



The Miami Intermodal Center (MIC)

Presentation to the
**Palm Beach
Transportation Planning Agency & PBIA**

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Miami Intermodal Center: The Foundation

- **Concurrent Federal and Local Action**
- **Regional Recognition: Need for Action**
 - Growth: MIA as a regional hub: Caribbean – U.S.
 - Growth in Regional Travel – South Florida, South/Central America, Caribbean
 - Growing Tourist Industry
 - Congestion, Safety, Circulation
 - **Impacts:**
 - Passenger Information and Efficiency
 - Air Quality
 - Safety



1980s:








Miami International Airport: Primary U.S. connection hub:

- South & Central America, Caribbean
- Roadway Congestion, Public Safety, Operational Efficiency, Wayfinding, Air Quality, Lack of multi-modal connections

FDOT-6 & County Aviation Department, need to:

- Address: **Congestion** and **air quality** relief for MIA access and terminal roadways
- Create an **Intermodal Hub**
- Provide **Transit Connectivity**: Tri-Rail, Amtrak, Metrobus, MetroRail, taxi, hospitality shuttles, private autos

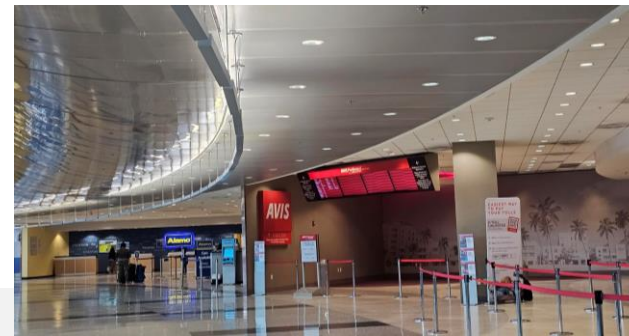
1990s: Major Milestones

| | |
|-----------|---|
| 1991 | <p>Intermodal/Surface Transportation Efficiency Act (ISTEA) of 1991</p> <ul style="list-style-type: none"> U.S. policy to develop a national <i>intermodal transportation system</i> that is <i>economically efficient, environmentally sound, provides the foundation for the nation to compete in the global economy</i> <i>Energy-efficient movement of people and freight.</i> Subsequent Transportation Bill reauthorizations: 1998, 2005 |
| 1993 | <p>USDOT Memorandum of Understanding</p> <div>        </div> |
| 1995-1996 | <ul style="list-style-type: none"> Draft Federal Environmental documents approved by USDOT, FHWA Miami Dade County adopts project in regional Metropolitan Transportation Plan |
| 1997-1998 | <p>Final Federal and State approvals of MIC EIS (Environmental & Engineering Documents)</p> |



Project Goals

- Enhance regional mobility
 - Safe, efficient transfer of transit passengers among regional transportation modes
- Encourage the use of regional transit modes as alternatives to private autos
- Accommodate select MIA landside terminal functions
- Provide direct access to MIA from expressways
- Minimize impacts to the community & environment (Grapeland Heights, Melreese Golf Course, Grapeland Heights Park, Miami Springs, Tamiami Canal)
- Improve visitor safety and security
- Create regional activity center
- Improve Airport/Seaport connectivity
- Environmental benefits (air quality)
- Supplement public revenues by providing opportunities for joint development



Funding Sources



Total Project Cost: \$1.7B (2000 \$)

Federal

- **Federal funding (grants)** - \$6 million
- **TIFIA loan** – \$270 million (capitalized interest - \$46 million)

State

- **State Transportation Trust Fund (STTF) loan** - \$245 million
- **Florida SIB Loan** – \$70 million
Other state funding (grants) - \$1,048 million

Local

- **MDAD** - \$155 million
MDX (toll revenue) – \$86 million
- **Dedicated and ancillary revenues** (customer facility charges, rent, and lease revenue) - \$117 million

*TIFIA: Transportation Infrastructure Finance & Innovation Act

* SIB: State Infrastructure Bank

*MDAD: Miami-Dade Aviation Dept

*MDX: Miami-Dade Expressway Authority (Now GMX)



Miami Central Station

\$722 M



Rental Car Center

\$395 M



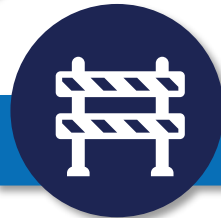
Right of Way & Environmental

\$339 M



MIA Mover

\$270 M



Roadway Improvements

\$187 M




Program contingency & other costs

\$110 M

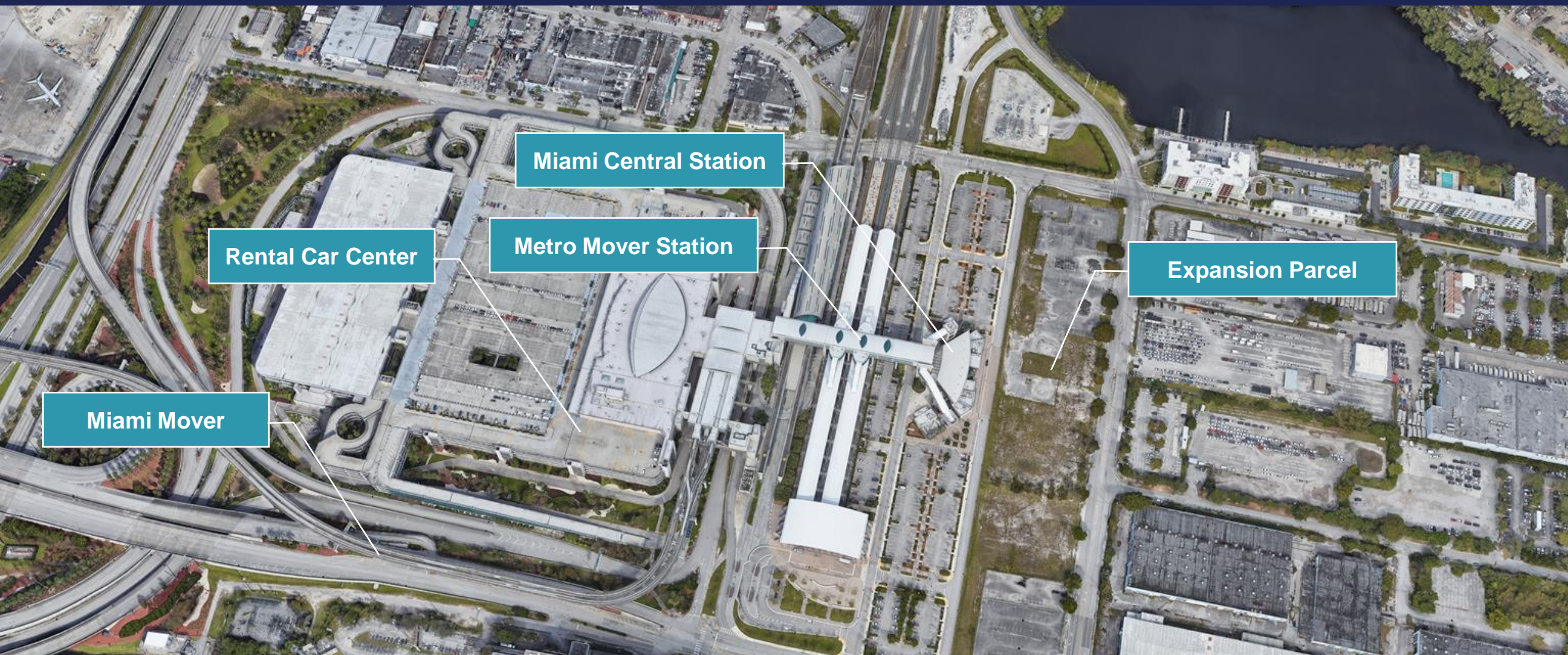


**Total MIC
Program Cost**

MIC Program Components

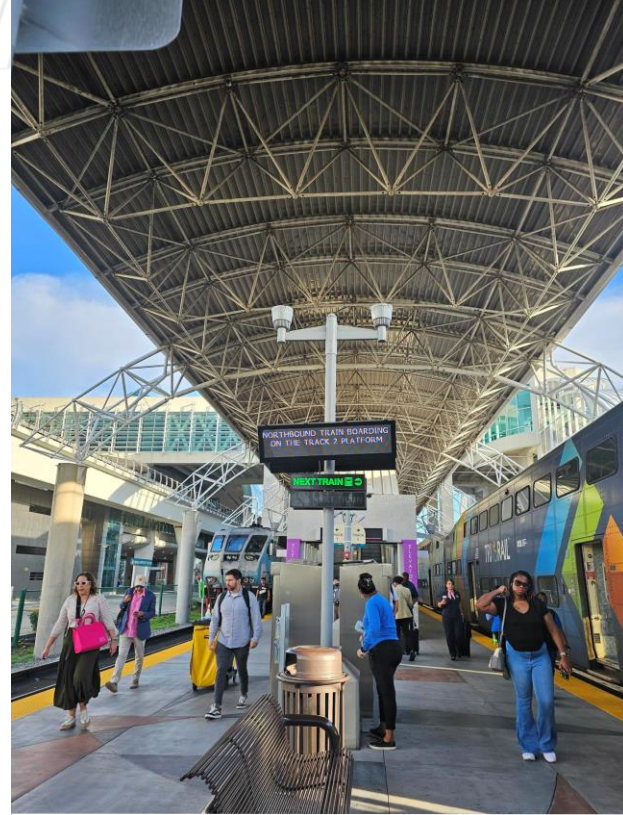
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- **Delivery Successes**
 - **Continued work to be done**
 - **Operations & Maintenance**

Major Components



Phased program delivery

- **MIC Core:**
 - Intermodal transportation hub
 - Consolidated Rental Car Facility
 - Metrorail, Tri-Rail, Amtrak
 - Bus, hotel courtesy shuttles
 - Landside terminal functions (ticketing, baggage handling)
 - Bicycle hub (lockers, showers, bike racks)
- **SR 836/SR 112 Interconnector:**
 - New direct access ramps from north and south expressways (SR 112; SR 836)
 - Rebuilt interchanges
- **Peplemover (MIA Mover):**
 - Connect passengers between the MIC and MIA
- **Joint Development**



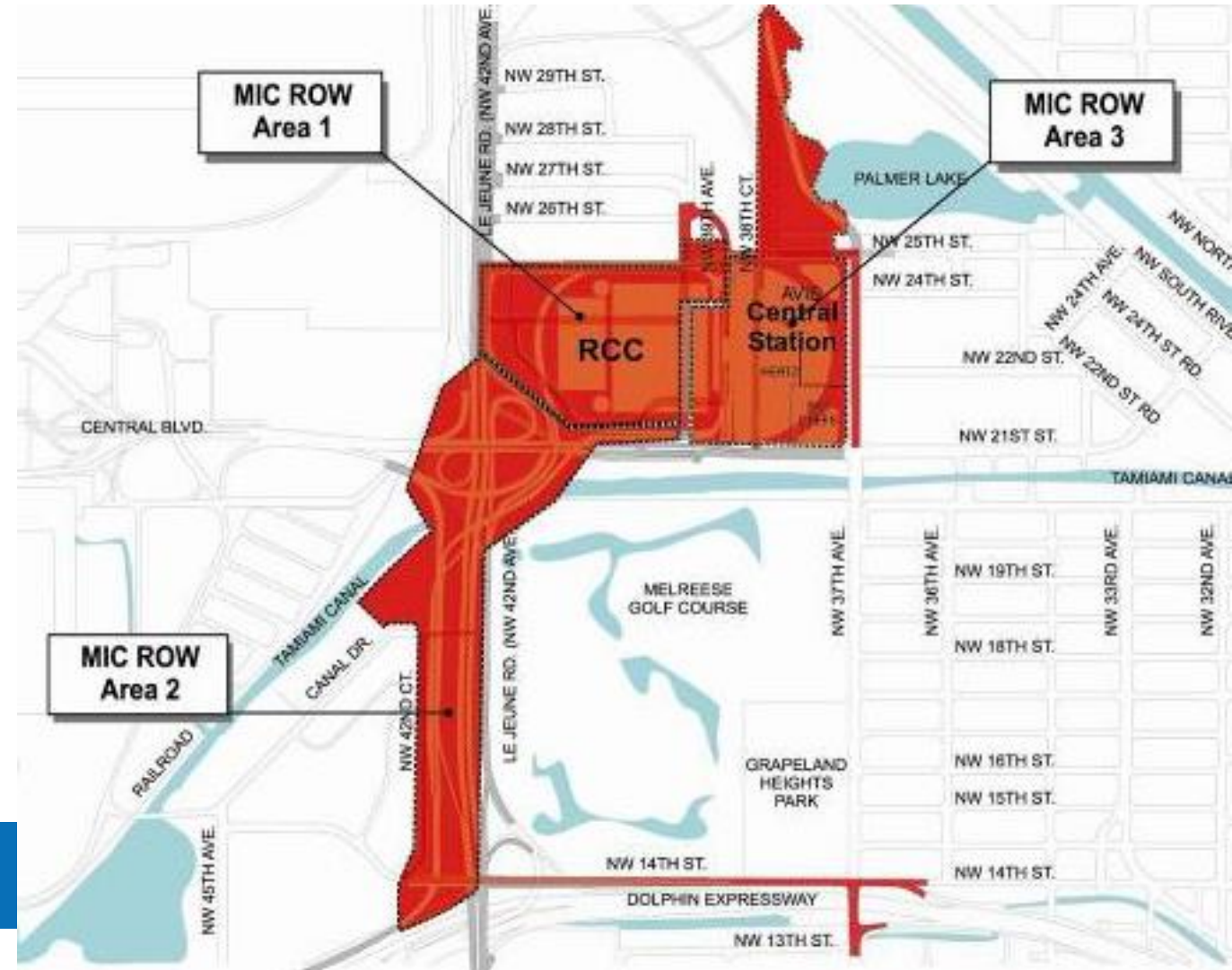
Right of Way Program: *Delivery Success #1*



COST: \$339M
Complete: 2003

- **AREA 1 - September 2002**
33 parcels of land acquired for construction of Rental Car Center & MIC Terminal Access Roadways (MTAR)
- **AREA 2 - April 2003**
20 parcels of land acquired for Le Jeune Road reconstruction
- **AREA 3 - December 2003**
Final 28 parcels of land acquired for future construction of Miami Central Station

81 Total Parcels / 141 Total Acres





OPENED:
2008



COST:
\$187M

Roadway Program: *Delivery Success #2*

FDOT: Rebuilt Roadway Network

- Total cost \$187 M
 - \$13 M design
 - \$157 M construction
 - \$17 M CEI
 - MDX contributed to Right of Way acquisition

Collaborative effort: FDOT & Expressway Authority



Rental Car Center: *Delivery Success #3*

Features

- 3.4 million square feet
- Four levels, each 20 acres
- 16 rental car companies
- Second largest in U.S.
 - 6,500 car capacity
- Ready/return car area
- Fleet storage/staging area
- First multilevel fueling system in U.S.
- Quick Turnaround Area
 - 120 fuel positions
 - 42 wash bays



OPENED:
2010



COST:
\$395M



Miami Central Station: *Delivery Success #4a*

Regional Transportation Hub

- Rail hub (Amtrak, Tri-Rail, Metrorail, provisions for future high-speed & intercity rail)
- Bus depot (Greyhound, Miami-Dade County bus service & courtesy shuttles)
- Taxis, private autos, bike facilities/pedestrian accommodation



OPENED: 2011



COST:
\$506M



MIA Mover: *Delivery Success #4b*



OPENED: 2011



COST: \$270M

- Automated People Mover: MIA terminal – Rental Car Center - Miami Central Station
 - County's contribution to MIC Program
- FDOT built guideway foundations & shell for 30,000 sq. ft. MIA Mover Station at RCC/Miami Central Station
- Transports 3,000 customers per hour & has reduced congestion at MIA curbside by 30 percent



Metrorail MIA Station: Delivery Success #5



OPENED:
July 28, 2012



COST:
\$506M



Miami Central Station: Delivery Success #6



OPENED:
2015



COST:
\$152M

- 16.5 acre site
- Transportation choices at safe, centralized location
- Expands South Florida as a regional destination in travel/tourism industry



Ground Transportation Center

- Bicycle Locker Facility
- Support Building
- Police Station
- Intercity Bus Terminal



Miami Central Station/East Concourse



Miami Central Station/East Concourse



MIC Program Components

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- **Future development**
 - **Continued refinements**
 - **Operations & Maintenance**

Potential Joint Development

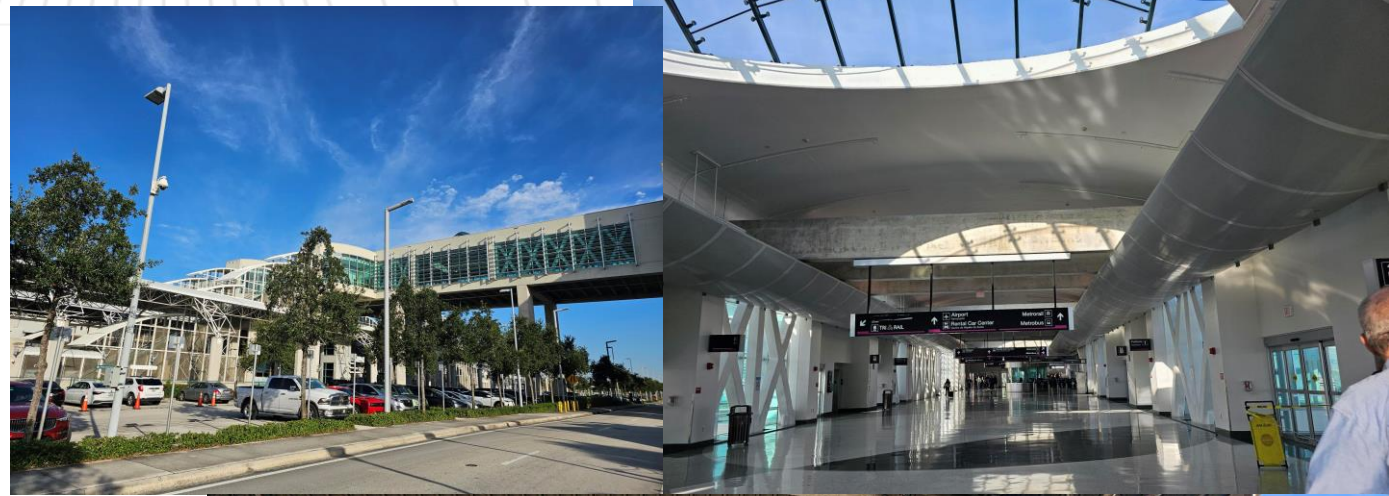


Bike Storage Facility (Miami-Dade TPO) Transparent metal shell & bridge



Operations

- **September 1, 2018**
 - County Resolution: MIC Central Station & Development Parcel conveyed by Deed from FDOT to DTPW.
- **August 13, 2021**
 - MIC transferred from DTPW to MDAD via MOU.
- MetroRail and MetroBus stations: DTPW ownership + O&M responsibility
- TriRail platforms and tracks: FDOT ownership.





The MIC is Connecting People

