



Facilities Fact Sheet

Updated: June 18, 2013

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 will connect various transportation modes to Miami International Airport (MIA) via the MIA Mover, an automated people mover that is already operational. Additionally, by consolidating rental car functions off site, the MIC has absorbed much of the vehicular traffic that was once 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. The RCC is already relieving vehicular traffic congestion and increasing terminal curbside capacity at MIA. In addition, the program 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 completed building of the huge intermodal center being built by the Florida Department of Transportation (FDOT). It has relocated rental car companies that operated at MIA and many located adjacent to the airport into one convenient location.

The facility cost approximately \$395 million, which was advanced in federal loan funds from a program known as the Transportation Infrastructure Finance and Innovation Act (TIFIA). The **RCC** was funded by a daily Customer Facility Charge that is placed on all rental car contracts originating at MIA and now at the RCC. This facility was designed and built by FDOT and is being maintained and operated by the Miami-Dade Aviation Department (MDAD).

The **RCC** is located adjacent to the **MCS** at 3900 NW 25 Street. It is 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** features:

- 3.4 million square feet
- Four levels, each 20 acres in size (approximately eight square city blocks)
- Second largest facility of its kind in the U.S.
 - 6,500 total car capacity allocation
- Ready/return car area
- Fleet storage/staging area
- Quick Turnaround Area for washing and refueling cars
 - 120 fuel stations and 42 wash bays
- Spacious customer service facilities for rental car companies
- First multilevel fueling system in the U.S.

MIAMI CENTRAL STATION

The **MCS** is a facility that will connect local and regional means of transportation to MIA via the MIA Mover. The MIA Mover is an elevated, light-rail automated people mover system that became operational in September 2011.

The **MCS** is estimated to cost approximately \$155 million. FDOT has designed and is constructing this facility. It is being 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 Hub – Tri-Rail, Metrorail, Amtrak, future high-speed / intercity rail
- Bus Depot – Miami-Dade Transit, Greyhound (intercity bus), courtesy shuttle buses
- Bicycle and pedestrian facilities
- Taxis, shuttles, private passenger vehicles and parking

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 21 years from its inception in 1993.

- To be completed by early 2014
- Includes various roadway improvements, the **RCC** and **MIA Mover** (funded by the MDAD's Capital Improvement Program at a cost of \$270 million)
- To include the **MCS**, which will accommodate a bus depot for Greyhound and other intercity and courtesy shuttle buses, Tri-Rail, Metrorail, Amtrak and patron parking

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**.

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