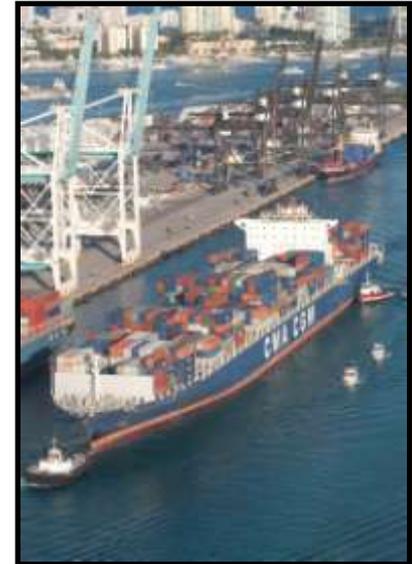


Intermodal Linkages - Ports Partnering with Railroads

Port of Miami – Rail Reconnection & Intermodal Program

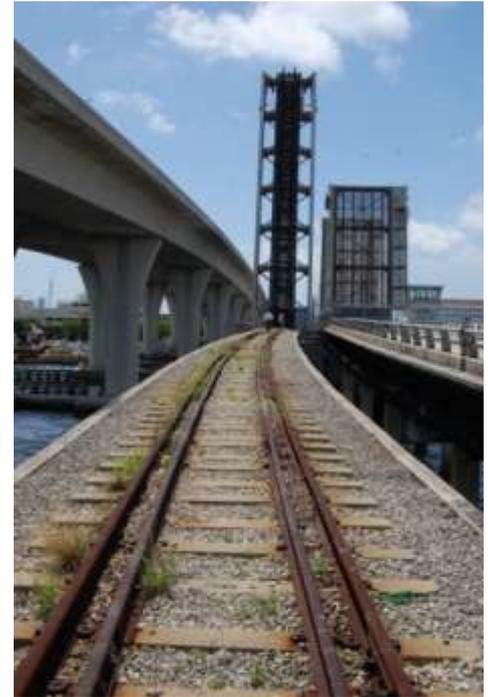
AAPA: FACILITIES ENGINEERING



November 9, 2011

TIGER II GRANT OVERVIEW

- Grant Executed March 17, 2011 – MARAD
 - Project Estimate \$49,307, 800
 - On-Port \$25,067,000
 - Off-Port \$24,240,800
 - Grant Amount \$22,767,000
- 1) Port Lead 4.4 miles
 - Off-Port Rail Contract Awarded by FEC
 - 2) Rail Bascule Rehabilitation – Design-Build
 - RFP Advertised in late-October
 - 3) Port Intermodal Yard including On-Port Trackway
 - Design Criteria and Engineering RFP In Process



Port of Miami History



1950's



1980's

Port of Miami History



1970's



1980's

Introducing



PORT/MIAMI™

Port of Miami Today



PORT/MIAMI™

BUSINESS LEADER

The Port of Miami is second largest economic engine of Miami-Dade County:

- \$14.3 billion in imports/exports
- 176,000 jobs
- \$6.4 million in wages
- \$17 billion in economic output

Cruise

Record year with over 4.1 million cruise passengers.



Cargo

#1 container Port in Florida;
#11 busiest container Port in U.S.

PORT OF MIAMI - THREE MAJOR LINKAGES

Tunnel



- Direct Highway Access: I-95 and SR-836
- Two miles in 3 minutes
- Construction underway

Rail



- Port on-dock intermodal facility
- Rail bridge rehabilitation
- Restore connection to FEC Hialeah Yard local and national rail network

Dredge

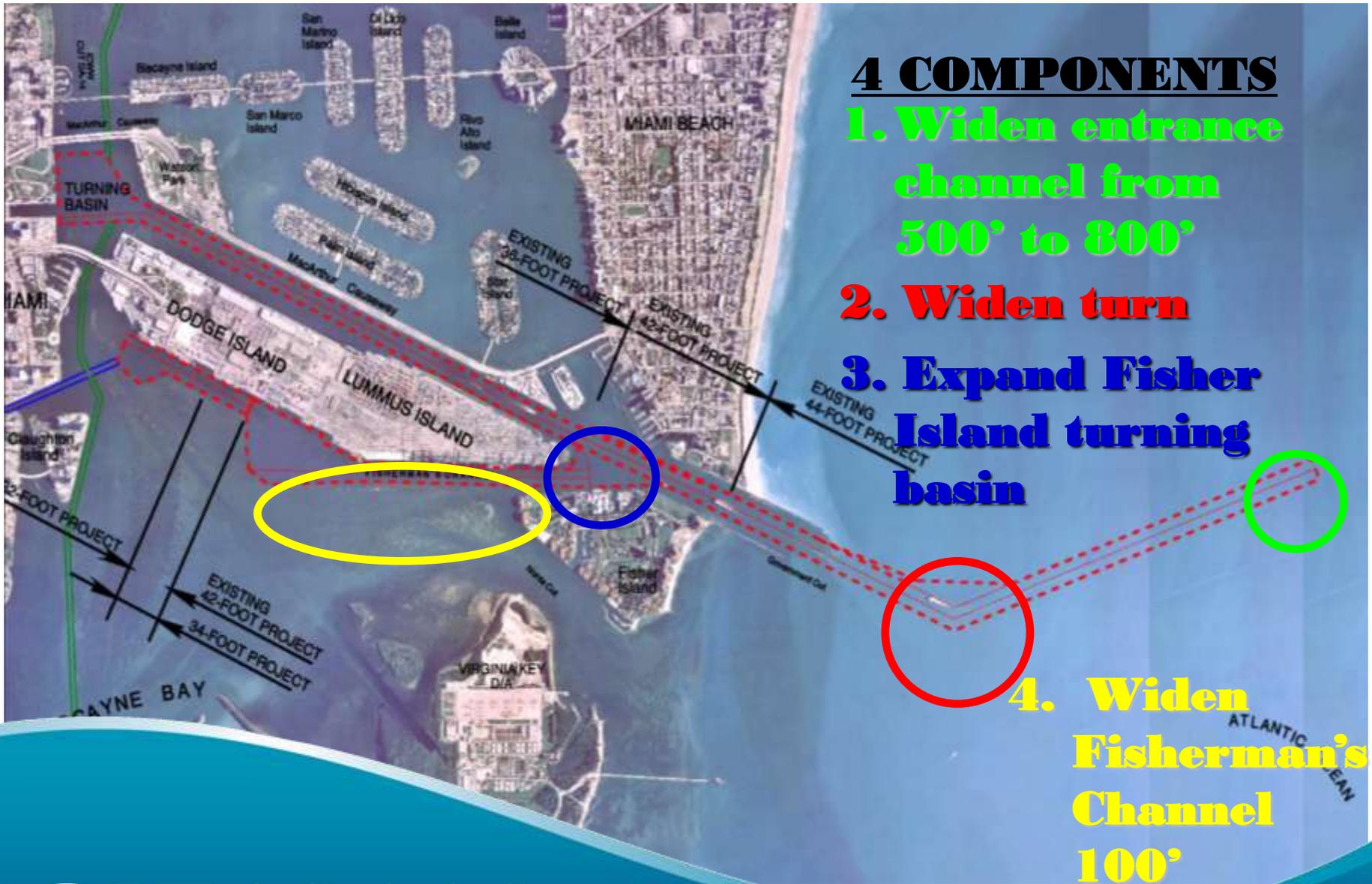


- Dredge South Channel to -50' / -52'
- Double cargo business by 2020 and triple it by 2035
- 33,000 permanent jobs

2014 COMPLETION

PORT MIAMI

PORT OF MIAMI – DEEP DREDGE LINKAGE



Port of Miami Then & Now



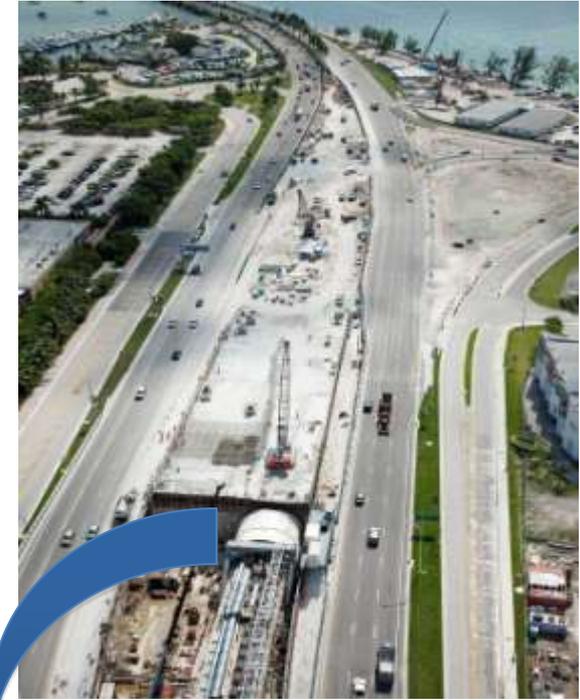
PORT/MIAMI

PORT OF MIAMI TUNNEL LINKAGE



PORT MIAMI

PORT OF MIAMI TUNNEL PORTAL



TUNED TO DOWNTOWN ENVIRONMENT

DAILY DOWNTOWN TRAFFIC COMPARISON (Post-Tunnel): 2011 VS. Post-2014

	<u>2011</u>	<u>Post-2014</u>
Heavy Truck	3,000	600
Bus / Taxi	900	200
Car	15,000	5,000
Train**	0	6(?)

** One ½ mile train = 100 trucks; 6 trains x 365 x 100 = 219,000 containers (or 350,000 TEUs)

Current truck moves to FEC Hialeah Yard = 60,000 containers (or 100,000 TEUs)

PORT OF MIAMI RAIL LINKAGE

The project is comprised of three parts:

1. The necessary intermodal rail yard at POM.
2. Rail bascule bridge improvements.
3. Restore the freight rail connection from POM to the Florida East Coast Railway – Hialeah Yard located northwest of MIA.

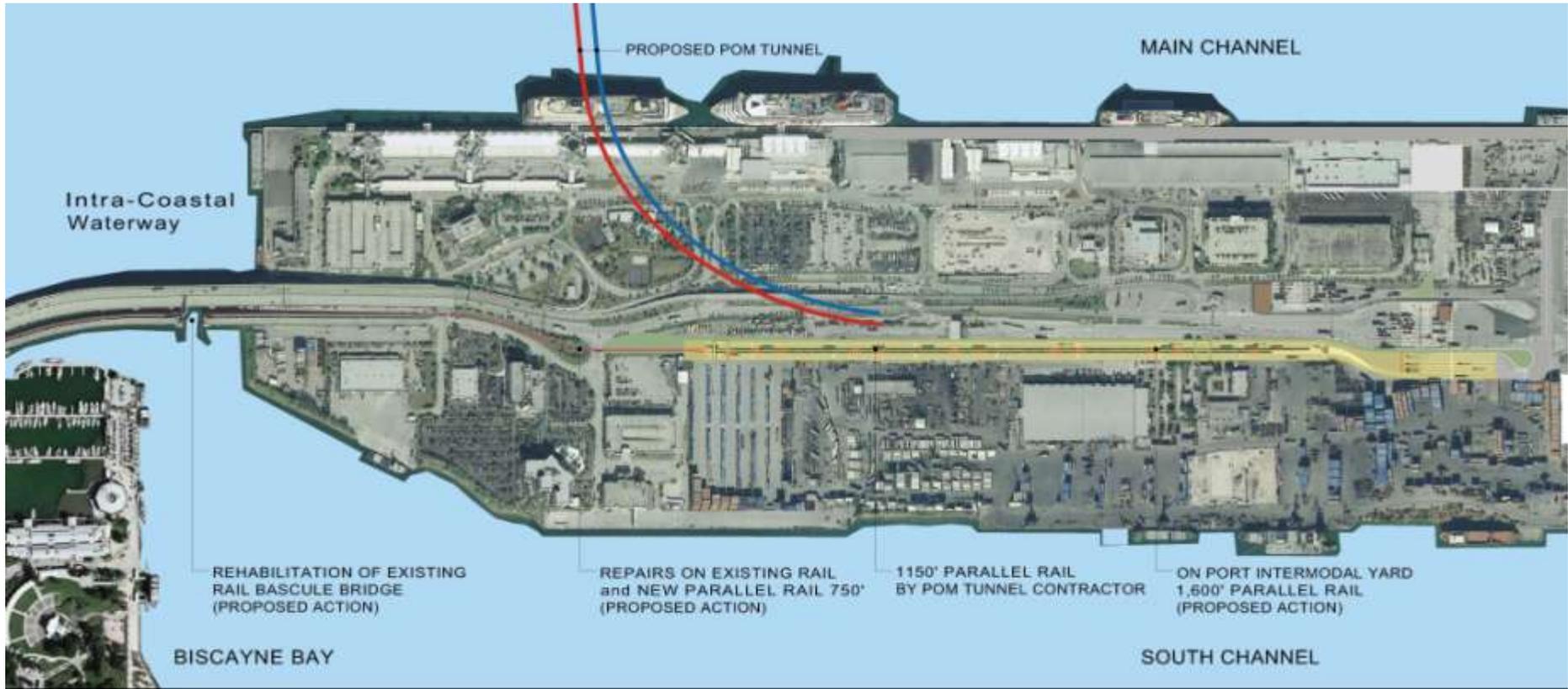
These improvements will connect the Port to the national railway system via FEC's connections in Jacksonville, Florida.



DIRECT CONNECTION TO INLAND FACILITY

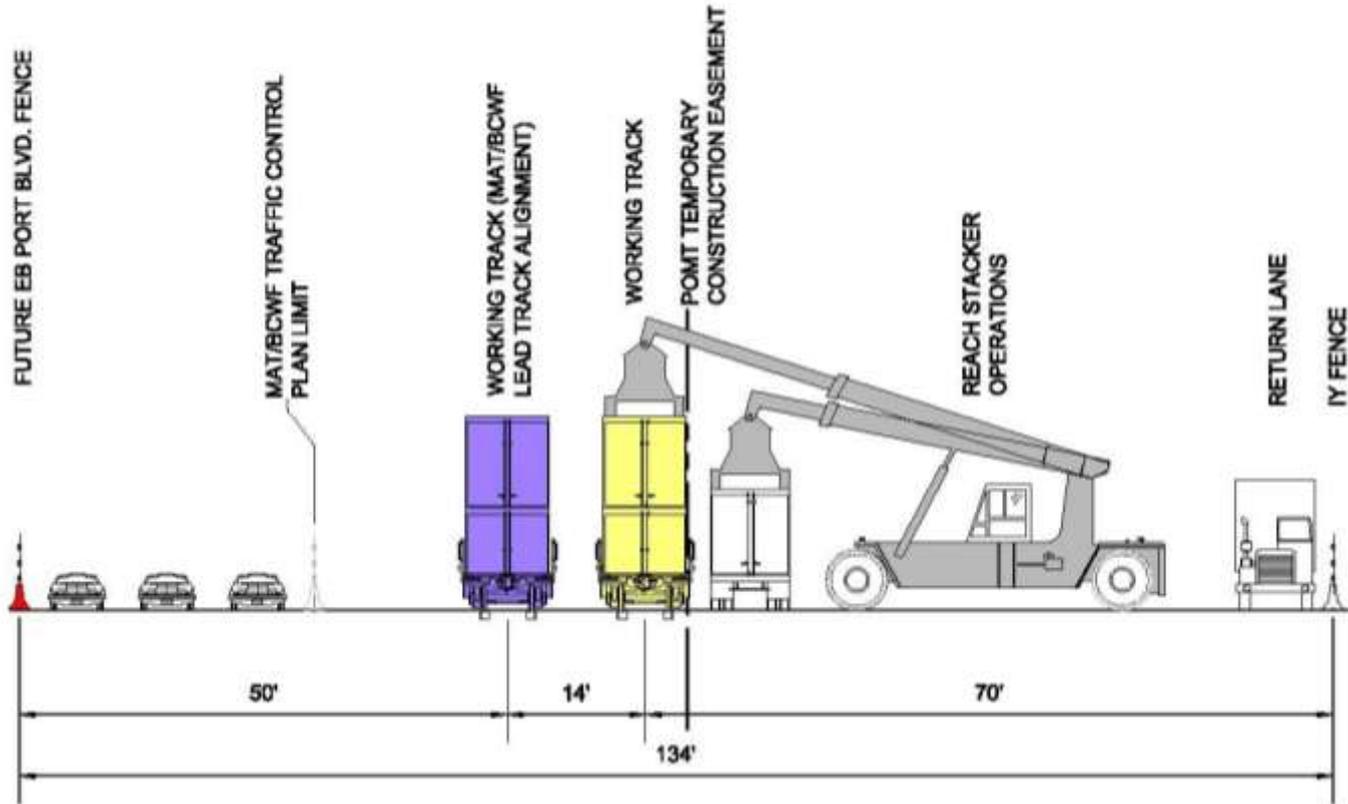


ON-PORT RAIL & INTERMODAL SCOPE OF WORK



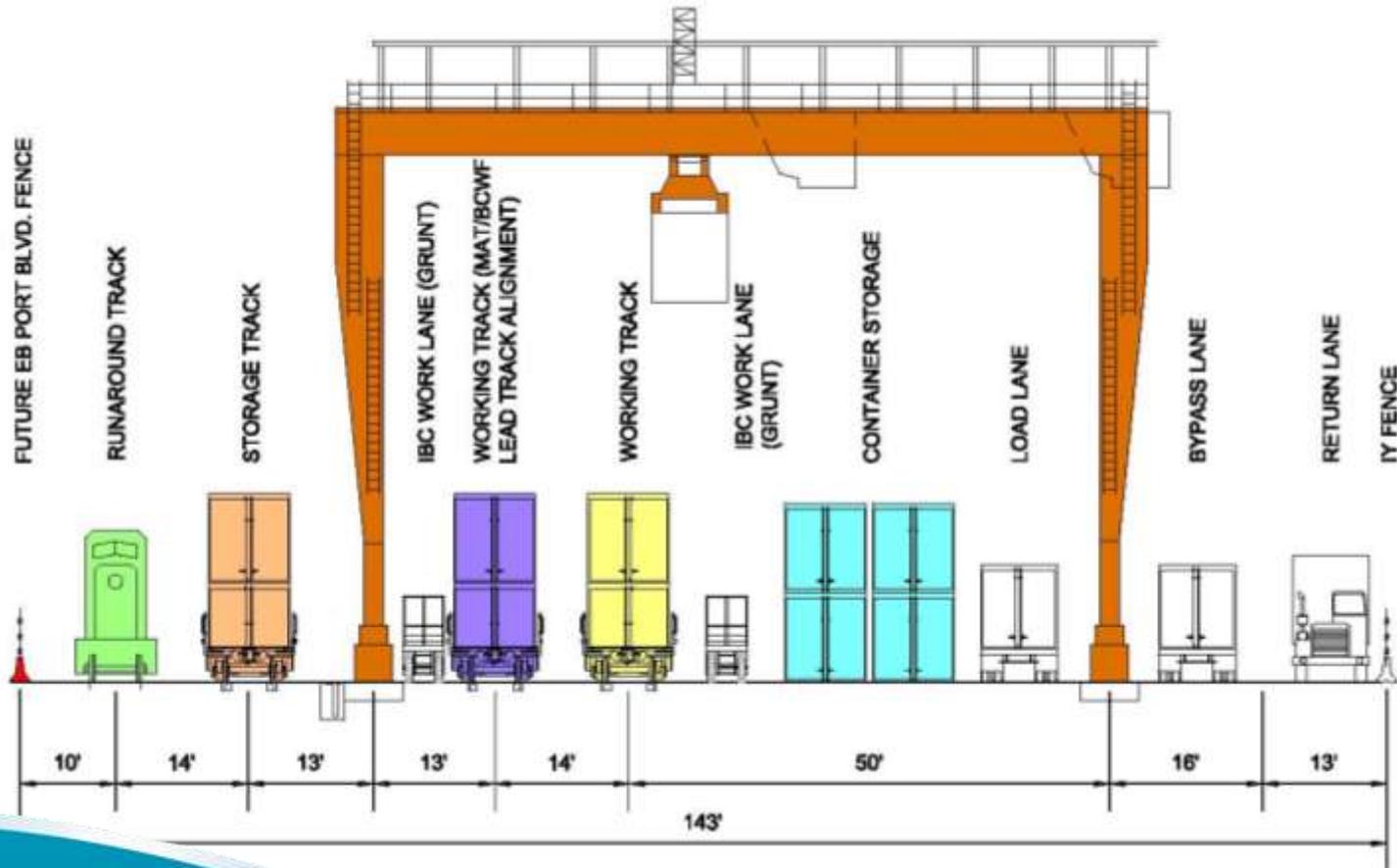
HIGH CAPACITY

INTERMODAL YARD SECTION
INITIAL CONDITION – LIMITED REACH STACKER OPERATION



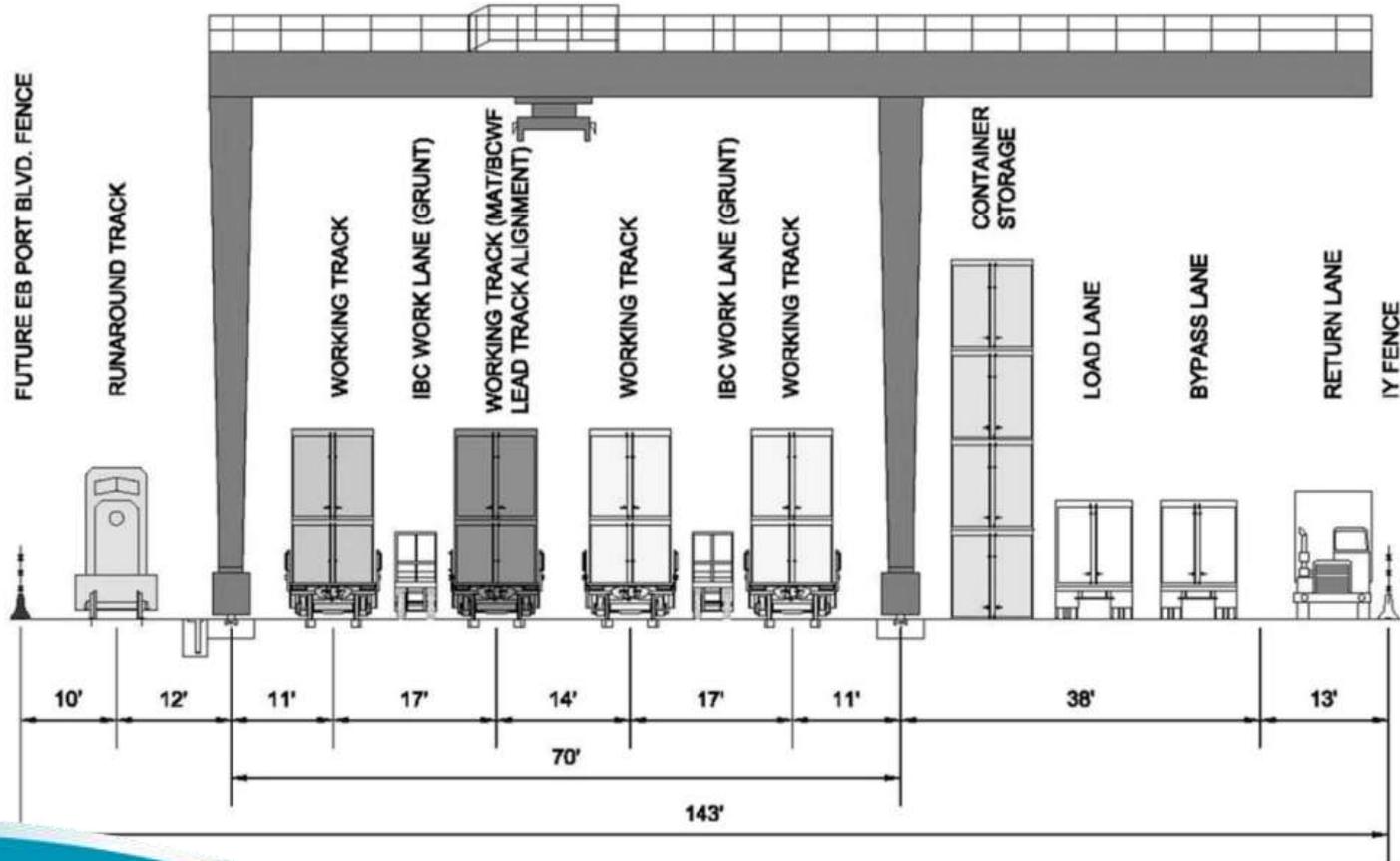
HIGH CAPACITY

INTERMODAL YARD SECTION
LONG TERM CONDITION – RTG



HIGH CAPACITY

INTERMODAL YARD SECTION
'POTENTIAL' FUTURE TRANSITION – RMG



INTERMODAL YARD CONCEPTUAL PLAN



LEGEND



- EXISTING SEABOARD MARINE FENCE LINE
- FUTURE FENCE LINE

	LENGTH OF STRAIGHT TRACK	LENGTH OF USABLE TRACK	305' FIVE-WELL DOUBLE STACK RAIL CARS
R-1 (RUNAROUND TRACK)	2,800'	2,800'	
S-1 (STORAGE TRACK)	2,800'	2,800'	9
W-1 (WORKING TRACK)	2,800'	2,450'	8
W-2 (WORKING TRACK)	2,450'	2,450'	7

INTERMODAL AND RAIL RECONNECTION

- **High capacity:** will handle 25 year growth
- **Tuned:** to downtown environment
- **Direct connection:**
 - to inland port facility
 - To Norfolk Southern and CSX in JAX

