

Miami Central Station 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 **Miami Central Station (MCS)** is a major component of the MIC Program that will serve as Miami-Dade County's first all-inclusive ground transportation hub. It is being designed to accommodate all transportation modes, hence providing *intermodal* connectivity between transportation options. The MCS will feature an enhanced Tri-Rail station, connections to the Rental Car Center (RCC), MIA Mover, Greyhound and Amtrak. With the grand opening of Miami-Dade Transit's Miami International Airport (MIA) station and Orange Line service on July 28, 2012, the MCS now features connections to Metrorail and Metrobus. East of the Central Station's tracks will be a public parking area connected to the facility by a central walkway. This public space will be a gateway to the MCS around which a bus depot will be located as well as taxis, courtesy buses and shuttles currently serving MIA.

1. MCS Benefits

- Ground transportation hub for Miami-Dade County and the South Florida region
- Will provide *intermodal* connectivity where none existed
- Choices for travelers via various modes of transportation

2. MCS Description

The MCS will provide transportation choices at a safe, centralized location. It will be a main transfer point between the rail and bus systems available for resident commuters and visitors to the South Florida region. A public transit network will be created in which transit times may be reduced and users may require fewer transfers between West Palm Beach and Homestead. Covering 16.5 acres, these transportation connections are/will be available at the MCS:

- Rail hub
 - Amtrak
 - Tri-Rail
 - Metrorail
 - Intercity and future high-speed rail service
- Bus depot
 - Greyhound
 - Miami-Dade Transit
 - Courtesy shuttle services
- Taxis, private vehicles, bicycles and pedestrians



The MIC Program has also taken into account Miami-Dade County's Bicycle and Pedestrian Program. Throughout the MCS facility provisions for bicyclists, as well as pedestrians, will allow them to safely move about and make their transportation connections.

MCS Boundaries:

Located east of the RCC, the MCS is 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.

3. Finance

The MIC Program is financially balanced each year under the Florida Department of Transportation’s (FDOT) Five-Year Work Program. Having been designated by the federal government as a Project of National Significance, and now a Major Project due to its \$2.0 billion price tag, the MIC Program was eligible to apply for and receive two loans under the Transportation Infrastructure Finance and Innovation Act (TIFIA), which was included in the Transportation Equity Act for the 21st Century (TEA21). Other major funding sources include various state and local sources, and private sector fees and charges.

The first TIFIA loan for \$269 million closed on June 9, 2000. Of the \$269 million, only \$15 million was withdrawn since FDOT replaced it with a more competitive internal loan through the State Transportation Trust Fund. On July 3, 2006, FDOT prepaid the first loan in the amount of \$17.1 million including interest, 24 years ahead of the originally scheduled maturity date. The second TIFIA loan for \$270 million closed on April 29, 2007.



4. Cost and Funding

The estimated cost of the MCS is \$155 million. It is being funded by FDOT state transportation funds, federal Surface Transportation funds, a federal grant and private sector fees and charges.

5. Construction Schedule

Project Component	Date of Commencement	Date of Completion
1. West Concourse (built by Miami-Dade Transit)	May 15, 2009	July 28, 2012
2. East Concourse	May 18, 2011	Early 2014



Ground Transportation Center



Pedestrian Concourse

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