b>100.0%</b>

Source: PIERIS

**TAMPA PORT AUTHORITY**  
**Financial Highlights**  
**Last Ten (10) Years**  
**(Unaudited)**  
**(amounts in thousands)**

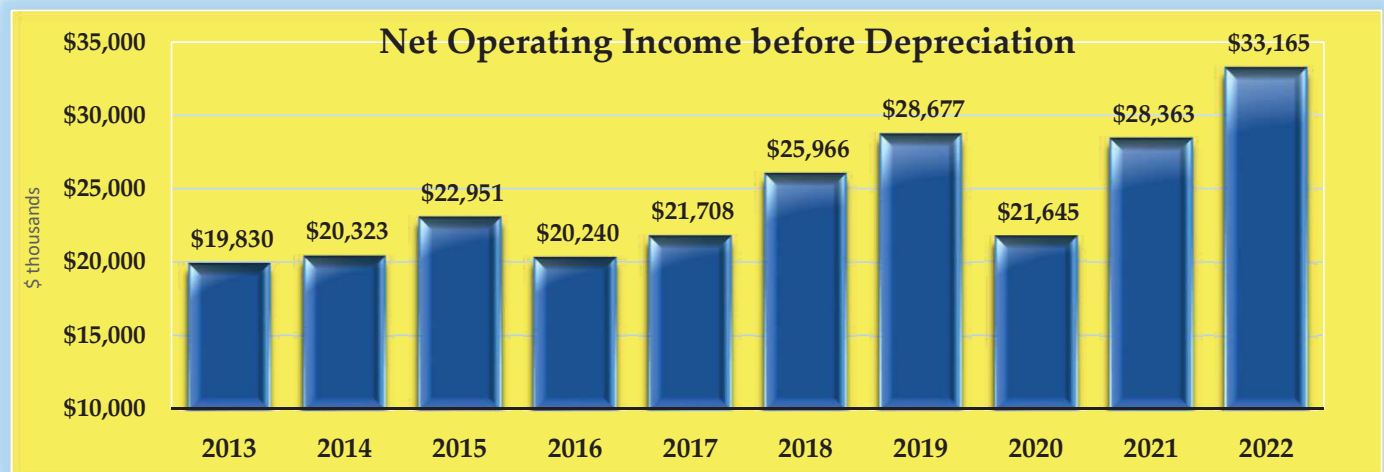
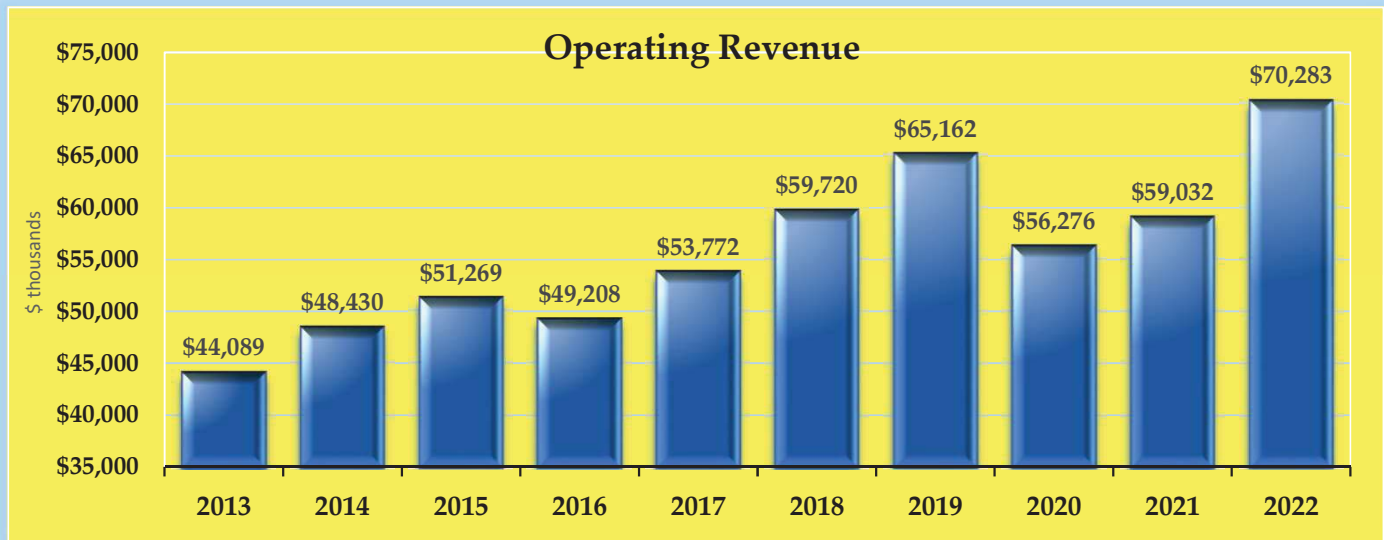


Table 23

**TAMPA PORT AUTHORITY**  
**Port of Tampa Tonnage Distribution**  
**Last Ten (10) Fiscal Years**  
**(Unaudited)**  
**(amounts in thousands)**

(a)

<b>Fiscal Year</b>	<b>Phosphate</b>	<b>Petroleum</b>	<b>Coal</b>	<b>Sulphur</b>	<b>All Other</b>	<b>Total</b>
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	6,508	15,528	2,725	2,994	8,463	36,218
2015	7,156	16,405	2,500	3,035	8,275	37,371
2016	7,376	16,728	1,561	3,342	7,568	36,575
2017	8,034	16,901	2,276	2,853	8,038	38,102
2018	5,211	16,543	913	2,403	8,991	34,061
2019	5,973	16,552	541	2,600	8,797	34,463
2020	5,531	14,906	248	2,397	9,769	32,851
2021	3,889	16,241	551	2,112	10,604	33,397
2022	3,847	18,390	721	2,010	9,470	34,438

(a) Represents total cargo in short tons handled at Tampa Port Authority which includes TPA-owned and privately-owned terminals.

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



Table 24

**TAMPA PORT AUTHORITY**  
**Port Usage Fees**  
**Last Ten (10) Fiscal Years**  
**(Unaudited)**  
**(amounts in thousands)**

<b>Fiscal Year</b>	<b>Dockage</b>	<b>(a) Wharfage</b>	<b>Passenger Terminal Income</b>	<b>Other Port Usage Fees</b>	<b>Total</b>
2012	6,154	18,262	5,896	2,523	32,835
2013	6,493	19,474	4,935	637	31,539
2014	6,476	24,414	4,901	638	36,429
2015	7,592	26,197	4,297	890	38,976
2016	7,504	24,868	3,694	727	36,793
2017	8,358	26,833	3,970	755	39,916
2018	9,142	29,215	4,356	890	43,603
2019	9,455	31,641	4,339	771	46,206
2020	8,714	25,394	2,795	577	37,480
2021	9,211	22,773	2,242	811	35,037
2022	12,105	28,479	4,378	1,138	46,100

(a) 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 in accordance with Tampa Port Authority Revenue bond resolution

Source: Tampa Port Authority statistics

Table 25

**TAMPA PORT AUTHORITY**  
**Summary of Leases of Principal Tenants**  
**(Unaudited)**

<b>Tenant</b>	<b>Initial Date of Lease</b>	<b>Initial Term</b>	<b>No. of Renewal Options</b>	<b>Option Term</b>	<b>Minimum Annual Revenue</b>	<b>Total Revenue Received (a)</b>
Amalie Oil Company	04/01/2011	40	2	10	278,125	411,006
Andalucia Master Association, Inc	10/01/2019	5	4	5	21,842	21,842
AMEC Foster Wheeler Environment & Infrastructure, Inc	05/01/2015	5	2	3	328,474	328,474
American Victory Ship Memorial Museum	04/18/2020	4	4	4	12,000	12,322
Ardent Mills (c )	02/01/2022	40	4	10	366,336	427,459
Batson-Cook Co	08/01/2012	5.5	1	5	176,530	176,530
Bronco Transport, Inc.	12/01/2020	5	0	0	56,146	61,226
Cargill Grain (c )	05/01/2013	20	1	20	137,108	137,108
Cargill, Inc. (salt facility) (c )	07/01/2019	3	2	3	621,849	636,169
Cemex Construction Materials (Cement) (b), (c )	11/01/2007	40	2	20	3,065,735	3,065,735
Cemex Construction Materials (Aggregate) (b), (c )	05/01/2019	20	2	20	926,787	1,942,986
Central Florida Pipeline (b)	10/01/2017	6	3	5	90,596	159,280
Central Florida Pipeline (b) (c )	10/01/2017	6	3	5	2,653,765	6,611,970
CBP Development LLC (fka Channelside Bay Mall LLC)	04/23/1997	39.7	8	5	1,596,137	4,733,285
Diversified Marine	07/01/2009	11	1	5	196,873	196,873
Gaetano Cacciatore, Inc. (c )	12/01/2005	25	8	5	1,267,870	1,267,870
Gulf Marine Repair	10/01/2017	10	5	5	1,405,860	1,411,000
Gulf Sulphur Services (c )	01/01/2000	15	3	3	368,076	455,582
HCP Associates, Inc.	02/01/2017	5	1	2	55,194	55,394
International Ship Repair (berth 200/206)	02/01/2006	15	0	0	158,233	160,633
Kinder Morgan Bulk Terminals	12/23/2002	20	4	10	149,746	149,746
Kloeckner Metal Corp	08/01/2011	8	1	6	324,891	324,891
Lands End Marina	04/01/2012	10	0	0	16,133	16,633
Logistec Gulf Coast, Inc, (c )	03/01/2015	6	3	5	1,175,000	1,965,820
Majestic Steel USA (c )	12/01/2018	20	6	5	195,410	195,410
Marine Towing of Tampa	01/01/2006	10	3	5	29,606	29,606
Maritrans Operating Company, LP	01/01/1980	25	3	10	88,723	88,723
Martin Marietta Materials, Inc. (c )	06/01/2010	20	4	5	1,280,242	2,054,851
Martin Operating (c )	12/16/2006	10	2	5	700,945	706,564
Mosaic Crop Nutrition LLC (fertilizer facility) (b ), (c )	06/01/1972	10	4	10	89,886	241,757
Murphy Oil USA, Inc. (c )	09/01/2007	20	2	10	596,351	636,689
New Port Tampa CDD Holdings	05/19/2005	5	4	5	96,523	96,523
North Atlantic International Ocean Carrier Inc	06/15/2022	5	2	5	49,542	49,542
Plains LPG Services, L.P. (b), (c )	01/01/1999	32	3	10	775,174	1,257,883
Port Logistics Terminal Operations LLC	03/15/2016	26.2	2	10/5	1,413,913	2,195,958
Port Hendry	04/01/2021	40	4	10	29,277	29,777
Ports America (c )	05/30/2006	40	0	0	971,113	3,260,693
Precision Build Solutions, LLC (b),(c )	04/01/2015	20	3	20	401,781	401,781
Puraglobe, LLC (c )	06/06/2012	20	2	5	575,132	717,739
Riverside Golf Community LLC	03/01/2015	5	5	5	11,619	11,619
Seabulk Towing, Inc.	05/01/2013	10	2	5	60,090	60,564
Sesco Cement Florida	10/01/2019	20	2	10	101,797	101,797
Starship Cruise Lines (c )	01/01/2006	10	2	10	95,276	151,114
Sulphuric Acid Trading (SATCO) (c )	11/01/2004	15	3	10	420,000	424,023
Superior Seafoods, Inc.	01/01/1993	5	1	5	35,552	36,923
Tampa Bay International Terminals	12/01/2011	4	0	0	41,000	41,000
Tampa Juice Service	04/05/1995	20	2	10	66,376	109,676
Tampa Port Services (ammonia terminal) (b ), (c )	04/01/1993	3.3 yrs	3	10	87,581	438,614
Tampa Ship LLC	03/01/2007	5	2	15	1,182,921	1,204,415
Taylor Perry Warehouse & Distribution LLC	02/01/2012	2	3	1	-	500,936

Continued

Table 25

**TAMPA PORT AUTHORITY**  
**Summary of Leases of Principal Tenants**  
**(Unaudited)**

<b>Tenant</b>	<b>Initial Date of Lease</b>	<b>Initial Term</b>	<b>No. of Renewal Options</b>	<b>Option Term</b>	<b>Minimum Annual Revenue</b>	<b>Total Revenue Received (a)</b>
TC Port Ybor LLC	04/09/2004	40	4	10	-	164,459
Titan Florida, LLC (c )	01/01/2002	20	3	10	1,577,500	3,142,372
Trademark Metals (c )	05/15/2007	10	2	10	396,735	1,367,460
Transflo Terminal Services, Inc.	11/01/2012	5	3	5	473,919	2,554,286
Transmontaigne (c )	09/01/2007	20	2	10	978,096	1,132,456
University of South Florida	06/01/2010	5	5	1	117,456	117,456
Vastec, Inc.	10/01/2011	7	2	2	255,410	255,410
Verizon Wireless Personal Communications	01/10/2014	5	3	5	18,300	18,300
Versaggi Shrimp Company	10/01/2012	3	0	0	17,776	19,332
Vulcan Materials (c )	10/01/2011	20	4	5	1,419,376	1,778,439
Westshore Marina Ventures, LLC	05/03/2005	5	7	5	97,443	97,443
Yara North America (L100) (c )	10/01/2007	20	2	10	138,348	196,935
Yara North America (L258)	05/01/2015	9	0	0	35,182	35,182
					<b>\$ 30,370,676</b>	<b>\$ 50,653,537</b>

(a) Excludes tenants with lease revenue less than \$10,000 per year.

(b) 2022 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.



# COMPLIANCE

## SECTION









## REGULATORY REPORTS







RIVERO, GORDIMER & COMPANY, P.A.

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INDEPENDENT AUDITORS' REPORT 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

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, 2022, 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 10, 2023.

**Report on 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) as a basis for designing the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions 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.

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 a 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.

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

**Report on 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 statements. 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*.

### **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.

Tampa, Florida  
March 10, 2023

*Bucio, Gordinier & Company, P.A.*



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INDEPENDENT AUDITORS' REPORT ON COMPLIANCE FOR  
EACH MAJOR FEDERAL PROGRAM AND STATE PROJECT  
AND REPORT ON INTERNAL CONTROL OVER  
COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE  
AND CHAPTER 10.550, RULES OF THE AUDITOR GENERAL

Board of Commissioners  
Tampa Port Authority

**Report on Compliance for Each Major Federal Program and State Project**

***Opinion on Each Major Federal Program and State Project***

We have audited Tampa Port Authority's (the "Port Authority") compliance with the types of compliance requirements described in the *OMB 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 projects for the year ended September 30, 2022. The Port Authority's major federal programs and state projects are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

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 programs and state projects for the year ended September 30, 2022.

***Basis for Opinion on Each Major Federal Program and State Project***

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; the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance); and Chapter 10.550, *Rules of the Auditor General*. Our responsibilities under those standards, the Uniform Guidance and Chapter 10.550, *Rules of the Auditor General* are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Port Authority and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinions on compliance for each major federal program and state project. Our audit does not provide a legal determination of the Port Authority's compliance with the compliance requirements referred to above.

***Responsibilities of Management for Compliance***

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the Port Authority's federal programs and state projects.

## ***Auditor's Responsibilities for the Audit of Compliance***

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Port Authority's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards, *Government Auditing Standards*, the Uniform Guidance and Chapter 10.550, *Rules of the Auditor General* will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Port Authority's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with generally accepted auditing standards, *Government Auditing Standards*, the Uniform Guidance and Chapter 10.550, *Rules of the Auditor General*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Port Authority's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Port Authority's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance and Chapter 10.550, *Rules of the Auditor General*, but not for the purpose of expressing an opinion on the effectiveness of the Port Authority's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

## **Report on 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 on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or a 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 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 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 Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

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 the Uniform Guidance and Chapter 10.550, *Rules of the Auditor General*. Accordingly, this report is not suitable for any other purpose.

Tampa, Florida  
March 10, 2023

*Bureau, Gordinier & Company, P.A.*

Tampa Port Authority

SCHEDULE OF FINDINGS AND QUESTIONED COSTS

For the year ended September 30, 2022

**Section I - Summary of Auditors' Results**

**Financial Statements**

Type of auditors' report issued on whether the financial statements were prepared in accordance with GAAP:

Unmodified

Internal control over financial reporting

Material weakness(es) identified?

       yes   X   no

Significant deficiency(ies) identified?

       yes   X   none reported

Noncompliance material to financial statements noted?

       yes   X   no

**Federal Awards and State Projects**

Internal control over major program/projects:

Material weakness(es) identified?

       yes   X   no

Significant deficiency(ies) identified?

       yes   X   none reported

Type of auditors' report issued on compliance for major Federal programs and State projects:

Unmodified

Any audit findings disclosed that are required to be reported in accordance with CFR 200.516(a) or Chapter 10.550, *Rules of the Auditor General*?

       yes   X   no

Identification of major programs/projects:

**Federal Program or Cluster**

Federal Assistance Listing Number

21.027

Name of Federal Program

Coronavirus State and Local Fiscal Recovery Funds

**State Project**

State Assistance Listing Number

55.005

Name of State Project

Seaport Grant Programs

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

\$ 750,000

Auditee qualified as low-risk auditee as defined by the Uniform Guidance?

       yes   X   no

Dollar threshold used to distinguish between type A and type B State projects

\$ 750,000

**Section II - Financial Statement Findings**

No matters were reported for the year ended September 30, 2022. Accordingly, a corrective action plan is not required.

**Section III - Federal Award and State Financial Assistance Findings and Questioned Costs**

No matters were reported for the year ended September 30, 2022. Accordingly, a corrective action plan is not required.





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## MANAGEMENT LETTER BASED ON RULE 10.554 OF THE AUDITOR GENERAL OF THE STATE OF FLORIDA

Board of Commissioners  
Tampa Port Authority

### **Report on the Financial Statements**

We have audited the financial statements of the Tampa Port Authority (the "Port Authority"), as of and for the fiscal year ended September 30, 2022, and have issued our report thereon dated March 10, 2023.

### **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; the audit requirement of Title 2 *U.S. Code of Federal Regulations* (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance) and Chapter 10.550, *Rules of the Auditor General*.

### **Other Reporting Requirements**

We have issued our Independent Auditors' Report 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*; Independent Auditors' Report on Compliance for Each Major Federal Program and State Project and Report on Internal Control Over Compliance Required by the Uniform Guidance and Chapter 10.550, *Rules of the Auditor General*; Schedule of Findings and Questioned Costs, and Independent Accountant's Report on Compliance with the Requirements of Section 218.415, Florida Statutes on an examination conducted in accordance with AICPA Professional Standards, AT-C Section 315, regarding compliance requirements in accordance with Chapter 10.550, *Rules of the Auditor General*. Disclosures in those reports and schedule, which are dated March 10, 2023, 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. No findings or recommendations were made in the preceding 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 disclosures are included in the notes to the financial statements.

## Financial Condition and Management

Sections 10.554(1)(i)5.a. and 10.556(7), *Rules of the Auditor General*, require us to apply appropriate procedures and communicate 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, we determined that the Port Authority did not meet any of the conditions described in Section 218.503(1), Florida Statutes.

Pursuant to Sections 10.554(1)(i)5.b. and 10.556(8), *Rules of the Auditor General*, we applied financial condition assessment procedures for the Port Authority. 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.

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.

## Special District Component Units

Section 10.554(1)(i)5.c., *Rules of the Auditor General*, requires, if appropriate, that we communicate the failure of a special district that is a component unit of a county, municipality, or special district, to provide 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 did not note any special district component units that failed to provide the necessary information for proper reporting in accordance with Section 218.39(3)(b), Florida Statutes.

## Specific Information

As required by Section 218.39(3)(c) Florida Statutes, and section 10.554(1)(i)6, *Rules of the Auditor General* the Port Authority included such information as other information titled "Data Elements Required By Section 218.39(3)(c), Florida Statutes (Unaudited)".

## Additional Matters

Section 10.554(1)(i)3., *Rules of the Auditor General*, requires us to communicate 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 note any such findings.

## Purpose of this Letter

Our management letter is intended solely for the information and use of the Legislative Auditing Committee, members of the Florida Senate and the Florida House of Representatives, the Florida Auditor General, Federal and other granting agencies, Members of the Port Authority's Board of Commissioners, and applicable management, and is not intended to be and should not be used by anyone other than these specified parties.



Tampa, Florida  
March 10, 2023



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American Institute of Certified Public Accountants  
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INDEPENDENT ACCOUNTANTS' REPORT ON COMPLIANCE WITH  
THE REQUIREMENTS OF SECTION 218.415, FLORIDA STATUTES

To the Board of Commissioners  
Tampa Port Authority

We have examined Tampa Port Authority's investment policy compliance with the requirements of Section 218.415, *Florida Statutes* during the year ended September 30, 2022. Management is responsible for Tampa Port Authority's compliance with those requirements. Our responsibility is to express an opinion on Tampa Port Authority's compliance based on our examination.

Our examination was conducted in accordance with attestation standards established by the AICPA. Those standards require that we plan and perform the examination to obtain reasonable assurance about whether Tampa Port Authority complied, in all material respects, with the specified requirements referenced above. An examination involves performing procedures to obtain evidence about whether Tampa Port Authority complied with the specified requirements. The nature, timing, and extent of the procedures selected depend on our judgment, including an assessment of the risks of material noncompliance, whether due to fraud or error. We believe that the evidence we obtained is sufficient and appropriate to provide a reasonable basis for our opinion.

We are required to be independent and to meet our other ethical responsibilities in accordance with relevant ethical requirements relating to the examination engagement.

Our examination does not provide a legal determination on Tampa Port Authority's compliance with specified requirements.

In our opinion, Tampa Port Authority complied, in all material respects, investment policy compliance with the requirements of Section 218.415, *Florida Statutes* during the year ended September 30, 2022.

Tampa, Florida  
March 10, 2023

## OTHER INFORMATION



Tampa Port Authority

DATA ELEMENTS REQUIRED BY SECTION 218.39(3)(c), FLORIDA STATUTES (UNAUDITED)

September 30, 2022

<u>Data Element</u>	<u>Reference</u>	<u>Comment</u>
The total number of employees compensated in the last pay period of the fiscal year being reported:	Section 218.32(1)(e)(2)(a)	145
The total number of independent contractors to whom nonemployee compensation was paid in the last month of the fiscal year being reported:	Section 218.32(1)(e)(2)(b)	13
All compensation earned by or awarded to employees, whether paid or accrued, regardless of contingency:	Section 218.32(1)(e)(2)(c)	\$ 15,146,064
All compensation earned by or awarded to nonemployee independent contractors, whether paid or accrued, regardless of contingency:	Section 218.32(1)(e)(2)(d)	\$ 3,742,901
Each construction project with a total cost of at least \$65,000 approved that is scheduled to being on or after October 1 of the fiscal year being reported, together with total expenditures for such projects.	Section 218.32(1)(e)(2)(e)	See next page
A budget variance based on the budget adopted under Section 189.016(4), Florida Statutes, before the beginning of the fiscal year being reported if the Authority amended a final adopted budget under Section 189.016(6), Florida Statutes:	Section 218.32(1)(e)(3)	See Management's Discussion and Analysis
The millage rate imposed by the Authority:	Section 218.39(3)(c)	0.0935
The total amount of ad valorem taxes collected:	Section 218.39(3)(c)	\$ 11,042,608
Total amount of outstanding bonds issued by the Authority and the terms of such bonds:	Section 218.39(3)(c)	See Note I to the Financial Statements

Tampa Port Authority

DATA ELEMENTS REQUIRED BY SECTION 218.32(1)(e), FLORIDA STATUTES (UNAUDITED)

September 30, 2022

Project Description	Board Approved Date	Board Approved Amount	Total Expenditures Through 09/30/22
Construction of 12,000 Sq Ft storm hardened vehicle storage building	10/19/2021	\$ 3,000,000	\$ 1,397,810
Construction of Berth 211 Container Gate	5/14/2021	6,315,473	2,163,500
Fabrication and purchase of transformers to support the new Sumitomo Cranes	2/15/2022	1,280,981	738,589
Berth 268 Rehabilitation	3/22/2022	12,000,000	3,249,911
Offsite Storm Water Treatement Agreement	4/19/2022	731,500	146,300
Berth 218 Marine Infrastructure	5/17/2022	600,000	87,259
Installation of tie-downs and pin pockets for three (3) Sumitomo cranes	8/16/2022	2,000,000	319,885
Sumitomo cranes Electrical Improvements	8/16/2022	3,000,000	-
Sanitary Sewer System	8/16/2022	500,000	-
Eastport Mitigation Site	9/19/2022	3,500,000	-
Port Redwing Berth 302 Access road	9/19/2022	1,734,482	-



