

Hillsborough County Aviation Authority
Regular Board Meeting and Board of Adjustment Public Hearing

Thursday, 9:00 a.m.
September 3, 2026

A Regular Board Meeting and Board of Adjustment Public Hearing was convened in the Boardroom, Level 4 of SkyCenter ONE, Tampa, Florida, on Thursday, September 3, 2026.

Members present were Chairman Diehl, Commissioner Cohen, Robert Watkins, Gary Harrod and Mayor Castor. Mayor Castor arrived at 9:06 am.

Aviation Authority staff members present were CEO Michael Stephens, Chief Legal Officer Cynji Lee, Damian Brooke, John Tiliacos, Smitha Radhakrishnan, Veronica Cintron, Matt Bauer, Jeff Siddle, Violet Cummins, Scott Knight, James Tarro, Paul Horst, Ben Robins, Karen Greene, Stacey Nance, Tony Conza, Laurie Noyes, Tony O'Brian, April Kelly, Chris Vergamini, Beau Zimmer, Shannon Guzman, Doug Wycoff, Tania Padilla, David Emge, Michael Kamprath, Dan Porter, Vincent Catalano, Brett Fay, Emily Nipps, Justin Piazza, Analisa Whiteside, CJ Johnson, Cassandra Hernandez, Josh Harmon-Schaefer, Sierra LePore, James Hanney, Marcus Session, Melissa Solberg, Nina Mahoney, Felicia Carlee, Nolan Fritsch, Chris Reyes, Dan Seeley, Capt Beth Baucom, Sara Clymer and Briana Jackson-Bundy.

Chairman Diehl welcomed everyone to the Regular Board Meeting and Board of Adjustment Public Hearing. He asked anyone who would like to comment on propositions before the Board to see Violet Cummins for a form.

The Pledge of Allegiance was recited.

Chairman Diehl called the Board of Adjustment Public Hearing to Order.

Assistant General Counsel Michael Kamprath discussed the rules for the Public Hearing of the Aviation Authority Board of Adjustment. There was one Petition for Variance. The Public Hearing was duly noticed by newspaper advertisement on August 12, 2026. No comments from the public were received.

Chairman Diehl swore in Jeff Siddle, Authority Airport Zoning Director.

The following item was heard during the Board of Adjustment Public Hearing.

Item C1

Airport Study No. 2026-52, Lifsey Trust and ALV, requesting a variance to construct a mixed-use residential and commercial building, with a maximum height of 230' AMSL, located at 2425 N East Rocky Point Drive, Tampa, FL, Resolution No. 2026-113, presented by Jeff Siddle.

Lifsey Trust and ALV (Petitioner) is seeking to construct a mixed-use residential and commercial building, with a maximum height of 230' AMSL, located at 2425 N East Rocky Point Drive, Tampa, FL. The nearest airport is Tampa International Airport.

Notice of this Hearing before the Board of Adjustment was provided on August 12, 2026.

Petitioner is requesting a variance to construct a mixed-use residential and commercial building. The Petition was presented to the Airport Hearing Officer on July 9, 2026 and, based on testimony and evidence presented, the Hearing Officer found that approval of the variance, with required conditions, would have no adverse effect on existing FAA restrictions, would not cause additional impacts or loss of utility to Tampa International Airport, would not be contrary to public interest, would avoid unnecessary hardship to the Petitioner's property, and would be in accordance with the spirit of the Airport Zoning Regulations and Chapter 333, Florida Statutes.

The FAA's aeronautical study found that the Petitioner's request would not be a hazard to air navigation provided certain conditions are met.

FDOT was provided the opportunity to review the Petition and found it to be consistent with Florida Statutes.

The Airport Hearing Officer recommends that the Board of Adjustment approve the variance to Airport Zoning Regulations requested by Petitioner with the following conditions: (1) Red Obstruction lighting required in accordance with FAA Advisory Circular 70/7460-1M; (2) E-File FAA Form 7460-2 with the FAA if the project is abandoned, or at least ten (10) days prior to construction and within five (5) days after the construction reaches its greatest height; (3) Notify Tampa International Airport at least five (5) business days prior to starting construction at 813-870-7863; (4) Installation equipment (crane) exceeding 230' AMSL or installation of solar panels will require a separate permit by the Authority; (5) Any glint or glare issues identified from the project must be mitigated by the Petitioner to the satisfaction of the Authority to avoid adverse impacts to aviation; (6) Any height exceeding 230' AMSL will result in a substantial adverse effect and would warrant a Determination of No Hazard to Air Navigation; (7) The property falls outside of the 65 DNL noise contour around Tampa International Airport and is a compatible use, but the Authority recommends a noise reduction level of at least 25 dB be incorporated into design; and (8) The Petitioner will be required to follow all conditions specified in the FAA Determination of No Hazard to Air Navigation to remain in compliance.

The variance will be valid until the FAA Determination of No Hazard to Air Navigation expires June 1, 2027, unless stayed, extended, revised, or terminated. If the FAA Determination of No Hazard to Air Navigation is extended by the FAA for no more than 18 months, the variance will also be extended one time, without further action of the Board of Adjustment, provided that no changes in the proposed structure have occurred.

The Board of Adjustment may render its decision based on the findings and recommendations of the Hearing Officer. The Board of Adjustment may, but it not required to, review the record of the Hearing Officer's public hearing.

Upon motion of Robert Watkins, seconded by Commissioner Cohen, the variance for Airport Study No. 2026-52, Lifsey Trust and ALV, requesting a variance to construct a mixed-use residential and commercial building, with a maximum height of 230' AMSL, located at 2425 N East Rocky Point Drive, Tampa, FL was unanimously approved by all Board Members present; and the Airport Zoning Director or designee was authorized to execute all other ancillary documents by adoption of Resolution No. 2026-113.

The Public Hearing of the Board of Adjustment was closed.

Chairman Diehl called the Regular Board Meeting to Order.

Chairman Diehl asked for a Motion to Approve the Agenda.

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

Chairman Diehl proceeded to Public Comments.

Scott Robinson of Against Giants Labor Advocates was the first speaker. He thanked the Board for the decision not to pursue the TSA Gold Plus program and for continuing to use federal TSA officers. He said the decision answered a significant concern for approximately 700 employees who had been uncertain about the impact of privatization on their jobs, pay, and careers. Mr. Robinson encouraged the Board to apply what it learned from the TSA workforce if future privatization proposals arise. He specifically referenced TSA's new Horizon 25 initiative, which he said could potentially be presented to Tampa and other airports in the future.

John Hubert, representing the TSA workforce and security officers, thanked the Board for deciding not to move forward with Gold Plus. He said TSA employees opposed privatization because they believed it could negatively affect their jobs and compensation. Mr. Hubert acknowledged that TSA

may have a future proposal through Horizon 25 but expressed appreciation that the Board chose to keep Tampa's TSA workforce federal.

Damian Deleonardo, who represents TSA employees in South Florida, thanked the Board for keeping TSA operations federal at Tampa International Airport. He stated that privatization could affect not only TSA officers but also the broader community, particularly if employees experienced lower compensation that could result in less money being spent within the local economy.

Michele Mikey Austin, a TSA employee since 2002, spoke in support of the Board's decision not to privatize TSA screening at Tampa International Airport. She emphasized the importance of TSA's security mission and referenced the lasting impact of 9/11 on employees, families, and communities. Ms. Austin said TSA employees take pride in their federal service and in the oath they took to protect the traveling public.

Everett Kelley, representing the American Federation of Government Employees (AFGE), thanked the Board on behalf of the union and approximately 47,000 TSA employees. He specifically recognized the Board for taking the time to hear from national, local, and frontline TSA representatives before making its decision. Mr. Kelley encouraged continued collaboration between airport management and labor, citing the Gold Plus process as an example of the value of communication and listening to employees directly affected by decisions. He also emphasized the importance of maintaining and improving aviation security and remembering the lives lost in past aviation attacks.

Chris Finlay, president of AFGE Local 556 and a 19-year TSA employee, thanked the Board on behalf of Tampa's TSA officers. He noted that employees had previously addressed the Board about Gold Plus and expressed appreciation after Airport leadership decided not to proceed. Mr. Finlay connected the decision to the upcoming 25th anniversary of 9/11 and said employees viewed the Board's action as demonstrating that it cared about the TSA workforce. He stated that the decision affected more than 700 families and expressed a desire to continue working with the Board in the future.

Mark Harris, a TSA employee at Tampa International Airport, expressed his personal appreciation to the Board and airport leadership for the decision. He described hearing from numerous TSA workers about the personal impact of the proposed privatization and said employees at the security checkpoint had expressed their gratitude following the decision. Mr. Harris emphasized the importance employees place on being federal officers, their careers, and the security mission of TSA. He also expressed pride in Tampa International Airport's TSA workforce and invited Board members to observe the officers' work firsthand.

This concluded the Public Comments section and Chairman Diehl proceeded to the Minutes. He asked if there were any additions or corrections to the Minutes of the Regular Board Meeting held on August 6, 2026. General Counsel Lee stated that there were no abstentions from the August 6, 2026 Board Meeting and none were anticipated at this meeting.

Upon motion of Commissioner Cohen, seconded by Gary Harrod, the Minutes of the Regular Board Meeting held on August 6, 2026 were unanimously approved by all Board Members present.

Chairman Diehl proceeded to the Consent Agenda. He asked if there were any items that anyone would like to set aside for further consideration.

Mr. Watkins asked if Item I1, Ground Lease Agreement, LM Holland Holdings, LLC, Tampa International Airport, Resolution No. 2026-123 could be set aside for further discussion.

Chairman Diehl stated that he would move Item I1 to New Business.

Chairman Diehl then called for a motion to approve the remainder of the Consent Agenda.

Upon Motion of Commissioner Cohen, seconded by Gary Harrod, the Consent Agenda minus Item I1, Ground Lease Agreement, LM Holland Holdings, LLC, Tampa International Airport, Resolution No. 2026-123, which was being set aside for further discussion, was unanimously approved by all Board Members present.

The following items were contained in the Consent Agenda;

Item I1

Ground Lease Agreement, LM Holland Holdings, LLC, Tampa International Airport, Resolution No. 2026-123. Moved to New Business for further discussion.

Item I2

Construction Contract, TPF Seawall Rehabilitation, HCAA Project No. 7555 26, Central Florida Contractors Inc., Peter O. Knight Airport, Resolution No. 2026-117.

HCAA Project No. 7555 26 (Project) will rehabilitate the existing seawall along the east side of the airfield at Peter O. Knight Airport. The Project includes repairing and replacing seven (7) outfall pipes and associated headwalls, backfilling approximately forty-eight (48) identified washout locations with earth and flowable fill, and addressing both major and minor seawall failures by cleaning and treating exposed reinforcement, removing damaged concrete, installing tie-back supports and sheet piling, and constructing a new concrete cap. Additionally, areas of concrete spalling will be repaired by routing and cleaning cracks and filling the voids with trowel-applied mortar to restore the structural integrity of the seawall.

An Invitation to Bid was issued on April 14, 2026.

On May 21, 2026, six (6) Bids were publicly opened and read aloud as follows:

<u>Company Name</u>	<u>Bid Amount</u>
Central Florida Contractors Inc.	\$999,685.17
Earthtech Enterprises, Inc.	\$1,459,605.00
Flores Construction Co.	\$2,085,700.00
Dickerson Infrastructure, Inc.	\$2,106,630.75
Concrete Protection & Restoration, LLC	\$2,719,353.00
YC Group, LLC	\$3,330,272.08

The lowest responsive and responsible Bidder is Central Florida Contractors Inc.

No specific goal for DBE participation was prescribed, and no DBE Goal is incorporated into the Construction Contract.

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. Federal funding is also anticipated.

Management recommended adoption of Resolution No. 2026-117.

Resolution No. 2026-117 approved and authorized award and execution of Construction Contract for TPF Seawall Rehabilitation at Peter O. Knight Airport with Central Florida Contractors Inc. in the amount of \$999,685.17; 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 I3

Purchase Orders, PlaneSkate™ Aircraft Recovery Tools, Disabled Aircraft Tools, LLC., Tampa International, Peter O. Knight, Tampa Executive, and Plant City Airports.

The Authority currently relies on an external aircraft towing contractor whose response time can take up to four hours before arriving on-site.

PlaneSkate™ Aircraft Recovery Tools are engineered to clear disabled aircraft from an active runway in minimal time, significantly enhancing the ability to safely and efficiently remove disabled aircraft from active runways and taxiways. Having this capability in-house will substantially reduce runway closure durations, minimize operational disruptions, and improve airfield resiliency during aircraft incidents.

Disabled Aircraft Tools, LLC. is the sole source designer, manufacturer, and distributor of PlaneSkate™ Aircraft Recovery Tools.

Authority Policy P410 authorizes sole source purchases when no other authorized vendor can supply the required product or services.

On August 12, 2026, a Notice of Intent to Sole Source with Disabled Aircraft Tools, LLC. for PlaneSkate™ Aircraft Recovery Tools was publicly advertised. No Responses were received.

This item authorizes the issuance of Purchase Orders to Disabled Aircraft Tools, LLC. for the purchase of four (4) PlaneSkate™ Aircraft Recovery Tools in a maximum purchase authorization amount of \$160,000.

This item is included in the Capital Equipment Budget.

The Chief Executive Officer recommended the Board authorize the issuance of Purchase Orders to Disabled Aircraft Tools, LLC. 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 I4

Purchase Orders, Disaster Recovery Consultants utilizing Harris County Department of Education Contract No. 23/027MF-01, Disaster Recovery Services, LLC.

Disaster recovery consulting services will be used to assist the Authority in conducting post-disaster impact assessments, recovery planning and coordination, documentation and claims support, identifying reimbursement and funding opportunities, and restoring operations and services.

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 Disaster Recovery Services, LLC for disaster recovery consulting services utilizing Harris County Department of Education Contract No. 23/027MF-01 for the Term of September 3, 2026 through May 16, 2027, with one (1), one-year renewal option, in a maximum purchase authorization of \$550,000. The renewal option will be approved at the discretion of the Chief Executive Officer, contingent upon approval of similar renewal options between Harris County Department of Education and Disaster Recovery Services, LLC.

This item is included in the O&M Budget.

The Chief Executive Officer recommended the Board authorize the issuance of Purchase Orders to Disaster Recovery Services, LLC 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 I5

Selection of Firm and Award of Contract, Concessions Mystery Shopper Program, BARE Associates International, Inc., Tampa International Airport, Resolution No. 2026-115.

The Airport Concessions program includes sixty-six (66) locations with thirty-four (34) food and beverage locations and thirty-two (32) retail locations in addition to duty-free passenger service locations.

The Authority uses mystery shopper services to assess concession locations and ensure they reflect the Authority's service standards. This helps maintain a first-class customer experience across retail, food and beverage service, and passenger amenity service industries, while supporting a clean, attractive, and pleasant atmosphere.

On December 2, 2021, the Board authorized award and execution of a Contract for Concessions Mystery Shopper Program to Elite CX Solutions, LLC dba Elite CXS for the Term of December 2, 2021 through December 1, 2024, with one (1), two-year renewal option.

On May 26, 2026, a Request for Proposals for Concessions Mystery Shopper Program (Solicitation) was issued. The scope of work under the Solicitation includes developing evaluation forms; recruiting, training, and certifying shoppers; scheduling shoppers and shops; creating a program guide for Airport concessionaires; and submitting results and findings to the Authority, including images of all receipts from individual shopping activities.

On June 19, 2026, six (6) Responses to the Solicitation were received. Responses from the following firms met the minimum qualifications, were evaluated by staff, and are listed in order of technical ranking:

1. BARE Associates International, Inc.
2. CXE, Inc
3. Elite CXS
4. Nsite Inc.
5. Peter J. Crosa & Co, LLC

The Response received from Express Services, Inc. was found non-responsive for failing to meet minimum qualifications.

This item authorizes execution of a Contract for Concessions Mystery Shopper Program (Contract) with BARE Associates International, Inc. The Term of the Contract is December 2, 2026 through December 1, 2029, with two (2), one-year renewal options at the discretion of the Chief Executive Officer. The maximum purchase authorization amount of the Contract, including renewal options, is \$700,000. The Authority may terminate the Contract with or without cause by providing thirty (30) days written notice.

This item is included in the O&M Budget.

Management recommended adoption of Resolution No. 2026-115.

Resolution No. 2026-115 approved the ranking; authorized award and execution of Contract for Concessions Mystery Shopper Program at Tampa International Airport with BARE Associates International, Inc.; approved rejection of Response received from Express Services, Inc.; and authorized the Chief Executive Officer or designee to execute all other ancillary documents.

Item I6

Purchase Orders, Motor Fuels - Tank Wagon Deliveries utilizing Orange County Board of County Commissioners Contract No. Y24-103, Palmdale Oil Company LLC.

The Authority purchases unleaded and diesel fuel to support the operational needs of various departments.

On November 9, 2023, the Board authorized the issuance of Purchase Orders to Palmdale Oil Company LLC., utilizing Lee County BOCC Contract No. B200480ANB, for the purchase of motor fuels for the Term of November 9, 2023 through September 20, 2024, with three (3), one-year renewal options at the discretion of the Chief Executive Officer, contingent upon approval of similar renewal options exercised by Lee County BOCC. Lee County BOCC did not exercise the final one-year renewal option.

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 Palmdale Oil Company LLC. for the purchase of unleaded and diesel fuel utilizing Orange County Board of County Commissioners Contract No. Y24-

103 for the Term of September 21, 2026 through April 6, 2029 in a maximum purchase authorization amount of \$1,500,000.

All fuel pricing is based on a markup of base prices from the Oil Price Information Service (OPIS) Tampa Rack Average at the Taft terminal. This is necessary because long-term fixed contract pricing is not suitable for this highly volatile commodity. The fixed markup will remain firm for the entire Term of the Purchase Orders.

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

The Chief Executive Officer recommended the Board authorize the issuance of Purchase Orders to Palmdale Oil Company LLC. 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 17

Purchase Order, Business Automobile Insurance, Arthur J. Gallagher Risk Management Services, LLC, Tampa Executive, Peter O. Knight, Plant City, and Tampa International Airports.

The Authority's current Business Automobile Insurance policy expires on October 1, 2026.

Arthur J. Gallagher Risk Management Services, LLC (Gallagher), the Authority's insurance broker, approached two (2) insurance companies, including the incumbent carrier, American Southern Insurance Company, requesting quotes for the Authority's Business Automobile coverage for the renewal period of October 1, 2026 to October 1, 2027. Obsidian Specialty Company (Metis) provided 4 options.

The following premium quote was received:

Metis	\$248,500
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Gallagher and Siver Insurance Consultants, the Authority's insurance consulting firm, recommend accepting the quote of \$248,500 from Metis. This moves the Authority's Comprehensive/Collision deductible from the current \$1,000 for passenger vehicles and \$5,000 for fire rescue vehicles to \$25,000 per occurrence, subject to a \$200,000 maximum. After that the Automobile Liability deductible drops to \$0, and the Automobile Property Damage (APD) deductible drops to \$1,000 per claim. The proposed premium of \$248,500 received from Metis is a decrease of \$153,538 or 38.19% from the expiring premium of \$402,038. The annualized premium includes all mid-term changes. The premium decrease is due to switching carriers, program restructuring, current market

conditions, and favorable loss history. Additional premiums may be paid or refunded during the Term of the policy as vehicles are added or deleted from the Authority's fleet.

This item is included in the O&M Budget.

The Chief Executive Officer recommended the Board authorize the issuance of a Purchase Order to Arthur J. Gallagher Risk Management Services, LLC for the purchase of Business Automobile insurance policy with Metis; authorize additional premiums to be paid when additional vehicles are added to the Authority's fleet; and authorize the Chief Executive Officer or designee to execute and sign applications, policies, endorsements, certificates, and all other ancillary documents required in connection with the procurement, management, and administration of Business Automobile insurance coverage.

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

Item I8

Purchase Order, Workers' Compensation and Employer's Liability Insurance, Arthur J. Gallagher Risk Management Services, LLC, Tampa Executive, Peter O. Knight, Plant City, and Tampa International Airports.

The Authority's current Workers' Compensation and Employer's Liability policy expires on October 1, 2026.

Arthur J. Gallagher Risk Management Services, LLC (Gallagher), the Authority's workers' compensation broker, approached the incumbent carrier, Florida Municipal Insurance Trust (FMIT), requesting quotes for Florida statutory Workers' Compensation benefits and Employer's Liability coverage at \$1,000,000 for each accident for the renewal period of October 1, 2026 to October 1, 2027. Based on advice from Gallagher, the Authority did not seek proposals for competing, alternative programs this year due to market stability, favorable renewal terms with the incumbent, and no coverage reductions.

The following premium quote was received:

FMIT	\$1,069,582
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FMIT offered renewal pricing with the same experience modification factor of 1.16 as the expiring policy. In addition, per the 2-year rate lock terms negotiated last year, FMIT used the same class rates as the expiring policy. The premium increase of \$63,460 from the expiring policy premium of \$1,006,122 is primarily driven by a 3% increase in payroll within a higher-rated employee classification, rather than changes in market conditions or claims experience. FMIT, as a governmental

trust, continues to provide flexibility in its rates and can propose lower premiums and deductibles than standard insurance companies can propose.

Gallagher and Siver Insurance Consultants, the Authority's insurance consulting firm, recommend accepting FMIT's proposed quote of \$1,069,582 for a fully insured, non-deductible program. The proposed premium represents a 6.31% increase from the expiring policy premium of \$1,006,122.

This item is included in the O&M Budget.

The Chief Executive Officer recommended the Board authorize the issuance of a Purchase Order to Arthur J. Gallagher Risk Management Services, LLC for the purchase of Workers' Compensation and Employer's Liability insurance policy with FMIT; authorize the payment of additional premiums resulting from payroll audits, if needed; and authorize the Chief Executive Officer or designee to execute and sign applications, policies, endorsements, certificates, and all other ancillary documents required in connection with the procurement, management, and administration of Workers' Compensation and Employer's Liability insurance coverage.

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

Item I9

Purchase Order, Airport Liability Insurance, Arthur J. Gallagher Risk Management Services, LLC, Tampa Executive, Peter O. Knight, Plant City, and Tampa International Airports.

The Authority's current Airport Liability Insurance policy expires on October 1, 2026.

Arthur J. Gallagher Risk Management Services, LLC (Gallagher), the Authority's liability insurance broker, approached the incumbent primary carrier, Global Aerospace, Inc. (Global), and the incumbent excess carrier, AIG/National Union Fire Insurance Company (AIG), and requested quotes for the Authority's Airport Liability coverage for the renewal period of October 1, 2026 to October 1, 2027. Based on advice from Gallagher, the Authority did not seek proposals for competing, alternative programs this year due to market stability, favorable renewal terms with the incumbent, and no coverage reductions.

The following premium quote was received:

Global/AIG \$500 million	\$498,806
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Gallagher and Siver Insurance Consultants, the Authority's insurance consulting firm, recommend accepting the proposed quote of \$498,806 for the \$500 million coverage from Global and AIG. The proposed premium of \$498,806 for primary coverage from Global and excess coverage from AIG is the same as the expiring premium.

This item is included in the O&M Budget.

The Chief Executive Officer recommended the Board authorize the issuance of a Purchase Order to Arthur J. Gallagher Risk Management Services, LLC for the purchase of an Airport Liability insurance policy with Global Aerospace, Inc. and AIG/National Union Fire Insurance Company and authorize the Chief Executive Officer or designee to execute and sign applications, policies, endorsements, certificates, and all other ancillary documents required in connection with the procurement, management, and administration of Airport Liability insurance coverage.

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

Item I10

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

The Authority's current Inland Marine – Hardware, Fine Arts, and Contractors Equipment Insurance policy expires on October 1, 2026.

Arthur J. Gallagher Risk Management Services, LLC (Gallagher), the Authority's insurance broker, approached the incumbent carrier, XL Specialty Insurance Company (XL Specialty), and requested quotes for the Authority's Inland Marine – Hardware, Fine Arts, and Contractors Equipment insurance coverage for the renewal period of October 1, 2026 to October 1, 2027.

The following premium quote was received:

XL Specialty	\$119,732
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This year, the Authority conducted a deep dive into the exposures reported for Inland Marine. The increase of \$12,843 over the expiring premium of \$106,889 is primarily exposure-driven rather than market-driven. The increase is attributable to a 15% (\$4 million) increase in the insured value for Electronic Data Processing (EDP) equipment. Maintaining a separate Inland Marine – Hardware, Fine Arts, and Contractors Equipment Insurance policy for scheduled equipment continues to provide significant coverage advantages over relying solely on the master property insurance program. The Inland Marine – Hardware, Fine Arts, and Contractors Equipment Insurance policy provides dedicated limits for scheduled assets, helping preserve property program capacity in the event of a loss, while also offering lower deductibles and coverage specifically designed for high-value equipment, EDP equipment, and fine arts. Maintaining this separate coverage enhances financial protection and improves claims outcomes for critical business assets.

Gallagher and Siver Insurance Consultants, the Authority's insurance consulting firm, recommend purchasing the Inland Marine Insurance – Hardware, Fine Arts, and Contractors Equipment Insurance from XL Specialty at the proposed quote of \$119,732. The proposed total premium of \$119,732 from XL Specialty is 12.02% more than the expiring premium of \$106,889.

This item is included in the O&M Budget.

The Chief Executive Officer recommended the Board authorize the issuance of a Purchase Order to Arthur J. Gallagher Risk Management Services, LLC for the purchase of Inland Marine – Hardware, Fine Arts, and Contractors Equipment Insurance policy with XL Specialty Insurance Company and authorize the Chief Executive Officer or designee to execute and sign applications, policies, endorsements, certificates, and all other ancillary documents required in connection with the procurement, management, and administration of Inland Marine – Hardware, Fine Arts, and Contractors Equipment insurance coverage.

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

Item I11

Purchase Order, Airport Liability Insurance, Arthur J. Gallagher Risk Management Services, LLC, Tampa Executive, Peter O. Knight, Plant City, and Tampa International Airports.

The Authority's current Airport Liability Insurance policy expires on October 1, 2026.

Arthur J. Gallagher Risk Management Services, LLC (Gallagher), the Authority's liability insurance broker, approached the incumbent primary carrier, Global Aerospace, Inc. (Global), and the incumbent excess carrier, AIG/National Union Fire Insurance Company (AIG), and requested quotes for the Authority's Airport Liability coverage for the renewal period of October 1, 2026 to October 1, 2027. Based on advice from Gallagher, the Authority did not seek proposals for competing, alternative programs this year due to market stability, favorable renewal terms with the incumbent, and no coverage reductions.

The following premium quote was received:

Global/AIG \$500 million	\$498,806
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Gallagher and Siver Insurance Consultants, the Authority's insurance consulting firm, recommend accepting the proposed quote of \$498,806 for the \$500 million coverage from Global and AIG. The proposed premium of \$498,806 for primary coverage from Global and excess coverage from AIG is the same as the expiring premium.

This item is included in the O&M Budget.

The Chief Executive Officer recommended the Board authorize the issuance of a Purchase Order to Arthur J. Gallagher Risk Management Services, LLC for the purchase of an Airport Liability insurance policy with Global Aerospace, Inc. and AIG/National Union Fire Insurance Company and authorize the Chief Executive Officer or designee to execute and sign applications, policies, endorsements, certificates, and all other ancillary documents required in connection with the procurement, management, and administration of Airport Liability insurance coverage.

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

Item I12

Contract for Special Legal Services, Adams & Reese, LLP, Tampa International, Peter O. Knight, Tampa Executive and Plant City Airports, Resolution No. 2026-124.

Adams & Reese, LLP has previously provided advice and counsel in the area of environmental law and other related 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 (Contract) for environmental law and related legal matters with Adams & Reese, LLP for a three-year period beginning October 1, 2026 and continuing through September 30, 2029, 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 Budget.

Management recommended adoption of Resolution No. 2026-124.

Resolution No. 2026-124 approved and authorized execution of Contract for Special Legal Services at Tampa International, Peter O. Knight, Tampa Executive, and Plant City Airports with Adams & Reese, LLP; and authorized the Chief Executive Officer or designee to execute all other ancillary documents.

Chairman Diehl then proceeded to the Management Report.

Michael Stephens opened the Management Report by noting that it was the final meeting of FY2026 and that the Board would consider the final FY2027 Operating Budget. He highlighted several

developments since the previous meeting, including a visit from U.S. Transportation Secretary Sean Duffy, during which airport leadership discussed Tampa Bay's transportation needs and the announcement of a new air traffic control tower. Mr. Stephens also addressed the Authority's decision not to pursue TSA Gold Plus, explaining that the Authority conducted a months-long evaluation that considered cybersecurity, operational impacts, liability, workforce effects, and the broader impact on employees and the community. He noted that TSA subsequently eliminated the Gold Plus program and he emphasized the Authority's continued commitment to its federal TSA screening workforce and longstanding partnership with TSA.

Tony O'Brian, Vice President of Real Estate and Airline Affairs, reported that TPA handled just over 2 million passengers in July, a 6.7% decline from the prior year. Airfares were approximately 20% higher year over year, also affecting summer demand. International traffic, however, increased nearly 2%, supported by Delta's Amsterdam service, Copa Airlines' expanded Panama City schedule, and Breeze's new Nassau service. Load factors declined slightly but remained above the prior year. He also announced that Southwest will resume seasonal nonstop service to Oklahoma City beginning March 13, 2027.

Veronica Cintron, Vice President of Marketing, Communications and Strategy, highlighted the Authority's airline and community marketing initiatives. She described a recent marketing engagement in Mexico City designed to promote TPA's nonstop service. She also discussed a partnership with Virgin Atlantic and regional organizations to promote British tourism in Tampa Bay. Ms. Cintron congratulated CEO Michael Stephens on being named a 2026 Most Admired CEO, an honor selected through nominations from other community leaders on the Business Journal's Power 100 list. She also reviewed extensive media coverage surrounding TPA's decision not to pursue TSA Gold Plus and communications regarding the temporary road closure for resurfacing. In addition, TPA partnered with Hillsborough County Children's Services on the Duffels of Dignity program, donating 238 unclaimed bags to children in foster care. Phoebe also generated significant attention, with one social media post reaching more than one million accounts and her fourth birthday coverage receiving national media exposure.

Damian Brooke provided the annual update on the Authority's investment portfolio, which currently totals more than \$1.3 billion and has grown substantially over the past seven years in preparation for TPA's capital program. He said the portfolio is expected to grow further as the Authority plans to issue approximately \$2 billion in new bonds through January 2028, with much of the proceeds temporarily invested until needed for capital projects. More than half of the portfolio is currently invested in U.S. Treasuries, nearly 40% in local-government investment pools, and approximately \$100 million in cash accounts for immediate needs. About 80% of non-cash investments have maturities of less than three years. The portfolio is generating approximately 3%–4% annually, with about \$47 million in interest income anticipated for 2026 and more than \$52 million projected for 2027. Mr. Brooke also noted that corporate bonds currently represent a small portion of the portfolio but may receive additional consideration.

Matt Bauer, Vice President of Procurement, reported that TPA received the National Procurement Institute's Achievement in Excellence in Procurement Award for the 14th consecutive year. Mr. Bauer also reported record participation in the 2026 Buyer Supplier Connect event, which allows vendors to meet airport decision makers, learn about procurement opportunities, and connect with general contractors. Attendance nearly doubled from 185 participants two years earlier, and 97% of attendees reported making meaningful business connections. He credited the participating Authority departments, Marketing and Communications, and the Business Opportunities Department for the event's success.

Laurie Noyes, Vice President of Concessions and Commercial Parking, provided an update on TPA's concessions redevelopment program. Ms. Noyes said preliminary merchandising plans and financial analysis have been completed with consultant Pasley Advisory Services, keeping the program on schedule for release of the concessions RFP in January 2027. The plans reflect passenger research showing increased demand for food and beverage and reduced demand for specialty retail. Airside A will include hybrid retail, dining, coffee, bars, quick-service restaurants, travel essentials, and a gourmet market. Airside C will have expanded food-and-beverage offerings, while Airside D will contain TPA's specialty retail and duty-free locations along with restaurants, coffee, bars, travel essentials, and quick service options. Airsides E and F and the Main Terminal will also receive expanded and redesigned food, beverage, retail, and travel-essential offerings.

Ms. Noyes emphasized that all concession locations will be competitively solicited, meaning existing operators may bid to retain their locations but they will compete through the new solicitation process and will still be required to make capital investments. She said TPA currently has approximately nine prime concession operators, but the final packaging strategy is still being developed. Board members also discussed opportunities for small and local businesses. Ms. Noyes said the Airport is incorporating small business opportunities into its leasing strategy, while General Counsel Lee noted that a recently adopted policy opens the program to greater small business participation and creates options that were not available under the previous program. Board members emphasized the importance of maintaining a strong "sense of place" by incorporating Tampa Bay area businesses into the Airport's concessions program.

This concluded the Management Report. Chairman Diehl proceeded to Policies or Rules for Consideration or Action.

Item J1

Update to Policy Manual, Revisions to Policy for Approval: Section 400, Policy P450, Banking and Investments, presented by Tony Conza.

Policy P450, Banking and Investments, assures the proper deposit of funds received by the Authority and provides for the establishment and administration of Authority bank accounts and investments. Investment of the Authority's surplus funds is governed by Section 218.415, Florida Statutes.

Staff recommended revising Policy P450 to further align with Section 218.415, Florida Statutes by including the following additional authorized investments:

- Highly rated Securities & Exchange Commission registered money market funds
- Savings accounts in qualified public depositories as defined in the Florida Security of Public Deposits Act, Chapter 280, Florida Statutes

The Chief Executive Officer recommended approval of the revisions to Policy P450, Banking and Investments.

Upon motion of Robert Watkins, seconded by Gary Harrod, revisions to Policy P450, Banking and Investments were unanimously approved by all Board Members present. No resolution was required.

Item J2

Update to Policy Manual, Revisions to Policy for Approval: Section 600, Policy P601, Nepotism - Employee Fraternization, presented by Karen Greene.

Policy P601, Nepotism - Employee Fraternization ensures that the Authority complies with the restrictions on employment of relatives in public business, as required by Florida Law and sound business practice.

Staff recommended revising Policy P601 to establish management's right to take appropriate corrective action where an actual or perceived conflict arises from a covered relationship. This includes, but is not limited to, reassignment of duties, changes in reporting relationships, transfer, recusal from employment decisions, and termination of employment.

The Chief Executive Officer recommended the Board approve the revisions to Policy P601, Nepotism – Employee Fraternization.

Upon motion of Gary Harrod, seconded by Robert Watkins, revisions to Policy P601, Nepotism - Employee Fraternization were unanimously approved by all Board Members present. No resolution was required.

Item J3

Update to Policy Manual, Revisions to Policy for Approval, Section 600, Policy P602, Discrimination, Harassment, Retaliation, and Bullying, presented by Karen Greene.

Policy P602 establishes a policy to prevent discrimination, harassment, retaliation, and bullying.

Staff recommended revising Policy P602 to provide clear expectations for workplace conduct across both physical and virtual work environments, strengthen retaliation protections, and reaffirm employees' obligation to promptly report conduct that may violate the Policy. These revisions reinforce the Authority's commitment to maintaining a respectful and professional workplace.

The proposed Policy revisions expand and clarify the scope of prohibited conduct to recognize that discrimination, harassment, retaliation, and bullying are unacceptable regardless of work location and work modality. The revised Policy extends these prohibitions beyond the traditional workplace and other work-related settings, such as business travel, meetings, and social events, to include remote work environments and electronic communications, including email, messaging platforms, social media, and video conferencing.

The proposed Policy revisions also include specific guidance regarding retaliation and reporting. The revised Policy prohibits retaliation against any individual who, in good faith, reports a concern, participates in an investigation, files a complaint, or otherwise exercises rights protected by law or Authority Policy. Further revisions state that any employee who engages in retaliation will be subject to disciplinary action, up to and including termination.

Finally, the proposed Policy revisions state employees' duty to promptly report conduct that they experience, witness, or become aware of that may violate Policy P602.

The Chief Executive Officer recommended approval of the revisions to Policy P602, Discrimination, Harassment, Retaliation, and Bullying.

Upon motion of Commissioner Cohen, seconded by Gary Harrod, revisions to Policy P602, Discrimination, Harassment, Retaliation, and Bullying were unanimously approved by all Board Members present. No resolution was required.

Item J4

Update to Policy Manual, Revisions to Policy for Approval: Section 600, Policy P603, Workplace Environment, presented by Karen Green.

Policy P603 establishes guidelines for workplace activity and the workplace environment.

Staff recommended revising Policy P603 to reinforce the Authority's commitment to maintain a healthy, safe, and secure work environment for all employees.

Pursuant to the Florida Clean Indoor Air Act, smoking is prohibited in an enclosed indoor workplace. The proposed Policy revisions incorporate existing language in the Florida Clean Indoor

Air Act which defines smoking to include electronic or vapor cigarettes/devices and other nicotine dispensing devices.

The proposed Policy revisions also further define prohibited examples of workplace violence and clarify reporting expectations. Prohibited conduct includes, but is not limited to, physical assault or battery, threats of violence, intimidation or coercion, harassing or stalking behavior, possession of weapons in violation of law or Authority Policy, destruction of Authority property, and any conduct that causes a reasonable fear of injury to persons or property. Employees have a duty to report threats, violent acts, or suspicious behavior to management or law enforcement when appropriate.

Additional revisions to the Policy include updated guidance regarding employee conduct and workplace expectations. Employees are expected to communicate professionally, respectfully, and honestly with coworkers, supervisors, customers, vendors, and others. Employees are also required to promptly review and comply with official Authority communications, Policies, Standard Procedures, Operating Directives, and work-related instructions.

The Dress and Appearance section of the Policy has been updated to provide that the Authority will reasonably accommodate dress and grooming practices as required by law.

The Policy is also revised to state that employees have a duty to comply with all provisions of the Policy and violations of the Policy may result in corrective action, disciplinary action, or termination of employment, subject to applicable laws, regulations, collective bargaining agreements, and Authority Policies and Standard Procedures.

Finally, proposed revisions state that the Policy applies to conduct occurring on Authority property, during Authority business, while working remotely, during work-related travel, and through electronic communications and virtual work platforms.

The Chief Executive Officer recommended approval of the revisions to Policy P603, Workplace Environment.

Upon motion of Mayor Castor, seconded by Commissioner Cohen, revisions to Policy P603, Workplace Environment were unanimously approved by all Board Members present. No resolution was required.

Item J5

Update to Policy Manual, Revisions to Policy for Approval: Section 600, Policy P643, Incentive Programs, presented by Karen Greene.

Policy P643, Incentive Programs, establishes a policy to provide financial incentive programs for employees that reward employee innovation, employee longevity, overall organizational performance, and continuous years of service.

Policy P643 currently provides for financial award recognition for employee longevity through the annual Employee Service Awards, adoption of employee suggestions, the Employee Incentive Program (EIP), and the Take Flight recognition award for employees who suggest viable improvements in the operation of the Authority.

Staff recommended revising Policy P643 to allow the Chief Executive Officer, in accordance with applicable procedures and budgetary considerations, to provide incentive awards for employees pursuant to the Ideas Take Flight Recognition Program, Employee Service Awards, EIP, and Years of Service Recognition.

The proposed Policy revisions strengthen and clarify the Authority's employee recognition framework by more clearly defining each financial incentive and outlining the associated program details.

The proposed revisions rename the Take Flight recognition award as the Ideas Take Flight Recognition Program and expand eligibility to recognize employees and teams whose measurable contributions exceed normal job expectations while demonstrating the Authority's core values of Vision, Excellence, Community, Teamwork, and Hospitality. As a result of the expanded award criteria, a separate employee suggestion award is no longer necessary and has been removed. Funding for the Ideas Take Flight Recognition Program will not exceed the stated line item in the annual Human Resources budget.

In addition, the proposed revisions consolidate all employee recognition incentives into a single governing Policy by formally incorporating the Years of Service Recognition incentive. This program is currently administered through the long-established Standard Procedure S611.11, Years of Service Recognition. The Years of Service Recognition incentive offers compensation-based recognition to employees in acknowledgment of their continuous years of service. The amounts are included as a line item in the annual budget under Salaries and Wages.

Finally, administrative revisions providing clarity and more detail have been made to the other incentive programs referenced in the Policy, EIP and Employee Service Awards.

This item is included in the O&M Budget.

The Chief Executive Officer recommended approval of the revisions to Policy P643, Incentive Programs.

Upon motion of Mayor Castor, seconded by Gary Harrod, revisions to Policy P643, Incentive Programs were unanimously approved by all Board Members present. No resolution was required.

Item J6

Update to Policy Manual, Revisions to Policy for Approval: Section 800, Policy P820, Award of Concession Agreements, presented by Laurie Noyes.

Policy P820, Award of Concession Agreements, governs the selection and award of concession agreements and defines the various concession lines of business. Policy P820 was significantly updated in 2012 prior to the Airport Concessions Redevelopment Plan to establish concession goals and add a Concession Master Plan.

Due to the diversification of concession lines of business over time, Policy P820 now requires updates to allow for variation in the planning and operation of different concessions lines of business.

Staff recommended revising Policy P820 to more closely reflect current and anticipated concession lines of business. The proposed updates include the addition of Common Use Lounges and Online Products & Services, the aggregation of ground transportation lines of business, and the deletion of parking facilities and public shuttle service, which are no longer concession lines of business.

Staff also recommended removing the current concession goals that apply to all concession agreements and instead allowing staff to tailor concession goals and strategic planning to each concession lines of business.

Additionally, staff recommended revising Policy P820 to allow the Chief Executive Officer or designee to determine the use of associated facilities or converting space to other uses or privileges upon the expiration or termination of concession agreements. Any resulting agreements will come to the Board for approval.

Lastly, Policy P820 will be revised to update the ACDBE requirements to include small business participation.

The Chief Executive Officer recommended approval of the revisions to Policy P820, Award of Concession Agreements.

Upon motion of Gary Harrod, seconded by Mayor Castor, revisions to Policy P820, Award of Concession Agreements were unanimously approved by all Board Members present. No resolution was required.

There were no Committee Reports. Chairman Diehl proceeded to Unfinished Business.

Item L1

Capital and Operating Budget for Fiscal Year 2027, Tampa International Airport, Resolution No. 2026-116, presented by Damian Brooke.

Fiscal Year (FY) 2027 marks the continuation of the most transformational period in the 55-year history of Hillsborough County Aviation Authority (Authority). Significant investments will shape the Authority's growth over the next four years to include greater airside capacity, new operating technologies, and infrastructure to support Advanced Air Mobility and enhanced regional connectivity. The Authority enters this new era from a position of strength, with some of the highest credit ratings in the airport industry and reserve levels projected to exceed \$525 million at the end of FY 2026.

The Authority projects it will finish FY 2026 with operating revenues of approximately \$491.7 million, which is \$1.22 million or 0.2% less than the FY 2026 Budget. Operating expenses are projected to total approximately \$220.9 million, finishing the year \$0.9 million or 0.4% lower than the FY 2026 Budget. Funds available for capital improvement & reserves are projected to total approximately \$173.1 million, which is \$1.3 million or 0.8% better than the FY 2026 Budget.

The Authority projects it will generate more than \$173.1 million on its pre-capital bottom line for FY 2026 and \$181.8 million in FY 2027. As a result, unrestricted cash reserves will total approximately \$525.5 million at the end of FY 2026. The Authority is expected to generate an additional \$98.6 million in reserves from operations in FY 2027. The Authority's FY 2027 end-of-year unrestricted reserve balance is expected to total \$601.7 million.

On July 22, 2026, the Authority met with representatives of the airlines serving Tampa International Airport to review the proposed FY 2027 Capital and Operating Budget. In accordance with the terms of the Authority's revenue bond trust indenture, the proposed FY 2027 Capital and Operating Budget has also been reviewed and approved by Ricondo & Associates, the Authority's Airport Consultant.

For FY 2027, passenger traffic is projected to reach 25 million passengers. Operating revenues are expected to total \$540.1 million for FY 2027, an increase of approximately \$48.4 million or 9.9% compared to projected FY 2026 levels. Operating expenses are expected to total \$228.5 million for FY 2027, an increase of \$19.2 million or 9.2% compared to projected FY 2026 levels.

After revenue sharing back to airlines of \$3.1 million and annual debt service of \$123.8 million, the proposed FY 2027 Capital and Operating Budget projects the Authority will generate \$184.7 million towards capital improvements, the annual air service incentive plan, and reserves. The Authority will utilize \$78.9 million of those funds towards the FY 2027 Capital Improvement Program, which consists of 32 separate projects totaling more than \$312.4 million, \$4.4 million towards capital equipment, and the remainder will be transferred to reserves.

Non-Signatory & Signatory Proposed Fiscal Year 2027 Fees & Charges October 1, 2026-September 30, 2027		
	NON-SIGNATORY RATE	SIGNATORY RATE
LANDING FEES:	\$3.130/1000 lbs. CMGLW	\$2.978/1000 lbs. CMGLW
JOINT USE FEES:		
Terminal:	\$3.59 per enplanement	\$3.41 per enplanement
Airside:	\$1.51 per enplanement	\$1.44 per enplanement
AVERAGE TERMINAL BUILDING RENTAL RATES:	\$368.87 per sq. ft./year	\$351.30 per sq. ft./year
AIRSIDE BUILDINGS RENTAL RATE:	\$181.87 per sq. ft./year	\$173.21 per sq. ft./year
PER USE TICKET COUNTER FEE (HCAA) (PER POSITION):	\$54.20	\$51.60
PASSENGER TRANSFER SYSTEM (PTS) FEE:	\$2.15 per enplanement	\$2.05 per enplanement
PER USE GATE FEE (HCAA):		
Commuter:	\$149.60	\$142.50
Narrow Body:	\$299.30	\$285.00
Wide Body:	\$448.90	\$427.50
AIRCRAFT PARKING FEES BY CLASSIFICATION (Per Use Per Day):		
Commuter:	\$31.70	\$30.10
Narrow Body:	\$114.40	\$108.80
Wide Body:	\$171.60	\$163.20
CARGO AIRCRAFT PARKING APRON FEE (Per use > 2 hours per day):		
Up to 12,500 lbs. CMGLW	\$13.00	\$12.60
12,501 lbs. to 220,000 lbs. CMGLW	\$70.00	\$66.00
Over 220,000 lbs. CMGLW	\$139.00	\$132.00
BAG HANDLING SYSTEM FEE	\$1.07 per enplanement	\$1.02 per enplanement

TERMINAL SUPPORT FEE (HCAA)	\$0.0957 per enplanement	\$0.0910 per enplanement
OTHER PER USE FEES (HCAA)	FEE	
FIS (Federal Inspection Service Facility):	\$6.00 per deplaned post-cleared international passenger	
Curbside per use:	\$45.57 per position per flight	\$43.40 per position per flight
HCAA International Club Room:	\$105.00/4-hour period	\$100.00/4-hour period
	\$26.25/additional hour	\$25.00/additional hour
	\$210.00 – Maximum Daily Fee	\$200.00 – Maximum Daily Fee
SERVICE	FEE	
PFC (Passenger Facility Charge)	\$4.50 less \$0.11 collection compensation per enplaned passenger	

The Authority seeks approval of the FY 2027 Capital and Operating Budget in accordance with Authority Policy P430, Annual Budget.

Management recommended adoption of Resolution No. 2026-116.

Upon motion of Robert Watkins, seconded by Commissioner Cohen, the Capital and Operating Budget for Fiscal Year 2027 was unanimously approved by all Board Members present and the estimated airline rates and charges were established by adoption of Resolution No. 2026-116.

Chairman Diehl proceeded to New Business which contained the following items.

Item M1

Construction Contract, General Aviation (GA) Pavement Rehabilitation, HCAA Project No. 7515 26, C.W. Roberts Contracting Inc., Peter O. Knight, Plant City, and Tampa Executive Airports, Resolution No. 2026-118, presented by Jeff Siddle.

HCAA Project No. 7515 26 will provide pavement rehabilitation at Peter O. Knight, Plant City, and Tampa Executive Airports to address cracking, weathering, and ponding. These issues collectively pose risks of Foreign Object Debris (FOD) generation and impaired drainage.

An Invitation to Bid was issued on June 4, 2026.

On July 23, 2026, four (4) Bids were publicly opened and read aloud as follows:

<u>Company Name</u>	<u>Bid Amount</u>
C.W. Roberts Contracting, Inc.	\$1,891,604.20
Hubbard Construction Company	\$1,892,825.00
Preferred Materials, Inc.	\$2,023,490.56
Ajax Paving Industries of Florida, LLC.	\$2,391,067.25

The lowest responsive and responsible Bidder is C.W. Roberts Contracting, Inc.

An SBE Goal participation rate of 7% was prescribed. An SBE Goal of 7.8% is incorporated into the Construction Contract.

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. 2026-118.

Upon motion of Robert Watkins, seconded by Mayor Castor, Construction Contract for General Aviation (GA) Pavement Rehabilitation at Peter O. Knight, Plant City, and Tampa Executive Airports with C.W. Roberts Contracting, Inc. in the amount of \$1,891,604.20 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. 2026-118.

Item M2

Construction Contract, Airside E Passenger Boarding Bridge Replacement, HCAA Project No. 7460 26, AERO Bridgeworks, Inc., Tampa International Airport, Resolution No. 2026-119, presented by Jeff Siddle.

HCAA Project No. 7460 26 will replace thirteen (13) passenger boarding bridges at Airside E with corrugated metal bridges, including equipment and associated improvements.

An Invitation to Bid was issued on June 10, 2026.

On August 3, 2026, two (2) Bids were publicly opened and read aloud as follows:

<u>Company Name</u>	<u>Bid Amount</u>
AERO Bridgeworks, Inc.	\$28,796,890.50
Foresight Construction Group, Inc.	\$34,463,459.00

The lowest responsive and responsible Bidder is AERO Bridgeworks, Inc.

No specific goal for DBE participation was prescribed, and no DBE participation goal is incorporated into the Construction Contract.

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. 2026-119.

Upon motion of Commissioner Cohen, seconded by Gary Harrod, Construction Contract for Airside E Passenger Boarding Bridge Replacement at Tampa International Airport with AERO Bridgeworks, Inc. in the amount of \$28,796,890.50 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. 2026-119.

Item M3

Selection of Design-Builder, Concessions Space Redevelopment and Airline Club Space Development, HCAA Project Nos. 8860 27 & 8865 27, Tampa International Airport, presented by Jeff Siddle.

The current concessions leases at Tampa International Airport (Airport) are set to expire between 2028 and 2031, with most ending in 2031. To prepare for future redevelopment, the Authority completed a Terminal Concessions Modification Feasibility Study which identified opportunities to repurpose, expand, and create new concessions areas in the Main Terminal and at Airsides A, C, D, E and F. HCAA Project Nos. 8860 27 & 8865 27 will revamp concessions space to improve the passenger experience, wayfinding, and revenue generation throughout the Airport and develop new club spaces at Airsides A and C.

On April 30, 2026, a Request for Qualifications for Concessions Space Redevelopment and Airline Club Space Development at Tampa International Airport was issued.

On July 7, 2026, six (6) Responses were received. Two (2) Responses were evaluated by staff.

The order of technical ranking is as follows:

1. Manhattan Construction Company LLC
2. Balfour Beatty Construction, LLC

The Responses received from Leopardo Construction, Inc., Loadstar LLC, DBA Parrish Bowls LLC, Structure Tone Southwest, LLC, and The Weitz Company, LLC were found non-responsive for failing to meet minimum qualifications.

An SBE goal of at least 12% of the dollar amount earned on the contract for the design phase of the Projects was prescribed. An SBE goal of at least 7% of the dollar amount earned on the contract for construction was prescribed. The percentage proposed by the two responsive Respondents for the amount earned on design will meet or exceed the SBE goal requirements and will be incorporated into the Part 1 Contract. The two responsive Respondents also assured that they will meet the SBE goal for construction.

This item is included in the Capital Budget.

The Chief Executive Officer recommended ranking the firms in the order listed above.

Upon motion of Robert Watkins, seconded by Commissioner Cohen, the ranking of the firms was unanimously approved by all Board Members present and staff was authorized to negotiate a Contract. No resolution was required.

Item I1 (Moved from Consent Agenda)

Ground Lease Agreement, LM Holland Holdings, LLC, Tampa International Airport, Resolution No. 2026-123, presented by Tony O'Brian.

LM Holland Holdings, LLC (LM) is a limited liability company created for the purpose of owning, constructing and operating a commercial event space with ancillary uses at Tampa International Airport (Airport).

Under the Ground Lease Agreement (Agreement), LM will lease one (1) parcel consisting of approximately 7.21 acres (Premises) at the Airport. LM will construct one (1) building on the Premises that will be used for operation and maintenance of a commercial event space and other related ancillary uses. The building will contain approximately 23,000 square feet and will provide improvements to support the commercial event space including, but not limited to, outdoor meeting areas, landscaping, utility connections, and parking areas.

The Agreement is effective upon Board signature and expires on the 30th anniversary of the Commencement Date. Upon termination of the Agreement, the improvements will revert to the Authority. LM will have the first right to enter into a new negotiated lease for the Premises, inclusive of the event space building. Ground Rent under the Agreement is \$1.97 per square foot of land and Ground Rent will increase annually by 3.30%. Ground Rent for the first year of the Agreement is \$619,413 plus applicable taxes. In addition, LM will owe Authority a Percentage Rent equal to 10% of Gross Receipts less the Ground Rent.

Management recommended adoption of Resolution No 2026-123.

Robert Watkins moved the motion to approve and it was seconded by Commissioner Cohen.

Mr. Watkins asked several questions about the proposed entertainment facility on airport property. He confirmed that the property would not have a taxiway connection or a heliport and that helicopters would not be permitted to land there. He also asked about restrictions on the facility because it would operate under a long-term airport property lease and could potentially involve entertainment activities that might interfere with airport operations. Tony O'Brian explained that aviation safety is the management team's top priority and that the lease includes broad requirements to comply with airport rules, regulations, policies, procedures, operating directives, and applicable laws. Mr. O'Brian noted that numerous existing regulations address potential hazards such as bright lights, lasers, glare, noise, and large assemblies, giving the airport multiple tools to intervene if activities could affect aviation safety. Mr. Watkins also asked about the property's approximately 7.2 acres and the roughly 23,000 square foot building, confirming that the remaining area of about a quarter million square feet is dedicated to parking. Mr. O'Brian explained that the open area shown in the rendering could occasionally be used for automobile trade shows, markets, or aviation information events, but significant or bright outdoor activities would be restricted and would need to take place inside the facility. Mr. Watkins stated his questions had been answered.

The Ground Lease Agreement at Tampa International Airport with LM Holland Holdings, LLC 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. 2026-123.

This concluded New Business.

Chairman Diehl proceeded to Staff Reports.

Smitha Radhakrishnan provided an update on progress across several Phase 3 Master Plan projects at Airside D. There has been approximately \$73 million in work that was completed during the previous month, keeping the program aligned with its scheduled progress. That activity represented roughly 73,000 additional work hours, 17 additional full-time jobs, and a \$313,000 increase in small-business earned value.

This concluded Staff Reports.

Before adjourning the meeting, Chief Legal Officer Lee requested an Attorney-Client Closed Session be held at the October 1, 2026 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.

Arthur F. Diehl III, Chairman

Harry Cohen, Assistant Secretary