



Miami-Dade Aviation Department Business Plan

Fiscal Years: 2022 and 2023*
(10/1/2021 through 9/30/2023)

Approved by:

A blue ink signature of Ralph Cutié, Department Director.

Ralph Cutié, Department Director

Date

2/16/22

A blue ink signature of Jimmy Morales, Chief Operations Officer.

Jimmy Morales, Chief Operations Officer

Date

2/17/22

Plan Date: February 16, 2022

TABLE OF CONTENTS

| | |
|-----------------------------|----------------|
| DEPARTMENT OVERVIEW | Page 2 |
| Departmental Mission | |
| Table of Organization | |
| Our Customer | |
| Strategic Alignment Summary | |
| KEY ISSUES | Page 6 |
| PRIORITY INITIATIVES | Page 10 |
| FUTURE OUTLOOK | Page 26 |
| ATTACHMENT 1 | |
| BUSINESS PLAN REPORT | |



DEPARTMENT OVERVIEW

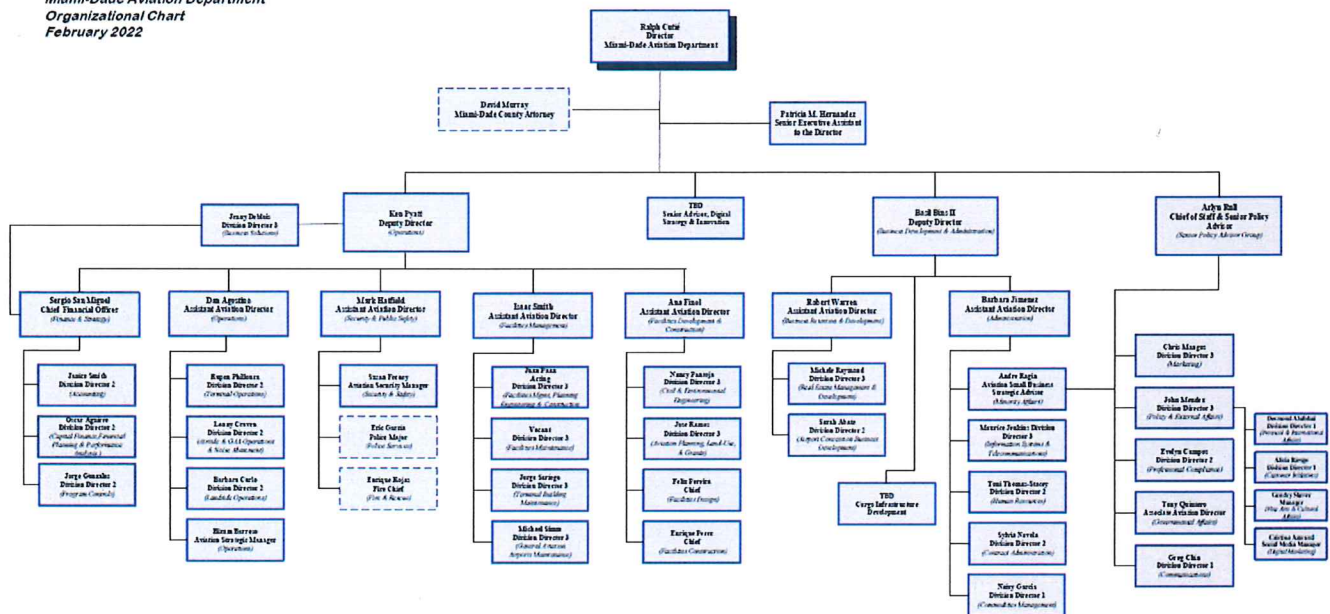
Department Mission

Vision - MIA will grow from a recognized hemispheric hub to a global airport of choice that offers customers a world-class experience and an expanded route network with direct passenger and cargo access to all world regions.

Mission - MDAD provides a modern, safe, environmentally responsible, and efficient world-class international gateway that delivers best in class customer service, significant economic benefits to our community and rewarding professional development opportunities to our employees.

Table of Organization

MIA
 Miami-Dade Aviation Department
 Organizational Chart
 February 2022



The Aviation Department will work to incorporate, in all aspects of its business operations as appropriate, the strategic planning objectives identified in Mayor Levine Cava's 2021 Thrive305 alignment to the County's Strategic Plan. These overarching objectives are referred to as the four Es of Equity, Engagement, Environment, and Economy.

Our Customer

The Miami-Dade Aviation Department (MDAD) operates the Miami-Dade County Airport System which consists of Miami International Airport (the Airport or MIA) and four general aviation (GA) and training airports: Miami-Opa locka Executive Airport (OPF), Miami Executive Airport (TMB), Miami Homestead General Aviation Airport (X51), and Dade-Collier Training and Transition Airport (TNT). More than 36,000 people are employed in the Miami-Dade County Airport System. Our customers include, but are not limited to airlines, passengers, meeters/greeters (residents picking up travelers); and internal customers (Miami-Dade Police Department, Miami-Dade Fire Department, cargo handlers, federal agencies, concessionaires, fixed-base operators, vendors, permittees, construction firms, contractors, and employees). Additionally, trade groups, local schools, universities, business and industry associations, consulates and other groups, request and receive airport facility tours and presentations.

The impact of the Coronavirus 2019 disease (COVID-19) to the aviation industry was catastrophic. As the top economic engine of the State of Florida, it is imperative that MIA and its GA airports continue taking all the necessary steps to ensure that employees and passengers feel safe returning to our facilities as airlines and other businesses ramp up service. As a result, MDAD continues its plan to ensure we provide facilities that are clean, safe, and secure for our employees and the traveling public. The department's New Normal plan focuses on four concepts and includes responsibilities of our partners at MIA and our other facilities. The four concepts are: 1) Ensure safe, clean and secure facilities for employees, passengers and other airport users; 2) Provide clear communications to promote social distancing measures; 3) Engage with our Partners to ensure synergy of efforts; and 4) Strengthen/ensure MDAD's economic viability, which aligns with the Mayor's Economy and Engagement strategic planning objectives.

MDAD strives to integrate accessibility and inclusivity in airport programs, services, and amenities to improve the travel journey for all passengers, including those with disabilities – efforts which align with two (Equity and Engagement) of the Mayor's 4Es. To that end, in 2021 MDAD continued its efforts to create awareness on hidden disabilities and promote the Sunflower Lanyard program. In addition, MDAD integrated an accessibility toolbar on the MIA website to offer passengers with disabilities, learning difficulties, and/or visual impairment the option to customize their website viewing experience. Furthermore, MIA became the first airport in the U.S. to install wheelchair charging stations airport-wide which resulted in MIA winning the 2021 Accessibility Airport Award during the Annual Airport Passengers with Reduced Mobility Leadership Conference. In 2019, to improve the passenger boarding process and decrease wait times, MDAD worked with Customs and Border Protection (CBP) and three major airlines to implement a biometric boarding gates pilot program. In 2020 and 2021, MDAD and CBP are working on an initiative titled Simplified Arrival, to streamline international travel and inspections using facial comparison technology. In addition, MDAD is working with the TSA on plans to acquire computer tomography machines for all checkpoints, to speed up the lines at TSA



checkpoints. Cargo and airfield facilities are also being assessed for how they can be optimized or modernized.

We believe that everyone at the airport is an ambassador for the MIA brand. To that end, each employee with an MDAD ID badge is required to complete a customer service training course before they receive their badge. In 2019, MDAD began leveraging technology to provide customer service training course online, which allows MDAD to modify and deploy courses more efficiently.

In early February 2022, J.D. Power named MIA the “Best Mega Airport in Passenger Satisfaction for 2021.” MIA ranked highest among mega airports in bag claim, food and beverage, and retail. MIA achieved an overall score of 828 (out of a total 1,000 maximum points), which is a 27-point increase over 2020, when it ranked second among the largest airports in the study. Not resting on our laurels, MDAD has engaged J.D. Power to conduct the MIA Passenger Terminal Study. This study will detail passengers’ opinions, viewpoints and attitudes on MIA’s terminal facilities and services. The survey will also identify the demographic profile, spending habits and travel patterns of MIA’s passengers. Conducting this survey is essential to MDAD’s Customer Service planning strategy as it will aid in the creation of an excellent guest experience at MIA.



Strategic Alignment Summary

The following are the Strategic Plan goals and objectives that are supported by the Aviation Department's most important activities.

- Ensure excellent customer service for passengers (TP2-6).
- An environment that promotes a growing, resilient, and diversified economy (ED1).
- Continue to leverage Miami-Dade County's strengths in tourism and international commerce (ED1-4).
- Provide world-class airport and seaport facilities (ED1-5).
- Expand domestic and international travel and tourism (ED2).
- Attract more visitors, meetings, and conventions (ED2-1).
- Improve customer service at airports, hotels and other service providers that support travel and tourism (ED2-2).
- Expand international trade and commerce (ED3).
- Expand opportunities for small businesses to compete for county contracts (ED4-3).
- Accessible, fair, and responsible government (GG1).
- Support a customer-focused organization (GG1-2).
- Develop and retain excellent employees and leaders (GG2-2).
- Optimal internal Miami-Dade County operations and service delivery (GG3).
- Effectively utilize and maintain facilities and assets (GG3-4).
- Provide sound financial and risk management (GG4-1).
- Effectively allocate and utilize resources to meet current and future operating, and capital needs (GG4-2).
- Effective leadership and management practices (GG4).
- Reduce county government's greenhouse gas emissions and resource consumption (GG4-3).
- Reduce crimes throughout Miami-Dade County (PS1-1).
- Protect key infrastructure and enhance security in large gathering places (PS3-3).
- Meet Budget Targets (All Miami-Dade County).
- Facilitate connections between transportation modes (TP1-6).
- Provide easy access to transportation information (TP2-5).
- Continually modernize PortMiami and airports (TP3-3).
- Enhance customer services, convenience, and security at every level of contact with the ports (TP6-2).



KEY ISSUES

Formulating Legislative and Advocacy Policies

A large part of the Aviation Department's advocacy efforts involves working with local, state, and federal agencies to protect and advance the strategic interests of the Miami-Dade System of Airports. Consequently, MDAD maintains relationships with government, business, civic and industry groups, and leaders to obtain support for departmental objectives and programs.

State Legislative Priorities

- Advocate for full funding of Aviation Capital Projects included in the Florida Department of Transportation's (FDOT) Aviation Work Program during the Florida Legislative Session.
- Oppose efforts to waive, reduce or suspend existing Aviation Fuel Taxes. MDAD supports a sustainable State Transportation Trust Fund and is committed to stable, reliable aviation revenue sources to provide for the increasing capital and development needs of the County's Aviation System. MDAD opposes any efforts to further waive, reduce, or suspend existing aviation fuel taxes on a local or statewide basis.
- Monitor Per- and Polyfluoroalkyl Substances (PFAS) impact on Miami-Dade County airports resulting from on-going Florida Department of Environmental Protection (FDEP) investigations of the presence of PFAS in soil and groundwater. MDAD supports legislation that provides exemptions to liability from the costs associated with any investigation or clean-up and any third-party claims as the Federal Aviation Administration (FAA) requires airports to use these substances for aircraft firefighting purposes.
- Monitor any legislation, bills, rules, regulations, and statewide policies that would negatively impact the County's Aviation System.

Federal Legislative Priorities

- Support authorizing the Airport Improvement Program (AIP) at no less than \$3.35 billion for the traditional AIP account in FY22 — the same amount provided in the current fiscal year. Support an additional \$400 million in supplemental AIP discretionary grants. Of that amount, approximately \$80 million would be reserved for earmarks, which are officially known as "Community Project Funding" requests.
- Advocate for Per-Polyfluoroalkyl (PFAS) clean-up funding and airport protection from liability issues resulting from PFAS contamination at MIA.
- Advocate for additional CBP and Customs & Border Protection–Agriculture (CBP-Ag) staffing levels for arriving international passenger and cargo processing at MIA and the County's General Aviation Airports.
- Advocate for legislation, business practices and protocols to mitigate the potential for interference with the safety and security of airport terminals and flights.
- Monitor FAA Reauthorization Act of 2023. In 2018, Congress passed, and the President signed the FAA Reauthorization Act of 2018. The five-year reauthorization bill authorized funding for FAA programs and services from FY 2019 through FY 2023. Prior to receiving congressional approval, FAA had been operating on a series of short-term funding extensions since the last FAA reauthorization bill expired in 2016.



Diversify Routes to Grow our Competitive Positioning

MDAD will continue its efforts to expand MIA's international routes and increase the number of major cargo carriers. During FY 2021, new strategies were developed to address low-cost carrier recruitment. As a result, Southwest, JetBlue and Spirit Airlines commenced service at MIA. Additionally, Marketing efforts to attract Emirates Airline yielded both freighter and passenger services between MIA and Dubai.

There are, however, several external factors that may continue to affect international route development at MIA:

- Recovery of passenger demand, particularly international passenger demand, will be slow and gradual given the magnitude of worldwide economic damage and job losses associated with COVID-19 and variants.
- Chinese/US trade tariffs are impacting Asia to MIA trade and Asia to Latin America trade flowing through MIA.
- Weak Latin American economies have a direct impact on MIA in terms of passenger traffic growth and trade (cargo growth).
- Efforts to develop Asian and African passenger routes continue to take considerable time and resources due to ultra-long-haul distance and inadequate fleets among candidate Asian carriers, and due to economic/geopolitical and fleet arrangements within African markets and/or airlines. Successes to date include the Royal Air Maroc passenger flight to Casablanca, Morocco, and the Ethiopian Airlines Cargo flight to Addis Ababa.
- MIA is creating and implementing regional freight development strategies complementing its Latin America trade connections, as to not totally depend on this region/market.

Ground Transportation

Due to the pandemic, the ground transportation industry continues to be in a state of flux. Prior to COVID-19, ground transportation was being significantly impacted by the Transportation Network Companies (TNCs), which accounted for 70-75% of all pick up and drop off traffic. Legislation approving TNCs resulted in many of them doing business at MIA without a change in the number of taxicabs, causing additional road congestion at MIA and surrounding areas, along with a decrease in business for the taxicabs, and a decrease in parking and rental car revenues.

Contracting and Purchasing

The ability to acquire goods and to contract for services in a timely manner continues to be a critical factor in the Department's ability to meet the business needs of our customers. Consequently, MDAD has added a Strategic Procurement Director who has been working with ISD on the entire process for procuring goods and services, including working collaboratively on the early planning stages of critical or complex purchases.

Sustaining Outreach and Diversity

It is imperative for MDAD to maintain its standing and representation as a voting member of the Miami-Dade County Review Committee. This committee recommends contract measures on county contracts, engages with other user departments, exchanges ideas, and shares relevant



industry information affecting small business. This need falls in line with the Mayor's Equity, Engagement, and Economy strategic objectives.

Human Capital

Succession planning and professional development training and programs that inculcate a culture of innovation in our staff and prepare them for the rapidly changing aviation industry must take on added urgency. MDAD must continue to attract, develop, and retain quality professionals, providing the support, training and leadership needed to ensure that they are able to perform at the highest levels. Maximization of our human capital investment by increasing their skills and abilities must continue to be a priority, supporting the growth and development of our employees.

Remaining Technologically Competitive

The ability to remain competitive with other airports requires that MDAD be able to provide airlines with reliable systems while also implementing new, emerging technologies to streamline operations. To accomplish these objectives, create economic value and higher productivity at MIA, MDAD must be able to attract IT professionals and retain existing IT staff with the necessary technical expertise and experience required to support crucial airport operational systems, and provide training on new, emerging technologies and cybersecurity. Many of MDAD's systems are complex and require extensive training and experience (ex. MIA Enterprise Network, Common Use Terminal Equipment (CUTE), Airport Operations Information System (AOIS), Flight Information Display System (FIDS), PropWorks, ERP, EAMS, Voice Systems and Radio Systems). The Department is losing seasoned IT staff due to retirement and greater opportunity for growth in other departments and the private sector.

Funding and Grants

Capital funding primarily comes from a combination of private and public sector sources including, bonds, grants (Federal, State, and local), Passenger Facility Charge (PFC) revenues and surplus airport revenues. Currently, total eligible grants and PFCs represent approximately 28% of our capital development funding while bonds contribute another 64% and airport revenues, the remaining 8%. The more grants we secure, the less debt we carry and the easier it is for MDAD to comply with the required debt service coverage ratio of 1.20. While exploring all grant opportunities, the Department will also continue to closely assess market conditions to take advantage of bond refunding to achieve savings, acquire short-term instruments to facilitate cash flow, and sell bonds when appropriate to sustain long-term needs.

On April 1, 2021, MDAD accepted grant funds in the amount of \$39,546,980 from the U. S. Department of Transportation/Federal Aviation Administration (FAA) in response to the COVID-19 pandemic. This grant was designated as the Coronavirus Response and Relief Appropriation Supplemental Act, 2021 (CRRSA) Airport Grant under the provisions of Public Law 116-136. These grant monies were allocated by the federal government and made available to airports throughout the United States to help offset a decline in revenues arising from diminished airport operations and activities because of the COVID-19 Public Health Emergency. The following amounts represent the calculation of the maximum total obligation made available to MDAD under the CRRSA:



Departmental Business Plan and Outlook
Department Name: Miami-Dade Aviation Department
FY2021-22 & FY2022-23

- (MIA) Miami International Airport - \$34,856,991
- (MIA) Miami International Airport (Concession Relief)- \$4,587,827
- (OPF) Miami-Opa Locka Executive Airport (Air Traffic Control Tower) - \$34,162
- (OPF) Miami-Opa Locka Executive Airport - \$23,000
- (TMB) Miami Executive Airport - \$23,000
- (X51) Miami Homestead General Aviation Airport - \$13,000
- (TNT) Dade-Collier Training and Transition Airport - \$9,000

On November 16, 2021, through the American Rescue Plan (ARP) Act of 2021, MDAD received grant funds in the amount of \$160,158,785 from the U.S. Department of Transportation/Federal Aviation Administration (FAA) in response to the COVID-19 pandemic. This grant was designated as the Airport Rescue Grant Program (ARG) under the provisions of Public Law 116-136. These grant monies were allocated by the federal government and made available to airports throughout the United States to help offset a decline in revenues arising from diminished airport operations and activities because of the COVID-19 Public Health Emergency. The following amounts represent the calculation of the maximum total obligation made available to MDAD under the ARP Act:

- (MIA) Miami International Airport - \$141,635,477
- (MIA) Miami International Airport - \$18,351,308 for MIA concessions debt relief (executed award pending)
- (OPF) Miami-Opa Locka Executive Airport - \$59,000
- (TMB) Miami Executive Airport - \$59,000
- (X51) Miami Homestead General Aviation Airport - \$32,000
- (TNT) Dade-Collier Training and Transition Airport - \$22,000

The performance period began on the date MDAD accepted the agreement/funds. The end date of performance under these agreements is four (4) years from the date of acceptance. For Fiscal Year 2022 MDAD continues to vigorously pursue all other grant/funding opportunities and has received a total of \$199,705,738 that was made available at the federal or state level to offset any continued declines in revenues associated with the COVID-19 Public Health Emergency.



PRIORITY INITIATIVES

The Mayor’s Thrive305 strategic planning objectives regarding Equity, Engagement, Environment, and Economy are included throughout the priority initiatives listed here. Examples and associated actions include establishing a safer and cleaner manner of doing business by looking at options in capital projects that are efficient, affordable and less impactful to our Environment; ensuring that our airport system continues to work diligently in looking at potential business opportunities that will stimulate job growth and offer inclusiveness in local talent including minority owned and small business contracts to spur innovation and investments in our Economy; continuing to bolster opportunities for small and local businesses in County/Airport contracting to encourage participation and Equity in the process; and continuing to enhance accessibility and improve the customer experience at our airports by Engaging and working with the community and our internal and external business partners in a transparent and collaborative manner.

The tremendous expansion of cargo operations over the past few years has made the department look for a way to quickly improve cargo handling capacity at MIA. Due to MIA being land-constrained, the department is exploring a “Vertically Integrated Cargo Community” (VICC), solution. The VICC would entail the development of a five-level, 1,706,575 square foot cargo structure that would have the ability to process 4.95 million US tons of annual cargo volume. The VICC would be designed, built, operated, and maintained with private funds on MDAD owned land located in the existing MIA West Cargo area, and would provide ground rent and a participatory revenue share to the County. The total development site would be comprised of 41.4 acres aggregated from existing MDAD land and two non-MDAD owned parcels, totaling 12 acres.

CAPITAL IMPROVEMENTS

The current Airport System master plan was prepared in the early 1990s. Consequently, a new master plan is being developed to address MIA’s current demands and needs. Concurrent with the development of this new master plan, MDAD began a new Capital Improvement Plan (CIP) that includes projects and funding sources from Fiscal Year 2015 thru Fiscal Year 2032.

- The FY2021-2022 Proposed Budget and Multi-Year Capital Plan includes a Multi-Year CIP which has 20 subprograms:

| | |
|---|---|
| MIA Central Base Apron and Utilities Subprogram | MIA Terminal Wide Subprogram |
| MIA Concourse E Subprogram | MIA Terminal Wide Roof Subprogram |
| MIA South Terminal Subprogram | MIA Terminal Wide Restrooms Subprogram |
| MIA Miscellaneous Projects Subprogram | MIA Cargo and Non-Terminal Buildings Subprogram |
| MIA Passenger Boarding Bridges Subprogram | MIA Landside/Roadways Subprogram |
| MIA Land Acquisition (MII 2020) | MIA Fuel Facilities Subprogram |
| MIA Airfield/Airside Projects Subprogram | General Aviation Airports Subprogram |



| | |
|---|------------------------------------|
| MIA North Terminal Subprogram | MIA Land Acquisition Subprogram |
| MIA Central Terminal Subprogram | MIA Support Projects Subprogram |
| MIA South Terminal Expansion Subprogram | MIA Reserve Maintenance Subprogram |

- MIA Central Base Apron Subprogram*

The MIA Central Base Apron subprogram consists of the complete replacement, reconfiguration, and expansion of existing apron with new flexible and rigid pavement, located east of the old Pan American Hangar Building #3095. The scope includes demolition of culvert and filling of the existing canal; new utilities including storm drainage, water, electrical and new pavement markings. This subprogram reconfigures and expands the area for additional hardstand aircraft parking positions and optimal/efficient gate utilization. Construction work started second quarter of FY 2019.
- MIA Concourse E Subprogram*

The MIA Concourse E subprogram is necessary for MIA to meet the expansion needs of the Airport’s hub carrier, American Airlines, and to provide a safe and efficient terminal facility. This Terminal renovation work includes 21 projects that allow for the replacement of all of the passenger boarding bridges (PBBs), a new Chiller Plant to meet the preconditioned air (PC Air) demands created by the new Concourse E aircraft mix as well as the addition of PC Air to the Concourse E PBBs, elevators, escalators, the train that connects Satellite Concourse E with Lower Concourse E, roof replacement, finishes, the upgrading of life safety features, installation of lightning protection and visual docking guiding systems (VDGS) and the replacement of mechanical, and electrical equipment. In addition, the entire airside apron pavement area surrounding Concourse E Satellite has been rehabilitated. At present, the program completed interior renovations and modifications at Concourse E and E Satellite, the installation of nine new PBBs at Concourse E Satellite, the pavement rehabilitation for all nine E Satellite south and north gates, roofing and glazing repairs in the Satellite E and Lower Concourse E and Phase 1 of the E Federal Inspection Station (FIS) renovations.
- MIA South Terminal Subprogram*

The MIA South Terminal subprogram consists of a combination of three projects located in the surrounding area of the South Terminal. These projects are the MIA Central Terminal Baggage Handling System (BHS) Enhancement Project, the Concourse H Roof Replacement Project, and the MIA Concourse H Gates & Internationalization. The MIA Central BHS Enhancement includes the implementation of a fully automated, checked baggage inspection system (CBIS) for Concourses E through J. In addition, this project incorporates the construction of a three-story building, approximately 82,000 square feet in total, to house this new BHS system. The project achieved and was awarded LEED Gold Certification rating. The Concourse H Roof Replacement consists of removal and replacement of all Concourse H roofing, with a 20-year modified bitumen SBS system. The MIA Concourse H Gates & Internationalization project consists of upgrades to the Airport Operations Area (AOA) door kits, addition of Visual Docking Guidance System (VDGS) at all Concourse H and J Gates, and the removal of two vertical cores which include escalators and stairs at Concourse H. Today the South and



Central Terminal BHS Improvements Project and Concourse H Roof Replacement Project are substantially completed, and the MIA Concourse H Gates & Internationalization Project is under design.

- *MIA Miscellaneous Projects Subprogram*

The MIA Miscellaneous Projects subprogram includes projects within the MIA airport limits. The Miscellaneous Projects include ten projects which address the rehabilitation of Taxiways T & S and realignment of Taxiway R, building a new Airport Operations Control (AOC) room, constructing a new employee parking garage, replacing the Central Terminal ticket counters, and parking garage structural repairs. The MIA Taxiway T & S Pavement Rehabilitation & Taxiway R Realignment project includes work required to rehabilitate taxiways T & S to accommodate aircraft upgrades needed to support airport/airline operations. The alignment modifications to taxiway R are needed to support future development. The AOC consists of the interior construction along with finishes of approximately 20,000 square feet of shell space located on the third level of Concourse D that will house mission-critical departments required for airport operations. The MIA Employee Parking Garage project includes a multi-level parking garage structure east of the existing Flamingo Garage and south of the existing Dolphin Garage. The MIA Central Terminal E-H Ticket Counters project includes scope to replace the existing ticket counter millwork, back screens, and LED signage along with the surrounding terrazzo flooring and ceilings at concourse F thru H. The MIA Parking Garage Structural Repairs initiative includes scope for structural concrete repairs throughout the Dolphin and Flamingo Garage structures, stucco repairs and overall painting of the two facilities along with the replacement of elevators. Other projects include the partial demolition of Building 704 which includes tenant's relocation, finishing office space in Building 701, and wash rack relocation. The scope also includes MIA fumigation, facility temporary relocation, and building a new fuel tender facility.

At present, MIA Taxiway T & S Pavement Rehabilitation & Taxiway R Realignment project started construction in March 2018 and is 78% complete as of November 2021. The Central Terminal E-H Ticket Counters Project Phases 1A and 2B have been completed as well as Area A Ticket Counters No. 45 and 46 (Frontier and United Airlines) Area A K1 doors for Ticket Counters 12 thru 17 are under bid and award, and the Area B Soffit above checkpoint H is under design. The MIA Employee Parking Garage is under bid and award and the MIA Parking Garage Structural Repairs, and AOC projects are under design.

- *MIA Passenger Boarding Bridges (PBB) Subprogram*

The PBBs subprogram includes replacement of 44 PBBs throughout the concourses in the first phase of the program. It includes the removal and disposal of the existing PBBs and the installation of new PBBs. The scope includes Pre-conditioned Air (PC Air), hose



management systems, Visual Docking Guidance System interlock and Safe-Gate, potable water cabinets, pre-cool DX systems, glycol pumps supports and 400Hz.

Ten PBBs (D3, D4, D5, D7, D6, D8, D9, D11, H8, and E7) have been replaced and seven additional PBBs are in progress. The remaining ones are being procured in FY2022 & FY2023

- *MIA Land Acquisition (Majority-in-Interest MII 2020) Subprogram*
The MII 2020 subprogram consists of the purchase of a new lot in the vicinity of the airport as well as the LATAM hangar for export expansion.
- *MIA Airfield/Airside Projects Subprogram*
The MIA Airfield/Airside Projects subprogram consists of the MIA Runway Incursion Mitigation (RIM) Hot Spot 5 (Corral Area) which leverages Geographic Information System (GIS) runway incursion data to highlight focus areas at the airport where taxiway geometry mitigation strategies will be implemented. The scope includes the MIA Runway 9-27 Rehabilitation project which comprises pavement resurfacing, pavement reconstruction, airfield-lighting fixture refurbishment and/or replacement, conductor and transformer replacement for the airfield lighting system, pavement grade adjustments, replacement of the runway threshold and medium-intensity approach lighting system with runway alignment indicator lights navigational aid, pavement grooving and markings.
- *MIA North Terminal Subprogram*
A major component of this subprogram is the MIA Concourse D West Extension - D60 (Building Expansion and Apron & Utilities) project which consists of the redevelopment of North Terminal's Regional Commuter Facility to serve larger aircraft and to provide adequate holdroom space and improve the passenger experience. It includes demolition of portions of Concourse D, removal of PBBs, demolition of Apron and relocation of utilities; the extension to the west of Concourse D including foundations, structures, roofing, floors, interior finishes, HVAC, fire protection, electrical systems and equipment, plumbing, Baggage Handling Systems, elevators, escalators, moving walks, stairs, furnishings, installation of new PBBs, and new Apron, utilities, and Fuel System. The subprogram also includes the MIA North Terminal Ramp Level Restrooms project which encompasses the modification/upgrade of nine existing employee restrooms and construction of three new ones at the ramp level of the North Terminal area to comply with Florida Building Code and meet AA operational needs based on current occupancy loads, for a total of 58 new WC/Urinals and 38 new lavatories. Also, the MIA North Terminal Gate Infrastructure Upgrades, MIA North Terminal Gate Optimization and the MIA Swing Door installation project are part of this subprogram and consist of up-gauging gates for larger aircraft.



- *MIA Central Terminal Subprogram*

MIA Central Terminal subprogram represents the major portion of the overall capital budget. The scope includes the MIA Central Terminal Redevelopment project, with two phases. Phase 1 consists of the Redevelopment of E-F Connector and Concourse F Infill Redevelopment for new secure concession and circulation. Phase 2 includes Ticket Lobby Improvements, Improved Vertical Circulation, Consolidated Security System Check Point (SSCP) for Concourses E & F, raised roof over Ticket Lobby, and New Terminal Entrance Doors. This project also includes Reconfiguring the POD Ticket Counters to linear configuration with raised roof and clear story glass, and new terminal entrance doors. The subprogram scope also includes the Refurbishment of the existing Concourse F. Along with the refurbishment of the existing Concourse F, the subprogram contains the construction of the new Concourse F (which is the major component of the subprogram), and the necessary demolition and enabling works that will clear the area for the new structures, such as the Concourse F Headhouse Demolition and New Hardstand Area, the Concourse F Pier Demo, Concourse G Demolition, and the MIA Concourse F Enabling Gates Striping.

This subprogram includes the Concourse E and Concourse F Taxiway and Apron Rehabilitation, and the Construction of Concourse F New Apron Improvements, which will be done in three phases and consists of the demolition of existing pavement and underground utilities within the project area, drainage improvements, apron and taxiway paving, reconfiguration of the aircraft parking positions, lighting, water, sewage, electrical and fuel systems, and foundations for PBBs and walkways. This project will help optimize aircraft parking. The enhancements will also improve the utility and desirability of Concourse F to defer the need for a larger Control Traffic Region (CTR) program and will enrich customer experience and increase revenue generation. The scope also incorporates the phase 2 of the lower Concourse E FIS renovations project which consists of the interior renovation and modernization of the existing FIS located at Concourse E, including offices and baggage claim areas. Lastly, the subprogram also comprises the design and construction for the MIA Central Terminal Façade and Curbside.

- *MIA South Terminal Expansion Subprogram*

This subprogram includes the glazing curtain wall assessment and corrective action in Concourse H and the apron and utilities relocation, which consists of the complete replacement and reconfiguration of aprons, including pavement removal, new rigid and flexible pavement, stormwater drainage improvements, jet fuel system modifications, lighting, signage, and pavement markings. This subprogram includes the construction of new gates as part of the South Terminal East Expansion project. The South Terminal East Expansion project consists of the construction of a new building structure with approximately 334,000 square feet including a ramp level, concourse level and sterile



corridor at the third level. The subprogram also includes the necessary demolition and enabling work that will clear the area for the new structures and layout, such as demolition of buildings 3050, 3039, 3051 (Gas station) and 3045 (Car wash), and the new MIA Vehicle Fueling and Car Wash Facility and Temporary South Terminal GSE Facility & 20th Street Modification AOA Enabling Projects and the Fueling Maintenance and Administration Consolidation Building that will accommodate some of the tenants of the buildings being demolished .

- *MIA Terminal Wide Projects Subprogram*

The Terminal Wide Projects Subprogram consists of the MIA Tenant Relocation to support south and central terminal projects and the MIA Public Address System Infrastructure (PASI) hardware upgrade. Scope also includes the PBBs Phase II project, which consist of the replacement of 35 PBBs throughout the concourses. This includes the removal and disposal of the existing PBBs and the installation of the new PBBs. The scope includes Pre-conditioned Air (PC Air), hose management systems, Visual Docking Guidance System interlock and safe-gate, potable water cabinets, pre-cool DX systems, glycol pumps supports and 400Hz.

- *MIA Terminal Wide Roof Subprogram*

The Terminal Wide Roof subprogram consists of the terminal-wide re-roofing and lightning systems upgrades which includes the roof replacement, mechanical, electrical, and plumbing (MEP) upgrades, and lightning protection system. In addition, as part of the Mayor's Thrive 305 emphasis on the environment, this initiative is being revised to include solar panels.

- *MIA Terminal Wide Restrooms Subprogram*

The MIA Terminal Wide Restrooms Subprogram consists of seven (7) projects that will address the modernization of the public restrooms Terminal wide and is projected to take five years. During the first year the renovation includes 22 restrooms at North terminal: 6 at ramp level, 10 at second level and 6 at third level; 14 restrooms at Central Terminal: 4 at Terminal E, 4 at Terminal F, 4 at Terminal G and 2 at bus stop; and 16 restrooms at the South Terminal: 2 at Terminal H, 8 at Terminal J and 6 at the South Terminal second floor. Phases 1.2 thru 1.5 of the MIA Public Restrooms Modernization, which is the major component of this subprogram, consists of the renovation of 140 public restrooms located throughout MIA North, Central and South Terminals.

- *MIA Cargo and Non-Terminal Buildings Subprogram*

The Cargo and Non-Terminal Buildings Subprogram consists of multiple projects, such as the demolition of buildings 5A, 703, and 703A, the environmental assessment and remediation of these buildings, building 5A tenant relocation, and building 3032 replacement. The apron and airside improvements to Building 702 to convert it from belly cargo to a freight cargo facility are part of this subprogram. The subprogram includes a



new GSE Facility for the North Terminal, and the MIA Consolidated Office Complex which consist of the Landside & Administration Offices Relocation to Terminal D.

- *MIA Landside/Roadways Projects Subprogram*
The MIA Landside/Roadway Projects subprogram includes the construction of a new MIA Perimeter Road Bridge and the Airside Operation Area (AOA) Perimeter Security Hardening project that consists of the replacement of approximately 9 miles of existing AOA fence along the perimeter of Miami International Airport (MIA).
- *MIA Fuel Facilities Subprogram*
The Fuel Facilities Subprogram entails the design and construction of one additional fuel tank at the fuel farm facility. It also includes the Fuel Storage Facility Expansion Phase 2, which consists of the design and construction of a second fuel tank at the fuel farm.
- *General Aviation Airports Subprogram*
The General Aviation Airports Subprogram consists of the Runway 9-27 rehabilitation project at OPF. The scope of work includes pavement resurfacing, pavement reconstruction, airfield-lighting fixture refurbishment and/or replacement, conductor and transformer replacement for the airfield lighting system, pavement grade adjustments, and pavement grooving and markings. The development of the Run Up Pad at OPF is also part of this subprogram. Currently, OPF does not have an engine run-up pad for aircraft engine testing. This project will help to ensure safety and effectiveness as required during routine aircraft maintenance activities. In addition, security upgrades are being made to Miami-Homestead General Aviation (X51) which consist of the implementation of an AOA Fence to provide an improved level of safety as well as additional security enhancements such as cameras, high mast lighting, airside to landside gates and matrix card readers. The program includes work at TMB such as the TMB Runway Incursion Mitigation (RIM) HS1 with Taxiway H West Extension to Threshold 9R. A Notice to Proceed (NTP) with construction for this program was issued in January 2021. Also, the south apron expansion (new taxilane) is planned to be constructed including a new 130-foot-high Air Traffic Control Tower (ATCT). The proposed ATCT will be built on the preferred site (site #6) due to the vantage point over the entire airfield and proximity to existing utilities and infrastructure. OPF and TMB is designated as a Strategic Intermodal System (SIS) Facility in the State of Florida.
- *MIA Land Acquisition Subprogram*
The MIA Land Acquisition subprogram consists of setting money aside for the future purchase of land to expand Miami International Airport.
- *MIA Support Projects Subprogram*
The Support Projects subprogram consists of multiple projects including the MIA Perimeter Protection project which is funded by TSA's Other Transaction Agreement (OTA) grant. This grant will help pay for design, installation, integration, operation, and maintenance of new technologies designed to enhance perimeter security capabilities. This subprogram includes miscellaneous projects such as the Credentialing and Identity



Management System (COTS), the Airport Surface Management System (SMS), the Queue Wait Time Analyzer, the Biometric Enabled Common Use Passenger Processing System, the Concourse G Pre-conditioned Air equipment, the Parking Access and Revenue Control System Replacement, the Central Terminal Closed Caption TV and Access Control, the South Terminal Smoke Evacuation, the Security Cameras, the Emergency Fuel Shut Off IVP 14, the Mildew Remediation at the Mechanical room at Concourse D, as well as the design for the Central Terminal Fire Protection to address current notices of violation. Lastly, the scope includes the Customs Building Expansion and Remodeling at OPF.

- *MIA Reserve Maintenance Subprogram*

The MIA Reserve Maintenance subprogram includes the following projects at the Miami International Airport: Employee Parking Lot Road Improvements, MIA Dolphin and Flamingo Parking Garages painting, MIA Advantaged Technology (AT) X-ray Security Screening System, the Admiral's Club Infrastructure, and new stairs. Additionally, the scope of this subprogram comprises the maintenance of all airport facilities, including the Elevator Modernization effort. The first phase of this effort will consist of the modernization of the 45 worst condition elevator units located throughout the terminal.

The CIP will continue to evolve to meet market conditions and passenger and cargo growth. As such, periodic adjustments are expected to be made to the Program. The Aviation Department will maintain flexibility throughout the implementation of this program to adjust to changing conditions and to the financial performance parameters needed to preserve the economic health of MIA.

Develop Revenue Generating Opportunities

Business Development and Concession revenue streams are important aeronautical and non-aeronautical sources that help keep MIA competitive and contribute to the economic health of the airport. Our overarching objectives include increasing passenger satisfaction, enhancing revenues, and developing competitive processes that encourages the prioritization of innovation and growth as follows:

- Explore various cargo solutions including the construction of a patented vertical cargo solution (US Patent 10,210,477 B2), known as the "Vertically Integrated Cargo Community" (VICC), as well as other required ancillary facilities at Miami International Airport (MIA). The VICC would entail the development of a five-level, 1,706,575 square foot cargo structure that would have the ability to process 4.95 million US tons of annual cargo volume. The VICC would be designed, built, operated, and maintained with private funds on MDAD owned land located in the existing MIA West Cargo area, and would provide ground rent and a participatory revenue share to the County. The total development site would be comprised of 41.4 acres aggregated from existing MDAD land and two non-MDAD owned parcels, totaling 12 acres.



Departmental Business Plan and Outlook
Department Name: Miami-Dade Aviation Department
FY2021-22 & FY2022-23

- Finalize new development agreement for the Homestead Executive Jet Center at Homestead General Aviation Airport (X-51) which will bring an additional \$6,200 annually to the airport and more importantly, will add aircraft parking area and supporting taxiway making the airport more attractive to users.
- Finalize Tamiami's new development lease and start construction which will bring an estimated \$31.2 thousand annually and will provide a new taxiway and a new 118K sq. ft. aircraft ramp on an interior lot thereby increasing aircraft traffic capacity.
- Start construction of the first phase of the largest development arising out of the Expression of Interest at Miami Executive Airport (TMB) projected to yield \$300,000 annually in ground rent.
- FedEx expansion completion and receipt of advanced rent of \$13.9 million for existing premises and an additional \$730,000 annually in additional ground rent.
- Completion of the agreement for the remote VIP facility.
- Completion of the RFP for the Miami Springs lots which will bring an additional \$561,150 in revenue when developed.
- Finalization of the agreement with Miami-Dade Fire Rescue Department to add the vacant 139,828 square feet adjacent to existing Station 17 for a new firefighting complex serving Virginia Gardens and nearby neighborhoods. The new agreement will add \$421,000 in revenue to MDAD annually.
- Finalization of the agreement for a replacement hangar for Building 871.
- Completion of swap of Parcel 4 and start of construction on 12 acres west of 9R.
- At OPF completion of Sky Harbor construction \$138,000 annually, Gate 301 for \$124,400 annually, Bridge/Ave completion of buildings G, H, L, M, P, and L for \$800,000 annually.
- Coordinate with Finance Division for a more efficient and expedited invoicing and reimbursement process for management companies.
- Complete constructing Bombardier Service Center within AA Acquisition leasehold at OPF. Projected Annual Revenue \$339,700.
- Initiate competitive selection process for the Central and South Terminals Concessions Program.
- Complete transition to new MIA Hotel Operator.
- Conduct market research and evaluation of alternative fuel options for the fleet of employee shuttle buses.
- Initiate solicitation for design and construction of the oil change facility at the Rental Car Rental (RCC).
- Initiate space reallocation at the RCC.
- Award competitive selection to first hotel solicitation developer and plan for second hotel solicitation developer.
- Implementation of the Parking Access & Revenue Control System (PARCS).
- Continue to manage and administer the MIA Mystery Shopper Program for terminal-wide concessions.
- Continue hotel guest room enhancements.
- Implement a customer loyalty program to increase revenues.



Diversifying to Grow Competitive Positioning

In 2015, the International Air Transport Association (IATA) designated MIA as the first pharmaceuticals (pharma) freight hub in the U.S. and only the second in the world at that time. This designation underscores MIA's leading role as a safe and efficient global logistics hub for high-value, temperature-sensitive drugs, and medicines. In 2016, Brussels Airport (BRU), the first IATA designated pharma hub airport in the world, and MIA, created Pharma.Aero, a new organization focused on improving pharma handling and quality in the air cargo industry worldwide. MDAD's goal is to increase and attract new pharma business from untapped markets across the globe through the expanding network of new member airports and airlines joining this new association. Through efforts of MIA's Pharma Marketing and through MIA's association with Pharma.Aero, MIA's imports/exports of pharma were valued at \$3.73 billion in 2020. As distribution of COVID-19 vaccines continues worldwide, MIA is uniquely positioned to quickly receive and transport life-saving pharma products, vaccines, and medical supplies to markets around the world.

To expand and diversify its international business base, MDAD gained final approval from the U.S. Department of Commerce in 2018 to designate MIA as a Foreign Trade Zone (FTZ) magnet site. This decision allows existing or prospective airport tenants to operate manufacturing, warehousing and/or distribution centers on airport property, and have their federal tariffs deferred, reduced, or eliminated – providing time and cost savings for approved importers and exporters. As a result, companies handling high-traffic commodities at MIA such as pharmaceuticals, electronics, textiles, footwear, auto parts, aircraft parts, avionics, machinery equipment, consumer goods and perishables will be targeted as potential MIA FTZ tenants.

Human Capital

Retention of employees by enhancing satisfaction, reducing turnover, and providing a safe working environment will continue to be priorities for the department. To that end, the department is enhancing training via webinars and online instruction and elevating the Wellness program to provide staff with the information, tools, and techniques to maintain an appropriate work/life balance. MDAD will also continue to utilize Miami-Dade County's staff trainings and Miami-Dade County AvMed wellness program.

Forward-leaning Agile Safety and Security Posture

Leveraging police, civilian and contract security forces to enhance physical security in the airport to combat the potential of insider threat involves collaboration with our federal partners to ensure that a risk-based and intelligence-driven approach is applied to the allocation of all our resources. Having been selected by TSA as a demonstration site for new perimeter intrusion detection and deterrence technologies, we have now scoped, designed, procured and begun deployment of these technology solutions and we will utilize the entire \$6.4 million available through the grant plus additional monies specifically allocated by TSA for the drone detection project.

As a part of the Department's Cargo Route Development Program, the dedicated Cargo Security Group, was organized to augment our existing airfield security operations. This group is charged with cargo security patrols, facilities and employee inspections and coordinates security operations with Miami-Dade Police and resident federal agencies. The Cargo Security Group's work is made even more critical as the level of high value shipments (including COVID-



19 vaccines) increase at MIA. In areas that include both cargo and passenger terminals, we are making physical security enhancements that include brighter energy-efficient lighting, advanced surveillance capabilities, crime-watch warning signage and perimeter fence and access control improvements. To evolve our employee screening capabilities, MDAD is moving forward to outfit the employee checkpoints with advanced checkpoint screening solutions such as multi-view imaging x-ray and automated explosive detection technology. Our security credentialing operations is advancing with new facilities, upgraded technology, computer-based training, and first-generation enrollment in the new FBI/TSA Rap Back program that will provide continuous criminal history records check vetting of airport employees.

Drive Customer Focus Change

As digital marketing has become more mainstream, in the upcoming year, MIA will implement campaigns that advance the department's vision and mission. Using popular social media channels, MIA will use these digital assets as its method of communicating with its customers providing reliable, customer-friendly services and programs.

MDAD is also pursuing the development of a web-based application to modify and deploy the customer service training course and more effectively and efficiently deal with customer needs.

Sustaining Outreach and Diversity

To maximize opportunities on various types of contracting businesses at the County system of airports, we have established realistic, defendable, and achievable participation goals for small businesses to effectuate an increase in the number of contracting opportunities among Disadvantaged Business Enterprise (DBE), Airport Concession Disadvantaged Business Enterprises (ACDBE), Local Developing Business (LDB) and Small Business Enterprises (SBE) certified firms. With this overarching goal, the following activities are required: Establishment of a program to assist new, start-up firms, (particularly in fields in which small business participation has historically been underutilized); the distribution of the DBE, ACDBE, LDB directory, using print and electronic means, to the widest feasible universe of potential prime contractors; audits of construction, design contracts, procurement and concessions agreements; workshops, seminars and industry outreach meetings; and attend pre-bid, pre-construction, concession industry input and kick-off meetings. Other emphasis involves, an increase circulation of the "Six Month Forecast Report," and enhanced monitoring of different wage rate requirements such as, Living Wage, Davis Bacon Wage Rates and Responsible Wage Rates.

For technological advancements and provision of service to our customers, we are exploring the facilitation of a Minority Affairs website on the MDAD Internet which would provide updated information of the various contracting opportunities, small business programs and business development resources at MIA and the acquisition of the Business to Government (B2G) web-based Management and Contract Compliance software. This system tracks and audit federal and local contracts.



Procurement Processes and Procedures

We have a renewed focus on monitoring our procurement process as well as managing and maintaining our warehouses, with an emphasis on utilizing automation. Additionally, we introduced a campaign to ensure that MDAD and non-MDAD employees that work at MIA, are aware of and understand how to report suspicious, criminal, fraudulent or unethical activity.

In addition to routine purchasing needs, there are several important and time-sensitive solicitations that are in the process of award, in progress or will soon be advertised. These include:

1. Security Credentialing and Identification Management System
2. Request for Design Build Services re Park 6 Employee Parking Garage
3. General Special Systems Engineering Services
4. General MEP Engineering & Design Services
5. Canal Maintenance Services
6. Concierge Services
7. Retail Vending Machines
8. Sole source vendors for unique and one-of-a-kind goods and services
9. Replacement of Passenger Boarding Bridges
10. Sky Trains Operation & Management Services
11. Photogrammetric Mapping, Topographic, Planimetric and LiDAR Services
12. Baggage Handling Operation and Maintenance Services
13. Bond Engineering Consulting Services
14. Facility Design Services
15. Aviation Planning & Programming
16. Recreational Motorsport Facility
17. VIP Services
18. Check Cashing Services at MIA
19. Biometrically Enabled Common Use Passenger Processing Solution
20. Facility Design and Construction Inspection (CIS) Services
21. Pavement Management Program
22. MIA Runway 9-27 Rehabilitation
23. MIA Public Restrooms Modernization Phases 1.2-1.5
24. Inspection Services and Environmental Oversight
25. MIA Central Terminal Ticket Counters, Conveyors and K-1 Doors for TC12 thru TC17
26. AA005A E Sat Lower E Stucco Paint LP ADVGS Cameras Doors and Hardware
Access Control

Environmental Stewardship-Sustainability

MDAD's partnership with FPL Services continues to provide cost and energy savings through The Sustainability Project @ MIA, which has made MIA a global leader in energy efficiency. The implementation of this project will upgrade infrastructure with new technologies designed to reduce energy and water usage, reduce maintenance costs, and improve passenger experience. The following are key highlights:



- Replacement of ~248,000 light fixtures and lamps
 - Eliminates Mercury Vapor Lamps
 - Complies with phase-out mandated by the Energy Policy Act of 2005
- Replacement of ~2,900 (Toilets, Urinals, Faucets and Showers)
 - Annual water savings equates to 59 Olympic-sized swimming pools
- Replacement of ~17,800 tons of Chillers
 - Eliminates Refrigerant R-22 in HVAC Systems
 - Ahead of the EPA's phase-out of production and import by 2020
- The overall program reduces MIA's carbon footprint by:
 - An estimated annual savings of over 104,000 kilowatt-hours
 - An estimated annual water savings of 38,300,000 gallons
- The latest phase was completed in November of 2020, and closeout documents for the electrical and HVAC mechanical conservation measures received during first quarter 2021. The Sustainability Project @MIA has a marketing plan designed to promote the County's sustainable initiatives to attract and resonate with passengers and the community.

The latest phase of the Sustainability Project @ MIA consisting of energy conservation measures and environmental footprint reductions at MIA and in the cargo areas, is 100% complete with plumbing, lighting, and mechanical upgrades. The anniversary of the County's approval of the Certificate of Final Acceptance is on November 24, 2021, and within 90 days of such date FPL Services will engage in Measurement & Verification activities to provide the County with the first annual Guarantee Report.

As part of the Mayor's Thrive 305 emphasis on the environment, MDAD will be evaluating the use of solar panels and other solar technology in all re-roofing and parking infrastructure projects. Plans are already underway to include solar roof panels in the terminal re-roofing project.

The International Organization for Standardization (ISO) 14001:2015 is an international agreed upon standard that sets out the requirements for an environmental management system. MDAD adopted this standard to manage its environmental footprint. Obtaining and retaining certification helps MDAD identify, manage, monitor, and control environmental issues in a holistic manner. The intended outcomes of this management system include enhancement of environmental performance, fulfilment of compliance obligations and achievement of environmental objectives.

Promoting the Arts in the Airport

MDAD will continue to modernize the airport environment by providing a world-class experience through its contemporary arts installations and rotating exhibitions programs. To continue its mission of enhancing the airport environment and provide the same quality of programming that MIA is recognized for, projects to build a new fine arts gallery within MIA.



MDAD Airport Systems

MIA

- Facilitate return of international carriers that have discontinued their operations due to the COVID-19 pandemic as well as optimize operations for the new domestic carriers that have started service at MIA.
- Maximize the utilization of the South/Central Baggage Handling System (BHS). Establish and monitor BHS performance metrics to improve efficiency.
- Monitor gate utilization metrics per concourse and strategize airline optimization of Preferential and Common Use gates.
- Continue to utilize the surface Management Tool/Aircraft Ground Tracking Surveillance System to track aircraft ground movement in all-weather conditions to improve the interface and efficiency between FAA controlled ground movement and MDAD/American Airlines controlled ground movements.
- Develop strategies to automate airport operations-related functions to optimize systems and protocols for new AOC.
- Monitor and facilitate the FAA's transition to NextGen – Metroplex.
- Monitor the FAA's implementation of NextGen – Metroplex.
- Continue to work with CBP to maximize the use of biometric entry technology (Simplified Arrival) in all Federal Inspection System (FIS) facilities at MIA to improve the customer experience for all international arriving passengers.
- Collaborate with IT and airlines to implement airport wide biometric exit strategy to comply with Congressional Mandate.

Remaining Technologically Competitive

The projects that have earned us the American Association of Airport Executives Airport Innovation Award are examples of MDAD's forward-leaning culture. We will build upon our most important initiatives by exploring new ways to leverage technology and continue our participation in cutting-edge events such as the annual eMerge conference, Passenger Terminal Exposition and global events. In 2017, we successfully developed a technology innovation roadmap by identifying and prioritizing several modern, high-tech enhancements and upgrades for various business operations. We institutionalized this process through a technology steering group that develops short, mid, and long-term plans including timelines for procurement and deployment and budgeting. We will soon be developing a new digital and innovation strategy to take us into 2025 and beyond.

Major Systems Initiatives

- Continue the improvement of the mobile workforce initiative that involves planning and working on a virtualized desktop solution.
- Continue evaluating security solutions that protects iPhone and Android devices from malicious applications and Wi-Fi attacks, and that also provides an encrypted application on the phone for email, contacts, calendar, etc.
- Continue the implementation of new, commercial-off-the-shelf Credentialing ID Management System to replace and retire Legacy Millennium.
- Implement newly awarded AAE Computer Based Training System.
- Complete PARCS End-of-Life Upgrade Project.



- Upgrade EAMS system.
- Upgrade Prop Works.
- In conjunction with ITD and WASD, plan and perform a technical upgrade of ERP Financial System; investigate how to move this system to the cloud.
- Continue with, "Go Green/Sustainability" printing solutions. The final phase of this initiative includes the reduction of desktop printers.
- Continue facilitating the rollout of Office 365 and Dual Factor Authentication.
- Provide enhancement to the IBM Content Collector for email public record request queries. Layer the eDiscovery process with analytics software to simplify search queries from the repository. Provide a similar repository for files in unstructured file systems. Upgrade hardware to provide extended resources for high volume searches. Plan for the migration of all components to a virtual environment.
- Complete the monitoring design for a virtual infrastructure for computer and storage systems at both computer room locations using IBM Tivoli Monitoring software. Provide monitoring of all hardware components and software modules within the virtual domain.
- Complete the consolidation of standalone Windows servers to a virtual infrastructure using VMware virtualization software on Blade Server hardware.
- Implementation of new generation of Blade Server on Lenovo's Flex system chassis. The Flex chassis will enable us to retire older Blade center servers and migrate all hosts to a VMware virtual environment.
- Implementation of enhanced storage replication between data center locations with IBM SAN Volume Controller (SVC) hardware at both computer room locations. The implementation will provide real-time replication of storage data between the two-computer room locations.
- Complete the implementation of VMware backup and disaster recovery process using IBM's Tivoli Storage Manager for Virtual Environment along with the IBM automated tape library.
- Create a consolidated monitoring agenda in the computer room for centralized event monitoring of Storage Area Network (SAN) fabric, VMware virtual networks, Tivoli Storage Manger backups and VMware quest nodes. Provide monitoring from dedicated consoles in the computer room.
- Upgrade the IBM automated tape library in the terminal computer room with higher density capacity tape drives and a full complement of higher density tape media. This will accommodate long term archiving of Microsoft Exchange emails to tape media.
- Complete the migration of application and system data from the existing IBM DS8800 storage systems to the new IBM DS8884 storage subsystem in the terminal computer room. With the migration of data to the DS8884 storage, plan for and implement the transfer of the existing DS8800 storage device to the building 3030 computer room. Complete the data replication agenda.
- Complete the high availability strategies for redundant system failover between the two computer rooms. Provide systems failover of IBM Power hardware and Blade Servers using IBM's PowerVM and VMware technologies.
- Further extend the IBM Content Collector archiving solution with additional hardware and storage and provide an archiving solution for files and folders in conjunction with the Tivoli Storage Manager Tape management system.



- Provide infrastructure hosting environment along with maintenance and support for the Safe Gate system in a redundant virtualized architecture.
- Enhance the backup and disaster recovery process using Flash Storage technologies with the Storage Area Network. Reduce the backup window for a typical backup from hours to minutes using advanced features of our storage system. This will enable us to accommodate more backups within a shorter backup window.
- Upgrade EAMs and implement the Automotive system, integrating the parts inventory with ERP Inventory module.
- Working with our airline and law enforcement business partners on strategic use cases.
- Enhancing and developing a framework and culture of innovation.
- Developing and engaging in Proof of Concept (POC) to enhance our strategic posture.



FUTURE OUTLOOK

The current global COVID-19 pandemic wreaked havoc on the aviation industry making it one of the hardest hit industries in the world. However, travel restrictions have begun to ease resulting in the return of airline passenger traffic. MIA traffic has rebounded significantly over Fiscal Year 2020 primarily due to the increase in domestic travel. With the new entrant service provided by Southwest Airlines and JetBlue Airlines in Fiscal Year 2021, MIA domestic passenger traffic increased by 37.0% in Fiscal Year 2021 over the prior Fiscal Year. International passenger traffic has been slower to recover as represented in the 4.3% decrease in Fiscal Year 2021 over the prior Fiscal Year.

Based on information provided by MDAD's Traffic Engineers conservative passenger traffic projections, it appears that MIA is on track in Fiscal Year 2022 to exceed its record growth in Fiscal Year 2019 by 1.1%. A lot of this projected record growth is due to the significant increase in domestic travel from MIA's recapture of passenger traffic from Fort Lauderdale's airport (FLL), pent up passenger demand and the stimulation of the overall passenger traffic in South Florida. Some of the stimulation is due to Spirit Airlines beginning service at MIA in October 2021 with 9 daily roundtrips and increasing to 29 daily roundtrips in November 2021.

Both domestic and international air cargo demand increased significantly in Fiscal Year 2021 over Fiscal Year 2020; 13.1% and 15.4% respectively, for an overall growth rate of 15.0%. Although the air cargo industry cratered in the early days of the pandemic, air cargo demand is returning to not only pre-pandemic levels, but to record levels due to several factors, including the boom in e-commerce and the congestion in the ocean freight market, which has led to cargo owners looking for a quicker and less expensive alternative.



As Of <= 02/02/2022

Business Plan Report
Miami-Dade Aviation Department

| Perspective Name | Objective Name | Grand Parent Objective Name | Parent Objective Name | Measure Name | Details | As of | VR Flag | Actual | Target | FY2021-22 Annualized Target | FY2022-23 Annualized Target |
|------------------|--|--|---|--|---------|---------|---------|--------|--------|-----------------------------|-----------------------------|
| Customer | Enhance customer service (MDAD) | GG1: Accessible, fair and responsible government | GG1-2: Support a customer-focused organization | Airport workers trained through "Miami Begins with MIA" (% progress) | = | Jan '22 | | 100% | 100% | 100% | 100% |
| | | | | MIA Overall Customer Service Rating - MIA JD Powell Survey (Avg). | ↕ | 2021 FY | | 828 | 750 | 750 | 750 |
| | | ED1: An environment that promotes a growing, resilient and diversified economy | ED1-5: Provide world-class airport and seaport facilities | Airport workers trained through "Miami Begins with MIA" (% progress) | = | Jan '22 | | 100% | 100% | 100% | 100% |
| | | | | MIA Overall Customer Service Rating - MIA JD Powell Survey (Avg). | ↕ | 2021 FY | | 828 | 750 | 750 | 750 |
| | Provide a secure environment at the airports (MDAD) | PS3: Effective emergency and disaster management | PS3-3: Protect key infrastructure and enhance security in large gathering places | Average Number of Overall Targeted Crimes at MIA* | = | Dec '21 | | 35 | 65 | 780 | 780 |
| | | PS1: Safe community for all | PS1-1: Reduce crimes throughout Miami-Dade County | Average Number of Overall Targeted Crimes at MIA* | = | Dec '21 | | 35 | 65 | 780 | 780 |
| | Contribute to the participation of Small Business Enterprises at MIA | ED2: Entrepreneurial development opportunities within Miami-Dade County | ED2-2: Expand opportunities for small businesses to compete for Miami-Dade County contracts | Community Business Opportunity Meetings/ Outreach Activities & | = | Dec '21 | | 9 | 10 | 120 | 120 |

| Workshops (# Meetings) | | Dec '21 | 33.50% | 33.50% | 33.50% | 33.50% |
|--|--|---------|-----------|-----------|------------|-----------|
| Percentage of Airport Concession Joint Venture Leases with ACDBE Minority Partners | | Dec '21 | 42.70% | 33.50% | 33.50% | 33.50% |
| Local Small Car Rental Concessions Business | | Dec '21 | 1.0% | 1.5% | 1.5% | 1.5% |
| Public Parking Revenue (\$1000) | | Dec '21 | \$4,025 | \$2,539 | \$31,201 | \$46,947 |
| MIA Non-Terminal Rental Revenue (\$1,000) | | Dec '21 | \$3,310 | \$3,400 | \$40,800 | \$42,000 |
| GAA Rental Revenue (\$1,000) | | Dec '21 | \$1,233 | \$792 | \$9,500 | \$9,604 |
| Commercial Operations Gross Revenues (\$1000) at MIA | | Dec '21 | \$91,911 | \$59,595 | \$732,079 | \$566,081 |
| New Passenger Routes (FYTD) | | '22 FQ1 | 20 | 0 | n/a | n/a |
| New Carriers (FYTD) | | '22 FQ1 | 5 | 5 | 0 | n/a |
| Enplaned Passengers(1,000) | | Dec '21 | 2,269.473 | 1,415.082 | 15,850.001 | n/a |
| MIA Cost Per Enplaned Passenger(CEP)-FYTD | | '22 FQ1 | \$18.13 | \$24.47 | \$24.47 | n/a |
| Landing Fee Rate | | '22 FQ1 | \$1.62 | \$1.62 | \$1.62 | n/a |
| Enplaned Passengers(1,000) | | Dec '21 | 2,269.473 | 1,415.082 | 15,850.001 | n/a |
| MIA Cost Per | | '22 | \$18.13 | \$24.47 | \$24.47 | n/a |

GG4-2: Effectively allocate and utilize resources to meet current and future operating and capital needs

GG4: Effective leadership and management practices

Enhance MDAD revenue

Financial

ED1-5: Provide world-class airport and seaport facilities

ED1: An environment that promotes a growing, resilient and diversified economy

Enhance MIA Competitive Position (MDAD)

ED1-4: Continue to leverage Miami-Dade County's strengths in

| tourism and international commerce | Enplaned Passenger(CEP)-FYTD | FQ1 | | | | |
|---|--|---------|---|-----------|-----------|-----------|
| Meet the Operating Budget Targets(Aviation) | Landing Fee Rate | '22 FQ1 | █ | \$1.62 | \$1.62 | n/a |
| | Expenses : Total Operating Expenses (Aviation, in \$1,000) | '22 FQ1 | █ | \$359,411 | \$906,624 | n/a |
| | Construction Capital Fund Expenditures (in \$1,000) | '22 FQ1 | █ | \$33,734 | \$186,475 | \$272,037 |
| | Revenue: Total (Aviation, in \$1,000) | '22 FQ1 | █ | \$359,411 | \$906,624 | n/a |
| | Positions: Full-Time Filled (Aviation) | '22 FQ1 | █ | 1,308 | n/a | n/a |
| Internal | MDAD Job Related Injury/Illness Incidents | Dec '21 | █ | 5 | 165 | 180 |
| Learning and Growth | Compliance with annual FAA Report - By the month of May | 2021 FY | █ | 1 | 20 | 20 |
| Sustainability | Conduct AOA Certification Driving Training (# of students) | Jan '22 | █ | 710 | 7,565 | 7,925 |
| | ISO 14001 Certifications | Dec '21 | █ | 44 | 100 | 100 |
| | Recycle 300 Tons of Cardboard (% progress) | '22 FQ1 | █ | 25% | 100% | 100% |

Initiatives

There are no Objectives associated to the initiatives