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1 888 838 5355**Miami Intermodal Center****News Clip**From: *Miami Today*, Thursday, June 13, 2013Subject: **County may buy 4 MIA Mover cars to service booming rental car center**Provided by: Jenine Sussman, Kommunikatz
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Photo by Maxine Usdan

The 3.4-million-square-foot rental car center at the Miami Intermodal Center is doing better than planned.

County may buy 4 MIA Mover cars to service booming rental car center

The automated rail link between Miami International Airport and the nearby rental car hub is about to add four rail cars – bringing the system to maximum capacity – to meet unanticipated usage demand.

A county committee this week is to discuss spending \$11.2 million to buy the additional cars from Mitsubishi Heavy Industries America and integrating them into the present system.

It's been less than five years since the commission awarded the contract to build the MIA Mover to Parsons-Odebrecht Joint Venture for more than \$342 million after a long process of stops and starts over responsiveness of the original three bids. That project was completed on schedule and under budget.

In the interval the rental car center opened with 16 rental car companies consolidated in a single location as a key element of the Miami Intermodal Center, where multiple forms of transportation are coming together to link to the airport.

That 3.4-million-square-foot rental car hub has so much more customer traffic than planned that, as *Miami Today* reported last week, it's on track to pay off its own construction debt more than 20 years ahead of schedule.

That increasing flow of airline passengers links to the rental car hub via the MIA Mover, now targeted for expansion to add capacity.

The added rail cars are to be funded by airport revenue bonds. The original MIA Mover contract was funded by airport revenue bonds, Florida Department of Transportation grants and customer facility charges at the rental car center.

The MIA Mover, which former county manager George Burgess once called "a critical link between [Miami International Airport] and the [Miami Intermodal Center, or MIC] which makes the MIC economically viable," was a long time coming.

The county first advertised for proposals for

the MIA Mover in December 2004 with a proposal due in March 2005, later extended to February 2006.

The three proposals received in February 2006 were all found to be non-responsive or non-conforming, Mr. Burgess told the county commission later. So all three were rejected, formal bidding procedures were waived and the manager's office negotiated with the three former bidders.

Finally, in January 2008 the Parsons-Odebrecht Joint Venture sent an updated proposal, the other candidates withdrew instead and in mid-year 2008 a deal was struck and approved by the county commission.

While there are only two stops on the line – at the airport and the Miami Intermodal Center – an option to serve a third stop was included in the contract. The county's aviation department had been seeking a public-private partnership deal for a mixed-use development with a hotel, retail and convenience stores, and the mover was to be configured for future modification to serve that project.

Coral Gables-based Odebrecht, a subsidiary of the Brazilian construction giant and one of the partners in the joint venture that built the MIA Mover, is now in talks with the aviation department about designing just such a public-private project, Airport City, at the entrance to the airport. That project is also to have a large office space component.

Last year 39.5 million passengers passed through Miami International Airport, up more than 3% from the prior year. Through April of this year the airport handled 13.6 million persons, up 0.43% from the same period of 2012.

The \$4.60 daily rental car charge to users for facility costs totaled \$23 million from last October through March, up from \$21.6 million for the same six months of the prior year.