MEMORANDUM

Agenda Item No. 8(A)(1)

TO:	Honorable Chairman Anthony Rodriguez and Members, Board of County Commissioners	**DATE:**	June 2, 2026
FROM:	Geri Bonzon-Keenan County Attorney	**SUBJECT:**	Resolution approving, pursuant to section 255.04, Florida Statutes, the specification of certain sole source materials and systems in procurement documents for identified capital improvement program ("CIP") projects for the Miami-Dade Aviation Department; subject to certain condition precedent, authorizing the County Mayor to advertise solicitations for the specified CIP projects with the sole source materials and systems and ratifying advertisement of two pending solicitations with the sole source materials and systems

The accompanying resolution was prepared by the Aviation Department and placed on the agenda at the request of Prime Sponsor Commissioner Danielle Cohen Higgins.

Geri Bonzon-Keenan
County Attorney

GBK/ks

Memorandum

Date: June 2, 2026

To: Honorable Chairman Anthony Rodriguez
and Members, Board of County Commissioners

From: Daniella Levine Cava
Mayor

Subject: Recommendation for Approval of Sole-Sourced Materials and Systems in Procurement Documents for Selected Miami-Dade Aviation Department Capital Improvement Projects

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EXECUTIVE SUMMARY

Miami International Airport (MIA) continues to rank among the fastest growing airports nationwide, reaffirming its role as Miami-Dade County's and the State of Florida's largest economic engine, with an annual economic and jobs impact of $181.4 billion and 843,000 jobs respectively. To meet rising passenger volumes and expanding cargo demands, the Miami-Dade Aviation Department (MDAD) has launched the Future-Ready now $12 billion Modernization in Action (M.I.A.) Program. This long-term initiative encompasses a comprehensive portfolio of capital projects to modernize MIA and the County's general aviation airports (GAA), transforming them into world-class facilities positioned to support the region's economic vitality for decades.

Sustained maintenance and lifecycle management of MDAD's infrastructure and assets are essential to the success of this transformation. Proactive upkeep preserves operational reliability, extends asset life, minimizes service disruptions, and protects the County's significant capital investments. As MDAD advances both modernization and maintenance efforts, strategic procurement decisions, including the specification of sole-sourced materials and systems, play a critical role in ensuring compatibility, safety, performance, and long-term cost efficiency. Following a comprehensive evaluation of the legacy materials and systems used in MDAD's capital improvement projects (as detailed below in MDAD's five (5) most significant capital projects), it has been determined that certain legacy electrical, security, and safety systems and infrastructure components are unique and available exclusively from a single supplier and retrofitting or replacing these legacy systems to accommodate alternative manufacturers is impractical and cost-prohibitive. Conservative rough order-of-magnitude estimates indicate that such actions would result in approximately $302,736,853.00 in replacement costs, along with significant schedule delays that would adversely impact the on-time delivery of critical projects within MDAD's ongoing modernization program. Furthermore, substituting these items would compromise compatibility, performance, and operational continuity.

MDAD's Five (5) Most Significant Capital Projects:

- Project No. T180B Concourse D West Extension (D60): Building Management Systems, Matrix Security System, Public Address System, Automatic Door Controller, CCTV Camera Systems, Aircraft Visual Docking Guidance System (AVDGS).
- Project No. BA061A MIA Central Terminal Redevelopment – Phase 1: Building Management Systems, Matrix Security System, Public Address System, Automatic Door controller, Closed Circuit Television Camera (CCTV) Systems.
- Project No. V008C MIA Central Terminal Redevelopment – Phase 2: Building Management Systems, Matrix Security System, Public Address System, Automatic Door controller, CCTV Camera Systems.
- Project No. AA048B MIA North Terminal Gate Infrastructure Upgrades - Building Management Systems.

- Project No. AA048A MIA North Terminal Gate Optimization Phase 1: Matrix Security System, Automatic Door controller, CCTV Camera Systems, AVDGS.

Accordingly, this item seeks approval from the Board of County Commissioners ("Board") to:

1. Approve the sole-sourced materials and systems (noted in Exhibit A attached to this memorandum) to be specified in MDAD's procurement documents for certain capital improvement projects.
2. Authorize competitive solicitations – permitting the County Mayor or County Mayor's designee to advertise solicitations specifying the sole-sourced materials and systems identified in Exhibit A for the capital improvement projects noted in Exhibit B attached to this memorandum.
3. Ratify the actions taken by the County Mayor or County Mayor's designee in the advertisement of two (2) competitive solicitations that include sole-sourced materials and systems. Both solicitations incorporated proprietary components necessary to maintain system compatibility, operational standardization, and integration with existing airport infrastructure. This became evident when bidders submitted inquiries challenging the mandated specifications.

RECOMMENDATION

It is recommended that the Board approve the attached Resolution authorizing the County Mayor or the County Mayor's designee to: (i) specify the sole-sourced materials and systems in MDAD's procurement documents identified in Exhibit A, in accordance with Section 255.04 of the Florida Statutes, which permits a governmental body, after evaluating all available alternative materials and systems, to justify a sole-source specification based on cost or interchangeability and upon the recommendation of the architect or engineer of record; (ii) advertise these sole-sourced materials and systems in competitive solicitations for the capital improvement projects listed in Exhibit B; and (iii) ratify theSeptember 2025 advertisement of the following two competitive solicitations that included sole-sourced materials and systems: Bid No. V100A – MIA CC J Gates Advanced Visual Docking Guidance System (A-VDGS) and Bid No. T012A – MIA CC H Gates & Internationalization.

Supporting letters from the architects and engineers of record, recommending sole sourcing for certain capital improvement projects are noted in Exhibit C attached to this memorandum. These architects and engineers of record are engaged through professional services agreements issued by MDAD, and the preparation of these letters falls within the scope of their contracted responsibilities.
The specification of sole-sourced materials and systems for these capital improvement projects is in the County's best interest. This approach ensures compatibility with existing airport infrastructure, preserves operational reliability and cost efficiencies, meets current safety and performance standards, and supports compliance with all applicable local, state, and federal regulatory requirements.

SCOPE

MIA is located primarily within District 6 which is represented by Commissioner Natalie Milian Orbis; however, the impact of this agenda item is countywide in nature as MIA is a regional asset.

DELEGATION OF AUTHORITY

The attached Resolution delegates authority to the County Mayor or County Mayor's designee to specify certain sole-sourced materials and systems in MDAD's procurement documents for certain capital improvement projects, advertise those competitive solicitations specifying the sole-sourced materials and systems for certain capital improvement projects, and ratify the advertisement of those competitive solicitations.

FISCAL IMPACT/FUNDING SOURCE

Approval of this item will not result in additional fiscal impact beyond the costs already anticipated within MDAD's capital project budgets. Because legacy systems span multiple project boundaries, assigning a discrete cost to each individual capital project for integrating a new, terminal-wide system is not practical. Moreover, updating or replacing existing legacy systems to accommodate alternative manufacturers would be neither feasible nor economically justified.

Preliminary analyses indicate that undertaking such replacements would add approximately $302,736,853.00 in additional costs, along with significant schedule impacts that would impede the timely advancement of projects within MDAD's ongoing modernization program.

Although the precise cost associated with each sole-sourced component cannot be fully quantified at this stage of project development, specifying compatible legacy systems avoids unnecessary capital expenditures, reduces operational and integration risks, and safeguards the County's prior investments in existing infrastructure.

TRACK RECORD/MONITOR

Sylvia Novela is the Assistant Director of Procurement and Materials Management and will monitor the implementation of this item.

BACKGROUND

The successful execution of MDAD's $12 billion Modernization In Action (M.I.A.) Program requires the procurement of numerous materials and systems that must integrate, communicate, or otherwise function seamlessly with materials and systems that have been installed at MIA over many decades. Many of these existing materials and systems are critical to airport safety and security operations.

The attached exhibits provide Board members with the technical and factual foundation needed to support sole-source justification for selected capital improvement projects. As mentioned previously, Exhibit A outlines the materials and systems proposed for sole sourcing and identifies the projects in which they will be used. Exhibit B lists the current and future capital improvement projects that will be impacted by specifying one or more of these materials or systems. Exhibit C includes letters from the architects and engineers of record recommending sole sourcing and detailing the technical basis for their recommendations.

Together, these exhibits demonstrate that, after careful consideration of all available alternatives, the specified items are justified for sole-source procurement under Section 255.04, Florida Statutes, because substitution would be costly and would compromise compatibility, performance, and operational continuity. Just as important is the fact that the retrofitting or replacement of any MDAD legacy system would be cost-prohibitive. It is estimated that such actions would incur multi-million-dollar expenses and cause substantial delays to MDAD's Future-Ready $12 billion Modernization in Action (M.I.A.) Program.

Attachments

Jimmy Morales
Chief Operating Officer

Exhibit A - Sole Sourced Materials and Systems

Legacy Contract Number	Title	Brand Name
L-10488	IED Software Maintenance and Support Agreement	IED 500ACS System / IED GlobalCom.IP System (Award Form for L9441-0/25 shows that the current system was IED500ACS at the time but it was intended to upgrade to IED GlobalCom.IP)
SS-10569	Inet Dabico Systems Parts and Replacements	Cavotec Inet US, Inc.
BW-10620	Route Me Wayfinder at MIA	RouteMe
L-10539	Maintenance Services for Automatic Doors at MIA	Dash Door
L-10623	Propworks System Software	Amadeus Airport IT Americas, Inc (PropWorks)
L-10629	AOIS at MIA	Amadeus Airport IT Americas, Inc (AOIS)
L-10630	Common Use Terminal Equip. (CUTE) and Common Use Passenger Processing System (CUPPS) Services at MIA	SITA Information Networking Computing USA, Inc. (CUTE)
SS-10549	Nokia Digital Automation Cloud (NDAC) Radio Access Network (RAN) System	Nokia Digital Automation Cloud (NDAC) Radio Access Network (RAN)
L9441-0/25	IED Software Maint and Support	IED 500ACS System / IED GlobalCom.IP System (Award Form for L9441-0/25 shows that the current system was IED500ACS at the time but it was intended to upgrade to IED GlobalCom.IP)
L9064-0/26	Airfield Lighting System PM	IED 500ACS System / IED GlobalCom.IP System (Award Form for L9441-0/25 shows that the current system was IED500ACS at the time but it was intended to upgrade to IED GlobalCom.IP)
SS9863-1/26-1	INET Systems/Parts/Maintenance	Cavotec Inet US, Inc.
SS-10293	FCX 400Hz SSF Converter Repair	FCX
L7293-2/28-2	ANOMS Maintenance/Support Services	ANOMS
SS-10358	Time Clock Terminals	Timetrack Software
L-10466	Digital Content Mgmt Software	Panasonic (Navori Digital Content Management Software)
L9810-2/30-1(2)	Flight Exploere Software Support	Sabre GLBL, Inc. (Flight Explorer Software)
L-4400001195-2(2)	Airport Security Communication	Preventative Maintenance to support equipment and software used to operate the Airport Security Network (AdTech Global Solutions, Inc., Emcom Systems, and Juniper Networks, Inc.)
SS-10227	Rapiscan Equipment Maintenance & Repairs	Rapidscan Systems, Inc.
SS8423-2/27-2	Matrix Security Systems	Matrix Security System
SS-10134	Motorola Receiver Site with In	Motorola (Motorola UHF System)
SS-10295	PMI Services for ITW Pre-conditions	ITW GSA (Servicore G.S., Corp.)
X027A	Building Management System (BMS) -Honeywell International, Inc	Honeywell International, Inc
L-10287	Airport Surface Mgmt System	SAAB INC. (Aerobahn Platform and associated TaxiView and OpsView products)
L9757-2/28-2	AVI System	Transcore LP (encompass readers)
L-10338	Airfield Guidance Signs Lights	Allen Enterprises, Inc (ADB Safegate)

Brand Name	Description of components
Armstrong World Industries, Inc	Acoustical Ceiling Tile (ACT) system
Schier	Grease traps solid separator, grease interceptor, sampling port, and interceptor monitoring device
Zurn	Grease traps solid separator, grease interceptor, sampling port, and interceptor monitoring device
AVA Video Security Infrastructure	Video surveillance equipment
Axis Communications	Axis camera system, surveillance
Brock Solutions US, Inc	Modifications or replacement of MIA Baggage Handling Systems upper-level controls and HMI changes
Optex	New laser scan detectors, and integration with with existing video surveillance system for perimeter fence
Evolon Tech	Video analytics software in operation at MIA video surveillance system
Allen Enterprises, Inc (ADB Safegate)	Advanced Visual Docking Guidance System (AVDGS)

MDC005

Exhibit B - List of Capital Improvement Projects w/ Sole-Sourced Materials and Systems

Item No.	Project No.	Project Name	Legacy Contract Number	Legacy Contract Title	Vendor	Item	A/E Consultant/Subconsultant Letter per Fl. Statute 255.04
1	AA048A	MIA North Terminal Gate Optimization Phase 1	N/A	N/A	Armstrong World Industries, Inc	Acoustical Ceiling Tile (ACT) system	EXP
2	AA048A	MIA North Terminal Gate Optimization Phase 1	X027A	Building Management System (BMS)	Honeywell International, Inc	Integrate fire alarm control modules with existing Honeywell system	EXP
3	AA048A	MIA North Terminal Gate Optimization Phase 1	N/A	N/A	Schier	Grease traps solid separator, grease interceptor, sampling port, and interceptor monitoring device	EXP
4	AA048A	MIA North Terminal Gate Optimization Phase 1	N/A	N/A	Zurn	Grease traps solid separator, grease interceptor, sampling port, and interceptor monitoring device	EXP
5	AA048A	MIA North Terminal Gate Optimization Phase 1	L-10539	Maintenance Services for Automatic Doors at MIA	Dash Door (Dash Door & Glass)	Door controllers and hardware	EXP
6	AA048A	MIA North Terminal Gate Optimization Phase 1	X027A	Building Management System (BMS)	Honeywell International, Inc	Integration of new control equipment for mechanical and fire alarm control equipment with existing BMS	EXP
7	AA048A	MIA North Terminal Gate Optimization Phase 1	SS8423-2/27-2	Matrix Security System	Matrix Systems, Inc (Acre Security Americas Solutions)	Access control system	EXP
8	AA048A	MIA North Terminal Gate Optimization Phase 1	L-10488	IED Software Maintenance and Support Agreement	IED Support Services, LLC	Expansion of the Public Address System (AtlasIED System)	EXP
9	AA048A	MIA North Terminal Gate Optimization Phase 1	N/A	N/A	AVA Video Security Infrastructure	Video surveillance equipment	EXP
10	AA048A	MIA North Terminal Gate Optimization Phase 1	N/A	N/A	Axis Communications	Axis camera system	EXP
11	AA048B	MIA North Terminal Gate Infrastructure Upgrades	SS-10569	Inet Dabico Systems Parts and Replacements	Cavotec Inet US, Inc	400 HZ Motor Generators	EXP
12	AA048B	MIA North Terminal Gate Infrastructure Upgrades	X027A	Building Management System (BMS)	Honeywell International, Inc	Integrate fire alarm detection and annunciation devices with existing Honeywell system	EXP
13	AA048B	MIA North Terminal Gate Infrastructure Upgrades	X027A	Building Management System (BMS)	Honeywell International, Inc	Integration of new control equipment for mechanical and fire alarm control equipment with existing BMS	EXP
14	AC002A	TWY N Rehabilitation and Runway Incursion Mitigation (RIM) 20	L9064-0/26	Airfield Lighting System PA	ADB Safegate Americas LLC (Allen Enterprises, Inc)	Airfield Lighting Control and Monitoring System (ALCMS) modification	Quantum Electrical Engineering, Inc.
15	AC002A	TWY N Rehabilitation and Runway Incursion Mitigation (RIM) 20	L-10338	Airfield Guidance Signs and Lights	Allen Enterprises, Inc	Airfield sign panel replacement	Quantum Electrical Engineering, Inc.
16	BA001A	TMB New AGS III Taxilane and Access Road	L9064-0/26	Airfield Lighting System PA	ADB Safegate Americas LLC (Allen Enterprises, Inc)	Airfield Lighting Control and Monitoring System (ALCMS) modification	TY Lin
17	BA001A	TMB New AGS III Taxilane and Access Road	L-10338	Airfield Guidance Signs and Lights	Allen Enterprises, Inc	Airfield sign panel replacement	TY Lin
18	BA001A	TMB New AGS III Taxilane and Access Road	SS8423-2/27-2	Matrix Security System	Matrix Systems, Inc (Acre Security Americas Solutions)	Card Reader at motorized gates	TY Lin
19	BA001A	TMB New AGS III Taxilane and Access Road	L4400001195	Airport Security Communication	Certified Network Professionals Inc (CNP)	CCTV Camera System	TY Lin

MDC006

Exhibit B - List of Capital Improvement Projects w/ Sole-Sourced Materials and Systems

Item No.	Project No.	Project Name	Legacy Contract Number	Legacy Contract Title	Vendor	Item	A/E Consultant/Subconsultant Letter per Fl. Statute 255.04
20	BA059A	MIA Central and South Terminal Bag Claim Optimization Phase 2	SS8423-2/27-2	Matrix Security System	Matrix Systems, Inc (Acre Security Americas Solutions)	Roll up door controllers	Louis J. Aguirre & Associates, P.A.
21	BA059A	MIA Central and South Terminal Bag Claim Optimization Phase 2	X027A	Building Management System (BMS)	Honeywell International, Inc	Fire Alarm	Louis J. Aguirre & Associates, P.A.
22	BA059A	MIA Central and South Terminal Bag Claim Optimization Phase 2	L-10539	Maintenance Services for Automatic Doors at MIA	Dash Door (Dash Door & Glass)	Automatic doors	Louis J. Aguirre & Associates, P.A.
23	BA059A	MIA Central and South Terminal Bag Claim Optimization Phase 2	L4400001195	Airport Security Communication	Certified Network Professionals Inc (CNP)	CCTV Camera System	Louis J. Aguirre & Associates, P.A.
24	BA059A	MIA Central and South Terminal Bag Claim Optimization Phase 2	N/A	N/A	Brock Solutions US, Inc	Modifications or replacement of MIA Baggage Handling Systems upper-level controls and HMI changes	JSM & Associates
25	BA061A	MIA Central Terminal Redevelopment - Phase 1	X027A	Building Management System (BMS)	Honeywell International, Inc	Integrate fire alarm control modules with existing Honeywell system	Carty Architecture
26	BA061A	MIA Central Terminal Redevelopment - Phase 1	N/A	N/A	Axis Communications	Axis camera system	Carty Architecture
27	BA061A	MIA Central Terminal Redevelopment - Phase 1	SS8423-2/27-2	Matrix Security System	Matrix Systems, Inc (Acre Security Americas Solutions)	Access control system	Carty Architecture
28	BA061A	MIA Central Terminal Redevelopment - Phase 1	L-10488	IED Software Maintenance and Support Agreement	IED Support Services, LLC	Expansion of the Public Address System (AtlasIED System)	Carty Architecture
29	BA133A	MIA Perimeter Protection Project (Phase 2)	N/A	N/A	Optex	New laser scan detectors, and integration with with existing video surveillance system for perimeter fence	Burns & McDonnell
30	BA133A	MIA Perimeter Protection Project (Phase 2)	N/A	N/A	Axis Communications	Surveillance video cameras	Burns & McDonnell
31	BA133A	MIA Perimeter Protection Project (Phase 2)	N/A	N/A	Evolon Tech	Video analytics software in operation at MIA video surveillance system	Burns & McDonnell
32	DA059A	MIA Central Terminal Concourse F Gates AVDGS Installation	N/A	N/A	Allen Enterprises, Inc (ADB Safegate)	Advanced Visual Docking Guidance System (AVDGS)	Introba
33	EA004A	ELBC_ Fire Alarm	X027A	Building Management System (BMS)	Honeywell International, Inc	Integrate fire alarm control modules with existing Honeywell system	Stantec
34	T012A	MIA ccH Gates & Internationalization	SS8423-2/27-2	Matrix Security System	Matrix Systems, Inc (Acre Security Americas Solutions)	Access control system	Introba
35	T012A	MIA ccH Gates & Internationalization	N/A	N/A	Allen Enterprises, Inc (ADB Safegate)	Advanced Visual Docking Guidance System (AVDGS)	Introba
36	T012A	MIA ccH Gates & Internationalization	L4400001195	Airport Security Communication	Certified Network Professionals Inc (CNP)	Modification, connection or expansion of the CCTV Camera and intercom System	Introba
37	T012A	MIA ccH Gates & Internationalization	L-10539	Maintenance Services for Automatic Doors at MIA	Dash Door (Dash Door & Glass)	Door controllers and hardware	Introba
38	T012A	MIA ccH Gates & Internationalization	X027A	Building Management System (BMS)	Honeywell International, Inc	Integrate fire alarm control modules with existing Honeywell system	Introba
39	T-180B	Concourse D West Extension (D60)	X027A	Building Management System (BMS)	Honeywell International, Inc	Integrate fire alarm control modules with existing Honeywell system	Turner & Townsend Heery
40	T-180B	Concourse D West Extension (D60)	N/A	N/A	Axis Communications	Axis camera system	Turner & Townsend Heery

MDC007

Exhibit B - List of Capital Improvement Projects w/ Sole-Sourced Materials and Systems

Item No.	Project No.	Project Name	Legacy Contract Number	Legacy Contract Title	Vendor	Item	A/E Consultant/Subconsultant Letter per Fl. Statute 255.04
41	T-180B	Concourse D West Extension (D60)	SS8423-2/27-2	Matrix Security System	Matrix Systems, Inc (Acre Security Americas Solutions)	Access control system	Turner & Townsend Heery
42	T-180B	Concourse D West Extension (D60)	L-10488	IED Software Maintenance and Support Agreement	IED Support Services, LLC	Expansion of the Public Address System (AtlasIED System)	Turner & Townsend Heery
43	V008C	MIA Central Terminal Redevelopment - Phase 2	X027A	Building Management System (BMS)	Honeywell International, Inc	Integrate fire alarm control modules with existing Honeywell system	Bermello Ajamil & Partners
44	V008C	MIA Central Terminal Redevelopment - Phase 2	X027A	Building Management System (BMS)	Honeywell International, Inc	Integration of new control equipment such as AC and smoke control equipment with existing BMS	Bermello Ajamil & Partners
45	V008C	MIA Central Terminal Redevelopment - Phase 2	SS8423-2/27-2	Matrix Security System	Matrix Systems, Inc (Acre Security Americas Solutions)	Access control system	Bermello Ajamil & Partners
46	V008C	MIA Central Terminal Redevelopment - Phase 2	L-10488	IED Software Maintenance and Support Agreement	IED Support Services, LLC	Expansion of the Public Address System (AtlasIED System)	Bermello Ajamil & Partners
47	V008C	MIA Central Terminal Redevelopment - Phase 2	L-10630	Common Use Terminal Equipment (CUTE) and common use passenger processing system (CUPPS) services at MIA	SITA Information Networking Computing USA, Inc (CUTE)	Ticket counter CUTE system	Bermello Ajamil & Partners
48	V100A	MIA Cc 'J' A-VDGS	N/A	N/A	Allen Enterprises, Inc (ADB Safegate)	Advanced Visual Docking Guidance System (AVDGS)	GC Zyscovich
49	W125A	Taxiway C East Extension	L9064-0/26	Airfield Lighting System PA	ADB Safegate Americas LLC (Allen Enterprises, Inc)	Airfield Lighting Control and Monitoring System (ALCMS) modification	HDR
50	Y082A	D-10 Grease Trap Upgrades	N/A	N/A	Schier	Grease traps solid separator, grease interceptor, sampling port, and interceptor monitoring device	CPH Consulting

MDC008

EXHIBIT C

To: **Manuel Freire**, E.I.
Construction Manager 3
Miami-Dade Aviation Department
Facilities Development Division -
Miami International Airport
Building 3030, Second Floor.
Miami, FL 33102-5504
305-869-3471 (Office)
786-498-7587 (Cell)

From: **Guillermo Burga Solano**
EXP | Architectural Design Manager
t : +1.305.631.2208, 89346
m : +1.954.774.5988
e : guillermo.burga@exp.com
201 Alhambra Circle
Suite 800
Coral Gables, FL 33134
USA

RE: **Facilities Design Services – Gate Optimization.**
North Terminal Concourse D
Project Number: **AA048A**
Sole Source Letter

Date: **January 13th, 2026**
CC: Lino B Fernandez
Daviela Eckols
Guillermo Burga Solano

Sole Source / Sole Brand / Only one reasonable source request for – Acoustical Ceiling Tiles

Dear Manuel Freire,

The proposed acoustical ceiling tiles must be integrated with the existing acoustical ceiling tiles as part of the Gate Optimization Project to ensure continuity of operations, compatibility with existing systems, and compliance with safety/security requirements.

The existing acoustical ceiling tile (ACT) system was originally installed and configured by Armstrong World Industries, Inc. The specified product—ULTIMA CLASSIC TEGULAR, 24" x 24" x 3/4", #1781, with 15/16" PRELUDE XL FIREGUARD grid in white—was custom-designed for Miami International Airport during its initial construction. Due to proprietary technology, licensing restrictions, and compatibility requirements, Armstrong World Industries, Inc. is the sole provider capable of delivering the necessary modifications, connections, and system expansions to match the existing adjacent tiles that are to remain in place.

Therefore, all costs for the modification to the Acoustical Ceiling Tiles system have been coordinated with Armstrong World Industries, Inc during the design phase as a noncompetitive procurement for inclusion in the bid documents to ensure a fair and competitive bidding process.
Using an alternative vendor would require full system replacement, resulting in significant cost and operational risk.

Best Regards,

Guillermo Burga Solano
EXP | Architectural Design Manager

201 Alhambra Cir. Coral Gables, FL. 33134
T (305) 631-2208| exp.com

To: **Manuel Freire**, E.I.
Construction Manager 3
Miami-Dade Aviation Department
Facilities Development Division -
Miami International Airport
Building 3030, Second Floor.
Miami, FL 33102-5504
305-869-3471 (Office)
786-498-7587 (Cell)

From: **Juan D. Perez**, PE
EXP | Electrical Department Manager
m : +1.786.774.4844 | |
e: juan.perez@exp.com
201 Alhambra Circle
Suite 800
Coral Gables, FL 33134
USA

RE: **Facilities Design Services – Gate Optimization.**
North Terminal Concourse D
Project Number: **AA048A**
Sole Source Letter

Date: **January 14th, 2026**
CC: Lino B Fernandez
Cassie Chung

Sole Source / Sole Brand / Only one reasonable source request for – Fire Alarm Detection and Annunciation Devices

Dear Manuel Freire,

The fire alarm detection and annunciation devices must be integrated with the existing fire alarm system infrastructure as part of the Facilities Design Services Gate Optimization project to ensure continuity of operations, compatibility with existing systems, and compliance with life-safety code requirements.

The existing fire alarm system was originally installed and configured by Honeywell. Due to proprietary technology, licensing restrictions, and strict compatibility requirements, only Honeywell can provide the necessary modifications, connections, or expansions.

Therefore, the fire alarm system has been coordinated with Honeywell during the design phase as a noncompetitive procurement for inclusion in the bid documents to ensure a fair and competitive bidding process. Using an alternative vendor would require full system replacement, resulting in significant cost and operational risk.

Best Regards,

Juan D. Perez, PE
EXP | Electrical Department Manager

201 Alhambra Cir. Coral Gables, FL. 33134
T (305) 631-2208| exp.com

To: **Manuel Freire**, E.I.
Construction Manager 3
Miami-Dade Aviation Department
Facilities Development Division -
Miami International Airport
Building 3030, Second Floor.
Miami, FL 33102-5504
305-869-3471 (Office)
786-498-7587 (Cell)

From: **Joseph Marzello**, PE
EXP | Mechanical Department Manager
m : +1 3056312208, 331| |
e: joseph.marzello@exp.com
201 Alhambra Circle
Suite 800
Coral Gables, FL 33134
USA

RE: **Facilities Design Services – Gate Optimization**
North Terminal Concourse D
Project Number: **AA048A**
Sole Source Letter

Date: **January 13th, 2026**
CC: Lino B Fernandez
Jeeda Alnaber

Sole Source / Sole Brand / Only one reasonable source request for – GB-1500, SI-500, SV24-O & G3 IMD

Dear Manuel Freire,

Exp U.S. Services Inc. is providing engineering design and construction administration services for several projects at the Miami International Airport. As the Engineer of Record (EOR) for the grease trap replacement projects listed below, EXP has selected equipment that adheres to Miami-Dade Department of Environmental Resources Management (DERM) requirements for Fats, Oils and Grease (FOG) systems.

List of Projects:
MDAD Project No. AA048A – MIA Facilities Design Services Gate Optimization: Grease Traps at Gate D22
MDAD Project No. AA048A – MIA Facilities Design Services Gate Optimization: Grease Traps at Gate D50

List of Products:
Solid separator – Schier Model SI-500
Grease interceptor – Schier Model GB-1500
Sampling port – Schier Model SV24-O
Interceptor monitoring device – Zurn Model G3 IMD tank unit and G5 IMD Alarm panel and gateway

Miami-Dade County and its municipalities are under a Federal Court Order to correct existing sanitary sewer system issues and operate proactively to prevent the release of untreated sewage discharge to its infrastructure. The FOG Control Device manual published by Miami-Dade County outlines the minimum design requirements for permitted hydromechanical FOG control devices, including but not limited to the following:

- FOG assemblies shall include a solid separator, grease interceptor, and interceptor monitoring alarm devices.
- Hydromechanical FOG devices must be third-party certified by one of the following standards: ASME A112.14.3 Appendix A, ASME A112.14.4, CSA B481.3 or PDI G101.
- Third-party certification must demonstrate compliance with effluent concentration discharge standards per Section 24-42.4 (150 mg/L), or of the FOG removal efficiency at 99%.
- Interceptor monitoring alarm system including devices and components capable of monitoring levels in a FOG control device on a regular interval. The system shall trigger a visual and audible alarm at the FOG Capacity Limit.

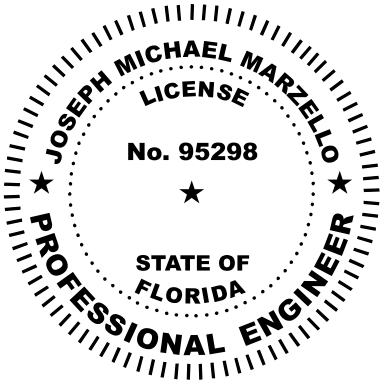
The selected solid separator and grease interceptor models comply with these requirements and are listed on the Miami-Dade approved equipment database.

Recommendation for Sole-Source Equipment:
Miami International Airport is undergoing extensive upgrades to its grease trap systems to ensure compliance with Miami-Dade County FOG regulations. To maintain consistency and operational efficiency across multiple concession areas, EXP recommends that all grease traps be replaced with standardized equipment. Specifically, the Schier SI-500 solid separator and Schier GB-1500 grease interceptor have been selected as they are the largest models meeting Miami-Dade's stringent removal efficiency requirements (99% FOG removal). These units provide the necessary capacity for future expansion and retrofit of airport concessions, which is critical to minimizing operational disruptions.

Justification for Sole-Source Selection:
- Regulatory Compliance: Recommended models are third-party certified and listed on Miami-Dade's approved equipment database, ensuring adherence to all performance and discharge standards.
- Operational Consistency: Standardizing equipment simplifies maintenance, reduces training requirements, and ensures uniform performance across all locations.
- Future-Proof Design: The selected models offer the highest capacity within the approved range, accommodating anticipated growth without additional infrastructure changes or operational disruptions.
- Monitoring Integration: Compatible with advanced monitoring systems for proactive FOG management and compliance reporting.
- Minimized Downtime: Sole-source procurement reduces lead times and avoids compatibility issues, essential for maintaining airport operations.

Please reach out directly if you have any questions.

Best Regards,



Joseph Marzello, PE
EXP | Mechanical Department Manager

Item No. 5

To: **Manuel Freire**, E.I.
Construction Manager 3
Miami-Dade Aviation Department
Facilities Development Division -
Miami International Airport
Building 3030, Second Floor.
Miami, FL 33102-5504
305-869-3471 (Office)
786-498-7587 (Cell)

From: **Guillermo Burga Solano**
EXP | Architectural Design Manager
t : +1.305.631.2208, 89346
m : +1.954.774.5988
e : guillermo.burga@exp.com
201 Alhambra Circle
Suite 800
Coral Gables, FL 33134
USA

RE: **Facilities Design Services – Gate Optimization.**
North Terminal Concourse D
Project Number: **AA048A**
Sole Source Letter

Date: **January 13th, 2026**
CC: Lino B Fernandez
Daviela Eckols
Guillermo Burga Solano

Sole Source / Sole Brand / Only one reasonable source request for – Door Hardware and Control

Dear Manuel Freire,

The door controllers and hardware must be integrated with the existing Dash Door system as part of the Gate Optimization Project to ensure continuity of operations, compatibility with existing systems, and compliance with safety/security requirements.

The existing system/infrastructure was originally installed and configured by Dash Door & Glass. Due to proprietary technology, licensing restrictions, and compatibility requirements, only Dash Door & Glass can provide the necessary modifications, connections, or expansions.

Therefore, all costs for the modification to the Door Hardware and Controls have been coordinated with Dash Door & Glass during the design phase as a noncompetitive procurement for inclusion in the bid documents to ensure a fair and competitive bidding process.
Using an alternative vendor would require full system replacement, resulting in significant cost and operational risk.

Best Regards,

Guillermo Burga Solano
EXP | Architectural Design Manager

201 Alhambra Cir. Coral Gables, FL. 33134
T (305) 631-2208| exp.com

To: **Manuel Freire**, E.I.
Construction Manager 3
Miami-Dade Aviation Department
Facilities Development Division -
Miami International Airport
Building 3030, Second Floor.
Miami, FL 33102-5504
305-869-3471 (Office)
786-498-7587 (Cell)

From: **Joseph Marzello**, PE
EXP | Mechanical Department Manager
m : +1 3056312208, 331| |
e: joseph.marzello@exp.com
201 Alhambra Circle
Suite 800
Coral Gables, FL 33134
USA

RE: **Facilities Design Services – Gate Optimization.**
North Terminal Concourse D
Project Number: **AA048A**
Sole Source Letter

Date: **January 13th, 2026**
CC: Lino B Fernandez
Jeeda Alnaber

Sole Source / Sole Brand / Only one reasonable source request for – Honeywell International Inc. Controls

Dear Manuel Freire,

Exp U.S. Services Inc. is providing engineering design and construction administration services for several projects at the Miami International Airport. As the Engineer of Record (EOR) for the projects listed below, EXP has selected equipment that adheres to Miami-Dade Aviation Department Design Guideline Manual (MDAD DGM) requirements for Building Management System (BMS).

List of Projects:
MDAD Project No. AA048A – MIA Facilities Design Services: Gate Optimization

List of Products and Responsibilities Provided by Honeywell Internation Inc.:
Local Control Units for all mechanical equipment
Local Control Units for all new VAV boxes
Control Dampers and Actuators
Control Units (as required for all new I/O points)
All electrical and low voltage wiring and conduits (as required for the BAS)
Operator workstations and software (as required for all new I/O points)
Tagging, graphics, programming and system integration
Testing and commissioning of controls

Miami-Dade DGM (Division 25 Special Construction Integrated Automation Facility Controls) states that all Building Management Systems shall comply with the following:

- Any new or updated BMS components shall be 100% compatible with existing systems / panel screens and have the capability of integration with the existing systems via open protocols. The new panel's communications shall be open systems architecture. No proprietary interfaces shall be allowed.
- MDAD has a direct contract, with Honeywell as MDAD's BMS Provider.
- Current BMS uses an Airport-wide proprietary hardwired communications system that is being upgraded. It is the hardware/software utility that provides the communications capability between the local data gathering/control points and the central control/monitoring/logging facility. The BMS front end software application in use is the Honeywell Enterprise Buildings Integrator (EBI).

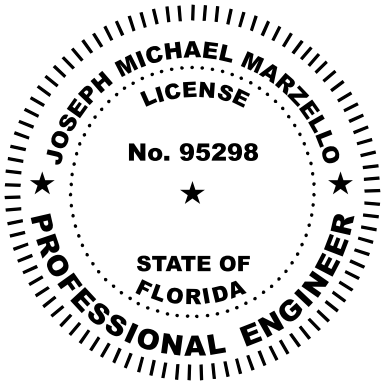
Recommendation for Sole-Source Equipment:
Miami International Airport is undergoing extensive upgrades to its airport infrastructure. To maintain consistency and operational efficiency across multiple terminal areas, EXP recommends that all mechanical and fire alarm controls be replaced with standardized equipment. Specifically, all Honeywell International Inc. Controls have been specified as the MDAD BMS provider. Standardizing controls provides the necessary capacity for future expansion and retrofit of airport concessions, which is critical to minimizing operational disruptions.

Justification for Sole-Source Selection:

- Operational Consistency: Standardizing equipment simplifies maintenance, reduces training requirements, and ensures uniform performance across all locations.
- Monitoring Integration: Compatible with advanced monitoring systems for proactive facilities and compliance reporting.
- Minimized Downtime: Sole-source procurement reduces lead times and avoids compatibility issues, essential for maintaining airport operations.
- Honeywell BMS and fire alarm techs have been working in the Miami International Airport for many years and know the existing systems and controls architecture well improving implementation efficiency and costs.

Please reach out directly if you have any questions.

Best Regards,



Joseph Marzello, PE
EXP | Mechanical Department Manager

To: **Manuel Freire**, E.I.
Construction Manager 3
Miami-Dade Aviation Department
Facilities Development Division -
Miami International Airport
Building 3030, Second Floor.
Miami, FL 33102-5504
305-869-3471 (Office)
786-498-7587 (Cell)

From: **Juan D. Perez**, PE
EXP | Electrical Department Manager
m : +1.786.774.4844 | |
e: juan.perez@exp.com
201 Alhambra Circle
Suite 800
Coral Gables, FL 33134
USA

RE: **Facilities Design Services – Gate Optimization.**
North Terminal Concourse D
Project Number: **AA048A**
Sole Source Letter

Date: **January 14th, 2026**
CC: Lino B Fernandez
Cameron Livingston

Sole Source / Sole Brand / Only one reasonable source request for – Access Control

Dear Manuel Freire,

The access control system must be integrated with the existing Matrix system infrastructure as part of the Facilities Design Services Gate Optimization project to ensure continuity of operations, compatibility with existing systems, and compliance with safety/security requirements.

The existing system/infrastructure was originally installed and configured by Matrix. Due to proprietary technology, licensing restrictions, and strict compatibility requirements, only Matrix can provide the necessary modifications, connections, or expansions.

Therefore, the access control system have been coordinated with Matrix during the design phase as a noncompetitive procurement for inclusion in the bid documents to ensure a fair and competitive bidding process. Using an alternative vendor would require full system replacement, resulting in significant cost and operational risk.

Best Regards,

Juan D. Perez, PE
EXP | Electrical Department Manager

201 Alhambra Cir. Coral Gables, FL. 33134
T (305) 631-2208| exp.com

To: **Manuel Freire**, E.I.
Construction Manager 3
Miami-Dade Aviation Department
Facilities Development Division -
Miami International Airport
Building 3030, Second Floor.
Miami, FL 33102-5504
305-869-3471 (Office)
786-498-7587 (Cell)

From: **Juan D. Perez**, PE
EXP | Electrical Department Manager
m : +1.786.774.4844 | |
e: juan.perez@exp.com
201 Alhambra Circle
Suite 800
Coral Gables, FL 33134
USA

RE: **Facilities Design Services – Gate Optimization.**
North Terminal Concourse D
Project Number: **AA048A**
Sole Source Letter

Date: **January 14th, 2026**
CC: Lino B Fernandez
Cameron Livingston

Sole Source / Sole Brand / Only one reasonable source request for – Overhead Paging System

Dear Manuel Freire,

The overhead paging system must be integrated with the existing AtlasIED infrastructure as part of the Facilities Design Services Gate Optimization project to ensure continuity of operations, compatibility with existing systems, and compliance with safety/security requirements.

The existing system/infrastructure was originally installed and configured by AtlasIED. Due to proprietary technology, licensing restrictions, and strict compatibility requirements, only AtlasIED can provide the necessary modifications, connections, or expansions.

Therefore, the access control system have been coordinated with AtlasIED during the design phase as a noncompetitive procurement for inclusion in the bid documents to ensure a fair and competitive bidding process. Using an alternative vendor would require full system replacement, resulting in significant cost and operational risk.

Best Regards,

Juan D. Perez, PE
EXP | Electrical Department Manager

To: **Manuel Freire**, E.I.
Construction Manager 3
Miami-Dade Aviation Department
Facilities Development Division -
Miami International Airport
Building 3030, Second Floor.
Miami, FL 33102-5504
305-869-3471 (Office)
786-498-7587 (Cell)

From: **Juan D. Perez**, PE
EXP | Electrical Department Manager
m : +1.786.774.4844 | |
e: juan.perez@exp.com
201 Alhambra Circle
Suite 800
Coral Gables, FL 33134
USA

RE: **Facilities Design Services – Gate Optimization.**
North Terminal Concourse D
Project Number: **AA048A**
Sole Source Letter

Date: **January 14th, 2026**
CC: Lino B Fernandez
Cameron Livingston

Sole Source / Sole Brand / Only one reasonable source request for – Video Surveillance Equipment - American Airlines

Dear Manuel Freire,

The video surveillance equipment must be integrated with the existing AVA Video Security infrastructure as part of the Facilities Design Services Gate Optimization project to ensure continuity of operations, compatibility with existing systems, and compliance with safety/security requirements.

The existing system/infrastructure was originally installed and configured by AVA Video Security. Due to proprietary technology, licensing restrictions, and strict compatibility requirements, only AVA Video Security can provide the necessary modifications, connections, or expansions.

Therefore, the access control system have been coordinated with AVA Video Security during the design phase as a noncompetitive procurement for inclusion in the bid documents to ensure a fair and competitive bidding process. Using an alternative vendor would require full system replacement, resulting in significant cost and operational risk.

Best Regards,

Juan D. Perez, PE
EXP | Electrical Department Manager

201 Alhambra Cir. Coral Gables, FL. 33134
T (305) 631-2208| exp.com

To: **Manuel Freire**, E.I.
Construction Manager 3
Miami-Dade Aviation Department
Facilities Development Division -
Miami International Airport
Building 3030, Second Floor.
Miami, FL 33102-5504
305-869-3471 (Office)
786-498-7587 (Cell)

From: **Juan D. Perez**, PE
EXP | Electrical Department Manager
m : +1.786.774.4844 | |
e: juan.perez@exp.com
201 Alhambra Circle
Suite 800
Coral Gables, FL 33134
USA

RE: **Facilities Design Services – Gate Optimization.**
North Terminal Concourse D
Project Number: **AA048A**
Sole Source Letter

Date: **January 14th, 2026**
CC: Lino B Fernandez
Cameron Livingston

Sole Source / Sole Brand / Only one reasonable source request for – Video Surveillance Equipment

Dear Manuel Freire,

The video surveillance equipment must be integrated with the existing Axis infrastructure as part of the Facilities Design Services Gate Optimization project to ensure continuity of operations, compatibility with existing systems, and compliance with safety/security requirements.

The existing system/infrastructure was originally installed and configured by Axis. Due to proprietary technology, licensing restrictions, and strict compatibility requirements, only Axis can provide the necessary modifications, connections, or expansions.

Therefore, the access control system have been coordinated with Axis during the design phase as a noncompetitive procurement for inclusion in the bid documents to ensure a fair and competitive bidding process. Using an alternative vendor would require full system replacement, resulting in significant cost and operational risk.

Best Regards,

Juan D. Perez, PE
EXP | Electrical Department Manager

201 Alhambra Cir. Coral Gables, FL. 33134
T (305) 631-2208| exp.com

To: **Manuel Freire**, E.I.
Construction Manager 3
Miami-Dade Aviation Department
Facilities Development Division -
Miami International Airport
Building 3030, Second Floor.
Miami, FL 33102-5504
305-869-3471 (Office)
786-498-7587 (Cell)

From: **Juan D. Perez**, PE
EXP | Electrical Department Manager
m : +1.786.774.4844 | |
e: juan.perez@exp.com
201 Alhambra Circle
Suite 800
Coral Gables, FL 33134
USA

RE: **Facilities Design Services – Infrastructure Upgrades.**
North Terminal Concourse D
Project Number: **AA048B**
Sole Source Letter

Date: **January 14th, 2026**
CC: Lino B Fernandez
Ignacio Raven

Sole Source / Sole Brand / Only one reasonable source request for – 400HZ System

Dear Manuel Freire,

The 400HZ Motor Generators must be integrated with the existing 400HZ Infrastructure as part of the Facilities Design Services Infrastructure Upgrades project to ensure continuity of operations, compatibility with existing systems, and compliance with life-safety code requirements.

The existing 400HZ Motor Generators were originally installed and configured by Dabico. Due to proprietary technology, licensing restrictions, and strict compatibility requirements, only Dabico can provide the necessary modifications, connections, or expansions.

Therefore, the 400HZ System has been coordinated with Dabico during the design phase as a noncompetitive procurement for inclusion in the bid documents to ensure a fair and competitive bidding process. Using an alternative vendor would require full system replacement, resulting in significant cost and operational risk.

Best Regards,

Juan D. Perez, PE
EXP | Electrical Department Manager

201 Alhambra Cir. Coral Gables, FL. 33134
T (305) 631-2208| exp.com

To: **Manuel Freire**, E.I.
Construction Manager 3
Miami-Dade Aviation Department
Facilities Development Division -
Miami International Airport
Building 3030, Second Floor.
Miami, FL 33102-5504
305-869-3471 (Office)
786-498-7587 (Cell)

From: **Juan D. Perez**, PE
EXP | Electrical Department Manager
m : +1.786.774.4844 | |
e: juan.perez@exp.com
201 Alhambra Circle
Suite 800
Coral Gables, FL 33134
USA

RE: **Facilities Design Services – Infrastructure Upgrades.**
North Terminal Concourse D
Project Number: **AA048B**
Sole Source Letter

Date: **January 14th, 2026**
CC: Lino B Fernandez
Ignacio Raven

Sole Source / Sole Brand / Only one reasonable source request for – Fire Alarm Detection and Annunciation Devices

Dear Manuel Freire,

The fire alarm detection and annunciation devices must be integrated with the existing fire alarm system infrastructure as part of the Facilities Design Services Infrastructure Upgrades project to ensure continuity of operations, compatibility with existing systems, and compliance with life-safety code requirements.

The existing fire alarm system was originally installed and configured by Honeywell. Due to proprietary technology, licensing restrictions, and strict compatibility requirements, only Honeywell can provide the necessary modifications, connections, or expansions.

Therefore, the fire alarm system has been coordinated with Honeywell during the design phase as a noncompetitive procurement for inclusion in the bid documents to ensure a fair and competitive bidding process. Using an alternative vendor would require full system replacement, resulting in significant cost and operational risk.

Best Regards,

Juan D. Perez, PE
EXP | Electrical Department Manager

201 Alhambra Cir. Coral Gables, FL. 33134
T (305) 631-2208| exp.com

To: **Manuel Freire**, E.I.
Construction Manager 3
Miami-Dade Aviation Department
Facilities Development Division -
Miami International Airport
Building 3030, Second Floor.
Miami, FL 33102-5504
305-869-3471 (Office)
786-498-7587 (Cell)

From: **Joseph Marzello**, PE
EXP | Mechanical Department Manager
m : +1 3056312208, 331| |
e: joseph.marzello@exp.com
201 Alhambra Circle
Suite 800
Coral Gables, FL 33134
USA

RE: **Facilities Design Services – Infrastructure Upgrades.**
North Terminal Concourse D
Project Number: **AA048B**
Sole Source Letter

Date: **January 13th, 2026**
CC: Lino B Fernandez
Jeeda Alnaber

Sole Source / Sole Brand / Only one reasonable source request for – Honeywell International Inc. Controls

Dear Manuel Freire,

Exp U.S. Services Inc. is providing engineering design and construction administration services for several projects at the Miami International Airport. As the Engineer of Record (EOR) for the projects listed below, EXP has selected equipment that adheres to Miami-Dade Aviation Department Design Guideline Manual (MDAD DGM) requirements for Building Management System (BMS).

List of Projects:
MDAD Project No. AA048B – MIA Facilities Design Services: Infrastructure Upgrades

List of Products and Responsibilities Provided by Honeywell Internation Inc.:
Local Control Units for all new mechanical equipment
Local Control Units for all new VAV boxes
Control Dampers and Actuators
Control Units (as required for all new I/O points)
All electrical and low voltage wiring and conduits (as required for the BAS)
Operator workstations and software (as required for all new I/O points)
Tagging, graphics, programming and system integration
Testing and commissioning of controls

Miami-Dade DGM (Division 25 Special Construction Integrated Automation Facility Controls) states that all Building Management Systems shall comply with the following:

- Any new or updated BMS components shall be 100% compatible with existing systems / panel screens and have the capability of integration with the existing systems via open protocols. The new panel's communications shall be open systems architecture. No proprietary interfaces shall be allowed.
- MDAD has a direct contract, with Honeywell as MDAD's BMS Provider.
- Current BMS uses an Airport-wide proprietary hardwired communications system that is being upgraded. It is the hardware/software utility that provides the communications capability between the local data gathering/control points and the central control/monitoring/logging facility. The BMS front end software application in use is the Honeywell Enterprise Buildings Integrator (EBI).

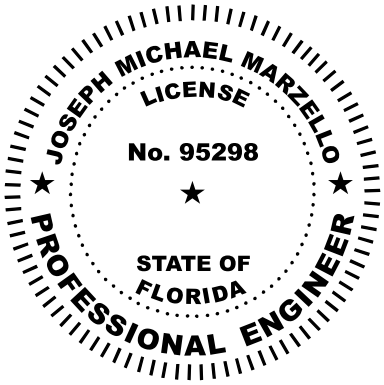
Recommendation for Sole-Source Equipment:
Miami International Airport is undergoing extensive upgrades to its airport infrastructure. To maintain consistency and operational efficiency across multiple terminal areas, EXP recommends that all mechanical and fire alarm controls be replaced with standardized equipment. Specifically, all Honeywell International Inc. Controls have been specified as the MDAD BMS provider. Standardizing controls provides the necessary capacity for future expansion and retrofit of airport concessions, which is critical to minimizing operational disruptions.

Justification for Sole-Source Selection:
- Operational Consistency: Standardizing equipment simplifies maintenance, reduces training requirements, and ensures uniform performance across all locations.
- Monitoring Integration: Compatible with advanced monitoring systems for proactive facilities and compliance reporting.
- Minimized Downtime: Sole-source procurement reduces lead times and avoids compatibility issues, essential for maintaining airport operations.
- Honeywell BMS and fire alarm techs have been working in the Miami International Airport for many years and know the existing systems and controls architecture well improving implementation efficiency and costs.

Please reach out directly if you have any questions.

Best Regards,

Joseph Marzello, PE
EXP | Mechanical Department Manager



QUANTUM
Electrical Engineering, Inc.

December 29, 2025

Miami-Dade Aviation Department
Mr. Miguel Riera, P.E.
Engineer IV
PO Box 025504
Miami, FL 33102-5504

Subject:

Sole Source/Sole Brand/Only One Reasonable Source Request for Airfield Lighting Control and Monitoring System (ALCMS) and Airfield Guidance Signs

Dear Mr. Riera:

The existing Airfield Lighting Control and Monitoring System (ALCMS) will need to be modified as part of TWY N Rehabilitation and Runway Incursion Mitigation (RIM) 20 Reconfiguration Project (MDAD Project number AC002A) at Miami-Opa Locka Executive Airport to update the touchscreen graphics in the Air Traffic Control Tower and Airfield Electrical Vault Building to depict the changes to the airfield geometry.

The existing ALCMS was manufactured by ADB SafeGate and can only be updated and/or modified by ADB SafeGate. Per FAA policy (Order 5100.38D U-18), sponsors must separate noncompetitive and competitive procurement because it may limit the free and open competition of competitive procurement. Per FAA policy (Order 5100.38D 3-35 & 3-36), modifications to Airfield Lighting Control and Monitoring Systems (ALCMS) are considered noncompetitive.

Therefore, all costs for the modification to the ALCMS is being coordinated with ADB SafeGate during the design phase for the anticipated amount of $30,000.00. If an alternative vendor/source is utilized; the entire Airfield Lighting Control System will need to be replaced at an estimated cost of $1.5M.

The same situation applies to existing airfield sign panels that may need to be repaneled due to taxiway nomenclature changes. The sign panel replacements can only be provided by the original sign manufacturer, which is ADB Safegate. The anticipated cost to replace the sign panels is $2,000 per panel. If the sign panels are not provided and installed by the same manufacturer, an entire new sign would be required at an estimated cost of $18,000 per sign.

Sincerely,

Amy Champagne-Baker, P.E.
Quantum Electrical Engineering, Inc.

TYLin

To: Miguel Riera, P.E.
Project Manager
Miami-Dade Aviation Department
P.O. Box 025504
Miami, FL 33102-5504
305-876-0596

From: Michael J. Bogue Jr., PE
Senior Aviation Engineer
TYLin International
Ponce De Leon Plaza
201 Alhambra Cir Ste 900
Coral Gables, FL 33134
207-239-3732

RE: **New AGS III Taxilane**
Miami Executive Airport (TMB)
Project Number: BA001A
Sole Source Letter

Date: December 17, 2025

CC: Michael Bramhall, PE – TYLin
Sergio Mejia, PE - MDAD

Sole Source / Sole Brand / Only one reasonable source request for ALCMS and Sign Panels

Dear Mr. Riera,

The existing Airfield Lighting Control and Monitoring System (ALCMS) will need to be modified as part of the TMB Proposed New ADG III Taxilane and Access Road Project to update the touchscreen graphics in the Air Traffic Control Tower and Airfield Electrical Vault Building to depict the changes to the airfield geometry.

The existing ALCMS was manufactured by ADB SafeGate and provide by Allen Enterprises, and can only be updated and/or modified by ADB SafeGate. Per FAA policy (Order 5100.38D U-18), sponsors must separate noncompetitive and competitive procurement because it may limit the free and open competition of competitive procurement. Per FAA policy (Order 5100.38D 3-35 & 3-36), modifications to Airfield Lighting Control and Monitoring Systems (ALCMS) are considered noncompetitive.

Therefore, all costs for the modification to the ALCMS have been coordinated with Allen Enterprises during the design phase as a noncompetitive procurement for inclusion in the bid documents to ensure a fair and competitive bidding process. The anticipated cost for this modification is $25K. If an alternative vendor/source is used, the entire Airfield Lighting Control System will need to be replaced at an estimated cost of $1M.

The same situation is also related to the airfield sign panels, the sign panel replacements can only be provided by the original manufacturer. The anticipated cost to replace the sign panels is $2k. If the sign panels were not provided and installed by the same manufacturer, an entire new sign fixture would need to be installed on the existing foundation at an estimated cost of $15k, or a new sign on a new foundation at an estimated cost of $25k.

Sincerely,

Michael J Bogue Jr, P.E.

TYLin

To: Miguel Riera, P.E.
Project Manager
Miami-Dade Aviation Department
P.O. Box 025504
Miami, FL 33102-5504
305-876-0596

From: Michael J. Bogue Jr., PE
Senior Aviation Engineer
TYLin International
Ponce De Leon Plaza
201 Alhambra Cir Ste 900
Coral Gables, FL 33134
207-239-3732

RE: **New AGS III Taxilane**
Miami Executive Airport (TMB)
Project Number: BA001A
Sole Source Letter

Date: December 2, 2025

CC: Michael Bramhall, PE – TYLin
Sergio Mejia, PE - MDAD

Sole Source / Sole Brand / Only one reasonable source request for Electrical and Communications Connections for new Mechanical Gate

Dear Mr. Riera,

The new mechanical gate and card reader will need to be connected and networked with the existing security system as part of the TMB Proposed New ADG III Taxilane and Access Road Project to provide secure access to the airfield and communicate with the existing security system while utilize the existing badges.

The existing security systems were set up and installed by Acre Security Americas Solutions, new systems can only be connected by Acre Security Americas Solutions. Per FAA policy (Order 5100.38D U-18), sponsors must separate noncompetitive and competitive procurement because it may limit the free and open competition of competitive procurement. Per FAA policy (Order 5100.38D 3-32 & 3-40), modifications to airfield security systems are considered noncompetitive.

Therefore, all costs for the modification to the gate security system connections have been coordinated with Acre Security Americas Solutions during the design phase as a noncompetitive procurement for inclusion in the bid documents to ensure a fair and competitive bidding process. The anticipated cost for this modification is $40K. If an alternative vendor/source is used, the entire Airfield Security System will need to be replaced at an estimated cost exceeding $400k.

Sincerely,

Michael J Bogue Jr, P.E.

TYLin

To: Miguel Riera, P.E.
Project Manager
Miami-Dade Aviation Department
P.O. Box 025504
Miami, FL 33102-5504
305-876-0596

From: Michael J. Bogue Jr., PE
Senior Aviation Engineer
TYLin International
Ponce De Leon Plaza
201 Alhambra Cir Ste 900
Coral Gables, FL 33134
207-239-3732

RE: **New AGS III Taxilane**
Miami Executive Airport (TMB)
Project Number: BA001A
Sole Source Letter

Date: December 15, 2025

CC: Michael Bramhall, PE – TYLin
Sergio Mejia, PE - MDAD

Sole Source / Sole Brand / Only one reasonable source request for Electrical and Communications Connections for new CCTV at new Mechanical Gate

Dear Mr. Riera,

The new mechanical gate CCTV and Knox Box reader will need to be connected and networked with the existing security system as part of the TMB Proposed New ADG III Taxilane and Access Road Project to provide security and Fire access to the airfield with the existing security system while utilize the existing badges.

The existing systems were set up and installed by Certified Network professionals, Inc. (CNP), new systems can only be connected by CNP. Per FAA policy (Order 5100.38D U-18), sponsors must separate noncompetitive and competitive procurement because it may limit the free and open competition of competitive procurement. Per FAA policy (Order 5100.38D 3-32 & 3-40), modifications to airfield security systems are considered noncompetitive.

Therefore, all costs for the installations and connections for the CCTV and the Knox box have been coordinated with CNP during the design phase as a noncompetitive procurement for inclusion in the bid documents to ensure a fair and competitive bidding process. The anticipated cost for this modification is $40K. If an alternative vendor/source is used, the entire Airfield Security System will need to be replaced at an estimated cost exceeding $400k.

Sincerely,

Michael J Bogue Jr, P.E.

Items No. 20-23

LOUIS J. AGUIRRE & ASSOCIATES, P.A.
Consulting Engineers

To: Ricardo Solazano, C.M.
Miami-Dade Aviation Dept
P.O. Box 025504
Miami, FL 33102

From: Louis J. Aguirre, P.E., LEED AP
(Electrical Engineer)
Louis J. Aguirre & Associates, P.A.

RE: Secure Claims 8 thru 13
Miami International Airport
Project Number: BA059A
Sole Source Letter

Date: January 9, 2026

Sole Source / Sole Brand / Only one reasonable source request for Electrical / Fire Alarm / Security Cameras & Doors

Dear Ricardo Solorzano,

The Fire Alarm / Roll up Doors controllers / Security Cameras / Matrix Card readers must be integrated with the existing MDAD Security System / Access Control System and Fire Alarm System as part of the MIA Renovations to Secure Claim 8 thru 13 to ensure CCTV / Access Control and Fire Alarm continuity of operations, compatibility with existing systems, and compliance with safety / security requirements.

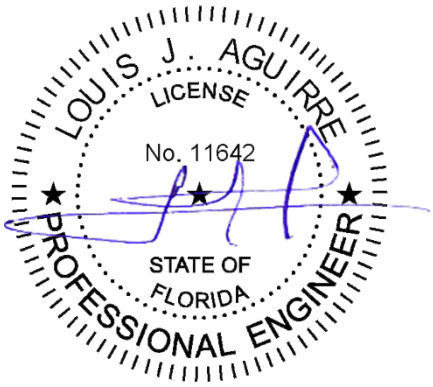
The existing system / infrastructure was originally installed and configured by Vendor Honeywell / Vendor (CNP – Certified Network Solutions / Vendor Matrix & Dash Door. Due to proprietary technology, licensing restrictions, or compatibility requirements, only Honeywell / CNP / Matrix / Dash Door can provide the necessary modifications, connections, or expansions.

Therefore, all scope and costs for the modification to the system / component have been coordinated with Honeywell / (CNP – Certified Network Solutions / Matrix & Dash Door during the design phase as a noncompetitive procurement for inclusion in the bid documents to ensure a fair and competitive bidding process.

Sincerely,

LOUIS J. AGUIRRE & ASSOCIATES, P.A.

9150 South Dadeland Boulevard ● Suite 900 ● Miami, Florida 33156 ● CA 924
Telephone: 305.670.0141 ● Facsimile: 305.670.0144 ● www.ljaapa.com



Louis J. Aguirre, P.E., LEED® AP

RS:da

January 9th, 2026

Miami Dade Aviation Department
Mr. Ricardo Solorzano, Construction Manager
PO Box 025504
Miami, Fl 33102-5504

Subject BA059A: Sole Source Baggage Handling System (BHS) Controls Contractor Brock Solutions U.S., Inc.

As part of the existing Baggage Handling Systems (BHS) at Miami International Airport (MIA), upper-level control systems are installed in each associated control room. These control rooms are integral to the maintenance and daily operation of all BHS infrastructure.

Brock Solutions has an established history of working at MIA for MDAD. In addition, MDAD currently maintains an ongoing onsite and remote support contract with Brock Solutions for the maintenance, upgrades, and modifications of the Human-Machine Interface (HMI) and required BHS upper-level control systems.

For all MIA BHS projects requiring modifications or replacement of these systems, Brock Solutions must be contracted to perform all work associated with upper-level controls and HMI changes.

As part of the design requirements, the full scope of work for Brock Solutions must be clearly identified during the design phase. All associated costs must be coordinated and included in the overall budgets to ensure inclusion in the bid documents prior to the procurement phase.

Please note that utilizing an alternate source for this scope of work may jeopardize the integrity and performance of the existing baggage handling systems.

JSM recommends that MDAD continue the process of using Brock Solutions U.S., Inc. as a Sole Source vendor for all future BHS contracts.

If you require additional information, please contact me.

Best Regards,

Ted Majewski
Sr. Vice President
Office: 352.383.2600
Cell: 772.260.0689
tedm@jsmairports.com
www.jsmandassociates.com

Designed for the Future.
Maintained for Performance.

Cc: John Cottrell, Sr. Program Manager

Dan Majewski, Project Coordinator

CartyArchitecture

ARCHITECTURE INTERIOR DESIGN PLANNING CONSTRUCTION MANAGEMENT

To: **Felix Pereira**, RA ID, NCARB, Chief of Design
MDAD
Building 3030
Second Floor
305-869-1622

From: **Judy Carty**, AIA, NCARB, LEED AP, President
Carty Architecture
2655 S Le Jeune Rd,
Suite 607, Coral Gables, FL
305-790-7877

RE: **Central Terminal Redevelopment - Phase 1**
Miami International Airport
Project Number: **BA061A**
Sole Source Letter

Date: **January 09, 2026**

CC: **Andres Bahamon**, AIA, LEED AP, Construction Manager 2 – MDAD, **Lokhman Kamaruddin**, LEED AP, IIDA Assoc, Construction Manager 3 - MDAD

Sole Source / Sole Brand / Only one reasonable source request for multiple systems.

Dear Felix Pereira,

The Central Terminal Redevelopment – Phase 1 project includes several Sole Source systems, outlined below by discipline:

Mechanical – Louis J Aguirre & Associates

Louis J. Aguirre – PE

BMS and Fire Alarm System

The Fire Alarm must be integrated with the existing MDAD Fire Alarm System as part of the MIA Renovations to Central Terminal Redevelopment – Phase 1 to ensure the Fire Alarm continuity of operations, compatibility with existing systems, and compliance with safety / security requirements. The existing system / infrastructure was originally installed and configured by Vendor Honeywell. Due to proprietary technology, licensing restrictions, or compatibility requirements, only Honeywell can provide the necessary modifications, connections, or expansions.

Therefore, all scope and costs for the modification to the system / component have been coordinated with Honeywell during the design phase as a noncompetitive procurement for inclusion in the bid documents to ensure a fair and competitive bidding process.

Special Systems – Burns & McDonnell

Himadri Das – PE

Camera System

Approval is requested to sole source the Camera System for this project to Axis to maintain compatibility with the existing airport-wide video surveillance system at Miami International Airport. The current Axis camera system is a mission-critical security system integrated with airport security operations and monitoring centers.

Use of alternate camera manufacturers would require additional integration, parallel management systems, and custom interfaces, increasing system complexity and operational risk. Maintaining a consistent Axis platform ensures reliable video performance, security continuity, and alignment with established maintenance practices and staff training.

Access Control System

Approval is requested to sole source the Access Control System for this project to Matrix to maintain compatibility with the existing airport-wide access control system at Miami International Airport. The current Matrix system is a mission-critical security and life-safety component integrated with credential management, alarm monitoring, and airport security operations. Introducing alternate manufacturers would require duplicate platforms and interfaces, increasing complexity, cost, and security risk. Maintaining a consistent Matrix platform ensures reliable access control functionality and continuity with established maintenance practices and staff training.

Public Address System

Approval is requested to sole source the Public Address System for this project to AtlasIED to maintain compatibility with the existing airport-wide PA system at Miami International Airport. The current PA system is a mission-critical operational and life-safety communication system integrated with airport operations and emergency messaging. Use of alternate manufacturers would require additional interfaces, parallel control platforms, and custom integration, increasing system complexity and operational risk. Maintaining a consistent AtlasIED platform ensures reliable audio performance, emergency communication integrity, and continuity with established maintenance practices, spare parts, and staff training.

Please let us know if you require any additional information.

Sincerely,

Judy Carty, AIA, NCARB, LEED AP
President
Carty Architecture, LLC

BURNS McDONNELL

To: Leslie Livesay,
Construction
Manager 3
Miami-Dade
Aviation
Department
4331 NW 22nd
Street. Miami, FL
33142
305-869-5819

From: Mauricio Paredes, PE,
Senior Engineer

Burns and McDonnell
Engineering Company, Inc.
3 Ravinia Drive, Suite 1800,
Atlanta, GA 30326
470-268-9564

RE: MIA Perimeter Protection Project
(Phase 2)
Miami International Airport (MIA)
Project Number: BA133A
Sole Source Letter

Date: January 7, 2026

CC: Terry Harless – Burns & McDonnell

Sole Source / Sole Brand / Only one reasonable source request for Laser Scan Detector

Dear Ms. Livesay,

The new laser scan detectors along the west and portions of the north perimeter fence of MIA must be integrated with the existing video surveillance system as part of the MIA Perimeter Protection Project (Phase 2) to ensure compatibility with existing systems.

The existing laser scan detectors in operation along the east, south and portions of the north perimeter of MIA that were recently installed as part of the MIA Perimeter Protection Project (Phase 1) were manufactured by Optex. Due to the fact that this device is the only one of its kind available on the market and there is no alternate vendor at the present time, all new laser scan detectors to be installed as part of the MIA Perimeter Protection Project (Phase 2) will be sourced from Optex.

Sincerely,

Mauricio Paredes, PE, Senior Engineer
Burns & McDonnell

BURNS McDONNELL

To: Leslie Livesay,
Construction
Manager 3
Miami-Dade
Aviation
Department
4331 NW 22nd
Street. Miami, FL
33142
305-869-5819

From: Mauricio Paredes, PE,
Senior Engineer

Burns and McDonnell
Engineering Company, Inc.
3 Ravinia Drive, Suite 1800,
Atlanta, GA 30326
470-268-9564

RE: MIA Perimeter Protection Project
(Phase 2)
Miami International Airport (MIA)
Project Number: BA133A
Sole Source Letter

Date: January 7, 2026

CC: Terry Harless – Burns & McDonnell

Sole Source / Sole Brand / Only one reasonable source request for Video Camera

Dear Ms. Livesay,

The new video cameras along the west and portions of the north perimeter fence of MIA must be integrated with the existing video surveillance system as part of the MIA Perimeter Protection Project (Phase 2) to ensure compatibility with the video analytics software and compliance with Miami-Dade Aviation Department (MDAD) Public Safety and Security Division requirements.

The existing video cameras in operation along the east, south and portions of the north perimeter fence of MIA that were recently installed as part of the MIA Perimeter Protection Project (Phase 1) are manufactured by Axis Communications as this is MDAD's required standard of all new IP (Internet Protocol) cameras at MIA. Additionally, the video analytics software in operation at MIA that supports these cameras is Evolon Edge, manufactured by Evolon Tech. MDAD works directly with Axis Communications and Evolon Tech to facilitate the maintenance and upkeep of the existing video surveillance systems at MIA. Due to MIA's video surveillance system compatibility requirements, only video cameras manufactured by Axis Communications can provide the necessary modifications, connections, or expansions while maintaining system compatibility and continuity with no operational impacts.

Therefore, all scope and costs for the modification to the video cameras have been coordinated with Axis Communications during the design phase as a noncompetitive procurement for inclusion in the bid documents to ensure a fair and competitive bidding process. The anticipated cost for this modification is roughly $1,825,000. If an alternative vendor/source is used, to maintain system continuity all the video cameras and associated licensing that were installed as part of the MIA Perimeter Protection Project (Phase 1) would need to be replaced at an estimated cost exceeding $1,750,000. Additional impacts associated with the operational disruptions to security also need to be taken into consideration.

Sincerely,

Mauricio Paredes, PE, Senior Engineer
Burns & McDonnell

201 Alhambra Circle, Suite 900
Coral Gables, Fl. 33134
305.477.8338
www.introba.com

To: Lidy Hernandez,
Construction Manager
Miami-Dade Aviation Department
PO BOX 025504
Miami, Fl 33102-5504
305-869-3351

From: Mike Shepard, PE
Introba
6 S Old Orchard Ave
Webster Groves Mo 63119
314-328-7431

RE: MIA ccF AVDGS Addition
Miami International Airport
Project Number: DA059A
Sole Source Letter

Date: January 9. 2026

CC: Richard Cabrera, Chief of Construction

Sole Source / Sole Brand / Only one reasonable source request for Advanced Visual Docking Guidance System (AVDGS)

Dear Mr. Lopez,

The scope of work for the ccF DA059A project consists of installing Advanced Visual Docking Guidance System (FleX units) at gates F-3 through F-23. The basis of design for the AVDGS system is the ADB SafeGate Safedock Flex with PDX displays using the proprietary software AiPRON. The FleX units must be integrated with the existing AiPRON software as part of the MIA ccF AVDGS Addition to ensure continuity of operations, compatibility with existing systems, and seamless integration into the existing apron management system. AiPRON uses a closed loop optimization algorithm which utilizes machine learning and the operational environment in real time which improves resource usage accordingly. The intelligent AiPRON is a modular suite of software solutions that are easy to deploy via a unified web portal and underpinned with a sound foundation. AiPRON features seamless integration into flight information, scalable cloud focused drives, visual surveillance, aerial maps, and conflict management.

The existing Advanced Visual Docking Guidance System was originally installed and configured by ADB SafeGate and is currently in use throughout Concourses D and E. Due to proprietary technology, licensing restrictions, or compatibility requirements, only ADB SafeGate can provide the necessary modifications, connections, or expansions and other AVDGS systems will not be accepted as an approved equal.

Therefore, all scope and costs for the modification to the Advanced Visual Docking Guidance System and AiPRON software have been coordinated with ADB SafeGate during the design phase as a noncompetitive procurement for inclusion in the bid documents to ensure a fair and competitive bidding process. The anticipated cost for this modification is $1,700,000.00. If an alternative vendor/source is used, the entire $1,700,000.00 would need to be replaced at an estimated cost exceeding$ 2,800,000.00. Additional impacts associated with the operational disruptions, airline operations, and customer experience also need to be taken into consideration.

Mike Shepard, PE
Introba

To: Javier Rey Brooks**,** Construction Manager 2
Facilities Development Division
Miami-Dade Aviation Department
P.O. Box 025504
Miami, FL 33102-5504
305-869-3883

From: Aida Sanchez-Gomez, AIA, LEED AP
Stantec Consulting Servies, Inc.
One Biscayne Tower Suite 1670, 2 South Biscayne Boulevard
Miami FL 33131-1804
(305) 482-8738

RE: MIA ELBC System Furnishing and Installation
Miami International Airport
Project Number: EA004A
Sole Source Letter
Date: January 9, 2026

CC: Richard Cabrera, Chief of Construction

Sole Source / Sole Brand / Only one reasonable source request for Fire Alarm

Dear Mr. Brooks,

The scope of work for the EA004A MIA ELBC System Furnishing and Installation project consists of installing new ELBC systems and integrate into existing fire alarm system. The fire alarm control modules must be integrated with the existing Honeywell system as part of the MIA ELBC System to ensure continuity of operations, compatibility with existing systems, and compliance with safety/security requirements.

The existing fire alarm system was originally installed and configured by Honeywell. Due to proprietary technology, licensing restrictions, or compatibility requirements, only Honeywell can provide the necessary modifications, connections, or expansions. Airports often standardize on specific vendors for critical systems like fire alarms and BAS to ensure interoperability, reduce integration complexity, and maintain consistent maintenance protocols.

Therefore, all scope and costs for the modification to the fire alarm system was coordinated with

Honeywell during the design phase as a noncompetitive procurement for inclusion in the bid documents to ensure a fair and competitive bidding process. If an alternative vendor/source is used, the entire fire alarm system would need to be replaced bringing additional unnecessary cost. Additional impacts associated with operational disruptions, security outages, and safety concerns also need to be taken into consideration. TSA would require review and approval for any lengthy security impacts.

Sincerely,

Aida Sanchez-Gomez, AIA LEED AP

Stantec Consulting Services, Inc

201 Alhambra Circle, Suite 900
Coral Gables, Fl. 33134
305.477.8338
www.introba.com

To: Ricardo Lopez,
Construction Manager
Miami-Dade Aviation Department
PO BOX 025504
Miami, Fl 33102-5504
305-876-

From: Mike Shepard, PE
Introba
6 S Old Orchard Ave
Webster Groves Mo 63119
314-328-7431

RE: MIA ccH Gates & Internationalization
Miami International Airport
Project Number: T012A
Sole Source Letter

Date: January 9. 2026

CC: Richard Cabrera, Chief of Construction

Sole Source / Sole Brand / Only one reasonable source request for Access Control

Dear Mr. Lopez,

The scope of work for the ccH T012A project consists of installing access control card readers throughout Concourse H. The access control card readers and devices must be integrated with the existing Matrix system as part of the MIA ccH Gates & Internationalization to ensure continuity of operations, compatibility with existing systems, compliance with safety/security requirements.

The existing access control was originally installed and configured by Matrix Systems. Due to proprietary technology, licensing restrictions, or compatibility requirements, only Acre Security Americas Solutions (formally Matrix Systems) can provide the necessary modifications, connections, or expansions.

Therefore, all scope and costs for the modification to the access control system have been coordinated with Acre Security Americas Solutions during the design phase as a noncompetitive procurement for inclusion in the bid documents to ensure a fair and competitive bidding process. The anticipated cost for this modification is $200,000.00. If an alternative vendor/source is used, the entire access control system would need to be replaced at an estimated cost exceeding $1,000,000.00. Additional impacts associated with the operational disruptions, security, and safety also need to be taken into consideration.

Mike Shepard, PE, RCDD, PSP
Introba

201 Alhambra Circle, Suite 900
Coral Gables, Fl. 33134
305.477.8338
www.introba.com

To: Ricardo Lopez,
Construction Manager
Miami-Dade Aviation Department
PO BOX 025504
Miami, Fl 33102-5504
786-869-3480

From: Mike Shepard, PE
Introba
6 S Old Orchard Ave
Webster Groves Mo 63119
314-328-7431

RE: MIA ccH Gates & Internationalization
Miami International Airport
Project Number: T012A
Sole Source Letter

Date: January 9. 2026

CC: Richard Cabrera, Chief of Construction

Sole Source / Sole Brand / Only one reasonable source request for Advanced Visual Docking Guidance System (AVDGS)

Dear Mr. Lopez,

The scope of work for the ccH T012A project consists of installing Advanced Visual Docking Guidance System (FleX units) at gates H-2 through H-17. The basis of design for the AVDGS system is the ADB SafeGate Safedock Flex with PDX displays using the proprietary software AiPRON. The FleX units must be integrated with the existing AiPRON software as part of the MIA ccH Gates & Internationalization to ensure continuity of operations, compatibility with existing systems, and seamless integration into the existing apron management system.

AiPRON uses a closed loop optimization algorithm which utilizes machine learning and the operational environment in real time which improves resource usage accordingly. The intelligent AiPRON is a modular suite of software solutions that are easy to deploy via a unified web portal and underpinned with a sound foundation. AiPRON features seamless integration into flight information, scalable cloud focused drives, visual surveillance, aerial maps, and conflict management.

The existing Advanced Visual Docking Guidance System was originally installed and configured by ADB SafeGate and is currently in use throughout Concourses D and E. Due to proprietary technology, licensing restrictions, or compatibility requirements, only ADB SafeGate can provide the necessary modifications, connections, or expansions and other AVDGS systems will not be accepted as an approved equal.

Therefore, all scope and costs for the modification to the Advanced Visual Docking Guidance System and AiPRON software have been coordinated with ADB SafeGate during the design phase as a noncompetitive procurement for inclusion in the bid documents to ensure a fair and competitive bidding process. The anticipated cost for this modification is $1,700,000.00. If an alternative vendor/source is used, the entire $1,700,000.00 would need to be replaced at an estimated cost exceeding$ 2,800,000.00. Additional impacts associated with the operational disruptions, airline operations, and customer experience also need to be taken into consideration.

Mike Shepard, PE, RCDD, PSP
Introba

201 Alhambra Circle, Suite 900
Coral Gables, Fl. 33134
305.477.8338
www.introba.com

To: Ricardo Lopez,
Construction Manager
Miami-Dade Aviation Department
PO BOX 025504
Miami, Fl 33102-5504
305-876-

From: Mike Shepard, PE
Introba
6 S Old Orchard Ave
Webster Groves Mo 63119
314-328-7431

RE: MIA ccH Gates & Internationalization
Miami International Airport
Project Number: T012A
Sole Source Letter

Date: January 9. 2026

CC: Richard Cabrera, Chief of Construction

Sole Source / Sole Brand / Only one reasonable source request for Camera and Intercom Intergration

Dear Mr. Lopez,

The scope of work for the ccH T012A project consists of installing cameras and intercoms. The camera and intercom systems must be integrated with the existing CNET, EMCOM, Matrix Frontier Access Control, and Nicevision systems as part of the MIA ccH Gates & Internationalization to ensure continuity of operations, compatibility with existing systems, and compliance with safety/security requirements.

Deployment process for MDAD includes, but is not limited to, the following:

1) Connectivity is dependent on camera/intercom type
   a. Analog Cameras are connected via coaxial cable to CNET network hardware
   b. Analog Intercoms are connected via twisted pair cable to CNET network hardware
   c. IP Cameras are connected via Juniper Ethernet network and must be programmed in CNET Integration Suite and NiceVision VMS separately.
   d. IP Intercoms are connected via Juniper Ethernet network with EMCOM server controlling call management services. Programming in CNET Integration Suite and NiceVision VMS is also required.
2) System programming requirements
   a. Matrix/Frontier programming: Video and Intercom endpoints require population into certain areas of the Frontier ACS system. This is not a typical implementation and was specifically developed for Miami International Airport. There are very few entities that have ever done this programming, and CNP has been the only vendor performing this task since 2007.

b. NiceVision programming: Every camera and intercom must be properly configured in NiceVision to interact with the other three systems (Frontier. CNET, and EMCOM). Specific API parameters, triggers, and other settings are required to provide a fully functional integrated solution.
c. EMCOM programming: IP intercoms are provisioned into the EmVista call management system to establish communication with other systems, including CNET Integration Suite.
d. CNET programming: The CNET Integration Suite includes CNET Communicator (Client workstation) and the CNET Server. All analog cameras, IP cameras, analog intercoms, and IP intercoms must be configured on these two platforms. This is the center of the integration and the interoperation between all other systems is presented to the client via this platform.

Certified Network Professionals, Inc. (CNP) has an existing support agreement to operate and maintain communications for all cameras and intercoms deployed at MDAD operated airports on a 24 x 7 x 365 basis. Their responsibility includes support from the network layer and all the way to the application layer to ensure the integrity of the solution from end to end. MDAD Security systems are complex and fully integrated.

All systems listed above have been integrated by customized application programming interfaces (APIs). The CNET platform and EMCOM platforms are exclusively supported by CNP personnel. No other vendor is authorized to support these systems. MDAD has been provided with perpetual user licenses under which to operate, but CNP maintains intellectual property rights on the integration.

Certified Network Professionals, Inc. is also the manufacturer of the CNET Live Video/Audio System (hardware video/audio distribution platform, based on the CellStack portfolio) and the CNET Integration Suite (software applications), which is the focal point of the MDAD Security solution. The CNET Communicator is the user interface for the integration that incorporates all aspects of the MDAD integrated security solution. This system also provides a migration path from analog end devices to IP end devices, thus providing a path for the elimination of all analog cameras and analog intercoms while maintaining the integrity of the MDAD security solution.

Due to the criticality and complexity of the systems described here, it would be in the best interest of the County to have a single qualified vendor responsible for all aspects of the integration. CNP is the only qualified vendor that can accomplish this goal due to their knowledge, experiences, and ownership of this integrated solution. Ultimately, the existing MDAD security solution is dependent on CNP hardware and software. Having multiple entities involved could lead to extended service outages and compromise extremely sensitive security protocols, which will lead to interruptions of airport operations.

The existing camera and intercom system was originally installed and configured by Certified Network Professionals. Due to proprietary technology, licensing restrictions, or compatibility requirements, only Certified Network Professionals can provide the necessary modifications, connections, or expansions.

Therefore, all scope and costs for the modification to the camera and intercom system have been coordinated with Certified Network Professionals during the design phase as a noncompetitive procurement for inclusion in the bid documents to ensure a fair and competitive bidding process. The anticipated cost for this modification is $50,000.00. If an alternative vendor/source is used, the entire camera and intercom system would need to be replaced at an estimated cost exceeding $1,000,000.00. Additional impacts associated with the operational disruptions, security, and safety also need to be taken into consideration.

Mike Shepard, PE, RCDD, PSP
Introba

201 Alhambra Circle, Suite 900
Coral Gables, Fl. 33134
305.477.8338
www.introba.com

To: Ricardo Lopez,
Construction Manager
Miami-Dade Aviation Department
PO BOX 025504
Miami, Fl 33102-5504
305-876-

From: Mike Shepard, PE
Introba
6 S Old Orchard Ave
Webster Groves Mo 63119
314-328-7431

RE: MIA ccH Gates & Internationalization
Miami International Airport
Project Number: T012A
Sole Source Letter

Date: January 9. 2026

CC: Richard Cabrera, Chief of Construction

Sole Source / Sole Brand / Only one reasonable source request for Door Hardware and Control

Dear Mr. Lopez,

The scope of work for the ccH T012A project consists of installing additional door controllers throughout concourse H. The Door Controllers and door hardware must be integrated with the existing access control system as part of the MIA ccH Gates & Internationalization to ensure continuity of operations, compatibility with existing systems, and compliance with security requirements.

The Dash PLC controllers deployed at MIA are integral to the airport's security systems and are covered under U.S. Patent 8,471,676 B1. This patent protects the logic used for managing secure/non-secure door separation and sequencing. Installing and commissioning these controllers is inseparable from maintaining the integrity of the underlying software logic, which is a key requirement under their existing Miami Dade County Legacy contract. Miami Dade County's contract structure places responsibility on Dash Door & Glass to ensure the doors meet FAA/CBP security standards and avoid operational disruptions or penalties levied on MDAD by governing authorities and/or the airlines - as emphasized in their previous and existing county sole-source contract.

The system requires precise coordination of the Dash PLC controller with the airport's hydraulic infrastructure, and that coordination is only achievable through Dash Door & Glass's programming and commissioning. Dash Door & Glass has decades of experience installing, integrating, and maintaining both the PLC controllers and hydraulic systems at MIA as the sole provider for both. These hydraulic

systems are installed and commissioned alongside the Dash PLC controllers, as required for the system's full functionality, and to ensure compliance with security and safety standards.

The Dash PLC controllers and hydraulic systems work together as part of a fully integrated security door system. The combination of the Dash PLC controllers and hydraulic systems is designed to meet the operational requirements of MIA, ensuring that the door systems operate safely, efficiently, and in compliance with FAA/CBP standards. This integration requires extensive knowledge of both the PLC logic and the hydraulic system, something that only Dash Door & Glass possesses.

Improper installation or configuration of these controllers introduces safety risks. These systems manage large mechanical forces and safety-critical operations. As you know, these risks cannot be mitigated by third-party installers - Miami Dade County would also bear the risk of liability for injury claims or security violations should any malfunction occur due to improper installation. This is why the contract includes indemnity provisions which protect Miami Dade County only if Dash Door & Glass controls the entire installation and configuration process.

Additionally, Dash Door & Glass's own insurance carriers, who are specifically covered for airport operational, security, and safety risks related to the specialized equipment, would be responsible for the associated liability. Without Dash Door & Glass performing installation and commissioning, these risks would not be adequately covered. The proprietary nature of the Dash PLC logic, combined with the necessity of hydraulic system integration, requires Dash Door & Glass to install and commission the system. Without Dash Door & Glass's involvement, Miami Dade County risks violating the security protocols required for FAA/CBP compliance and endangering safety. Dash Door & Glass is the only company with the required parts, expertise, and historical knowledge to properly install, integrate, and maintain both the PLC controllers and hydraulic infrastructure.

Many of these points are already documented in Miami Dade Counties legacy contract records and market research. They have repeatedly affirmed that only Dash Door & Glass can maintain the proprietary logic and provide the necessary support to ensure the system's security and compliance. You can refer to these records as the public record supports this position.

The existing door controller system was originally installed and configured by Dash Door. Due to proprietary technology, licensing restrictions, or compatibility requirements, only Dash Door can provide the necessary modifications, connections, or expansions.

Therefore, all scope and costs for the modification to the door controller system have been coordinated with Dash Door during the design phase as a noncompetitive procurement for inclusion in the bid documents to ensure a fair and competitive bidding process. The anticipated cost for this modification is $50,000.00. If an alternative vendor/source is used, the entire door controller system would need to be replaced at an estimated cost exceeding $1,000,000.00. Additional impacts associated with the operational disruptions, security, and safety also need to be taken into consideration.

Mike Shepard, PE, RCDD, PSP
Introba

Item No. 38

201 Alhambra Circle, Suite 900
Coral Gables, Fl. 33134
305.477.8338
www.introba.com

To: Ricardo Lopez,
Construction Manager
Miami-Dade Aviation Department
PO BOX 025504
Miami, Fl 33102-5504
305-876-

From: Mike Shepard, PE
Introba
6 S Old Orchard Ave
Webster Groves Mo 63119
314-328-7431

RE: MIA ccH Gates & Internationalization
Miami International Airport
Project Number: T012A
Sole Source Letter

Date: January 9. 2026

CC: Richard Cabrera, Chief of Construction

Sole Source / Sole Brand / Only one reasonable source request for Fire Alarm

Dear Mr. Lopez,

The scope of work for the ccH T012A project consists of installing fire alarm control modules throughout concourse H. The fire alarm control modules must be integrated with the existing Honeywell system as part of the MIA ccH Gates & Internationalization to ensure continuity of operations, compatibility with existing systems, and compliance with safety/security requirements.

The existing fire alarm system was originally installed and configured by Honeywell. Due to proprietary technology, licensing restrictions, or compatibility requirements, only Honeywell can provide the necessary modifications, connections, or expansions.

Therefore, all scope and costs for the modification to the fire alarm system have been coordinated with Honeywell during the design phase as a noncompetitive procurement for inclusion in the bid documents to ensure a fair and competitive bidding process. The anticipated cost for this modification is $10,000.00. If an alternative vendor/source is used, the entire fire alarm system would need to be replaced at an estimated cost exceeding $1,000,000.00. Additional impacts associated with the operational disruptions, security outages, and safety concerns also need to be taken into consideration.

Mike Shepard, PE, RCDD, PSP
Introba

Turner & Townsend Heery

January 13, 2026

2800 Ponce De Leon Blvd., Suite 1470
Coral Gables, Florida 33134

Felix Pereira, RA, ID, NCARB, Chief of Design
Miami-Dade Aviation Department
Building 3030, Second Floor
P.O. Box 025504
Miami, FL 33102-5504

RE: Sole Source / Sole Brand / Only one reasonable source request for Item/Service/Component
MIA Capital Improvement Program – Concourse 'D' West Extension (D60)

Dear Felix,

The **MIA-T180B Concourse 'D' West Extension (D60)** project includes several Sole Source systems, outlined below by discipline:

Fire Protection – Fire Alarm System: The Fire Alarm system for the Concourse 'D' West Extension (D60) Project must be fully integrated with the existing MDAD Fire Alarm System to ensure operational continuity, compatibility, and compliance with all safety and security requirements. The current system and infrastructure were originally installed and configured by Honeywell at Concourse 'D'. Due to proprietary technology, licensing restrictions, and compatibility considerations, only Honeywell is authorized to perform the necessary modifications, connections, and expansions. Accordingly, all scope and associated costs for system modifications will be coordinated with Honeywell during the design phase as a noncompetitive procurement. This approach ensures proper integration while maintaining transparency and fairness in the overall bidding process.

Special Systems – Camera System: MDAD has requested to sole-source the Camera System for this project to Axis Communications to maintain full compatibility with the existing airport-wide video surveillance system at Miami International Airport (MIA). The current Axis camera system is a mission-critical security infrastructure, fully integrated with airport security operations and monitoring centers. Using cameras from alternate manufacturers would require additional integration efforts, parallel management systems, and custom interfaces, which would increase system complexity and operational risk. Maintaining a consistent Axis platform ensures reliable video performance, continuity of security operations, and alignment with established maintenance practices and MDAD security staff training.

Special Systems - Access Control System: Approval is requested to sole-source the Access Control System for this project to Matrix in order to maintain compatibility with the existing airport-wide access control system at Miami

International Airport. The current Matrix system is a mission-critical security and life-safety component, fully integrated with credential management, alarm monitoring, and airport security operations. Introducing equipment from alternate manufacturers would require duplicate platforms and custom interfaces, significantly increasing complexity, cost, and security risk. Maintaining a consistent Matrix platform ensures reliable access control functionality, operational continuity, and alignment with established maintenance practices and staff training.

Special Systems - Public Address System: Approval is requested to sole-source the Public Address (PA) System for this project to Atlas IED to maintain compatibility with the existing airport-wide PA system at Miami International Airport. The current PA system is a mission-critical operational and life-safety communication platform, fully integrated with airport operations and emergency messaging. Using equipment from alternate manufacturers would require additional interfaces, parallel control platforms, and custom integration, significantly increasing system complexity and operational risk. Maintaining a consistent Atlas IED platform ensures reliable audio performance, integrity of emergency communications, and continuity with established maintenance practices, spare parts availability, and staff training.

Please note that the above list of sole-source providers is current as of today but may be updated as design development progresses. Additional providers may be requested if necessary. Please let us know if you require any further information or clarification.

Thank you,

Fernando Gavarrete, AIA
Vice President
Turner & Townsend Heery

Bermello Ajamil & Partners

ARCHITECTURE
ENGINEERING
PLANNING
LANDSCAPE ARCHITECTURE
INTERIOR DESIGN
CONSTRUCTION SERVICES

January 7, 2026

Mr. Adrian Portal, CM2
Miami Dade Aviation Department
14950 NW 44th Court, Suite 24
Opa-Locka, FL 33054

Re: Miami International Airport
Central Terminal Redevelopment Phase 2
MDAD Project #V008C BA Project #02541
Sole Source Recommendation

Dear Mr. Portal:

Per MDAD's request we are providing this letter identifying potential sole source materials and systems anticipated for use in the Central Terminal Redevelopment Phase 2 project, currently in design. These materials and systems match existing systems currently in use at MIA and if not used would add cost to procurement, interface with existing systems and maintenance.

These materials and systems include:

Fire Alarm System (Honeywell)
Building Management System (Honeywell)
Security Door Hardware and Controllers (Matrix Systems)
Public Address System (AtlasIED)
Ticket Counter CUTE System (Sita)

Let us know if you have any questions or if we can provide any additional information.

Regards,

Steven J. Pynes, AIA
Senior Project Manager

cc: Agustin Barrera
Jorge Ferrer
Sergio Pendas

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1/7/2026 6:44 PM

ZYSCOVICH
A Stratus Team Company

To: Ricardo Lopez, P.E.
Construction Manager
Miami-Dade Aviation Department
P.O. Box 025504
Miami, FL 33102-5504
786-869-3480

From: Glenn Blaise, CGC, LEED AP
Director of Aviation & Rail Programs
Zyscovich LLC, A Stratus Team Company
100 N. Biscayne Blvd. 27th Floor
Miami, FL 33132
786-607-5874

RE: MIA Cc 'J' A-VDGS
Project # V100A
Sole Source Letter

Date: January 5, 2026

CC: Richard Cabrera
Chief of Construction

Sole Source / Sole Brand / Only one reasonable source request for the (A-VDGS) Advanced – Visual Display Guidance System at MIA Cc 'J' Gates

Dear Mr. Lopez,

The scope of work for the A-VDGS project at Cc 'J' in MIA consists of installing Advanced Visual Docking Systems at gates J-2 through J-18. The basis of design for project V100A for the AVDGS system is the ADB SafeGate Safedock Flex with PDX displays using the proprietary Software AiPRON.

AiPRON uses a closed loop optimization algorithm which utilizes machine learning and the operational environment in real time which improves resource usage accordingly. The intelligent AiPRON is a modular suite of software solutions that are easy to deploy via a unified web portal and underpinned with a sound foundation. AiPRON features seamless integration into flight information, scalable cloud focused drives, visual surveillance, aerial maps, and conflict management.

The SafeControl AiPron Management software is currently installed at MIA and being utilized at other gates throughout the airport. Only the Safedock FleX will integrate with the existing AiPRON software. As such, any procurement, modifications, or updates must be directly managed by ADB SafeGate. The comprehensive service includes the provision of hardware, software, and any necessary support to ensure optimal functionality and integration within airport and airline operations. ADB SafeGate holds exclusive rights to these technologies thus other AVDGS systems will not be accepted as an approved equal.

Without this software, the equipment will only operate as a "Stand-Alone" system at each gate, and won't be integrated into the MIA Network, which is a requirement of this project.

The existing A-VDGS at MIA was originally installed and configured by ADB SafeGate. Due to proprietary technology, licensing restrictions, or compatibility requirements, only ADB SafeGate can provide the necessary modifications, connections, or expansions.

Therefore, all scope and costs for the modification to the A-VDGS have been coordinated with ADB SafeGate during the design phase as a noncompetitive procurement for inclusion in the bid documents to ensure a fair and competitive bidding process. The anticipated cost for this modification is $1,531,715. If an alternative vendor/source is used, the entire system would need to be replaced. Additional impacts associated with the operational disruptions also need to be taken into consideration.

Sincerely,

Glenn C Blaise CGC LEED AP
Director of Transportation Programs – Aviation & Rail

To: Ricardo Solorzano
Construction Project Manager
Miami-Dade Aviation Department
P.O. Box 025504
Miami, FL 33102-5504

From: Ian Denholm, PE
Sr. Electrical Engineer
HDR
8333 NW 53rd St
Suite 302
Doral, FL 33166
862-236-1744

RE: Taxiway C East Extension
Miami Executive Airport (TMB)
Project Number: W125A
Sole Source Letter

Date: December 31, 2025

CC: Raheel Dossani, PE – HDR
Richard Cabrera – MDAD

Sole Source / Sole Brand / Only one reasonable source request for Airfield Lighting Control and Monitoring System (ALCMS)

Dear Mr. Solorzano:

The existing Airfield Lighting Control and Monitoring system (ALCMS) will need to be modified as part of the W125A Taxiway C East Extension project at Miami Executive Airport (TMB) to update the touchscreen graphics in the Air Traffic Control Tower and Airfield Electrical Vault Building to depict the changes to the airfield geometry.

The existing ALCMS was manufactured by ADB SAFEGATE and can only be updated and/or modified by ADB SAFEGATE. Per FAA policy (Order 5100.38D U-18), sponsors must separate noncompetitive and competitive procurement because it may limit the free and open competition of competitive procurement. Per FAA policy (Orders 5100.38D 3-32 & 3-40), modifications to ALCMS are considered noncompetitive.

Therefore, all costs for the modification to the ALCMS have been coordinated with ADB SAFEGATE during the design phase as a noncompetitive procurement for inclusion in the bid documents to ensure a fair and competitive bidding process. The anticipated cost for this modification is $15,000. If an alternative vendor/source is used, the entire ALCMS would need to be replaced at an estimated cost of $1.5M.

Sincerely,

Ian Denholm, P.E.
Sr. Electrical Engineer

hdrinc.com

8333 NW 53rd Street, Suite 302, Doral, FL 33166-4786
(305) 728-7400

1992 SW 1st Street
Miami, FL 33135
Phone: 305.274.4805
Fax: 305.274.4807

January 9th, 2026

Mr. Victor M. Mendez
Maintenance – Initiation & Engineering Section
Miami-Dade Aviation Department
P.O. Box 025504
Miami, Florida 33102

RE: Sole Source Recommendation Regarding the Use of Hydromechanical Grease Interceptors and Appurtenances at Miami International Airport

Dear Mr. Mendez,

CPH served as the Engineer of Record (EOR) for Miami Dade Aviation Department Project No. Y082A, the replacement of the existing grease interceptor located in the vicinity of Gate D-10 at Miami International Airport. CPH was pleased to propose the first hydromechanical HDPE grease interceptor located on airside of this airport under this project. Schier Products GB-1500 Grease Interceptor, SI-500 Solids Interceptor, and SV-24 Sampling Port were specified, along with an Advance Technology Solutions, LLC G5 Interceptor Monitoring Alarm. This product configuration not only represents the largest available grease interceptor capacity currently meeting the 99% grease removal efficiency requirements set forth by Miami-Dade County DERM, but also provides resiliency for the grease collection system at this facility. As such, CPH would like to recommend the sole use of these specific products in future grease interceptor replacement projects at Miami International Airport.

Sincerely,
CPH Consulting, LLC

Kyle Bechtelheimer, P.E.
Vice President

MEMORANDUM

(Revised)

TO: Honorable Chairman Anthony Rodriguez
and Members, Board of County Commissioners

DATE: June 2, 2026

FROM: Geri Bonzon-Keenan
County Attorney

SUBJECT: Agenda Item No. 8(A)(1)

Please note any items checked.

_____ **"3-Day Rule" for committees applicable if raised**

_____ **6 weeks required between first reading and public hearing**

_____ **4 weeks notification to municipal officials required prior to public hearing**

_____ **Decreases revenues or increases expenditures without balancing budget**

_____ **Budget required**

_____ **Statement of fiscal impact required**

_____ **Statement of social equity required**

_____ **Ordinance creating a new board requires detailed County Mayor's report for public hearing**

_____ **No committee review**

_____ **Requires more than a majority vote (i.e., 2/3's present ____, 2/3 membership ____, 3/5's ____, unanimous ____, majority plus one ____, CDMP 7 votes (majority of membership) ____, CDMP 2/3 members present but not less than 7 votes (majority of membership) ____, CDMP 9 votes (2/3 membership) _____) to approve**

_____ **Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required**

Approved _____ Mayor
Veto _____
Override _____

Agenda Item No. 8(A)(1)
6-2-26

RESOLUTION NO. _____

RESOLUTION APPROVING, PURSUANT TO SECTION 255.04, FLORIDA STATUTES, THE SPECIFICATION OF CERTAIN SOLE SOURCE MATERIALS AND SYSTEMS IN PROCUREMENT DOCUMENTS FOR IDENTIFIED CAPITAL IMPROVEMENT PROGRAM ("CIP") PROJECTS FOR THE MIAMI-DADE AVIATION DEPARTMENT; SUBJECT TO CERTAIN CONDITION PRECEDENT, AUTHORIZING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO ADVERTISE SOLICITATIONS FOR THE SPECIFIED CIP PROJECTS WITH THE SOLE SOURCE MATERIALS AND SYSTEMS AND RATIFYING ADVERTISEMENT OF TWO PENDING SOLICITATIONS WITH THE SOLE SOURCE MATERIALS AND SYSTEMS

WHEREAS, this Board desires to accomplish the purposes outlined in the accompanying County Mayor's memorandum and documents, copies of which are incorporated herein by reference,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that:

Section 1. The recital is incorporated herein by reference and is approved.

Section 2. The Board, after consideration of all available alternative materials and systems, determines that the specification of the sole source materials and systems identified in Exhibit A to the County Mayor's memorandum for those capital improvement program ("CIP") projects for the Miami-Dade Aviation Department ("MDAD") identified and set forth in Exhibit B to the County Mayor's memorandum are justifiable based on the cost and lack of interchangeability among materials and systems, and are hereby approved pursuant to section 255.04, Florida Statutes.

Section 3. Subject to receipt by MDAD of a written recommendation from the architect and engineer of record for each CIP project identified in Exhibit B to the County Mayor's memorandum, the Board authorizes the County Mayor or County Mayor's designee to advertise solicitations for the CIP projects identified in Exhibit B to the County Mayor's memorandum specifying the sole source materials and systems identified in Exhibit A to the County Mayor's memorandum ("sole source items"). This Board further ratifies those actions of the County Mayor or County Mayor's designee in advertising pending solicitations for Bid No. V100A – MIA CC J Gates Advanced Visual Docking Guidance System (A-VDGS) and Bid No. T012A – MIA CC H Gates & Internationalization specifying the sole source items. Letters from several architects and engineers of record for certain CIP projects are attached to the County Mayor's memorandum as Exhibit C.

The foregoing resolution was offered by Commissioner , who moved its adoption. The motion was seconded by Commissioner and upon being put to a vote, the vote was as follows:

Anthony Rodriguez, Chairman
Kionne L. McGhee, Vice Chairman

Marleine Bastien	Juan Carlos Bermudez
Sen. René García	Oliver G. Gilbert, III
Roberto J. Gonzalez	Keon Hardemon
Danielle Cohen Higgins	Vicki L. Lopez
Natalie Milian Orbis	Raquel A. Regalado
Micky Steinberg	

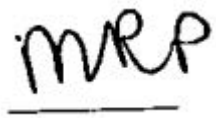
The Chairperson thereupon declared this resolution duly passed and adopted this 2nd day of June, 2026. This resolution shall become effective upon the earlier of (1) 10 days after the date of its adoption unless vetoed by the County Mayor, and if vetoed, shall become effective only upon an override by this Board, or (2) approval by the County Mayor of this resolution and the filing of this approval with the Clerk of the Board.

MIAMI-DADE COUNTY, FLORIDA
BY ITS BOARD OF
COUNTY COMMISSIONERS

JUAN FERNANDEZ-BARQUIN, CLERK

By:_____
Deputy Clerk

Approved by County Attorney as
to form and legal sufficiency.



Monica Rizo Perez