



PORT OF MIAMI TUNNEL PROJECT

Project Overview

NEEDS ASSESSMENT

Nearly 5,500 large trucks and buses travel to and from the Port of Miami (POM) through downtown streets each weekday. Existing truck and bus routes restrict the port's ability to grow, drive up costs for port users, present safety hazards, and congest and limit redevelopment of the northern portion of Miami's Central Business District.

The benefits of the Port of Miami Tunnel include:

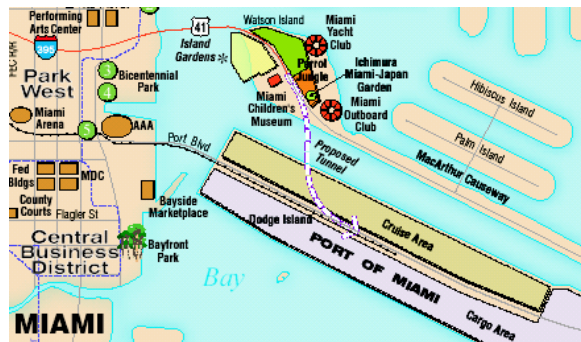
- Providing a direct connection from POM to highways via Watson Island to I-395
- Making downtown streets safer
- Maintaining POM as County's second-leading economic generator
- Relieving congestion on downtown streets
- Keeping port competitive

The Port of Miami is Miami-Dade County's *second leading economic generator* and provides **81,800 jobs**, **\$5 billion** in wages and **\$12 billion** in economic output.

(Source: Washington Economic Group Study, September 22, 2006)

PLANNING, DESIGN AND CONSTRUCTION

The POMT will be an integral component of a larger program incorporating operational improvements to SR-836 (from the existing toll station to the I-95 Interchange) and I-395.



Multiple options for increasing port access were explored. Only the Watson Island tunnel has met all requirements and local, state and federal standards.

The Project will include:

- Tunnel under Government Cut
- Roadway work on Dodge and Watson Islands
- MacArthur Causeway Bridge widening

A 42-ft. Tunnel Boring Machine specifically constructed for the project will be used. The estimated time of excavation is just over one year -- 6 months in each direction.

PROJECT OVERVIEW

The POMT will improve access to and from the Port of Miami, serving as a dedicated roadway connector linking the Port with the MacArthur Causeway (State Road A1A) and I-395. The primary objectives of the POMT are to:



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- Improve access to the Port, helping to keep it competitive and ensuring its ability to handle projected growth in both its cruise and cargo operations
- Improve traffic safety in downtown Miami by removing port-related traffic, trucks and buses from the congested downtown street network; and so doing,
- Facilitate ongoing and future development plans in and around downtown Miami

The POMT is being undertaken by the Florida Department of Transportation in cooperation with Miami-Dade County, the Port of Miami, the City of Miami and other local stakeholders.

FINANCE

The POMT is being procured as a public-private partnership (PPP) designed to transfer the responsibility to design-build-finance-operate-and-maintain (“DBFOM”) the project to the private sector. It is a high-risk, technically challenging project that has attracted three bidding consortia comprised of several of the most technically sophisticated and financially-sound constructors and financiers in the world. In addition, the POMT approach has attracted national attention as states around the country contemplate PPP programs and seek to avoid the open-ended risk experienced on projects like the “Big Dig”. Under the POMT Concession contract, the concessionaire will finance the project based on the expectation of earning annual “availability payments” once the project opens for service. Essentially these will be payments from FDOT, contingent upon actual lane availability and service quality. Local partners in Miami-Dade County are committed to share 50% of the capital cost of the project.

PROJECT STATUS

The environmental process is complete and the general project location and alignment have been identified. In March 2007 three shortlisted concessionaire teams submitted proposals in response to FDOT’s Request for Proposals issued in November 2006. On May 2, 2007, the ***Miami Access Tunnel*** consortium was selected as the Best Value Proposal. A 47-month construction schedule will begin upon execution of a concession agreement and the project, under Work Program Item #2511563, could be operational by 2012.

For additional information, please visit www.portofmiamitunnel.com

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