



# Presentation to Gold Coast ITE

September 10, 2010



## Miami Intermodal Center



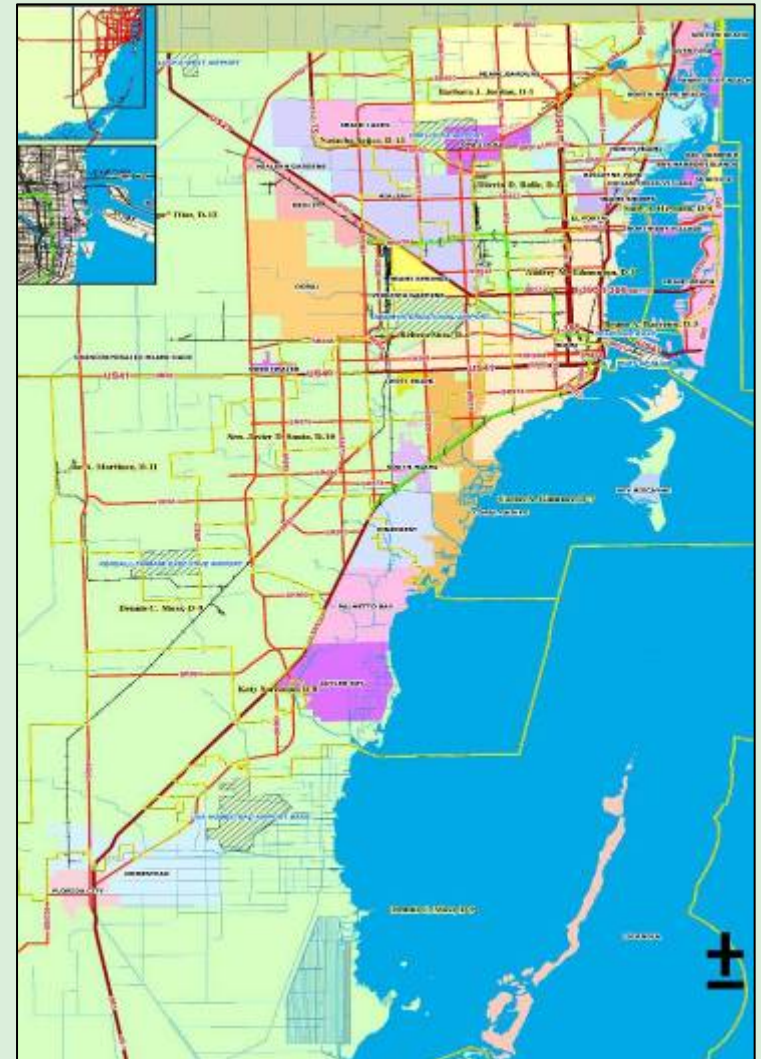
# The Miami Intermodal Center



*Is Becoming a Reality!*

## MIC History

- In the late 1980s
  - Miami-Dade County was experiencing significant growth in outlying western areas
  - County Commission sensed urgency in providing transportation linkage
  - FDOT found need for a central facility to link all modes of ground transportation & connect county



## Miami Intermodal Center



# What is the Miami Intermodal Center Program?

- Transportation hub for the South Florida region
- First program of its kind undertaken by FDOT
- Major partners/stakeholders include
  - USDOT / FHWA
  - Miami-Dade County & its transportation agencies
  - MDX
  - SFRTA



U.S. Department  
of Transportation

Federal Highway  
Administration



## Miami Intermodal Center



# Program Goals



- Create **connectivity** in Miami-Dade County where none existed
- **Decongest** roads leading to the county's number one economic generator – MIA
- Facilitate economic development

## Miami Intermodal Center



# Connectivity

- Facility will serve as critical enabler of economic development by providing “one stop” connectivity
- Will allow **safe** & seamless connections to
  - All forms of transit
  - Rental cars & private passenger vehicles
  - Shuttles
  - Taxis
  - Bicycle & pedestrian facilities



# Decongestion



- **The MIC *has***
  - Given Le Jeune Road back to community as a major north-south artery
  - Enhanced traffic flow on other area roadways & highways
  - Absorbed rental car & shuttle bus traffic at airport
  - Alleviate traffic tensions on roadways to & from airport



## Miami Intermodal Center



# The MIC Will Facilitate Economic Development in Miami-Dade County

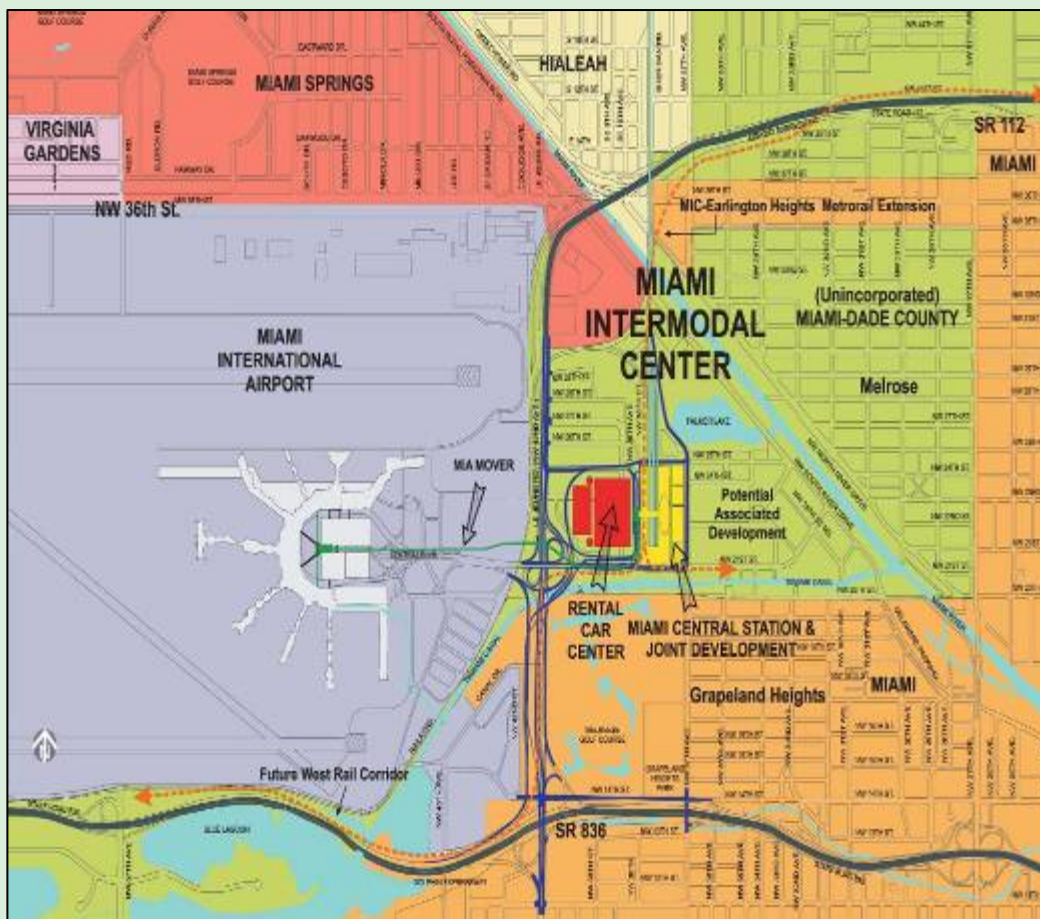
- Enhance ability of community to compete for jobs and business relocations
- Provide currently lacking connectivity to tri-county marketplace – a major factor that has hindered economic development and regional integration
- Increase ability of MIA to efficiently service visitors and trade flows, enhancing economic development potential
- Create potential economic development capacity for benefit of growing county population

# Miami Intermodal Center



## The MIC Program

- Current \$2 billion program
- Major components
  - Right of Way Program - **completed**
  - Roadway Improvements Program - **completed**
  - Rental Car Center - **completed**
  - MIA Mover - 2011 (under construction)
  - Miami Central Station - 2015 (under negotiations)
  - Joint Development (currently being explored)





**Miami Intermodal Center**



# MAJOR COMPONENTS





# Roadway Improvements Program

- FDOT Reconstructed Roadway System
- Total Cost \$184 M
  - \$13 M design
  - \$154 M construction
  - \$17 M CEI
  - MDX contributed to Right of Way Acquisition



# Miami Intermodal Center



## Roadway Improvements Program

### MTAR



**Before**  
**After**



### Le Jeune Rd



### MIC-MIA Interchange





## Miami Intermodal Center



# Roadway Improvements Program

Landscaping completed November 2009



**MIC-MIA Interchange**



**Le Jeune Road**

**RCC Retention Pond →**



## Miami Intermodal Center

Opened July 13, 2010

COST: \$387M



# Rental Car Center



- **Distinctive design**
  - 4 levels, each 20 acres in size
  - Signature structures
  - State-of-the-art facilities
- **First multilevel fueling system in U.S.**
  - Indoor operation
  - Above grade fueling pumps

# Miami Intermodal Center

Opened July 13, 2010

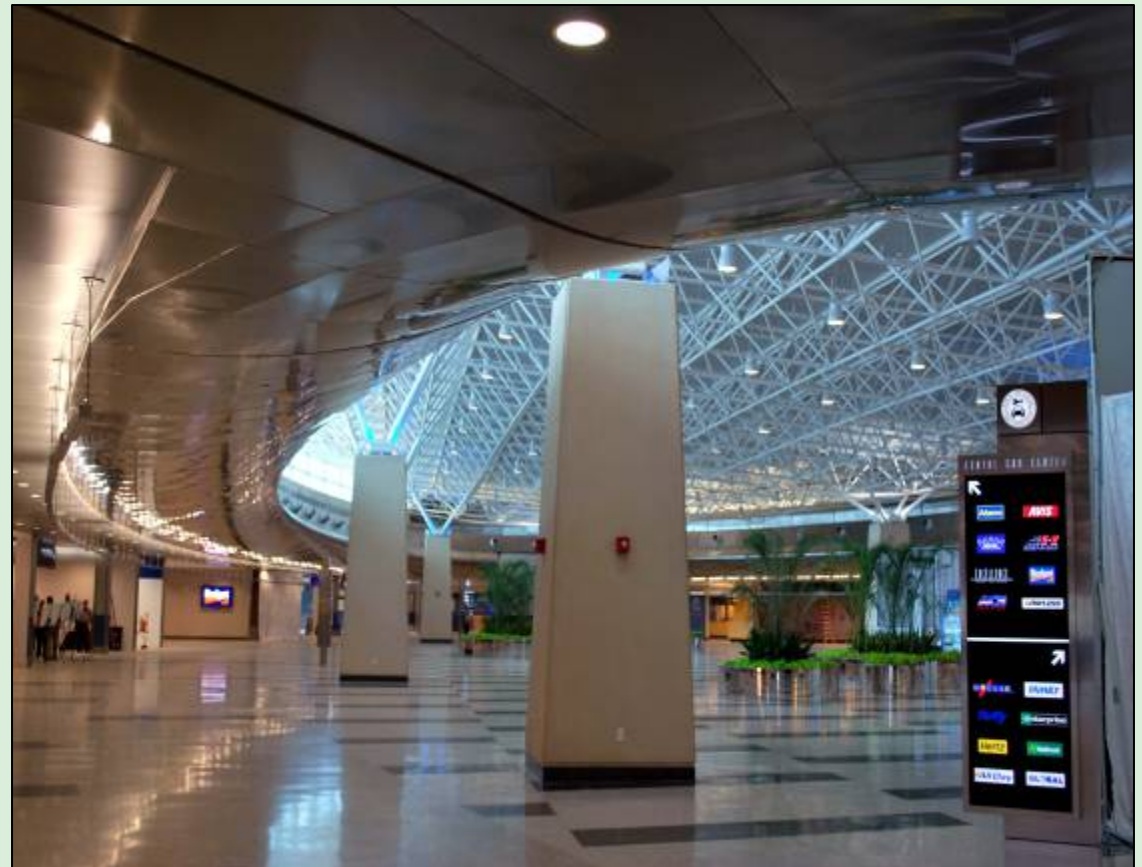
COST: \$387M



## Rental Car Center

### Features

- 3.4 million square feet
- Space for 16 rental car companies
- Second largest facility of its kind in U.S.
  - 6,500 car capacity
- Ready/Return car area
- Fleet Storage/Staging area
- Quick Turnaround Area
  - 120 fuel positions
  - 42 wash bays



# Miami Intermodal Center



## Miami Intermodal Center



## Rental Car Center Shuttle

- Shuttle service will operate until MIA Mover begins service
- Transport rental car customers to the Rental Car Center or back to MIA
- Funded by Customer Facility Charges (CFCs)
- Cost \$13 million



# Miami Intermodal Center



## Rental Car Center Exterior



## Miami Intermodal Center

Opening September 2011

COST: \$270M



# MIA Mover

- Miami-Dade County's contribution to the MIC Program
- Automated People Mover connecting airport terminals & RCC
- FDOT participation — guideway foundations & construction of MIA Mover Station at MIC (90 percent completed)
- Will transport 3,000 visitors per hour between MIA & RCC
- Currently under construction





# Miami Intermodal Center

COST: \$52M



## MIA Mover/MIC Station Construction



# Miami Intermodal Center



## MIA Mover/MIC Station Construction



← MIA Mover Guideway Construction



## Miami Intermodal Center

Opening 2015

COST: \$158M



# Miami Central Station

## Regional Transportation Hub



- Rail hub (Amtrak, Tri-Rail, Metrorail, future High-Speed rail, inter-city rail provisions)
- Bus depot (Greyhound, MDT bus service & other courtesy bus services)
- Taxis, private automobiles, bicycles & pedestrians

## Miami Intermodal Center

Opening 2015

COST: \$158M



# Miami Central Station

- Site lies on 16 ½ acres
- Will provides transportation choices at safe, centralized location
- Will deliver residents & visitors to marketplace and compete effectively with other tourism/trade centers in global economy



# Miami Intermodal Center

## Miami Central Station



## Miami Intermodal Center



### Metrorail AirportLink

**COST: \$550M**

- 1.5-mile extension of Metrorail system from Earlington Heights Station to the MIC
- Began construction on May 1, 2009
- Being built by Miami-Dade Transit
- To be completed April 2012



# Miami Intermodal Center

**Metrorail AirportLink**

**COST: \$550M**



## Miami Intermodal Center



MIC Joint Development component currently being explored

# Joint Development

- Ground lease development (public & private)
- 8-acre site
- Leverage its location as a connection to transportation hub
- Possibilities include
  - Hotel/Conference center
  - Office space
  - Retail & Entertainment
  - Restaurants
  - Parking





## Miami Intermodal Center

MIC Joint Development component currently being explored



# Joint Development

- **Potential for**
  - **Businesses to thrive**
    - Capacity up to 1.4 million square feet of commercial development already approved
  - **Job creation**
    - Centrally located providing proximity to diverse labor force
    - Demand for workplace-related uses such as office space
  - **Area growth & prosperity**
    - Adjacent to MIA
    - Access to S.R. 836 and S.R. 112
    - RCC & related infrastructure improve sites overall competitive position in marketplace

# Total MIC Program Cost Current Estimate

• Right of Way & Environmental	\$338 M
• Miami Central Station	\$760 M
• Road Improvements	\$188 M
• MIA Mover	\$270 M
• Rental Car Center	\$387 M
• Program contingency & other costs	\$140 M



**Total Cost: \$2 Billion**

Note: Miami Central Station cost of \$760M includes FDOT programmed cost of \$550M for Metrorail AirportLink and \$52M for MIA Mover MIC Station

# Innovative Financing

## Major Funding Sources

- **Federal Transportation Infrastructure Finance & Innovation Act (TIFIA) Loans**
  - 1<sup>st</sup> TIFIA Loan - \$269M – has been prepaid & replaced with an interest free FDOT State Transportation Trust Fund Loan
  - 2<sup>nd</sup> TIFIA Loan - \$270M – approved by USDOT
- **County/MDAD contributions**
- **Transportation funding prioritized by the Miami-Dade Metropolitan Planning Organization**
- **Miami-Dade Expressway Authority contributions**
- **Private sector contributions**
  - Revenues from Customer Facility Charges, leases & contingent rent
- **FDOT State Infrastructure Bank Loan**

## Miami Intermodal Center



# The MIC is Becoming a Reality!



[www.micdot.com](http://www.micdot.com)