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1 888 838 5355**Miami Intermodal Center****News Clip**From: *Miami Today*, Thursday, October 15, 2009Subject: **Intermodal Center, central station to anchor area transportation**Provided by: Jenine Spoliansky, Kommunikatz, Inc.
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TRANSPORTATION

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Intermodal Center, central station to anchor area transportation

By ZACHARY S. FAGENSON

While all pieces of the \$1.7 billion Miami Intermodal Center won't be finished until 2012, the whole project is expected to significantly decrease traffic around the airport as its completion nears.

"Once the whole facility is operating you will have either visitors or residents able to have a centered location for intermodal transportation," said Gary Donn, the center's program manager for the Florida Department of Transportation. "You can take a Greyhound from Key West to this new center and catch a flight out of here."

The center is to include a 3.4-million-square-foot rental car center, the MIA Mover connecting the rental center to the airport and a Metrorail connection to the Earlington Heights station.

The earliest impact will be seen on the roads circling the airport.

The MIA Mover, once complete, could reduce traffic around the airport by as much as 30%, Mr. Donn said.

Construction on the 1.25-mile elevated track began in 2005 and is expected to finish in September 2011. Total cost, ac-



RENDERING: Miami Central Station is to be the heart of the Miami Intermodal Center, connecting the area's transportation systems.

According to the transportation department, rings in at \$260 million and is split between the county, which is contributing \$160 million through its Capital Improvement Program, and the department, which is forking over \$100 million to cover the cost of the guideway, foundations and the two stations.

But because the rental center will be finished a year ahead of the MIA Mover, a temporary bus service will be used to shuttle travelers between the airport and the intermodal center.

The MIA Mover will also con-

nect the airport to the Miami Central Station, which the department likened to New York City's Grand Central Terminal.

The station, according to project spokesperson Ric Katz, will be the heart of the Miami Intermodal Center and offer a never-before-seen element of connectivity to South Florida's myriad transportation systems.

"Central station is what will bring Tri-Rail, Amtrak, Metrorail, inter-city bus service, Metrobus, taxis, bicyclists and pedestrians" together, Mr. Katz said. "Any mode of ground

transportation that exists in Miami-Dade County today will have a point of access to the MIC through the Miami Central Station."

The station will be bordered by Northwest 25th Street to the North, Northwest 37th Avenue to the East, Northwest 21st Street to the South and Northwest 38th Court to the West.

Construction of the \$100 million project, whose proposed funding source is the state transportation fund, will be in two phases. Work on the west concourse is expected to begin in May 2010 and end in April 2012, while work on the east concourse is expected to begin in July 2010 and wrap up in early August 2012.

The final piece of the mass-transit puzzle will connect the intermodal center to Metrorail at the Earlington Heights station.

Work on the 2.4-mile Metrorail extension began in April and is expected to finish in April 2012 along with the rest of the center's major projects. The estimated cost of the connection comes in at about \$526 million, nearly one-third of the entire project's \$1.7 billion price tag. The Department of Transportation is contributing \$100 million to the extension while

the People's Transportation Plan, the half-penny transit tax, is to cover the remaining \$426 million.

Meanwhile, the station might take up its role as a through-point for South Florida's public as soon as all the cogs start turning.

As many as 1.2 million passengers could board Metrorail from the intermodal center in 2012, according to Department of Transportation data.

The department's local office sent surveys to Tri-Rail, Miami-Dade County's transit department, Amtrak and Greyhound asking each to gauge its respective ridership the year the intermodal center, in its entirety, is open as well as in 2017, after the center has been open five years.

In 2017, the county predicted as many as 1.7 million passengers could board Metrorail from the center. Tri-Rail estimated 376,000 passengers would board its trains, while Greyhound put its ridership from the hub at 58,000.

The MIA Mover, which will be managed by the airport, predicted it would shuttle 2.2 million people between the airport and the center in its first year and 2.65 million in 2017.