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Miami Intermodal Center History Fact Sheet

Updated: February 16, 2011

The Miami Intermodal Center (MIC) will provide **connectivity** where none existed, between the transportation systems in Palm Beach County, Fort Lauderdale, Miami and the Florida Keys, for residents and visitors. It is already **decongesting** the roadways in and around the busy airport. When completed, 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 began in the early 1980s when the Dade County Aviation Department, now the Miami-Dade Aviation Department, developed strategies for relieving congestion at the airport passenger terminal area. Some of the earliest attempts at resolving area-wide congestion included studying the feasibility of building an additional airport in the Everglades, however, this project was stopped for environmental reasons.

In 1989, the county accepted the *Miami International Airport (MIA) Area Transportation Study* recommending implementation of a multimodal transportation access facility. Such a facility would link commuter, heavy, light and future high-speed rail as well as bus service, providing needed regional connectivity and improved access to the airport. In the early 1990s, the State of Florida implemented multimodal policies to encourage the use of transportation modes other than the single-occupant vehicle. The policy specifically limited the number of lanes on state highways. The passage of the 1991 *Intermodal Surface Transportation Efficiency Act (ISTEA)* by the federal government spurred local planners and decision-makers to undertake planning efforts to improve roadway access at MIA and link it with local commuter rail systems, Tri-Rail and Metrorail.

Dade County government initiated studies in 1992-3 for what was originally called the MIA Intermodal. The resulting report identified ten sub-areas of possible locations for the MIC within the study area. A comprehensive evaluation recommended two sites immediately east of the airport for further study and evaluation.

The development of the MIC moved forward in 1993 when an Environmental Impact Statement study was initiated. Prior to this, six federal agencies, the Federal Highway Administration, Federal Transit Administration, Federal Railroad Administration, Maritime Administration and the United States Coast Guard signed a Memorandum of Understanding with the Florida Department of Transportation (FDOT) to coordinate each agency's role in developing the MIC.

Site evaluation and selection processes assessed the most feasible location for the MIC based on:

- Accommodation for airport-related functions such as car rentals;
- Accommodation for light, commuter and heavy rail;
- Accommodation for bus and vehicular access;
- Compatibility with surrounding communities as well as existing and future land use plans;
- Capability to generate opportunities for joint and associated developments within the limitations of Federal Aviation Administration and zoning regulations;
- Impact on natural environment; and
- Costs.

FDOT's *Draft Environmental Impact Statement (DEIS)* for the MIC was approved by the Federal Highway Administration in October 1995. The Dade County Board of Commissioners subsequently adopted the DEIS, and the recommended alternatives for all MIC project components were included in the county's official Long-Range Transportation Plan on March 7, 1996. On May 5, 1998, the U.S. Department of Transportation awarded a *Record of Decision* granting location and design concept approval to MIC.

For more information, call toll-free 1-888-838-5355 or visit www.micdot.com.