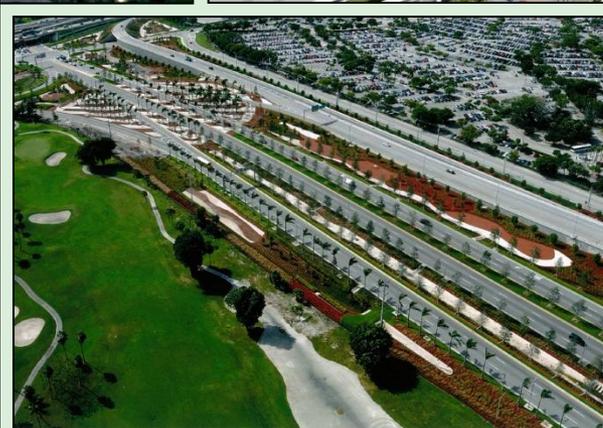


Miami Intermodal Center



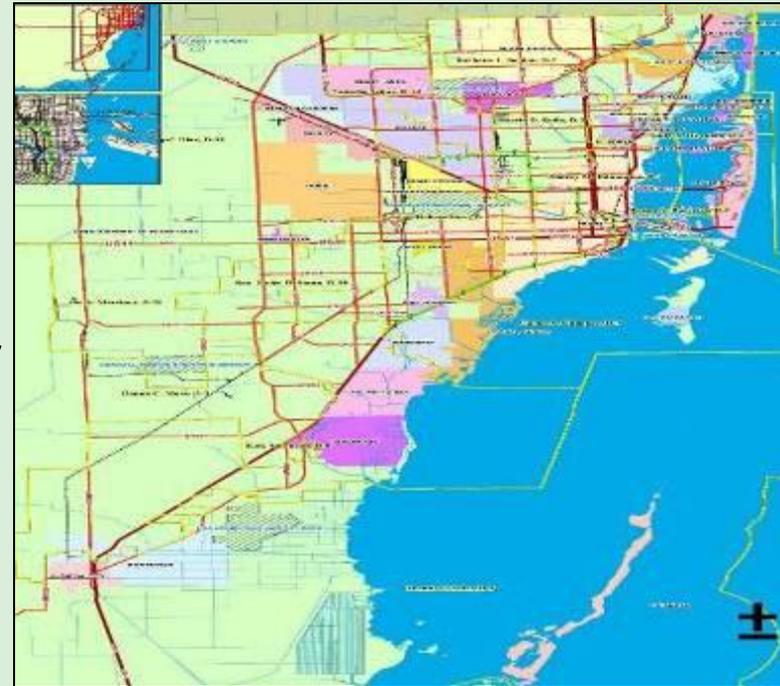
The Miami Intermodal Center

Chairman John Mica Visit - October 23, 2012



MIC History

- **Concept conceived in 1980s**
 - Dade County Aviation Department developed *Airport Survival Plan* & other strategies to relieve congestion at MIA
- **Late 1980s**
 - Miami-Dade experienced significant growth in outlying western areas
 - County Commission sensed urgent need for transportation linkage & airport decongestion
 - FDOT saw need to provide linkage to all modes of ground transportation available in South Florida
- **Construction began in 2001**



Miami Intermodal Center



What is the Miami Intermodal Center Program?

- Transportation hub for South Florida region
- First program of its kind undertaken by FDOT
- Major partners/stakeholders include
 - USDOT / FHWA
 - Miami-Dade County & its transportation agencies (Aviation & Transit departments)
 - MDX
 - SFRTA



U.S. Department
of Transportation

Federal Highway
Administration



Miami Intermodal Center



Program Goals



- Provide real **connectivity** between all modes of transportation in South Florida & improve connections to major highways
- **Decongest** roads leading to county's number one economic generator (MIA)

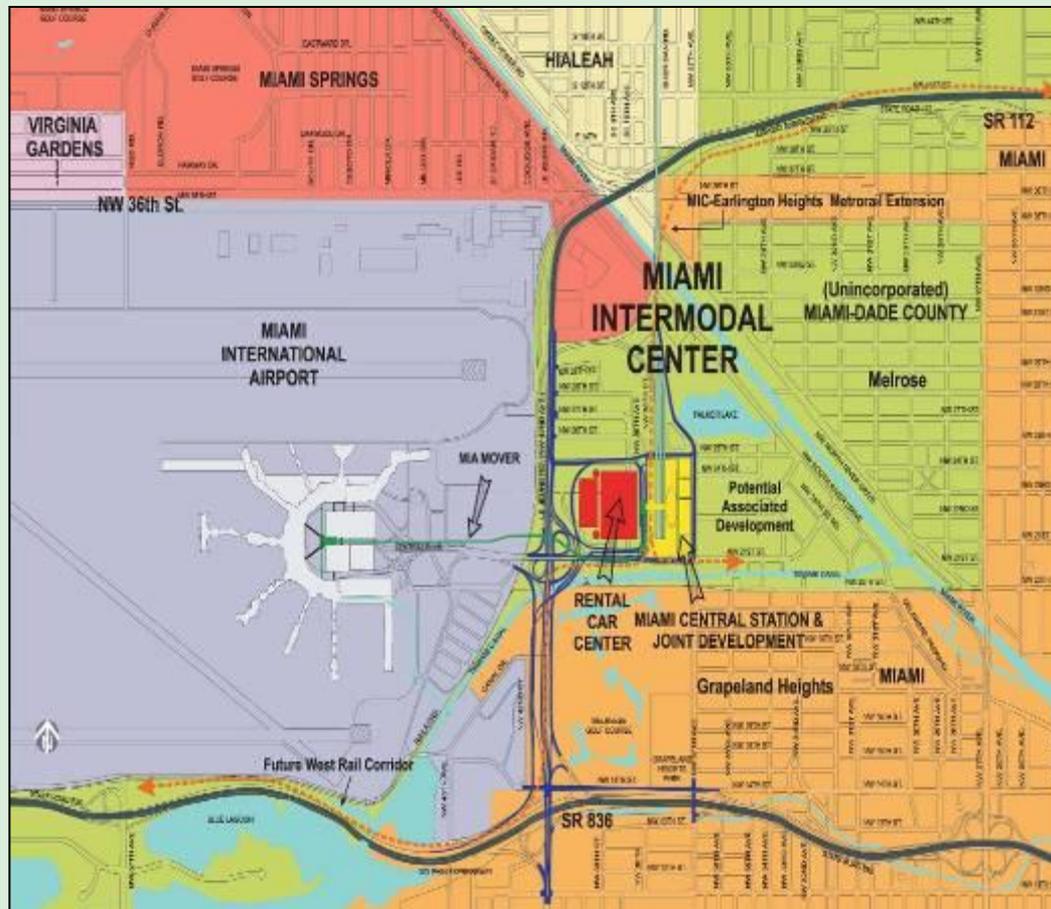
Facilitating economic development throughout the region

Miami Intermodal Center



The MIC Program

- Current \$2.0 billion program
- Major components
 - Right of Way Program - 2003
 - Roadway Improvements Program - 2008
 - Rental Car Center - 2010
 - MIA Mover - 2011
 - Miami Central Station - 2013 (under construction)
 - Joint Development (currently under review)





Miami Intermodal Center



MAJOR PROGRAM COMPONENTS

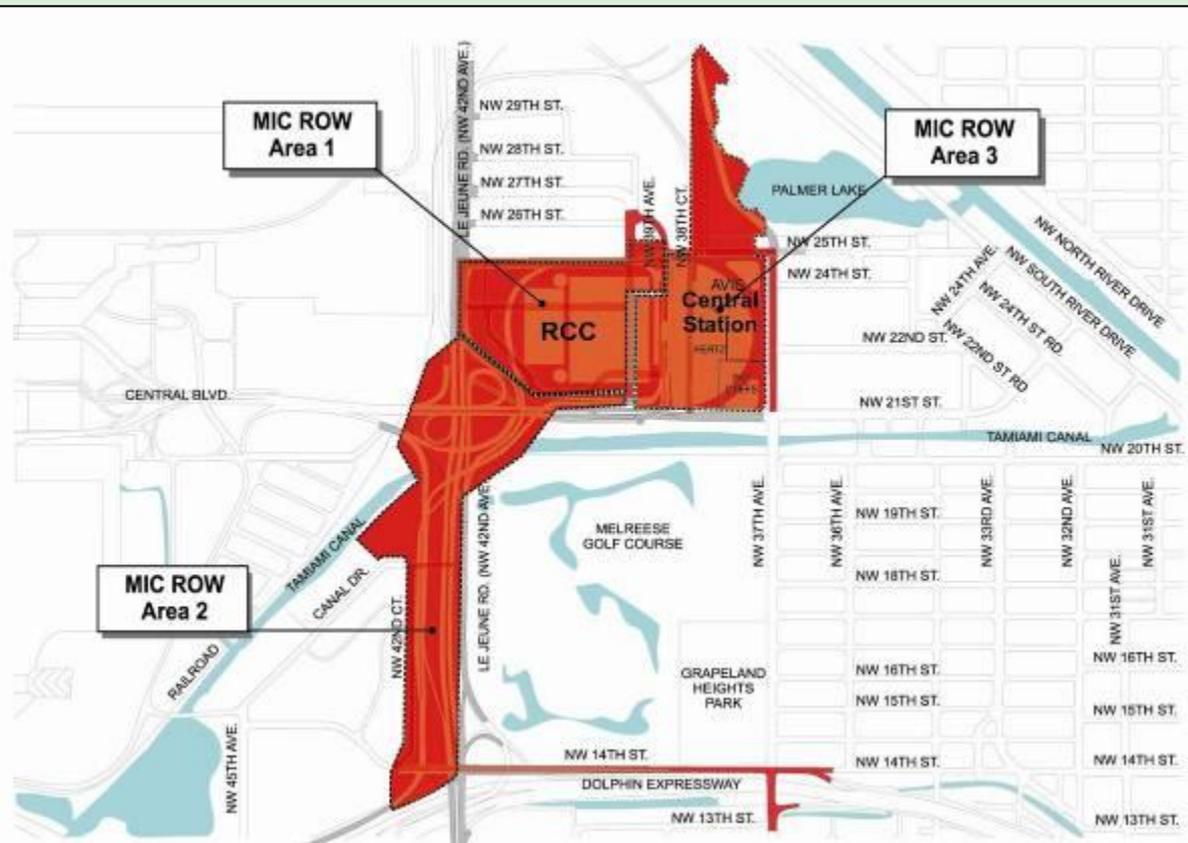
Miami Intermodal Center

COST: \$339M



Right of Way Program

- **AREA 1 - September 2002**
— 33 parcels of land acquired for construction of Rental Car Center & MIC Terminal Access Roadways (MTAR)
- **AREA 2 - April 2003**
— 20 parcels of land acquired for Le Jeune Road reconstruction
- **AREA 3 - December 2003**
— Final 28 parcels of land acquired for future construction of Miami Central Station



81 Total Parcels / 141 Total Acres



Roadway Improvements Program

- FDOT reconstructed roadway system
- Total cost \$187 M
 - \$13 M design
 - \$157 M construction
 - \$17 M CEI
 - MDX contributed to Right of Way acquisition



Miami Intermodal Center



Opened for operations July 13, 2010

COST: \$395M

Rental Car Center

Features

- 3.4 million square feet
- Four levels, each 20 acres
- 16 rental car companies
- Second largest in U.S.
 - 6,500 car capacity
- Ready/return car area
- Fleet storage/staging area
- First multilevel fueling system in U.S.
- Quick Turnaround Area
 - 120 fuel positions
 - 42 wash bays



Miami Intermodal Center



Currently under construction – began June 3, 2011

Miami Central Station

Regional Transportation Hub

- Rail hub (Amtrak, Rail, Metrorail, provisions for future high-speed & intercity rail)
- Bus depot (Greyhound, MDT bus service & other courtesy buses)
- Taxis, private automobiles, bicycles & pedestrians



Miami Intermodal Center

Opening late 2013

COST: \$152M



Miami Central Station

- 16.5 acre site
- Transportation choices at safe, centralized location
- Enhances South Florida as a marketplace for goods & ideas
- Expands South Florida destination in travel/tourism industry



Miami Intermodal Center



Ground Transportation Center

- Bicycle locker facility
- Support building
- Police station
- Intercity bus terminal



Miami Intermodal Center



Miami Central Station Construction Site



Miami Intermodal Center



Metrorail MIA Station

COST: \$506M

- 2.4-mile extension of Metrorail from Earlington Heights Station to MIC
- Built by Miami-Dade Transit with \$101.3 M contribution from FDOT
 - Construction began May 1, 2009
 - Opened July 28, 2012



Metrorail Station



Metrobus Station



Miami Intermodal Center



Currently under review

Joint Development

- Ground lease development (public & private)
- 8.5 acre site
- Leverage its location as a connection to transportation hub
- Possibilities include
 - Hotel/conference center
 - Office space
 - Retail & entertainment
 - Restaurants
 - Parking



Joint Development Objectives

- Generate revenue for transportation purposes, including existing MIC-related debt repayment
- Effectively integrate Transportation Oriented Development (TOD) at the MIC
- Create area-wide economic development opportunities

Total MIC Program Cost Current Estimate

- Right of Way & Environmental \$339 M
- Miami Central Station \$722 M
- Roadway Improvements \$187 M
- MIA Mover \$270 M
- Rental Car Center \$395 M
- Program contingency & other costs \$110 M



Total Cost: \$2 Billion

Note: Miami Central Station cost of \$722M includes FDOT programmed cost of \$518M for Metrorail AirportLink and \$52M for MIA Mover MIC Station

Innovative Finance Applied to MIC

Transportation Infrastructure Finance and Innovation Act (TIFIA)

- Awarded \$433 million in TIFIA loans in 1999
 - \$164M for the RCC, later increased to \$270M
 - \$269M for other major program elements (FDOT loan)
 - FDOT loan was paid (\$15 million in draws) and replaced with a 0% interest FDOT State Transportation Trust Fund Loan

State Infrastructure Bank Loans (SIB)

- Awarded the MIC three SIB loans totaling \$67 million
 - \$22M in initial SIB loan proceeds were used for:
 - Early components of Central Station
 - RCC construction costs
 - MIA Mover Station at the MIC
 - \$45M in proceeds from two additional SIB loans resulted in accelerating completion of the Central Station by nearly five years

Major Funding Sources

- **TIFIA loans**
- **County/Miami-Dade Aviation Department contributions**
- **Transportation funding prioritized by the Miami-Dade Metropolitan Planning Organization**
- **Miami-Dade Expressway Authority contribution**
- **Private sector contributions**
 - Revenues from Customer Facility Charges, leases & contingent rent
- **FDOT State Infrastructure Bank loan**



Miami Intermodal Center

www.micdot.com



The MIC is Connecting People

