



Facilities Fact Sheet

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The Miami Intermodal Center (MIC) will provide **connectivity** where none existed, between the transportation systems in the Palm Beaches, Fort Lauderdale, Miami and the Florida Keys, for residents and visitors. It will also **decongest** the roadways in and around the busy airport. The MIC will be similar to New York's Grand Central Station and other multimodal facilities that can be found in many world-class cities, offering easy connections to several forms of transportation.

The MIC will connect various transportation modes to Miami International Airport (MIA) via an Automated People Mover (APM). Additionally, by consolidating rental car functions off site, the MIC will absorb much of the vehicular traffic that today is a source of congestion at the airport's terminal access roadways.

The two major components of the MIC Program are the **Rental Car Center (RCC)** and the **Miami Central Station (MCS)**. Together, they will provide a convenient centralized location for the public to gain access to and transfer between multiple modes of transportation. This will relieve vehicular traffic congestion and increase terminal curbside capacity at MIA. In addition, it will foster commercial redevelopment of the parcels east of the MIC and promote revitalization of the surrounding area.

RENTAL CAR CENTER

The consolidated **RCC** is the first major component of the MIC Program being constructed. It will relocate rental car companies currently operating at MIA and many now located adjacent to the airport.

The estimated cost of this facility is approximately \$343 million, which will be advanced in federal loan funds from a program known as the Transportation Infrastructure Finance and Innovation Act (TIFIA). The **RCC** will be funded by a daily Customer Facility Charge (CFC) that will be placed on all rental car contracts originating at MIA. This facility is being designed and built by the Florida Department of Transportation (FDOT) but will be maintained and operated by the Miami-Dade Aviation Department (MDAD) upon completion.

The **RCC** will be located adjacent to the **MCS** in an area bounded by NW 25 Street on the north, NW 38 Court on the east, NW 21 Street on the south and Le Jeune Road on the west.

The **RCC** will include:

- 3.4 million square feet
- Four levels, each 20 acres in size (approximately 8 square city blocks)
- 6,500 total car capacity allocation with Ready/Return, Fleet Storage/Staging and Quick Turnaround (washing & refueling) areas
- 1st multilevel fueling system in the U.S.
- 120 total fuel pumps & 42 total wash bays

MIAMI CENTRAL STATION

The **MCS** is a facility that will connect local and regional means of transportation to MIA via the MIA Mover, or APM. The MIA Mover is a planned feature of the MIC.

The **MCS** is estimated to cost approximately \$356 million. FDOT will design and construct this facility, as well as be responsible for its operation and maintenance. It will be funded in part by TIFIA loan proceeds and secured by state fuel tax revenues.

The term "intermodal" (as in Miami *Intermodal* Center) is used to describe the connectivity between transportation options the MIC Program will offer:

- Transportation and Joint Development Facilities
- Rail - Tri-Rail, Metrorail, Amtrak
- Bus Depot - Miami-Dade Transit (MDT), Greyhound (Intercity bus), Courtesy shuttle services
- Bicycle and Pedestrian Facilities
- Taxis, shuttles, private passenger vehicles and parking (based on demand)

The 16.5-acre site is located east of MIA, in an area bounded by NW 25 Street on the north, NW 37 Avenue on the east, NW 21 Street on the south and NW 38 Court on the west.

MIC COMPONENTS

All components of the total MIC Program are expected to be completely built-out within 20 years from its inception in 1992.

- To be completed by late 2012
- To include the **RCC**
- To include the **MCS**, the first phase of which will accommodate the bus depot, Tri-Rail, patron parking and the MIC Station of the MIA Mover. The **MIA Mover**, funded by the MDAD's Capital Improvement Program (CIP) and estimated to cost \$260 million, is planned to be completed two years after completion of the **RCC**.

JOINT AND ASSOCIATED DEVELOPMENT

The **Joint and Associated Development** component of the **MIC** envisions:

- A mixed-use development plan of approximately 1.4 million square feet, including office, hotel/conference center, restaurants, ancillary retail and parking (based in demand)
- A mixed-use zoning district totaling up to 4.5 million square feet of new development east of the MCS

It is anticipated that 1.4 million square feet of the **Joint Development** space (involving private sector partners on the MIC site) will be built in conjunction with the **MCS**. Additional **Associated Development** (off-site commercial development) is anticipated immediately east of the MIC. This **Associated Development could potentially** have up to 4.5 million square feet of mixed-use projects.

The **Joint and Associated Development** will serve to enhance the function of the **MIC** by encouraging and providing additional ridership on the various modes of transportation. In addition, the level of private investment associated with the **Joint and Associated Development** component will greatly enhance the economic viability of the **MIC**.