

1995 HOUSE APPROPRIATIONS TESTIMONY -- METRO-DADE TRANSIT AGENCY

MR. CHAIRMAN AND MEMBERS OF THE TRANSPORTATION APPROPRIATIONS
SUBCOMMITTEE,

ON BEHALF OF THE COUNTY COMMISSION OF METROPOLITAN DADE
COUNTY, FLORIDA, THE METROPOLITAN PLANNING ORGANIZATION OF THE
MIAMI URBANIZED AREA AND THE METRO-DADE TRANSIT AGENCY, WE ARE
GRATEFUL FOR THE OPPORTUNITY TO TESTIFY BEFORE YOU AND WE
RESPECTFULLY SUBMIT THE FOLLOWING TESTIMONY REQUESTING
APPROPRIATION AND SPECIFIC DESIGNATION OF FEDERAL TRANSIT FUNDS
FOR BUS ROLLING STOCK AND TWO FIXED GUIDEWAY CORRIDOR PROJECTS.

THE SPECIFIC APPROPRIATIONS ACTIONS BEING REQUESTED FOR THE
1996 FISCAL YEAR INCLUDE \$29.4 MILLION OF TRANSIT SECTION 3-BUS
FUNDS FOR BUS ROLLING STOCK, \$8 MILLION OF TRANSIT SECTION 3-NEW
START FUNDS FOR BEGINNING THE IMPLEMENTATION OF THE NORTH
CORRIDOR FIXED GUIDEWAY PROJECT AND \$45.6 MILLION OF TRANSIT
SECTION 3-NEW START FUNDS FOR ENGINEERING DESIGN OF THE
AIRPORT-SEAPORT FIXED GUIDEWAY SEGMENT OF THE EAST-WEST
CORRIDOR/MIAMI INTERMODAL CENTER PROJECT.

BACKGROUND

DADE COUNTY IS RAPIDLY EXPANDING ITS STATURE AS A LARGE
METROPOLITAN AREA, NOT ONLY BY ITSELF WITH A POPULATION OF OVER
TWO MILLION PEOPLE, BUT ALSO AS A PRINCIPAL MEMBER OF THE SOUTH
FLORIDA GOLD COAST -- A THREE-COUNTY REGION OF NEARLY FIVE
MILLION RESIDENTS; DADE COUNTY IS ONE OF THE NATION'S PRIMARY
INTERNATIONAL HUBS FOR TOURISTS, CARGO AND INTERNATIONAL

BUSINESS AS SUCH, TRANSPORTATION IS A MAJOR FOCAL POINT IN OUR CONTINUED DOMESTIC AND INTERNATIONAL ECONOMIC GROWTH. THE IMPORTANCE OF TRANSPORTATION TO OUR COMMUNITY IS EXEMPLIFIED IN THE FOLLOWING STATISTICS:

- DADE COUNTY'S PUBLIC TRANSIT PROVIDER, THE METRO-DADE TRANSIT AGENCY (MDTA) IS THE EIGHTEENTH LARGEST TRANSIT AGENCY IN THE NATION AND PROVIDES 55% OF THE PASSENGER TRIPS IN THE STATE OF FLORIDA WITH NEARLY 85 MILLION PUBLIC TRANSIT BOARDINGS ANNUALLY IN AN UNIQUE FOUR-MODE OPERATION.

* MIAMI INTERNATIONAL AIRPORT, THE SEVENTH LARGEST AIRPORT IN THE COUNTRY, IS NUMBER TWO IN INTERNATIONAL PASSENGERS WITH OVER 42% OF ITS 30 MILLION ANNUAL PASSENGERS TRAVELING ON INTERNATIONAL FLIGHTS. IN CARGO, MIAMI INTERNATIONAL IS NUMBER ONE WITH OVER 80% OF ITS 1.4 MILLION TONS PER YEAR CARRIED ON INTERNATIONAL PLANES. THESE ARE REMARKABLE STATISTICS CONSIDERING THE LOSS OF TWO MAJOR AIR CARRIERS IN THE RECENT PAST. NEAR-TERM GROWTH PROJECTIONS IN BOTH PASSENGER AND CARGO CATEGORIES ARE IN DOUBLE DIGITS. EVEN THOUGH MIAMI INTERNATIONAL IS A HUB AIRPORT FOR SEVERAL MAJOR AIR CARRIERS, DADE COUNTY IS THE DEBARKATION POINT FOR ROUGHLY TWO-THIRDS OF THEIR ARRIVING PASSENGERS. OVER 100 DIFFERENT AIR CARRIERS USE THE MIAMI INTERNATIONAL FACILITIES AND WITH ONLY HALF THE AVAILABLE PARKING SPACES OF COMPARABLE AIRPORTS, THE CURRENT \$2.4 BILLION 10-YEAR EXPANSION PROGRAM IS MOST LIMITED BY LANDSIDE ACCESS.

* THE SEAPORT OF MIAMI IS THE NUMBER ONE CRUISEPORT IN THE WORLD, BEING THE HOST PORT OF 10 CRUISE SHIPS AND

1995 HOUSE APPROPRIATIONS TESTIMONY -- METRO-DADE TRANSIT AGENCY

HANDLING OVER 3.2 MILLION CRUISE PASSENGERS ANNUALLY. CRUISE SHIPS OPERATING OUT OF THE SEAPORT OF MIAMI ARE CONTINUALLY BEING REPLACED BY NEWER, LARGER SISTERSHIPS. SIGNIFICANT FACILITY EXPANSION HAS BEEN PLANNED TO ACCOMMODATE MORE AND LARGER CRUISE SHIPS. BECAUSE OVER 80% OF THE CRUISESHIP PASSENGERS ARRIVE AT AND DEPART FROM MIAMI INTERNATIONAL AIRPORT ON A MONDAY-THROUGH-FRIDAY CYCLE, A LARGE WEEKEND PEAK PASSENGER LOAD IS CREATED. LIKE THE AIRPORT, THE FORECASTED GROWTH RESULTING FROM THIS SEASIDE CAPACITY WILL BE SEVERELY LIMITED UNLESS THE LANDSIDE ACCESS IS LIKEWISE INCREASED.

INDEED, DADE COUNTY HAS BECOME THE CAPITAL OF THE AMERICAS... WITH THE INCREASE IN INTERNATIONAL TRADE, DADE COUNTY IS UNIQUELY POSITIONED BOTH GEOGRAPHICALLY AND DEMOGRAPHICAL TO LEAD OUR COUNTRY IN ITS EFFORTS TO EXPAND THE NATIONAL TRADE INITIATIVES AND CREATE A REGIONAL TRADING BLOCK OF UNPRECEDENTED STRENGTH. DADE COUNTY CAN BE TO THE AMERICAS WHAT HONG KONG IS TO THE FAR EAST. THIS IS VITAL NOT JUST FOR DADE COUNTY, BUT FOR THE U.S. IN THIS EVER-COMPETITIVE WORLD. BECAUSE OF THE LARGE VOLUME OF RESIDENTS AND VISITORS WHO HAVE A VARIETY OF INTRA-COUNTY MOBILITY NEEDS FOR GETTING TO AND FROM WORK, EDUCATION AND HEALTH CENTERS, AIRPORTS, THE SEAPORT AND WIDELY DISPERSED HOTELS AND TOURIST ATTRACTIONS, A MODERN AND EFFICIENT MULTIMODAL TRANSPORTATION SYSTEM, IS AN ESSENTIAL PART OF THE DEVELOPING COUNTY MOBILITY PLAN.

IN 1990, DADE COUNTY AND ITS METROPOLITAN PLANNING ORGANIZATION (MPO) DEVELOPED AND ADOPTED A YEAR 2010 LONG-RANGE

1995 HOUSE APPROPRIATIONS TESTIMONY -- METRO-DADE TRANSIT AGENCY

PLAN. THIS 20-YEAR COUNTYWIDE PLAN INCLUDED A TRANSPORTATION COMPONENT DESIGNED TO PROVIDE SUFFICIENT INFRASTRUCTURE TO ACCOMMODATE THE GROWING MOBILITY NEEDS OF THE COMMUNITY. FEATURED IN THIS LONG-RANGE TRANSPORTATION PLAN (LRTP) WAS THE IDENTIFICATION OF SIX HIGH-PRIORITY TRANSPORTATION CORRIDORS TRAVERSING THE COUNTY AND AUGMENTING THE EXISTING PUBLIC TRANSIT AND MAJOR ROADWAY SYSTEMS. THE DEVELOPMENT OF ENHANCED PEOPLE-MOVING CAPACITY IN THESE CORRIDORS WAS DETERMINED TO BE ESSENTIAL FOR LINKING THE TRAVEL AND ACTIVITY CENTERS OF DADE COUNTY.

IN 1992, DADE COUNTY EXPERIENCED ONE OF THIS COUNTRY'S MOST SEVERE NATIONAL DISASTERS -- HURRICANE ANDREW. ONE OF THE LEGACIES LEFT BY THE HURRICANE EXPERIENCE IN DADE COUNTY IS THE IMPACT ON OUR TRANSPORTATION INFRASTRUCTURE -- SPECIFICALLY OUR TRAFFIC CONGESTION. ROADWAY AND TRANSIT SERVICE HAD BEEN DEVELOPING IN CONCERT WITH CONCURRENT COMMERCIAL AND RESIDENTIAL DEVELOPMENT. THE DISLOCATION OF BUSINESSES AND HOMES FOLLOWING THE HURRICANE COMPLETELY DISORIENTED PERSONAL TRAVEL PATTERNS AND ADDED RECONSTRUCTION TRAFFIC, CRITICALLY IMPACTING ALL MAJOR CORRIDORS. THE GREATER MIAMI AREA WAS RANKED FOURTH IN THE NATION IN TRAFFIC CONGESTION BEFORE HURRICANE ANDREW! SINCE THE HURRICANE, TRAFFIC CONGESTION HAS WORSENERD SIGNIFICANTLY. WHILE MUCH OF THIS INCREASED TRAFFIC CONGESTION MAYBE OF A TEMPORARY NATURE DURING THE REBUILDING AND RECOVERY PERIOD, SOME WILL CERTAINLY BECOME PERMANENT, ADDING TO AN ALREADY UNACCEPTABLE SITUATION.

WHILE THE IMPACT OF THE HURRICANE HAS DEFINITELY TAXED OUR

EXISTING TRANSPORTATION INFRASTRUCTURE, ANALYSIS OF THE LONGER TERM TRENDS AND PATTERNS SUGGEST THAT THE COUNTY'S LONG-RANGE TRANSPORTATION PLAN REMAINS INTACT WITH REFERENCE TO ITS SET OF COMPONENT PROJECTS. WHAT HAS CHANGED IS THE URGENCY OF WHICH THESE PROJECTS ARE NEEDED. HURRICANE ANDREW HAS EXACERBATED AND MATERIALLY ACCELERATED THE NEED FOR FULFILLING THE OBJECTIVES OF THE LONG-RANGE TRANSPORTATION PLAN,

ALL OF THE PROJECTS HIGHLIGHTED IN THIS APPROPRIATIONS REQUEST ARE ESSENTIAL ELEMENTS OF DADE COUNTY'S LONG-RANGE TRANSPORTATION PLAN. THE BUS PROCUREMENT AND THE NORTH CORRIDOR PROJECT HAVE ALREADY BEEN INITIATED WITH FEDERAL TRANSIT FUNDS PREVIOUSLY APPROPRIATED. THE EAST-WEST CORRIDOR/MIAMI INTERMODAL CENTER PROJECT IS IN THE FINAL STAGES OF ENVIRONMENTAL IMPACT ANALYSIS WITH A MAJOR INVESTMENT STUDY HAVING BEEN PERFORMED WITH FLEXIBLE FEDERAL HIGHWAY FUNDING SUPPORT. THE CURRENT REQUESTS ARE TO CONTINUE THESE PROJECTS THROUGH THEIR NEXT PHASES. NON-FEDERAL MATCHING FUNDS ARE IN PLACE FOR EACH REQUEST.

DADE COUNTY'S PROGRAM OF INTERRELATED TRANSPORTATION PROJECTS IS AN OUTGROWTH OF THE COUNTY'S LONG-RANGE TRANSPORTATION PLAN. IT REPRESENTS A COMPREHENSIVE PUBLIC MOBILITY PROGRAM FEATURING BOTH HIGHWAY AND PUBLIC TRANSIT COMPONENTS WHICH PROVIDE VITAL INTERMODAL CONNECTIONS BETWEEN FACILITIES AND SERVICES LEADING INTO, OUT OF AND WITHIN OUR INTERNATIONAL COMMUNITY, THIS CONNECTIVITY LINKS THE MIAMI INTERNATIONAL AIRPORT, THE SEAPORT OF MIAMI, TRI-COUNTY **COMMUTER** RAIL, AMTRAK, INTERCITY BUS SERVICE, LOCAL URBAN RAIL AND BUS

1995 HOUSE APPROPRIATIONS TESTIMONY -- METRO-DADE TRANSIT AGENCY

SERVICE, NATIONAL HIGHWAY SYSTEM CORRIDORS AND FUTURE HIGH-SPEED RAIL SERVICE FOR A TRULY INTERMODAL NETWORK OF LOCAL, STATEWIDE, REGIONAL, NATIONAL AND INTERNATIONAL INTEREST. THIS PROGRAM WAS PRESENTED TO THE TRANSPORTATION APPROPRIATIONS SUBCOMMITTEE LAST YEAR.

LOCAL AND STATE COMMITMENTS

THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT), ALONG WITH THE TRANSIT, AIRPORT, SEAPORT AND COMMUTER RAIL STAFF AND LOCAL ELECTED OFFICIALS, HAVE ALL PARTICIPATED IN ASSEMBLING THE INTERMODAL TRANSPORTATION PROGRAM FOR DADE COUNTY. PUBLIC INVOLVEMENT HAS ALSO BEEN HIGHLIGHTED WITH OVER 500 PUBLIC MEETINGS HAVING BEEN HELD REGARDING THE VARIOUS CORRIDOR PROJECTS.

DEVELOPMENT ACTIVITIES ARE UNDERWAY IN THREE OF THE SIX HIGH-PRIORITY TRANSPORTATION CORRIDORS UTILIZING A BLEND OF FEDERAL HIGHWAY, FEDERAL TRANSIT, STATE AND LOCAL FUNDING SOURCES. STATE TRANSPORTATION FUNDING HAS INCREASED AND A LOCAL-OPTION GAS TAX, PARTIALLY DEDICATED TO TRANSIT CAPITAL PROJECTS, HAS BEEN ENACTED.

THE MPO AND FDOT HAVE ALREADY COMMITTED FLEXIBLE ISTEAFUNDS AND AVAILABLE TRANSIT FUNDS TO PERFORM DETAILED CORRIDOR STUDIES -- ACCORDING TO NEW FHWA/FTA JOINT PLANNING REGULATIONS -- IN TWO OF THE CORRIDORS. STATE AND LOCAL FUNDING SOURCE5 HAVE BEEN IDENTIFIED TO MATCH PROSPECTIVE FEDERAL MONIES FOR FULL IMPLEMENTATION OFTHE COMPONENT PROJECTS NOW BEING ADVANCED.

I. INTRODUCTION

The Florida Department of Transportation (FDOT) is conducting Major Investment Studies (MIS) for the East-West Multimodal Corridor and the Miami Intermodal Center (MIC), informally known as the "Connecting People" East-West/MIC Study. The East-West Multimodal Corridor project will connect points between Miami Beach, Downtown Miami and Florida International University along State Road 836 (SR 836).

The purpose of the MIC is to provide a central transfer point for regional trips involving several rail modes, local and inter-city bus service and private automobiles. The MIC would also become an extension of Miami International Airport (MIA) and would include selected landside terminal functions in or adjacent to the facility.

In 1991, the United States Congress enacted the Intermodal Surface Transportation Efficiency Act (ISTEA) to provide for a more balanced transportation system throughout the country. FDOT followed this lead by enacting Intrastate Highway System Policies and Priorities. This legislation limits the number of general use lanes to six on Florida's highway system, and requires that up to four high occupancy vehicle lanes be considered to capture the excess demand on the highway. The East-West Multimodal Corridor and the MIC are two of the first "Intermodal" projects funded under ISTEA.

In addition, the Metro Dade Year 2010 Transportation Plan prepared in 1990 by the Metropolitan Planning Organization, identified West Dade and Miami Beach among six corridors for priority transit improvements.

In the summer of 1993, six federal agencies, the Federal Highway Administration, the Federal Transit Administration, the Federal Railroad Administration, the Federal Aviation Administration, the Maritime Administration and the United States Coast Guard signed a Memorandum of Understanding with FDOT to coordinate each agency's role and responsibilities in implementing actions related to the two projects.

In June, 1993 FDOT commissioned a team of specialty consultants led by the firms of Parsons Brinckerhoff Quade & Douglas, Inc. and ICF Kaiser Engineers, Inc. to conduct Environmental and Engineering studies for the East-West Multimodal Corridor and the Miami Intermodal Center respectively. In addition an extensive Public Information Program (PIP) was established to inform the community and receive feedback on the studies.

The MIS studies will provide FDOT with an objective evaluation of feasible alternatives, contained in the Draft Environmental Impact Statements (DEIS). The DEIS documents will be circulated, and Public Hearing(s) are scheduled for August 1995. Subsequent to the Public Hearing, and receipt of public input, a locally preferred alternative will be

identified, to be followed by Final Environment and Engineering Statements (FEIS). The FEIS documents will enable FDOT to seek and obtain Location/Design acceptances from the Federal Highway Administration.

Two oversight committees, the Technical Steering Committee and the Policy Steering Committee, were established to provide guidance and direction to the MIC and East-West Multimodal Corridor studies. Representation on these committees include:

- Federal Highway Administration (FHWA);
- Federal Aviation Administration (FAA);
- United States Coast Guard (USCG);
- Florida Department of Transportation (FDOT);
- Dade County Metropolitan Planning Organization (MPO);
- Dade County Aviation Department (DCAD);
- Metro-Dade Transit Agency (MDTA);
- Tri-County Commuter Rail Authority; and
- The Port of Miami.

A key component to the success of this project is the coordination with local, state and federal agencies, and most importantly, the public. A comprehensive Public Involvement Program is in place, and numerous meetings with groups and individuals have been held. A public information office has also been established to assist anyone interested in getting additional information concerning both projects.

This document is an update on the MIS studies and reflects the current status of the East-West Multimodal Corridor and MIC projects.

II. EAST-WEST MULTIMODAL CORRIDOR STUDY

PROJECT DESCRIPTION

The streets and highways along State Road 836 from the Florida Turnpike to Downtown Miami are congested throughout the day due to ever increasing traffic, limited capacity and it is the only "east-west expressway" in Miami that connects western Dade County with eastern Dade County. In addition, the recent revival of South Beach as an entertainment center, and the preservation and promotion of Miami Beach's historic district have caused sharp increases in traffic on area roadways. Activity is continuous throughout the day and into the night; all approaches to Miami Beach are overwhelmed with traffic, including the connection of SR 836 with I-395, the MacArthur Causeway and the major streets of Miami Beach.

The East-West Multimodal Corridor Study is addressing these congestion problems as well as others identified in the study through a combination of highway and transit improvements. The East-West project will link Florida International University to Miami International Airport, downtown Miami, the Seaport, South Beach, the Miami Beach historic district and the Miami Beach Convention Center (see Figure 1).

The study is well underway and a number of viable alternatives have been identified based on their technical merits and reduced impacts. Several of these alternatives are a result of an extensive public involvement effort, where alternative approaches from the airport through downtown Miami were proposed by the public. These options, currently under study, are shown in Figure 1.

The alternatives under study include operational and safety improvements to SR 836 along many sections of the freeway; two high occupancy vehicle (HOV) lanes extending from the Turnpike on the west to LeJeune Road, from where the HOV lanes would continue north along the proposed freeway-to-freeway connector between SR 836 and SR 112 to join the existing regional system of HOV facilities; and a rail transit line that extends from FIU on the west to the Miami Beach Convention Center in the east. Options proposed by the public include new alignments linking Miami International Airport and downtown Miami via the Civic Center and medical complex, including tunnel options through downtown Miami. These options are being fully evaluated using the same criteria and process used to evaluate earlier Tier 2 alternatives. The results will be presented to the public, and to the study's Technical and Policy Advisory Committees.

EVALUATION OF ALTERNATIVES

A three-tier approach was used to evaluate the alternatives. This approach depicted in Table 1, is designed to take a long list of alternatives through an iterative evaluation process which narrows the list down to a smaller, more manageable set of feasible alternatives. Criteria used to compare these alternatives were developed based on a set of quantifiable goals and objectives set for the study. The criteria used to evaluate the

III. MIAMI INTERMODAL CENTER (MIC) .

INTRODUCTION

The Florida Department of Transportation (FDOT) is conducting a Major Investment Study (MIS) for the Miami Intermodal Center (MIC), whose purpose is to provide a central transfer point for certain regional trips involving several rail modos, inter-city bus service and private automobile. The MIC would also become an extension of Miami International Airport (MIA) and would include selected landside terminal functions.

Miami International Airport, the eighth largest airport in the country, is also one of the fastest growing airports in the United States. By 2010, the number of passengers travelling through MIA is expected to double from 26.5 million to 55.2 million. The MIC is located just east of the airport, thereby facilitating the accommodation of selected landside function. (see Figure 1.)

In 1991, the United States Congress enacted the Intermodal Surface Transportation Efficiency Act (ISTEA) to provide for a more balanced transportation system throughout the country. FDOT followed this lead by enacting Intrastate Highway System Policies and Priorities. The MIC is one of the first "intermodal" projects funded under ISTEA.

In Summer 1993, six federal agencies, the Federal Highway Administration, the Federal Transit Administration, the Federal Railroad Administration, the Federal Aviation Administration, the Maritime Administration and the United States Coast Guard signed a Memorandum of Understanding with FDOT to coordinate each agency's role and responsibilities in implementing actions related to the MIC,

FDOT has commissioned the firm of ICF Kaiser Engineers, Inc. to undertake the study, which is currently scheduled to be completed in early 1996. This study will provide FDOT with a Draft Environmental Impact Statement (DEIS) and ultimately a locally preferred alternative, to be followed by Preliminary Engineering and Final Environmental Impact Statement (FEIS).

The design objectives for the MIC project are:

- To enhance mobility in Dade County by providing safe and efficient transfer of transit passengers between major regional transportation modes;
- To encourage the use of regional transit modes as alternatives to the private automobile;
- To accommodate selected MIA landside terminal functions;
- To improve access to Miami International Airport;
- To minimize impacts to the community (such as Grapeland Heights, Molrooso Golf Course, Grapeland Heights Park and Tamiami Canal);
- To supplement public revenues by setting the stage for joint development opportunities;

- To improve visitor safety and security;
- To enhance the area by serving as a community focal point; and
- To improve Airport/Seaport connectivity.

A key component to the success of this project is the coordination with local, state and federal agencies, and most importantly the public. A comprehensive Public Involvement Program is in place, and numerous meetings with groups and individuals have been held. In addition, a public information office has been established to assist anyone interested in getting additional information concerning the projects.

Two oversight committees, the Technical Steering Committee and the Policy Steering Committee, were established to provide guidance and direction to the MIC and East-West Multimodal Corridor studies. Representation on these committees include:

- Federal Highway Administration (FHWA);
- Federal Aviation Administration (FAA);
- United States Coast Guard (USCG);
- Florida Department of Transportation (FDOT);
- Dade County Metropolitan Planning Organization (MPO);
- Dade County Aviation Department (DCAD);
- Metro-Dade Transit Agency (MDTA);
- Tri-County Commuter Rail Authority; and
- The Port of Miami.

This document is an update of the MIC project, and reflects the current status of the Environmental and Engineering efforts.

Miami International Airport

1994 Facts-at-a-Glance

Metro-Dade Airports:

Miami International Airport (MIA)
Opa-locka Airport
Kendall-Tamiami Executive Airport
Homestead General Aviation Airport
Opa-locka West Airport
Dade-Collier Training and Transition Airport

Concessions:

14 Duty free shops	18 Newsstands
32 Fast food restaurants	2 Pharmacies
1 Full service restaurant	1% Cocktail bars
	2 Shoe shine stands

Economic Impact:

Airport impact on tourism, cruise, international banking, trade & commerce is \$12 Billion annually in the Dade County area. 176,000 direct/indirect jobs in South Florida.

Maintenance

FAA repair stations provide full service up to D checks on the full range of airline aircraft. Specialty companies provide major overhaul of landing gears, jet-engines installation of Stage Three hush-kits and cargo doors,

MIA Rankings

1st In the U.S. - International Freight
2nd In the U.S. - International Passengers
5th In the world - Total Freight
7th In the U.S. - Total Passengers
10th In the world - Total passengers

training:

Several renowned firms offer classroom and flight simulator training. Airbus Industrie's Miami operation is the company's second largest training center in the world after the Toulouse, France, facility.

Miami International Airport

Land area: 3,230 acres

Run ways:	9R/27L	13,000'
	9L/27R	10,500'
	12/30	8,366'

Personnel:	Aviation Dept.:	1,546
	Other:	30,600
	Total	32,346

Hotel: Miami International Airport Hotel
-230 rooms

Operations: 557,880 (take-offs/landings)
1,528 (average per day)

Number of gates: 110 Common

Scheduled air carriers: approx. 100

Non-scheduled air carriers: approx. 50

Destinations 260 Cities/5 Continents

Passengers: 302 Million (up 6.4% from 93)

Weekday Daily Average: 75,000 passengers

Weekend Daily Average: 100,000 passengers

Freight: 1,117,000 U.S. tons Intl.
273,000 U.S. tons Domestic
1,390,000 U.S. tons

Parking: 4 parking garages provide
6,000 reg/short term and
handicapped spaces.

Airport Improvements

Miami International Airport has embarked on an expansion and redevelopment program estimated at U.S. \$2.7 Billion. The program encompasses the following areas:

Terminal will grow significantly in size: number of gates will increase to nearly 140; three new passenger concourses will be built; upgrade baggage handling systems and double retail space.

Cargo: A U.S. \$500 million project now underway will include: 15 new cargo buildings; increase airline cargo warehouse space from 1.4 million Sq. Ft. to over 3.5 million Sq. Ft.; increase cargo aircraft parking position to 65 DC-10F/B747F; provide new roadway system from cargo areas to major highways.

Airfield Proceeding with environmental impact study leading to development of a fourth runway on the north side of MIA; the 8,600-foot northern runway will accommodate commuter planes and B-727s; upgrade of the current airfield runway/taxiway system to increase capacity.

Landside Improvements include new parking lots, widened roads and new access ramps, Park 7, at a cost of \$27 million, will be completed in the fall of 1996 and provide 16,500 additional spaces



Miami International Airport

Working hard to be the best airport in the world!

Metro-Dade Aviation Department

1994 Cargo - Facts-at-a-Glance

Miami International Airport (MIA)

Miami International Airport is the number one airport in the U.S. for international freight, and number five in the world for total freight.

In 1994, more than 1.1 million tons of international freight were handled, surpassing all other airports in the United States. International freight rose more than 11% during 1994, while total freight climbed nearly 14% to 1.39 million tons.

MIA's total freight volume is projected to reach 1.6 million tons during 1995.

Air Service:

Miami International Airport has more scheduled non-stop cargo flights to Latin America and the Caribbean than Orlando, Houston, New Orleans, Atlanta, Tampa, and New York's Kennedy airports combined.

MIA is currently served by approximately 100 scheduled and 40 non-scheduled airlines more than any other airport in the U.S.

200 cities on five continents are served by MIA, with 1,300 arrivals and departures each day.

Growth:

The growth rate in international cargo between MIA and Latin America has been averaging about 15 percent a year, representing a doubling in volume every five or six years.

Miami's trade is primarily with the Caribbean and Latin American countries. The majority of MIA's international import cargo comprises perishable products including flowers, fruits, vegetables, seafood, plus some assembled clothing. MIA's export cargo comprises computers and peripherals, machinery, medical equipment, telecommunications equipment, agricultural machinery, apparel articles and aircraft park.

Transatlantic cargo is carried in the bellies of the more than 80 weekly wide-body passenger aircraft leaving for Europe, or on the main-deck of the B747 freighters on the Amsterdam, Frankfurt and Paris routes.

Economic Impact:

The airport's significant gains in the world's air cargo industry have provided widespread economic benefit for Miami. MIA is also the base for an excellent support infrastructure for cargo airlines: and more than 400 freight forwarders and customs brokers are located around the airport. Their business is expedited by a unique 'one-stop' Cargo Clearance Center, housing approximately 400 staff of the U.S. Customs Service, Department of Agriculture, Fish and Wildlife Service, and Food and Drug Administration, providing a 24-hour cargo clearance operation. Other on-airport businesses include aircraft leasing; crew training facilities; aircraft maintenance, specializing in engines landing gears, Stage Three "hush - kit" conversion; and cargo door conversion companies.

Cargo Expansion:

The 500-million cargo development program now underway will include: 15 new cargo buildings, increase in airline cargo warehouse space from 1.4 million Sq. Ft. to over 3.5 million Sq. Ft.; provide 65 DC-10/B747 positions and provide a new roadway system from the cargo areas to other major highways around the airport.

Phase 1 - Completed	846,000 Sq Ft
Bldg 700 =	118,800 Sq Ft
Fine air	59,400 " "
Advance Cargo	59,400 " "
Bldg. 701	113,400 Sq Ft
Aeromar	21,800 "
British Airways	21,600 " "
Avensa	21,600 " "
Air Canada	10,800 " "
Continental	21,600 " "
Advance cargo	16,200 " "
Bldg. 702	113,400 Sq Ft
AeroMexPress	43,200 " "
(Agents for AeroMexico, Mexicana, AeroPeru, Aero Costa Rica)	
Northwest	18,200 " "
Miami Aircraft Support	45,200 " "
Advance Cargo	10,800 " "

Miami International Airport

1994 Facts-et-a-Glance

1995 Projections

Passengers:	18 Million Domestic
	14 Million International
Total	32 Million
Freight:	1,300,000 U.S. Tons Intl.
	<u>300,000</u> U.S. Tons Domestic
Total	1,600,000 U.S. Tons
Operations:	565,000 takeoffs and landings

The Miami international European Office was opened in Madrid, Spain in November 1994. The goal is to further strengthen Western European travel and trade to Dade, and through Dade to the Latin American/Caribbean Region.

The first major air link between Miami and Asia will be underway in March 1995 when China airlines begins thrice-weekly cargo flights between Taipei, Taiwan and Miami.

A 24-hour International Press Center was opened in March 1995 for use by foreign Journalists.

2000 Projections

Passengers:	20 Million Domestic
	20 Million International
	40 Total Million
Freight:	1,800,000 U.S. Tons Intl.
	400,000 U.S. Tons Domestic
Total	2,200,000 U.S. Tons
Operations;	600,000 take-offs and landings

Miami International Airport

Working hard to be the best airport in the world!