<table>
<thead>
<tr>
<th>Agenda</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Master Plan Schedule Overview</td>
<td></td>
</tr>
<tr>
<td>Coordination Review</td>
<td></td>
</tr>
<tr>
<td>Recommended Remote 5-Gate Facility</td>
<td></td>
</tr>
<tr>
<td>Short-listed Terminal Area Concepts</td>
<td></td>
</tr>
<tr>
<td>Assessment of Additional Airport Needs</td>
<td></td>
</tr>
<tr>
<td>Next Steps</td>
<td></td>
</tr>
</tbody>
</table>

**Preliminary Draft For Discussion Purposes Only**
## Master Plan Schedule Overview

<table>
<thead>
<tr>
<th>Initiate Task</th>
<th>Complete Task</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>INVENTORY</strong></td>
<td><strong>FAA APPROVED: JAN 13, 2017</strong></td>
</tr>
<tr>
<td><strong>FORECASTS</strong></td>
<td><strong>ADDITIONAL LAND NEEDS FOR FLL (FOR BOCC CONSIDERATION)</strong></td>
</tr>
<tr>
<td><strong>DEMAND/CAPACITY &amp; REQUIREMENTS</strong></td>
<td><strong>EVALUATION OF SHORT-LISTED CONCEPTS: MAY/JUNE 2018</strong></td>
</tr>
<tr>
<td><strong>MARKET ASSESSMENT</strong></td>
<td><strong>BOCC AND STAKEHOLDER BRIEFINGS: MAY/JUNE 2018</strong></td>
</tr>
<tr>
<td><strong>FINAL REPORT</strong></td>
<td><strong>FINAL REFINEMENTS: JUNE/JULY 2018</strong></td>
</tr>
</tbody>
</table>

### Public Involvement

- **JULY 2017**: ALTERNATIVES ANALYSIS
- **JUNE 2018**: ENVIRONMENTAL & SUSTAINABILITY
- **JUNE 2018**: CAPITAL IMPROVEMENT PROGRAM
- **JUNE 2018**: FINANCIAL FEASIBILITY
- **JUNE 2018**: AIRPORT LAYOUT PLAN
- **JAN 2019**: FINAL REPORT

### Upcoming Task

- **JULY 2017**: INTEGRATES MASTER PLAN RECOMMENDATIONS WITH OTHER IDENTIFIED CAPITAL PROJECTS AND AIRPORT NEEDS
- **SEPT 2018**: INCLUDES PRELIMINARY FINANCIAL PLAN
- **DEC 2018**: OFFICIAL FAA APPROVAL OF THE MASTER PLAN (BOCC APPROVAL OF FINAL RECOMMENDATIONS AND AIRPORT LAYOUT PLAN (ALP) WILL OCCUR PRIOR TO ALP SUBMISSION TO FAA

### Summary

- **PUBLIC INVOLVEMENT**
- **OCT 2017**: INITIATE TASK
- **JULY 2018**: COMPLETE TASK
- **MAR 2019**: STUDY COMPLETION

---

*Preliminary Draft For Discussion Purposes Only*
<table>
<thead>
<tr>
<th>Date</th>
<th>Meeting Description</th>
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</thead>
<tbody>
<tr>
<td>On-Going</td>
<td>Weekly Project coordination with BCAD Development and Planning Staff</td>
</tr>
<tr>
<td>Bi-Weekly</td>
<td>Executive Director briefings</td>
</tr>
<tr>
<td>June 28, 2017</td>
<td>Florida Department of Transportation (FDOT) &amp; Metropolitan Planning Organization (MPO) Briefings and Coordination Meetings</td>
</tr>
<tr>
<td>November 1, 2017</td>
<td>Policy Advisory Committee (PAC) &amp; Technical Advisory Committee (TAC) – Briefing #2</td>
</tr>
<tr>
<td>October 30, 2017</td>
<td>Federal Aviation Administration (FAA) Airports District Office (ADO) Briefing</td>
</tr>
<tr>
<td>January 24, 2018</td>
<td>FAA &amp; FDOT Briefing</td>
</tr>
<tr>
<td>January 26, 2018</td>
<td>Airport Airline Affairs Committee Briefing #3</td>
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<tr>
<td>February 15, 2018</td>
<td>FLL Public Open House Workshop #1</td>
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<tr>
<td>May 9, 2018</td>
<td>Airport Airline Affairs Committee Briefing #4</td>
</tr>
<tr>
<td>June 6, 2018</td>
<td>FAA / FDOT / MPO Briefing</td>
</tr>
</tbody>
</table>
Introduction
Recommended Remote Facility Alternative
Gate Capacity & Future Needs

Baseline Gate Capacity: 66

FY2016: 28.7 MAP
CY2016: 29.2 MAP

Future gate requirements:
• 37 MAP (On or before 2020)
  • 70 - 72 gates
• 42 MAP (On or before 2025)
  • 75 – 77 gates
• 53 MAP (On or before 2035)
  • 83 – 85 gates

Notes:
MAP: Million Annual Passengers
Recommended Remote Gate Facility

**SELECTION CRITERIA:**
- LOWEST COST
- LANDSIDE CONSTRUCTION OPPORTUNITY (BOTH PHASES)
- PRESERVATION OF DEVELOPABLE LANDSIDE ACREAGE
- LIMITED PROJECT ENABLERS
- CONTINUITY OF OPERATIONS AT CONCOURSE G

**Phase 1 – Busing Operation**

- Busing to go under building (during construction)

**Phase 1 Costs (2018 Dollars):** $64,000,000* (Excludes RON replacement)

**Phase 2 Costs (2018 Dollars):** $56,000,000**

**On-Going O&M Costs (2018 Dollars):** $3,575,000 (Rounded to $3.6 M)

Notes:
- *Cost includes CEI environmental estimate, Terminal 4 bus station
- **Cost includes remote facility expansion and elevated pedestrian walkway

Baseline Concept
Study Area Limits and Remediation ROM Estimate

PHASE 1 ENVIRONMENTAL REMEDIATION

Summary of Findings: Exploratory Test Trenches for the 5-Gate Remote Facility (Includes contingencies)

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Excavation, haul and disposal</td>
<td>$3,000,000</td>
</tr>
<tr>
<td>Clean Fill</td>
<td>$1,500,000</td>
</tr>
<tr>
<td>Total Environmental Remediation (With contingency allowance)</td>
<td>$4,500,000</td>
</tr>
</tbody>
</table>

Source: Cherokee Enterprises, Inc., Exploratory Test Trenches, Technical Memorandum submitted to BCAD on April 20, 2018

Plus Terminal 4 Bus Station Costs (see next slide)
Rough Order of Magnitude (ROM) Estimate

**Facility Area ROM Cost**
- Connector Bridge (4,100 SF) $ 2,227,890
- Vertical Core (950 SF) $ 1,212,578
- Queuing Area $ 2,552,795

**Rework Of Existing Facilities**
- Contingency Allowance (10%) $ 599,326

**TOTAL ROM (In 2017 dollars)** $ 6,592,589

**TOTAL ROM (Escalated to 2018 dollars & rounded)** $ 6,800,000

*Note: Escalation rate – 3% per year*

*Source: Turner Aviation, ROM T4 Busing Operation, June 6, 2017*

**Busing O&M Cost ROM Cost**
- COBUS Annual Lease $ 485,000
- COBUS Annual O&M Costs $2,190,000

**Total Annual Busing Costs** $2,675,000

*Note: Ramp G requires 4 busses to maintain 4-minute headway.*

*Source: Costs associated with COBUS lease and on-going O&M provided by BCAD.*

**Terminal 4 Apron Improvements** (see next slide)
MSE Area Limits and Remediation ROM Estimate
RON Replacement Positions (Along MSE Wall)

Terminal 4 Apron Improvement
RON Mitigation and Expansion Plan

<table>
<thead>
<tr>
<th>Pavement Expansion Along MSE Wall (Potential RON Positions)</th>
<th>$8,000,000</th>
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</thead>
</table>

Source: Nova Consultants Inc., Opinion of Probable Construction Costs for Remote 5-Gate Facility, April 5, 2018
**Fixed Capital Improvement Costs:**

<table>
<thead>
<tr>
<th>ALTERNATIVE</th>
<th>PHASE 1**</th>
<th>Phase 1 (Loaded Cost)</th>
<th>Environmental Remediation Costs</th>
<th>Terminal 4 Bus Station</th>
<th>RON Replacement Positions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baseline</td>
<td></td>
<td>$ 52,000,000</td>
<td>$ 5,000,000*</td>
<td>$ 6,800,000</td>
<td>$8,000,000</td>
</tr>
</tbody>
</table>

**Phase 1 Annual Operating & Maintenance Costs:**

<table>
<thead>
<tr>
<th>ALTERNATIVE</th>
<th>COBUS Annual Lease Cost</th>
<th>COBUS Annual O&amp;M Costs</th>
<th>5-Gate Facility Utility Costs***</th>
<th>5-Gate Facility Janitorial Costs***</th>
<th>Other O&amp;M Costs***</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baseline</td>
<td>$ 485,000</td>
<td>$2,190,000</td>
<td>$65,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
* Environmental costs as estimated by Cherokee Enterprises, Inc., Exploratory Test Trenches, Technical Memorandum.
** Totals may differ from previous slides due to rounding.
*** Derived and estimated based on O&M costs for Concourse A.

**Source:** Nova Consultants Inc., Opinion of Probable Construction Costs for Remote 5-Gate Facility, April 5, 2018.

**Soft cost assumptions:**
- Mobilization and demobilization: 3%
- General contractor overhead and profit: 10%
- Airside construction cost: 10%
- Contingency: 20%
- Engineering and architectural design: 20%
- Inflation: 3%
Representative Remote Facility
Representative Remote Facility
Domestic Facility with Busing Operation

- Rentable Space: 23,220 sf
- Common Use: 9,450 sf
- Concession Support: 4,050 sf

Legend:
- Canopy Above 4,400 sf
- Pick-up
- Drop-off

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Domestic Facility with Busing Operation

Preliminary Draft For Discussion Purposes Only
Refinement and Evaluation of Passenger Terminal Expansion Concepts

Refined Concept 1

77-Gate Complex (proposed for serving 42 Million Annual Passengers)

Refined Concept 5

REASONS FOR ELIMINATING CONCEPT 5:
Airfield constraints (Single taxilane)
Continuity of operations during construction
Ability to accommodate large aircraft (225+ passengers)

Refined Concept 6

85-Gate Complex (proposed for serving 53 Million Annual Passengers)

95-Gate Complex (provides practical balance with airfield)

Notes:
1 Projected 2025 Demand Level Per the FAA Approved Master Plan Forecast
2 Projected 2035 Demand Level Per the FAA Approved Master Plan Forecast

Preliminary Draft For Discussion Purposes Only
Terminal Development Phasing
Concept 1
Terminal Development
95-GATE COMPLEX
Potential Palm Garage and Commercial Center Development

### Potential Facility

1. **NEW PALM GARAGE**
2. **GROUND TRANSPORTATION CENTER (GTC)**
3. **HOTEL**
4. **COMMERCIAL CENTER / COURTYARD & OUTDOOR SPACE**
5. **AIRPORT PEOPLE MOVER STATION CONNECTION**

### Result/Provides

- **More Parking Capacity; Integrated with Hibiscus Garage**
- **Consolidated & Co-located with new Palm Garage; Reduces Road & Curb Congestion**
- **New Customer Offering & Revenue Opportunity**
- **Customer Offering & Assembly Area For Early Arriving Passengers**
- **Easy Access & Connectivity to all Terminals and Landside Facilities**

Preliminary Draft For Discussion Purposes Only
Commercial Center
POTENTIAL LANDSIDE REDEVELOPMENT

PHASE 1
Proposed Palm Garage Redevelopment and Hotel

LONG-TERM EXPANDABILITY
(Dependent on Terminal 3 Redevelopment)
Landside Commercial Center

Palm Garage
9 levels (3,400 Spaces)
Landside Development Strategy

Transportation Modes Comprising Landside Development

- RENTAL CAR
- PARKING
- TAXI
- RAIL
- LIMO
- RIDE SHARING

Airport areas preserved for potential landside facilities development

Reserved for potential future gate expansion

On-airport roadway improvements

Off-airport roadway improvements

Preliminary Draft For Discussion Purposes Only
Potential Integrated Development (To be further studied) Could include, but not be limited to:

- Multiple Modes of Ground Transportation & Rail
- Employee Parking
- Bag Tagging/Drop-off for Early Arriving Passengers
- Public Parking
- Entertainment
- Office
- Food Service Options
Passenger Experience
• Follows FLL Terminal Design Guidelines
• Open Interiors With High Ceilings
• Expanded Food & Beverage Options
• Design Facilitates Natural Lighting

Existing Concourse F
Terminal 3

Existing Concourse G
Terminal 4

• Narrow Passenger Corridors
• Constrained Holdrooms
• Low Ceilings
• Limited Food & Beverage Options
• Limited Natural Light
Future Opportunities – Illustrative Examples

Orlando International Airport

Singapore Changi Airport

Zurich Airport
Assessment of Additional Airport Needs
• Airfield, terminal and landside development alternatives have been identified and evaluation is nearing completion

• Non-terminal development alternatives include:
  – Cargo
  – General aviation/FBO development
  – Airport/airline support facilities
  – Other aeronautical and non-aeronautical uses

• Task Objectives:
  – Prioritize development initiatives for available on-airport property (Contiguous and non contiguous parcels)
  – Discuss potential off-airport land opportunities to support Airport needs
The Master Plan analysis has concluded that FLL is well situated to accommodate the cargo projections for the 20-year planning horizon; however expansion opportunities are being analyzed and include:

- Expand belly cargo warehouse capacity to better serve new entrants, particularly for foreign flag carriers
- Expand the air cargo apron for UPS to accommodate two B767 aircraft simultaneously during peak demand periods
- Identify a potential area for future cargo facility development, should a new entrant cargo carrier/developer require cargo warehouse facilities at FLL.
General Aviation/FBO Facility Planning Considerations

• FLL Market Trends:
  – FBOs targeting high end corporate activity
  – Primary demand for aircraft storage hangars
  – Bombardier looking to relocate from existing location (sub-tenant to Signature Flight Support)

• Baseline Requirements:
  – In accordance with FAA Approved Forecast
  – In general, reflective current FBO expansion plans (including Signature and National Jets)

• Sensitivity Analysis:
  – Intended for contingency planning only
  – In accordance with FAA’s National Aerospace Forecast
  – Reflective of current FBO expansion plans + approx. 225,000 s.f. of additional hangars
## FLL 2035 Facility Deficiencies (Acres)

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Existing Area</th>
<th>Deficiency</th>
<th>2035 Gross Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cargo</td>
<td>34.2</td>
<td>1.5 ¹/</td>
<td>35.7</td>
</tr>
<tr>
<td>General Aviation ²/</td>
<td>91.7</td>
<td>10.3</td>
<td>102.0</td>
</tr>
<tr>
<td>Airline/Airport Support:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Flight Kitchens</td>
<td>0.5</td>
<td>1.5</td>
<td>2.0</td>
</tr>
<tr>
<td>- Fuel Farm</td>
<td>3.3</td>
<td>1.0</td>
<td>4.3</td>
</tr>
<tr>
<td>- ARFF</td>
<td>1.7</td>
<td>2.3 ³/</td>
<td>4.0 ³/</td>
</tr>
<tr>
<td>- Public Safety Office</td>
<td>0.75</td>
<td>1.0 ³/</td>
<td>1.7</td>
</tr>
<tr>
<td>- Airport Maintenance</td>
<td>2.6</td>
<td>6</td>
<td>8.6</td>
</tr>
<tr>
<td>- GSE Storage and Maintenance</td>
<td>- ⁴/</td>
<td>- ⁴/</td>
<td>- ⁴/</td>
</tr>
<tr>
<td>- GA Customs</td>
<td>1.0</td>
<td>0.7 ³/</td>
<td>1.7</td>
</tr>
<tr>
<td>- Centralized Receiving/Distribution</td>
<td>0.0</td>
<td>1.5</td>
<td>1.5</td>
</tr>
<tr>
<td>Drainage Contingency (28%)</td>
<td></td>
<td>7.2 ⁵/</td>
<td>7.2 ⁵/</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>135.75</strong></td>
<td><strong>33.0 ⁶/</strong></td>
<td><strong>168.8 ⁶/</strong></td>
</tr>
</tbody>
</table>

Notes:

1/ Cargo deficiency accounts for additional aircraft parking for UPS, and nominal expansion for belly cargo.

2/ General Aviation includes Bombardier and Embraer.

3/ Assumes full relocation of ARFF, GA Customs and Public Safety functions.

4/ GSE Storage and Maintenance facilities are embedded with other airline functions.

5/ To account for drainage requirements, the overall deficiency was increased to 34.2 acres which includes a 28% retention requirement for future development.

6/ The total for new facilities has been increased for the potential full replacement of ARFF, Public Safety Office and GA Customs facilities.
Assessment of Additional Facility Needs
Key Considerations:
- NE Quadrant Study Recommendations
- Long-term use of Building N-35 (former maintenance building)
- Fuel Farm expansion needs
- AOA Gate 100
  - Potential 504 conversion
- BCAD Maintenance Requirements
- Limited airfield access

Note: Parcel 1 can accommodate centralized receiving and distribution warehouse, fuel farm expansion, potential gate 100 relocation and potential maintenance storage.
### Parcel 2 Development Priorities

<table>
<thead>
<tr>
<th>Parcel ID</th>
<th>Proposed 2 (8 Acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>First Priority</td>
<td>GA (Corporate)</td>
</tr>
<tr>
<td>Second Priority</td>
<td>Support (See Note)</td>
</tr>
<tr>
<td>Third Priority</td>
<td>Belly Cargo (See Note)</td>
</tr>
<tr>
<td>Fourth Priority</td>
<td>-</td>
</tr>
</tbody>
</table>

**Key Considerations:**
- Current Jetscape lease Consideration for existing paint hangar
- Not ideal for FBO/Cargo/MRO use
  - Parcel/hangar depths limit aircraft compatibility
  - Limited frontage/exposure to airfield

Note: Parcel 2 can accommodate potential gate 100 relocation, expanded maintenance storage and belly cargo expansion.
Key Considerations:
- Currently utilized for BCAD storage
- National Jets has expressed interest to expand and redevelop Parcel 3
- Otherwise not suitable for FBO/Cargo/MRO use
  - Antiquated buildings
  - Parcel depth limit aircraft compatibility
  - Limited frontage/exposure to airfield
Parcel 4 Development Priorities

Key Considerations:
- Adjacent to existing cargo facilities
- Drainage modifications anticipated
- Requires relocation of ASOS
- Good airfield frontage

<table>
<thead>
<tr>
<th>Parcel ID</th>
<th>PROPOSED 4 (30.9 Acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>First Priority</td>
<td>Aeronautical – Demand Driven (FBO, MRO, Cargo, RON)</td>
</tr>
<tr>
<td>Second Priority</td>
<td>-</td>
</tr>
<tr>
<td>Third Priority</td>
<td>-</td>
</tr>
<tr>
<td>Fourth Priority</td>
<td>-</td>
</tr>
</tbody>
</table>
Parcel 5 Development Priorities

Key Considerations:
- Existing TNC staging area
- Limited airfield access
- Tree clearing may be required
- Airspace limitations

<table>
<thead>
<tr>
<th>Parcel ID</th>
<th>PROPOSED 5 (9 Acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>First Priority</td>
<td>Aeronautical (Demand Driven)</td>
</tr>
<tr>
<td>Second Priority</td>
<td>Support Facilities</td>
</tr>
<tr>
<td>Third Priority</td>
<td>-</td>
</tr>
<tr>
<td>Fourth Priority</td>
<td>-</td>
</tr>
</tbody>
</table>

Key Map
Parcel 10 Development Priorities

Key Considerations:
• Primary existing airfield retention area
• No landslide access
• Development may require closure of Taxiway E
• On-going discussion with Signature to expand leasehold area

<table>
<thead>
<tr>
<th>Parcel ID</th>
<th>PROPOSED 10 (6.5 Aces)</th>
</tr>
</thead>
<tbody>
<tr>
<td>First Priority</td>
<td>ARFF/GA</td>
</tr>
<tr>
<td>Second Priority</td>
<td>-</td>
</tr>
<tr>
<td>Third Priority</td>
<td>-</td>
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<td>Fourth Priority</td>
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</table>

Preliminary Draft For Discussion Purposes Only
Parcel 11 Development Priorities

<table>
<thead>
<tr>
<th>Parcel ID</th>
<th>PROPOSED 11 (3.8 Acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>First Priority</td>
<td>Support (Security/Public Safety)</td>
</tr>
<tr>
<td>Second Priority</td>
<td>GA (Signature Expansion/Reconfiguration)</td>
</tr>
<tr>
<td>Third Priority</td>
<td>-</td>
</tr>
<tr>
<td>Fourth Priority</td>
<td>-</td>
</tr>
</tbody>
</table>

Key Considerations:
- Existing ATC tower (to be relocated) and airfield electric vault
- Current ALP proposes future ARFF relocation
- Adjacent to Signature and Sheltair leaseholds
- Otherwise not suitable for aeronautical development
  - Parcel depth limit aircraft compatibility
  - Limited frontage/exposure to airfield
### Parcel 12 Development Priorities

<table>
<thead>
<tr>
<th>Parcel ID</th>
<th>PROPOSED 12 (12 Acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>First Priority</strong></td>
<td>Aeronautical (Demand Driven)</td>
</tr>
<tr>
<td><strong>Second Priority</strong></td>
<td>-</td>
</tr>
<tr>
<td><strong>Third Priority</strong></td>
<td>-</td>
</tr>
<tr>
<td><strong>Fourth Priority</strong></td>
<td>-</td>
</tr>
</tbody>
</table>

#### Key Considerations:
- On-going discussion with potential tenant
- Adjacent to Signature and future Jetscape parcels
  - Would provide potential future expansion opportunities
Parcel 13 Development Priorities

Key Considerations:
- On-going discussion with potential tenant
- Adjacent to future Jetscape parcel
  - Would provide potential future expansion opportunities
- Airspace/NAVAID constraints

<table>
<thead>
<tr>
<th>Parcel ID</th>
<th>PROPOSED 13 (30 Acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>First Priority</td>
<td>Aeronautical (Demand Driven)</td>
</tr>
<tr>
<td>Second Priority</td>
<td>-</td>
</tr>
<tr>
<td>Third Priority</td>
<td>-</td>
</tr>
<tr>
<td>Fourth Priority</td>
<td>-</td>
</tr>
</tbody>
</table>
Parcel 14 & 15 Development Priorities

Key Considerations:

- **Parcel 14**
  - No airfield access
  - Airspace/NAVAID constraints

- **Parcel 15**
  - Limited airfield access
  - Airspace/NAVAID constraints
  - Demolition of existing facilities may be required

<table>
<thead>
<tr>
<th>Parcel ID</th>
<th>PROPOSED 14 (5.7 Acres)</th>
<th>PROPOSED 15 (8 Acres)</th>
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<tbody>
<tr>
<td>First Priority</td>
<td>Retention/Drainage</td>
<td>Customs Facility</td>
</tr>
<tr>
<td>Second Priority</td>
<td>-</td>
<td>GA (Demand Driven)</td>
</tr>
<tr>
<td>Third Priority</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Fourth Priority</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>
Non-Contiguous Parcels – West

- Airport Maintenance
- Flight Kitchens
- Non-Aeronautical
- Parking

- Detention/Retention

- Detention/Retention
- Non-aeronautical
- Parking
- Maintenance (Warehouse/storage)
- Recycling/Waste Disposal (MRF)

- Airport storage
- Must develop in coordination with Dania Beach
Non-Contiguous Parcels – East

- Parking
- Non-aeronautical
- Airport support (Maintenance)
- Cell phone waiting area
- Retention

- Detention/Retention
- Non-aeronautical
- Parking

- APM Support (Parcel 24)
- TNC Expansion (Parcel 24)
- Detention/Retention (Parcel 23)
Non-Contiguous Parcels– North

- Detention/Retention (May not be viable, remaining capacity needs to be determined)
- Fuel Farm
  - Co-development with Port for logistics hub
  - Non-aeronautical
  - Parking
- Non-aeronautical
  - Potential disposal/transfer
Next Steps
Next Steps

ALTERNATIVES ANALYSIS

Stakeholder & BOCC Approval of Preferred Concepts and Recommendations

ENVIRONMENTAL & SUSTAINABILITY

capital improvement program

FINANCIAL FEASIBILITY

AIRPORT LAYOUT PLAN

BOCC Approval of Final Recommendations and Airport Layout Plan (ALP) will Occur Prior to ALP Submission to FAA

FINAL REPORT

JULY 2017 – SEPT 2018

JUNE 2018 – SEPT 2018

JUNE 2018 – DEC 2018

JUNE 2018 – JAN 2019

JUNE 2018 – JAN 2019

JAN 2019 – MAR 2019

KEY ELEMENTS:

- Affordability Analyses
- Capital Funding Opportunities
- Project Delivery Strategies

Task in progress:

Upcoming task:

Preliminary Draft For Discussion Purposes Only
Thank You