

Hillsborough County Aviation Authority
Regular Board Meeting

Thursday, 9:00 a.m.
November 6, 2025

A Regular Board Meeting was convened in the Boardroom, Level 4 of SkyCenter ONE, Tampa, Florida, on Thursday, November 6, 2025.

Members present were Chairman Diehl, Robert Watkins, Commissioner Cohen and Gary Harrod. Mayor Castor was not in attendance.

Aviation Authority staff members present were CEO Michael Stephens, General Counsel Cynji Lee, Chris Minner, Damian Brooke, John Tiliacos, Smitha Radhakrishnan, Veronica Cintron, Scott Knight, Jeff Siddle, Violet Cummins, Michael Kamprath, James Tarro, Rob Porter, Paul Horst, Matt Bauer, Analisa Whiteside, Tara Camp, Ben Robins, Chief Charlie Vazquez, Marcus Session, James Hanney, Karen Greene, Alex Heiter, Elita McMillon, Stacey Nance, Doug Wycoff, Tony Conza, Josh Gillin, Laurie Noyes, Tony O'Brian, Steven Soto, Vince Catalano, April Kelly, Tania Padilla, Cheryl Hawkins, Officer Padilla and Eric Caplan.

Chairman Diehl welcomed everyone to the Regular Board Meeting and called the meeting to Order. He asked that anyone who would like to comment on propositions before the Board see Violet Cummins for a form.

The Pledge of Allegiance was recited.

Chairman Diehl then asked for a Motion to Approve the Agenda.

Upon motion of Gary Harrod, seconded by Robert Watkins, the Agenda was unanimously approved by all Board Members present.

There were no Public Comments.

Chairman Diehl asked if there were any additions or corrections to the Minutes of the Regular Board Meeting held on October 2, 2025.

Upon motion of Harry Cohen, seconded by Gary Harrod, the Minutes of the Regular Board Meeting held on October 2, 2025 were unanimously approved by all Board Members present.

Chairman Diehl then proceeded to the Management Report.

Michael Stephens opened by highlighting TPA's team for their strong leadership and presence at two major industry events: the Association of Airport Executives' Going Green Conference in Tampa and the ACI North America/World Conference in Toronto. He emphasized that the team led discussions on critical topics such as hurricane resiliency, cybersecurity, strategic communications, and smart technologies, demonstrating TPA's commitment to setting industry standards. He also expressed appreciation for Chairman Diehl's participation and support at the Toronto conference.

Chairman Diehl followed by expressing deep admiration for the TPA team's professionalism, expertise, and forward-thinking vision.

Chris Minner presented the monthly performance assessment, noting that TPA closed the fiscal year with 24.5 million passengers, a 2.5% decrease from the previous year largely due to weak performance in October and November. International travel had 1.7 million passengers, up 22.7%.

Mr. Minner highlighted hosting the AAAE Art in Airports Conference, showcasing TPA's nationally recognized public art processes. Mr. Minner also celebrated TPA's USA Today honors, #1 Best Large Airport, #1 Best Airport for Dining, and #1 Best Airport for Art.

Social media activity remained strong, with 16,000 new followers. Media coverage generated 1.4 billion impressions and \$18 million in earned media value.

Laurie Noyes provided an update on the Airport's award-winning concessions program, noting that it is nearly 10 years old and approaching major redevelopment. About half of the current concession contracts expire by 2030 and the remainder expire by April 2031, creating a six-year window to reimagine the entire program. The first RFP for the new concessions program is planned for Q4 2026. Industry and community outreach will be a key component, beginning with a "Concessions 101" event on November 13, 2025 to explain how to do business with the Airport.

John Tiliacos reported on the JetBlue Emergency Landing at TPA. He described the Airport team's exemplary response to an emergency landing which diverted to Tampa after experiencing a flight-control issue and sudden altitude loss.

Mr. Tiliacos next gave a report on SpaceX launch activity and the impacts to airspace. He outlined concerns regarding SpaceX's request to the FAA to significantly increase launch operations at Kennedy Space Center, particularly involving the Starship Super Heavy rocket. SpaceX is seeking approval for up to 44 launches per year (with corresponding booster recoveries and reentries), contributing to nearly 500 total SpaceX operations annually when combined with Falcon 9 activity. He showed how launch and reentry operations create very large temporary airspace closures, stretching over the Atlantic and, for Starship reentry, across Central America, the Gulf of Mexico, and much of Florida. These closures can last 1–2 hours and may require reroutes, delays, and ground stops, potentially affecting an estimated 23,000 commercial flights annually. Mr. Tiliacos stressed that the Airport

supports space exploration but insists the FAA must ensure that increased launch activity can safely coexist with commercial aviation.

Mr. Tiliacos next discussed FAA plans to reduce national airspace flight volume by 10% because of the Federal Government shutdown. Tampa is reportedly number 40 on the list of affected airports.

Smitha Radhakrishnan announced that Tampa International Airport was honored at the 43rd Annual Planning and Design Awards by Plan Hillsborough for completing the second phase of its Master Plan. The award recognized the innovative, sustainable, and resilient design and construction of several key projects, including the LEED Platinum–certified SkyCenter One building, the new Central Utility Plant, and the Red and Blue Express Curbside projects.

Damian Brooke presented FY2025 financial results, emphasizing that the year was one of the most challenging in the Authority’s history due to two hurricanes but that the organization proved resilient. Passenger traffic ended below budget, affecting revenue from concessions, parking, rental cars, and other passenger driven sources. However, strong performance in non-passenger revenue helped offset losses. Total revenues reached \$482.7 million, about \$12 million (2.5%) above budget and \$55 million higher than FY2024. Expenses totaled \$201.4 million, coming in \$4.3 million below budget due to lower personnel costs, reduced contracted services, lower maintenance and insurance costs, and deferred projects following the storms. Some expense categories ran over budget due to storm-recovery needs.

Debt service was slightly better than expected following a debt refunding. Strong revenues and reduced expenses resulted in \$5.9 million in airline revenue sharing (higher than budget) and a \$3.5 million airline settlement to true up rates and charges following traffic disruptions. Airline cost per enplanement ended at \$12.75, up 5.3% because of lower-than-expected passenger volumes. The Authority generated \$181 million in pre-capital funds for capital projects, incentives, and reserves. Liquidity strengthened significantly. Cash reserves grew by \$93 million, with year-end cash totaling \$532 million and 965 days cash on hand, an 11% increase. Mr. Brooke noted reserves will begin to decline in FY 2026 as cash is used to limit new debt for upcoming major capital projects.

This concluded the Management Report.

Chairman Diehl then moved on to the Consent Agenda.

Upon motion of Commissioner Cohen, seconded by Robert Watkins, the Consent Agenda was unanimously approved by all Board Members present.

The following items were contained in the Consent Agenda.

Item G1

Amendment No. 2 to Use and Lease Agreement for Fuel Facilities and Pipeline, UPS, Co. d/b/a United Parcel Service, Co., Tampa International Airport, Resolution No. 2025-144.

In 1970, the Authority entered into a lease and pipeline license agreement with several of the signatory airlines then serving Tampa International Airport (Airport) for the construction of a jet fuel storage facility and pipeline distribution system to the airside buildings. The airlines collectively financed and operated the fuel system. The agreement had a 30-year Term that ended on September 30, 1999. At the end of the Term, the fuel system became the property of the Authority.

On November 4, 1999, the Authority entered into a Use and Lease Agreement for Fuel Facilities and Pipeline (Agreement) with multiple airlines (Tampa Fuel Committee) for the operation and maintenance of the fuel system for a 20-year Term beginning October 1, 1999 and ending September 30, 2019. The Agreement was amended in 2019 and signed by only a portion of the airlines (Amendment No. 1). Amendment No. 1 extended the Agreement an additional five (5) years for a new final termination date of September 30, 2024, updated the Demised Premises, and included new approval language empowering the Authority's Chief Executive Officer or designee to act on behalf of Authority.

This Amendment No. 2 to the Agreement with UPS, Co. d/b/a United Parcel Service, Co. affirms and ratifies the terms and conditions of Amendment No. 1 and extends the Agreement an additional fifteen (15) years, for a new final termination date of September 30, 2039.

Under the terms of Amendment No. 2, the Ground Rent for Demised Premises, Fuel Storage Facilities Rent, and initial Improvements Payments Rent (Rents) will be billed retroactive to October 1, 2025, with such Rents being comprised of the following:

Description of Rents	Initial Annual Rents	Initial Rents	Monthly
Ground Rent for Demised Premises	\$199,763.81	\$16,646.98	
Fuel Storage Facilities Rent	\$394,042.82	\$32,836.90	
Improvements Payments Rent			
Expansion of System – East Cargo to Emery	\$334,776.24	\$27,898.02	
Expansion of System – East Cargo to FedEx	\$53,989.32	\$4,499.11	
Secondary Containment for Fuel Storage Tanks	\$445,400.88	\$37,116.74	
Bulk Fuel Storage Facility Upgrades	\$777,331.32	\$64,777.61	
Truck Rack Project	\$166,129.32	\$13,844.11	
FY23 Fuel Farm Projects - Group 1	\$323,756.88	\$26,979.74	
FY23 Fuel Farm Projects - Group 2	\$195,582.81	\$16,298.57	
TOTAL	\$2,890,773.40	\$240,897.78	

Management recommended adoption of Resolution No. 2025-144.

Resolution No. 2025-144 approved and authorized execution of Amendment No. 2 to Use and Lease Agreement for Fuel Facilities and Pipeline at Tampa International Airport with UPS, Co. d/b/a United Parcel Service, Co.; and authorized the Chief Executive Officer or designee to execute all other ancillary documents.

Item G2

Purchase Orders, Industrial Rental Equipment, Products, and Related Services utilizing Sourcewell Contract RFP #040924, Herc Rentals, Inc., Tampa International Airport.

The Maintenance Department occasionally rents industrial equipment such as scissor lifts, articulating lifts, and atrium lifts for various high-reach jobs throughout Tampa International Airport.

Authority Policy P410 authorizes the utilization of federal, state, local, or multi-state cooperative purchasing contracts to purchase goods and services without obtaining three quotes or advertisement.

This item authorizes the issuance of Purchase Orders to Herc Rentals, Inc. for industrial rental equipment, products and related services utilizing Sourcewell Contract RFP #040924 for the Term of November 6, 2025 through June 11, 2028, with three (3), one-year renewal options, in a total maximum purchase authorization amount of \$200,000.

This item is included in the O&M Budget.

The Chief Executive Officer recommended the Board authorize issuance of Purchase Orders to Herc Rentals, Inc., and authorize the Chief Executive Officer or designee to execute all other ancillary documents.

The Board acted on this by motion; no resolution was required.

Item G3

Amendment One to CFC Trust Agreement, Tampa International Airport, Resolution No. 2025-154.

The Authority CFC Trust Agreement (Trust Agreement) with Bank of New York Mellon is dated September 1, 2015 and includes the flow of funds for Customer Facility Charges (CFCs).

The Trust Agreement allows the Authority to use CFC Revenue to cover the cost of the SkyConnect (APM) before funds are made available to Concessionaires at the surplus level. The level was originally set at 40% based on certain assumptions on rental car customer ridership and the allocation of CFCs

and operating expenses within the Rental Car Center and SkyConnect (APM) system. Actual ridership has now been determined to be at least 70% of the total utilization of the APM. This Amendment One to the Trust Agreement is effective October 1, 2025 and reflects the actual rental car customer ridership of the SkyConnect (APM) of 70% from the original 40%, covering expenses up to \$10 million annually in Fiscal Year 2026 and growing by 3% each year thereafter.

The Trust Agreement also currently includes provisions for the Authority to utilize CFCs to fund 50% of operating expenses in the Customer Service Building, up to \$2 million annually. The Authority desires to fund the remaining 50% of operating expenses in the Customer Service Building with CFCs, up to an additional \$2 million annually for an aggregate of \$4 million for years in which the Authority's CFC Surplus balance is greater than \$27,000,000. The aggregate \$4 million cap is subject to 3% growth each year after Fiscal Year 2026. Amendment One will also include other technical amendments including annual true-up provisions to ensure that proper utilization of the CFCs for operating expenses occurs in line with the minimum CFC Surplus balance requirement.

Management recommended adoption of Resolution No. 2025-154.

Resolution No. 2025-154 approved and authorized execution of Amendment One to CFC Trust Agreement relating to Hillsborough County Aviation Authority Tampa International Airport Customer Facility Charge Bonds; provided an effective date; and provided certain other details with respect thereto.

Item G4

Contract for Special Legal Services, Carlton Fields, P.A., Tampa International, Peter O. Knight, Tampa Executive, and Plant City Airports, Resolution No. 2025-145.

Carlton Fields, P.A. has previously provided advice and counsel in the area of construction law and other legal matters for Tampa International, Peter O. Knight, Tampa Executive, and Plant City Airports.

Authority Policy P500 authorizes the utilization of non-Authority attorneys without obtaining three quotes or advertisement based upon such factors as needed services, experience, qualifications, geographic location, length of services, and efficiencies.

This item authorizes execution of a Contract for Special Legal Services with Carlton Fields, P.A. for a two-year period beginning December 5, 2025 and continuing through December 4, 2027 with two, one-year renewal options at the discretion of the Chief Executive Officer or designee. The maximum purchase authorization amount for the Term of the Contract, including the renewal options, is \$500,000.

This item is included in the O&M and Capital Budgets.

Management recommended adoption of Resolution No. 2025-145.

Resolution No. 2025-145 approved and authorized execution of Contract for Special Legal Services at Tampa International, Peter O. Knight, Tampa Executive, and Plant City Airports with Carlton Fields, P.A.; and authorized the Chief Executive Officer or designee to execute all other ancillary documents.

Item G5

Ratification of Purchase Orders, Inland Marine – Hardware, Fine Arts, and Contractors Equipment Insurance, Arthur J. Gallagher Risk Management Services, Inc., Tampa Executive, Peter O. Knight, Plant City, and Tampa International Airports.

This item seeks Board ratification of the annual Inland Marine - Hardware, Fine Arts, and Contractors Equipment insurance policy renewal on October 1, 2025, which exceeded the Board approval threshold.

Historically, this policy has consistently fallen below the Board approval threshold and thus has been processed administratively. Due to a moderate premium increase this year, the total renewal amount surpassed the Board approval threshold.

The policy was renewed in a timely manner to ensure uninterrupted coverage. Going forward, the policy will be proactively reviewed during the insurance renewal process to ensure renewal amounts do not exceed the Board approval threshold.

This item ratifies the previously issued Purchase Orders to Arthur J. Gallagher Risk Management Services, Inc. in the amount of \$106,889.31 for purchase of the Inland Marine - Hardware, Fine Arts, and Contractors Equipment insurance policy with XL Specialty Insurance Company.

This item is included in the O&M Budget.

The Chief Executive Officer recommended the Board ratify the previously issued Purchase Orders in the amount of \$106,889.31 to Arthur J. Gallagher Risk Management Services, Inc., and authorize the Chief Executive Officer or designee to execute all other ancillary documents.

The Board acted on this by motion; no resolution was required.

Item G6

Change Order No. 3, Part 2 Contract for Design-Build Services, Airside D Development Program & Centralized Checked Baggage System, HCAA Project Nos. 8500 23 & 8515 24, Hensel Phelps Construction Co., Tampa International Airport, Resolution No. 2025-156.

Airside D is necessary for Tampa International Airport (Airport) to accommodate up to 35 million annual passengers. Airside D is being designed to accommodate departure and arrival passenger functions for both domestic and international operations.

The scope of work for HCAA Project No. 8500 23, Airside D Development Program, includes, at a minimum, the following work elements at the Airport:

State of the art 16 gate, 3-level domestic and international airside terminal

- Transportation Security Administration Security Screening Checkpoint
- TSA Checked Baggage Inspection System and Checked Baggage Reconciliation Area
- U.S. Customs and Border Protection facilities
- Common building spaces, restrooms, and circulation corridors
- Shuttle Station for connectivity to the Main Terminal
- New automated people mover system and guideway
- New ramp, hydrant fuel system, and passenger boarding bridges
- Baggage handling system with connections to the Main Terminal
- Airline relocations
- Modifications to the Main Terminal Ticket Level

The scope of work for HCAA Project No. 8515 24, Centralized Checked Baggage System, includes the design and construction of new checked baggage screening facilities for Airsides A, C, E and F.

The following was previously approved by the Board and CEO:

Part 1 Contract and Three Amendments	\$82,814,391
Board Approved Amounts	\$79,204,229
CEO Approved Amounts	\$3,610,162

Part 2 Contract, Part 2 Supplemental A and B Contracts and Two Change Orders	\$284,559,130
Board Approved Amounts	\$286,809,690
CEO Approved Amounts	(\$2,250,560)

Staff recommended execution of Change Order No. 3 to the Part 2 Contract for Design-Build Services to eliminate the 12.8% DBE goal for construction and incorporate a 13% SBE goal for construction. The amount of the Part 2 Contract for Design-Build Services will remain \$284,559,130.

Per Authority Policy P410, staff may authorize use of the Owner's Direct Purchase Program with respect to construction materials and supplies, if appropriate.

This item is included in the Capital Budget.

Management recommended adoption of Resolution No. 2025-156.

Resolution No. 2025-156 approved and authorized execution of Change Order No. 3 to Part 2 Contract for Design-Build Services, Airside D Development Program & Centralized Checked Baggage System, HCAA Project Nos. 8500 23 & 8515 24 at Tampa International Airport with Hensel Phelps Construction Co.; authorized staff to use Owner's Direct Purchase Program, if appropriate; and authorized the Chief Executive Officer or designee to execute all other ancillary documents.

Item G7

Appointment of Authority Alternate to Hillsborough County Transportation Planning Organization, Smitha Radhakrishnan, Resolution No. 2025-152.

The Authority is a voting member of the Hillsborough County Transportation Planning Organization (TPO) and as so is responsible for designating an alternate voting representative in the event of the primary voting member's absence. The Board approved Michael A. Stephens as the primary voting member on April 3, 2025. With a current vacancy for the alternate voting representative, the Board must approve a replacement.

Staff recommended Smitha Radhakrishnan be appointed as the alternate voting representative to the TPO Board representing the Authority in the absence of the primary voting member, Michael A. Stephens.

Management recommended adoption of Resolution No. 2025-152.

Resolution No. 2025-152 approved and authorized execution of a letter to the Hillsborough County Transportation Planning Organization appointing Smitha Radhakrishnan as the alternate voting representative for the Hillsborough County Aviation Authority on the Hillsborough County Transportation Planning Organization Board; and authorized the Chief Executive Officer or designee to execute all other ancillary documents.

There were no Policies or Rules for Consideration or Action or Committee Reports, Chairman Diehl proceeded to Unfinished Business.

Item J1

Award of Part 2 Contract for Design-Build Services, Airside E Roof Replacement, HCAA Project No. 8525 25, HCBeck, LTD., Tampa International Airport, Resolution No. 2025-147, presented by Jeff Siddle.

The Airside E Terminal Building (Building) was constructed in 2002 with an addition constructed in 2004. The bulk of the Building's roof system is comprised of standing seam metal roof that drains to gutters along the edges of the Building. As a result of the current degradation of the Building's roof system and ongoing efforts to maintain it, the Authority's consultant provided a recommendation to replace the existing roof system to achieve an acceptable level of watertight construction. The purpose of HCAA Project No. 8525 25 is to replace the original roof, gutters, and other roof system accessories. The replacement is essential to maintain operations of the Building and extend its useful life.

On June 12, 2024, a Request for Qualifications entitled Airside E Roof Replacement at Tampa International Airport was issued.

On October 3, 2024, the Board approved negotiations with the number one ranked firm, HCBeck, LTD.

On December 5, 2024, the Board awarded a Part 1 Contract for Design-Build Services to HCBeck, LTD. in the maximum purchase authorization amount of \$1,980,738.

The maximum purchase authorization amount for the Part 2 Contract for Design-Build Services will be \$22,692,404, bringing the total combined not-to-exceed Project Contract amount to date to \$24,673,142.

Per Authority Policy P410, staff may authorize use of the Owner's Direct Purchase Program for construction materials and supplies, if appropriate.

This item is included in the Capital Budget.

Management recommended adoption of Resolution No. 2025-147.

Upon motion of Robert Watkins, seconded by Commissioner Cohen, Part 2 Contract for Design-Build Services, Airside E Roof Replacement, HCAA Project No. 8525 25 at Tampa International Airport with HCBeck, LTD. in the amount of \$22,692,404 was unanimously approved by all Board Members present; staff was authorized to use Owner's Direct Purchase Program, if appropriate; and the Chief Executive Officer or designee was authorized to execute all other ancillary documents by adoption of Resolution No. 2025-147.

Item J2

Contract for Design Professional Services, Runway 1R-19L and Taxiway C Reconstruction, Rehabilitate Runway 1L-19R and Associated Taxiways, & Northwest Remain Overnight Parking Apron, AECOM Technical Services, Inc., HCAA Project Nos. 8650 26, 8660 26, & 8665 26, Tampa International Airport, Resolution No. 2025-148, presented by Jeff Siddle.

HCAA Project No. 8650 26, Runway 1R-19L and Taxiway C Reconstruction, will reconstruct Runway 1R-19L, Taxiway C, and all connecting taxiways.

HCAA Project No. 8660 26, Rehabilitate Runway 1L-19R and Associated Taxiways, will rehabilitate Runway 1L-19R, Taxiways W and V, and all connecting taxiways.

HCAA Project No. 8665 26, Northwest Remain Overnight Parking Apron, will construct a new Remain Overnight (RON) Aircraft Parking Apron with taxiway connectivity including all typical necessary infrastructure supporting the RON operations.

On September 4, 2025, the Board approved negotiations with the number one-ranked firm, AECOM Technical Services, Inc (AECOM).

The Contract for Design Professional Services (Contract) with AECOM will commence on November 6, 2025 and will remain in effect until one (1) year after the final acceptance of the constructed projects. The Contract provides for design professional services, including construction administration services and direct and reimbursable expenses, in the not-to-exceed amount of \$41,378,150.

This item is included in the Capital Budget.

Management recommended adoption of Resolution No. 2025-148.

Upon motion of Robert Watkins, seconded by Gary Harrod, Contract for Design Professional Services, Runway 1R-19L and Taxiway C Reconstruction, Rehabilitate Runway 1L-19R and Associated Taxiways, & Northwest Remain Overnight Parking Apron, HCAA Project Nos. 8650 26, 8660 26, and 8665 26 at Tampa International Airport with AECOM Technical Services, Inc. was unanimously approved by all Board Members present; and the Chief Executive Officer or designee was authorized to execute all other ancillary documents by adoption of Resolution No. 2025-148.

This concluded Unfinished Business. Chairman Diehl proceeded to New Business.

Item K1

Construction Contract, Airside E Cooling Tower Refurbishment – Phase 2 utilizing Sourcewell Contract No. 080824-CAR, HCAA Project No. 7310 24, Carrier Corporation, Tampa International Airport, Resolution No. 2025-149, presented by Jeff Siddle.

The purpose of HCAA Project No. 7310 24 is to refurbish components associated with the cooling towers serving Airside E that have reached the end of their useful life. The Phase 2 scope of work includes the removal and replacement of piping, manual and equalizing valves, control valves, and

pipng accessories such as vibrations compensation, temperature and pressure sensors, and mitigating plume entrainment by adding intake louvers.

Authority Policy P410 authorizes the utilization of federal, state, local or multi-state cooperative purchasing contracts to purchase goods and services without obtaining three quotes or advertisement.

This item requests approval of a Construction Contract for Airside E Cooling Tower Refurbishment – Phase 2 (Contract) with Carrier Corporation, utilizing Sourcewell Contract No. 080824-CAR, in a total not-to-exceed amount of \$1,517,919. The Contract will commence on November 6, 2025 and substantial completion of the Contract is anticipated on March 31, 2026.

This item is included in the Capital Budget.

Management recommended adoption of Resolution No. 2025-149.

Upon motion of Gary Harrod, seconded by Commissioner Cohen, Construction Contract for Airside E Cooling Tower Refurbishment – Phase 2, HCAA Project No. 7310 24 at Tampa International Airport with Carrier Corporation in the amount of \$1,517,919 was unanimously approved by all Board Members present; and the Chief Executive Officer or designee was authorized to execute all other ancillary documents by adoption of Resolution No. 2025-149.

Item K2

Construction Contract, Long Term Parking Garage (LTPG) Level 6 Rehabilitation, Roof Replacement & Fire Suppression Refurbishment, HCAA Project Nos. 6910 22 & 7355 25, Restocon, LLC, Tampa International Airport, Resolution No. 2025-150, presented by Jeff Siddle.

HCAA Project Nos. 6910 22 & 7355 25 consist of rehabilitating and refurbishing various areas within the Long Term Parking Garage (LTPG) at Tampa International Airport. The scope of work includes repairs and waterproofing of Level 6, along with re-stripping of the entire deck. The stair towers and elevator penthouses will also be repaired and waterproofed. In addition, the Alstom office space located within the LTPG will be removed and replaced, and the exterior of the office will receive waterproofing treatment to ensure long-term integrity.

Additionally, the Projects include the removal and replacement of critical fire protection components within the LTPG fire pump room, including replacing the existing fire pump, jockey pump, controllers, associated piping, grooved fittings, and electrical connections. The upgraded fire suppression system will comply with current fire protection standards, improve system reliability, and enhance the overall safety and operational functionality of the LTPG.

An Invitation to Bid was issued on September 4, 2025.

On October 10, 2025, nine (9) Bids were publicly opened and read aloud as follows:

<u>Company Name</u>	<u>Bid Amount</u>
Restocon, LLC	\$2,888,830.00
Envision-CS, Inc.	\$2,891,710.00
Foresight Construction Group, Inc.	\$3,689,137.19
Nabholz Construction Corporation	\$3,689,909.32
Concrete Protection & Restoration, LLC	\$3,765,176.00
Contracting Specialist South East, LLC	\$4,170,350.00
Lego Construction Co.	\$4,370,064.60
Browning Chapman, LLC	\$4,769,964.03
All Phase General Contractors, Inc.*	\$5,419,700.00

*All Phase General Contractors, Inc. was deemed non-responsive for failing to provide the required Bid Bond or Surety Bond Affidavit documents.

The lowest responsive and responsible Bidder is Restocon, LLC.

Per Authority Policy P410, staff may authorize use of the Owner's Direct Purchase Program for construction materials and supplies, if appropriate.

This item is included in the Capital Budget.

Management recommends adoption of Resolution No. 2025-150.

Upon motion of Robert Watkins, seconded by Gary Harrod, Construction Contract for Long Term Parking Garage (LTPG) Level 6 Rehabilitation, Roof Replacement & Fire Suppression Refurbishment, HCAA Project Nos. 6910 22 & 7355 25 at Tampa International Airport with Restocon, LLC in the amount of \$2,888,830.00 was unanimously approved by all Board Members present; rejection of Bid received from All Phase General Contractors, Inc. as non-responsive was approved; staff was authorized to use Owner's Direct Purchase Program, if appropriate; and the Chief Executive Officer or designee was authorized to execute all other ancillary documents by adoption of Resolution No. 2025-150.

Item K3

Reimbursement Resolution, Tampa International Airport, Resolution No. 2025-153, presented by Tony Conza.

As part of the annual operating and capital budgeting process, sources of funding are identified and estimated for capital projects. These sources may include Passenger Facility Charges (PFCs), Federal Airport Improvement Program (AIP) Grants, Florida Department of Transportation (FDOT) Grants, Customer Facility Charges (CFCs), Federal Bipartisan Infrastructure Law (BIL) Grants, and/or Authority funds. The balance of funding will consist of general airport revenues bonds (GARBs), PFC-backed bonds, advances under the Authority's Revolving Credit Agreement, and/or other types of short-term financing (Bonds).

Treasury Regulation Section 1.150-2 allows the Authority to pay costs of upcoming capital program projects before Bonds are issued and to then reimburse those expenditures from the Bond proceeds after the Bonds are issued and those proceeds are received. Treasury Regulation Section 1.150-2 requires the Authority to express its intent to make such a reimbursement from the Bond proceeds by adopting a Resolution to that effect.

Management seeks approval of a Reimbursement Resolution which allows the Authority to pay costs related to the projects listed below and to reimburse itself from Bond proceeds.

- Airside D Development
- Airside E Roof
- Airside E Passenger Boarding Bridge Replacement
- Northwest Remain Overnight (RON) Parking Design/Construction
- Runway 1R/19L Reconstruction
- Taxiway C Concrete Pavement Replacement
- Ticket Level Expansion and Modernization
- Centralized Checked Baggage Screening System Relocation and Upgrades
- Improvements to the Authority's ancillary facilities

Design efforts are beginning for these projects, and the Authority expects to incur additional expenditures prior to pricing and selling GARBs or PFC-backed bonds, making advances on the Authority's Revolving Credit Agreement, or issuing other debt. A Reimbursement Resolution must be initiated to provide the necessary mechanism to reimburse expenditures made prior to the receipt of Bond proceeds.

The Reimbursement Resolution provides a description of the capital projects, an effective date of the Reimbursement Resolution, and establishes the maximum principal amount of debt expected to be issued to finance the cost of the projects prior to the issuance of GARBs or PFC-backed bonds at \$2,000,000,000. Approval of the Reimbursement Resolution does not represent approval by the Board to issue debt. That approval will be requested at a later date during the process of the debt issuance.

Management recommended adoption of Resolution No. 2025-153.

Upon motion of Gary Harrod, seconded by Robert Watkins, Hillsborough County Aviation Authority's intention, for purposes of compliance with Treasury Regulation Section 1.150-2, to reimburse expenditures which may be made with respect to the acquisition, development, construction, and equipping of certain airport improvements including the Airside D Development, Airside E Roof, Airside E Passenger Boarding Bridge Replacement, Northwest Remain Overnight (RON) Parking Design/Construction, Runway 1R/19L Reconstruction, Taxiway C Concrete Pavement Replacement, Ticket Level Expansion and Modernization, Centralized Checked Baggage Screening System Relocation and Upgrades, and Improvements to the Authority's ancillary facilities was unanimously approved by all Board Members present, and an effective date was provided by adoption of Resolution No. 2025-153.

This concluded New Business.

There were no Staff Reports. Chairman Diehl proceeded to the Attorney-Client Closed Session.

General Counsel Lee discussed the rules for the Closed Session and who would be present in the Closed Session.

Upon motion of Robert Watkins, seconded by Gary Harrod, the Board Members present unanimously approved entering into a Closed Session.

Chairman Diehl reopened the Regular Board Meeting after the Closed Session.


Upon motion of Gary Harrod, seconded by Commissioner Cohen, the Board Members present unanimously approved to proceed as was agreed upon in the Closed Session.

Before adjourning the meeting, General Counsel Lee requested an Attorney-Client Closed Session be held at the December 2025 Board Meeting to discuss pending litigation and strategy related to litigation expense and to seek the Board's direction.

With no further business to be brought before the Board, Chairman Diehl adjourned the meeting.



Jane Castor, Secretary



Arthur F. Diehl III, Chairman