



SUMMARY OF MAJOR MILESTONES Port of Miami Tunnel Project

October 15, 2009 – Florida Department of Transportation (FDOT) reaches Financial Close with **Miami Access Tunnel (MAT)**.

October 7, 2009 – FDOT receives \$50 million letter of credit from the **City of Miami**.

September 14, 2009 – **Miami-Dade Board of County Commissioners (M-D BOCC)** approves a measure to establish a **\$75 million letter of credit** to meet the county's obligation to fund the **Port of Miami Tunnel (POMT)** project.

June 2, 2009 – FDOT reaches **Commercial Close** with **MAT** consortium.

May 8, 2009 – FDOT authorizes replacement of **Babcock & Brown** with **Meridiam Infrastructure** as the **MAT** equity partner.

April 16, 2009 – FDOT announces plans to continue procurement process.

December 12, 2008 – FDOT announces that an agreement with MAT will not be reached due to financial difficulties.

February 15, 2008 – **MAT** is named the **Best Value Proposer**.

December 18, 2007 – **M-D BOCC** approves “**global agreement**” for the **City of Miami “megaplan”** that includes the POMT, Florida Marlins stadium and other projects.

December 13, 2007 – **The City of Miami Commission** agrees to fund a portion of project (\$55 million).

October 4, 2007 – **M-D BOCC** agrees to fund a portion of project (\$402.5 million) provided that the City of Miami also contributes a portion of the local funding.

July 24, 2007 – **M-D BOCC** passes **POMT Resolution** approving **Master Agreement** between **M-D, City of Miami** and **FDOT** regarding financial contributions towards the construction of the POMT.

May 2, 2007 – FDOT announces intent to select the **Best Value Proposer MAT**.

March 5, 2007 – FDOT receives proposals from three short-listed proposer teams, **FCC Construction, Miami Access Tunnel** and **Miami Mobility Group**.

November 1, 2006 – FDOT issues a **Request for Proposals (RFP)** for short-listed proposers.

October 12, 2006 – **M-D BOCC** passes a resolution **endorsing the project** and granting the County Manager permission to continue negotiations with **FDOT** and its partners.

October 3, 2006 – **M-D BOCC** hosts a **POMT Workshop** that is open to the public.

September 27, 2006 – Results from an **FDOT-commissioned study on the economic impact of the Port of Miami** are presented to County Commissioners and port stakeholders.

July 18, 2006 – A budget plan for the POMT is submitted to the **M-D BOCC** by the County Manager.

July 13, 2006 – An overview of the project is given to the **M-D Regional Transportation Committee**.

April 28, 2006 – **FDOT** announces short-list of qualified proposers.

March 6, 2006 – **FDOT** hosts a **Project Information Meeting** for local, national & international construction representatives to discuss the project.

February 17, 2006 – **FDOT** issues a **Request for Qualifications (RFQ)** from proposers seeking to develop, design, construct, finance, operate and maintain the **POMT project** through a **Concession Agreement**.

December 5, 2005 – **FDOT** hosts Industry Forum to examine **Public-Private Partnership (PPP)** opportunities.

October 2005 – **FDOT** reassumes sponsorship of POMT Study.

June 2003 – **Florida's Turnpike Enterprise (FTE)** starts current **POMT Re-evaluation Study** to update project documents based on present conditions and examine construction methods for preferred alternative selected in original (Project Design & Environmental (PD&E) Study).

December 13, 2000 – Project receives **Location and Design Concept Acceptance** from **Federal Highway Administration (FHWA)**, similar to Record of Decision.

June 12, 1996 - Public Hearing.

March 21, 1991 – At joint **Technical Advisory Committee (TAC)/Citizen Advisory Committee (CAC)** meeting, members are informed that FDOT, FHWA, Port of Miami and City of Miami endorsed the preferred alternative, **which makes the tunnel a viable project with potential for implementation**.

August 23, 1990 – FDOT receives letter from City of Miami confirming that **location of tunnel portal on Watson Island is consistent with development plans for Watson Island.**

July 12, 1990 - FDOT and FHWA determine the **preferred alternative is a tunnel crossing diagonally under Main Channel and connecting to MacArthur Causeway on Watson Island.**

October 10, 1989 – FDOT District Six begins **POMT PD&E Study** to evaluate cost-effective alternatives **to link Port of Miami to adjacent Interstate highway system.**

August 24, 1984 – M-D BOCC approves Port of Miami Transportation Improvement Plan (TIP), which became the basis of agreement between City of Miami and County. Includes **construction of 4-lane underwater/underground tunnel to provide direct access from S.R. 836/I-395 to the Port.**

March 1982 – M-D Metropolitan Planning Organization (MPO) adopts plan recommended by POM Access Task Force, which includes tunnel alternative.

October 1981 – M-D MPO Transportation Planning Committee (TPC) establishes POM Access Task Force.