



## MIC Program Fact Sheet

Updated: April 29, 2009

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 Program is sponsored by the Florida Department of Transportation (FDOT) which has managed the far reaching effort from its inception, starting with preliminary engineering studies and preparation of environmental impact documents through final design, Right of Way (ROW) acquisition, demolition and site preparation and construction. The U.S. Department of Transportation (USDOT) has designated the MIC as a "Major Project."

### Early MIC Site Selection and Planning Process

In 1989, Miami-Dade County accepted the Miami International Airport Area Transportation Study recommending implementation of a multimodal transportation access facility. It was conceived as the means to link passenger rail (both heavy and light) and public and private bus service, thereby providing needed regional connectivity and improving access to Miami International Airport (MIA). In the early 1990s, the State of Florida implemented transportation policies to encourage users to use high occupancy vehicles. The policies specifically limited the number of lanes on state highways. The passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 by the federal government spurred local planners and decision-makers to undertake efforts to link the county's two major rail systems, Tri-Rail and Metrorail, with the airport and to improve roadway access as well.

FDOT's Major Investment Study (MIS)/Draft Environmental Impact Statement (DEIS) for the MIC was approved by the Federal Highway Administration (FHWA) in October 1995. The Miami-Dade County Commission subsequently adopted the MIS/DEIS, and the recommended development alternatives for all MIC Program components were included in the county's official long-range transportation plan on March 7, 1996.

FDOT subsequently completed the Preliminary Engineering and Final Environmental Impact Statement (PE/FEIS) process for the program. On May 5, 1998 USDOT awarded a Record of Decision (ROD) granting location and design concept approval to the MIC.

### Miami-Dade County's Population

Miami-Dade County is growing rapidly by approximately 30,000 people per year. The population projected for 2025 is 3.05 million people, a 27-percent increase over the 2005 estimate of 2.4 million people. Passenger traffic at MIA in 1999 was 33.9 million and is expected to grow to 36 million by 2015. In November 2002, voters adopted a half cent sales tax as a new, local, dedicated funding source for transportation, thus enabling expanded and new rail and bus services that converge at the MIC.

### **MIC Program Description**

The MIC will be similar in function to New York City's Grand Central Station and to other multimodal facilities found in major cities around the world. The MIC will provide many benefits to the area's transportation customers. It will offer safe and efficient transfers for users of various rail systems, buses, taxis, rental cars, privately-owned automobiles, bicycles and for pedestrians. The MIC will also absorb much of the vehicular traffic that presently congests MIA terminal roadways and will increase terminal curbside capacity at the airport.

### **\$1.7 Billion Program**

In the FEIS and PE Report, the capital cost of the entire MIC Program was estimated at approximately \$1.9 billion (in 1995 dollars). Major components of the MIC Program not included in this cost were the MIA Mover, an automated people mover, (included in the Miami-Dade Aviation Department's MIA Capital Improvement Program), the Rental Car Center, or RCC, (the cost of which will be borne by a transaction surcharge from the participating rental car companies) and other rail facilities serving the MIC (excluding Tri-Rail).

This program consists of five components not including ROW acquisitions and is scheduled for completion by 2012. At an estimated cost of \$1.7 billion (February 2008 estimate), the MIC Program consists of:

- Access Improvements (Roadways)
- RCC
- MIA Mover
- Miami Central Station (MCS) - Phase I
- Joint Development

### **Funding**

Funding for the MIC Program is derived from a variety of federal, state, local and private sources. Funding for certain components of the program's projects, such as the RCC, have been advanced through the use of direct federal loans under the *Transportation Infrastructure Finance and Innovation Act (TIFIA)*, which was included in the Transportation Equity Act for the 21st Century (TEA21) passed by the U.S. Congress. Other state programs, such as ROW Bonds, were used to fund the MIC Program's major ROW acquisition component.

### **Conclusion**

As a significant component of the region's transportation network, the MIC will help solve mobility problems that have plagued the growing South Florida area. Strategically located next to MIA, the MIC will serve as a means of achieving the intermodal goals originally set forth in the federal TEA21. The MIC will enhance long-term viability of MIA by consolidating rental car functions off site, thereby relieving traffic congestion at the airport.