

Despite the tragedy of the F-I-U pedestrian bridge collapse that killed 6 people days after its installation, “Corrupt Carlos” supported extending a \$130 million contract for the firm that built the bridge after its collapse -- a company his sons worked for and his family owns. Those same family members have donated large sums of money to his campaign.

March 2018: A Newly-Installed Pedestrian Bridge Near Florida International University Collapsed, Killing Six. “The death toll from the collapse of a brand-new pedestrian bridge near Florida International University has risen to six, including a student at the school, authorities said today. And officials believe the number of dead may rise as investigators sift through the rubble after the search and rescue efforts were called off last night. [...] The newly installed bridge, hailed as an engineering marvel, collapsed about 1:30 p.m. Thursday and immediately trapped at least eight vehicles, authorities said.” [ABCNews.com, [3/16/18](#)]

The Florida International University Pedestrian Bridge Collapsed Five Days After Its Main Span Was Installed. “The number of people who died after a newly placed pedestrian bridge collapsed at Florida International University has risen to six, as crews work to clear debris and wreckage from the scene in Miami-Dade County. [...] Weighing some 950 tons, the pedestrian bridge was still under construction along the edge of Florida International University's campus when it collapsed Thursday afternoon on a major roadway, trapping motorists and passengers underneath. [...] The main span of the bridge was installed on Saturday. The bridge was not expected to open to foot traffic until early next year, reports The Associated Press.” [WLRN, [3/15/18](#)]

Munilla Construction Management Built The Florida International University Bridge That Collapsed In 2018. “When a 175-foot stretch of a concrete bridge collapsed Thursday afternoon over Southwest Eighth Street, slamming down onto cars waiting at a stoplight, a prominent construction team instantly came under scrutiny. Munilla Construction Management and FIGG Bridge Group, the firms behind the \$14.3 million walkway connecting Florida International University to the tiny blue-collar burb of Sweetwater, have a long history of massive public works projects, political donations — and a few safety issues. MCM is one of the most influential construction firms in Miami-Dade, and its executives are significant donors in county races. Pedro Munilla, the partner and company vice president who helps lead the firm, is a former attorney who was effectively disbarred in 2001.” [Miami Herald, [3/15/18](#)]

The National Transportation Safety Board Ruled That Munilla Construction Management Failed To Cease Bridge Work When Structure Cracking Reached Unacceptable Levels, “Contributing To The Severity” Of The FIU Bridge Collapse. “The National Transportation Safety Board (NTSB) determines that the probable cause of the Florida International University (FIU) pedestrian bridge collapse was the load and capacity calculation errors made by FIGG Bridge Engineers, Inc., (FIGG) in its design of the main span truss member 11/12 nodal region and connection to the bridge deck. [...]. Contributing to the severity of the collapse outcome was the failure of MCM; FIGG; Bolton, Perez and Associates Consulting Engineers; FIU; and the Florida Department of Transportation to cease bridge work when the structure cracking reached unacceptable levels and to take appropriate action to close SW 8th Street as necessary to protect public safety.” [National Transportation Safety Board, Highway Accident Report, adopted [10/22/19](#)]

An OSHA Report Found That Munilla Construction Management Was Aware Of Cracking At The Florida International University Bridge But Did Not Stop Construction Or Close The Road, A Lack Of Action OSHA Determined Was Unreasonable. “Munilla Construction Management, Inc. (MCM), the design-build contractor, was aware that the cracks were ‘getting larger’ as reported by MCM superintendent and quality control personnel on March 12 and 14, 2018. On March 13, 2018, EOR stated in an email to MCM, among the list of facts, that ‘since Saturday (March 10, 2018), MCM has been monitoring the cracks and they have not grown in size.’ MCM should have immediately informed EOR on March 14, 2018, that this assumption was not valid. Despite this oversight on the part of MCM, EOR was provided with photographs and measurements of the cracks in the days leading up to the collapse and was specifically informed by BPA during the morning meeting on March 15, 2018, that the cracks were lengthening. 7. MCM, the design-build contractor, deferred to the decision of EOR and failed to exercise its own independent professional judgement,

as a constructor of the bridge, to close the traffic on SW 8th Street until the cause of the cracks were conclusively determined by EOR and peer reviewed. MCM had extensive construction experience in concrete structures and had intimate knowledge of the magnitude of cracks, which were growing in size daily. MCM's deference to EOR in light of the conclusion No. 6 above, and failure to exercise their own independent judgment with regard to implementing necessary safety measures were unreasonable." [Occupational Safety and Health Administration, Report, [July 2019](#)]

Florida International University Bridge Designers FIGG Bridge Engineers Blamed Munilla Construction Management For The Bridge Collapse. "The lone holdout to the \$103 million settlement between victims of the March 2018 FIU bridge collapse and the companies they sued for negligence Wednesday announced it had settled three of the six wrongful death lawsuits. [...] They included MCM, the general contractor, which filed for bankruptcy, and FIGG Bridge Engineers, the designers who the National Transportation Safety Board blamed for design errors that were the main cause of the collapse. FIGG disputes that, blaming MCM for improper construction." [NBC Miami, [1/15/20](#)]

HEADLINE: "Design Errors Draw Blame In Collapse Of FIU Pedestrian Bridge That Killed 6" [USA Today, [10/22/19](#)]

2019: Giménez Asked County Commissions To Extend A \$130 Million Airport Contract To Munilla Construction Management. "Mayor Carlos Gimenez is asking county commissioners to ratify an extension through August 2020 for Munilla Construction Management for its 2011 contract to run various projects at the government-owned airport. The contract covers about \$130 million worth of work, of which roughly \$86 million has been completed. An Gimenez memo said the administration granted the extension administratively in March, and that the extra time is needed to seek competitive bids to replace MCM. It's not known how long it would take Miami-Dade to seek another contractor, or if anything would prevent MCM from pursuing the business again. Commissioners would begin that process in September after approving bid documents, followed by a second vote to approve a replacement contractor, MIA spokesman Greg Chin said. The Gimenez memo said the extension won't add costs to the original MCM contract, which is still dipping into the \$40 million covered under a 2017 expansion of the work that was approved by the commission." [Miami Herald, [7/23/19](#)]

HEADLINE: "MCM, Bankrupt Builder On FIU Bridge Project, Up For Extension On Airport Contract" [Miami Herald, [7/23/19](#)]

Gimenez Recommended The Board Of County Commissioners Extend Munilla Construction Management's Contract At Miami International Airport. "It is recommended that the Board of County Commissioners (Board) ratify the actions of the County Mayor or County Mayor's designee pursuant to the provisions of Miami-Dade Aviation Department's (MDAD) Expedite Ordinance 95-64, codified as Section 2-285 of the Code of Miami-Dade County Code for Change Order No. 4 as described below. Miscellaneous Construction Contract (MCC)-8-1 Item 1 - Change Order No. 4 between Miami-Dade County and Munilla Construction Management, LLC (MCM) provides for a non-compensable time extension of 548 days from March 1, 2019 to August 29, 2020 with no additional monies." [Mayor Carlos Gimenez, Memorandum, [7/23/19](#)]

Giménez's Sons C.J. And Julio Were A Registered Lobbyist And A Construction Executive For Munilla Construction Management, The Firm Who Built The Florida International University Bridge That Collapsed. "Miami-Dade Mayor Carlos Gimenez said he spoke by phone with Munilla in the hours after the collapse while the mayor was in Hong Kong during a trade mission. One of Gimenez's sons, lobbyist C. J. Gimenez, has registered to lobby for MCM in the past, and his other son, Julio, used to work for the company as a construction executive." [Miami Herald, [3/15/18](#)]

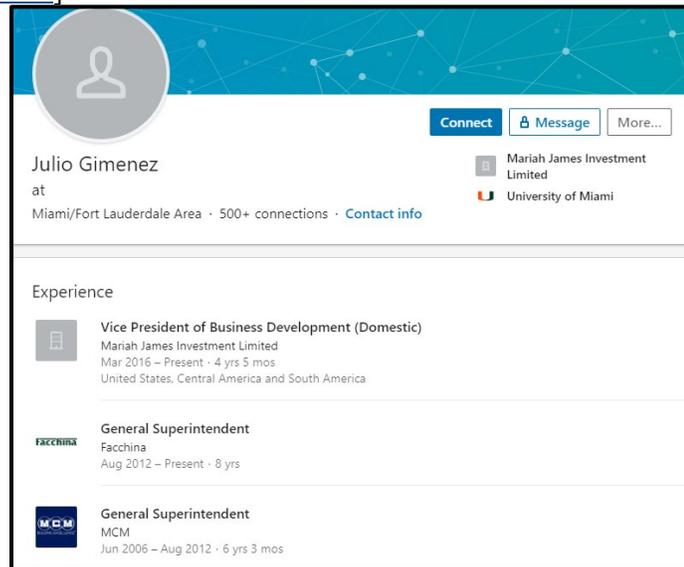
2016: Carlos J. Giménez Was Registered To Lobby The Miami-Dade Expressway Authority For Munilla Construction Management. According to a lobbyist registration list, Carlos J. Giménez was registered to lobby

the Miami-Dade Expressway Authority for Munilla Construction Management in 2016. [Miami-Dade Expressway Authority, Lobbyist Registry, updated [1/21/16](#)]

Gimenez’s Son C.J. Giménez Offered Free Communications Advice To Munilla Construction Management After The 2018 Bridge Collapse At Florida International University.

“In past years, the company has hired both of Gimenez’s sons -- Julio as a construction executive and C.J. as a registered lobbyist. The Munillas and the Gimenezes have family ties -- the mayor’s wife, Lourdes, is a cousin to the Munilla brothers, and C.J. Gimenez has offered the firm pro bono communications advice after the bridge collapse, according to someone who has spoken to him.” [Miami Herald, [3/19/18](#)]

2006-2012: Julio Giménez Was A General Superintendent At Munilla Construction Management. According to his LinkedIn, Julio Giménez was a “General Superintendent” at “MCM” from June 2006 to August 2012. [Julio Giménez, LinkedIn, accessed [4/1/20](#)]



Munilla Construction Management Was Owned By Giménez’s Wife’s Cousins. “Last year, Florida was on track to spend \$800 million for a new overpass in downtown Miami, a lucrative contract Munilla Construction Management failed to win from a state selection committee. [...]Miami-Dade County’s siding with MCM continued a long string of victories from elected officials for the family-owned South Miami company -- a legacy now facing its harshest test ever as the construction firm was behind the Florida International University pedestrian bridge that collapsed March 15 and killed six people. [...]The Munillas and the Gimenezes have family ties -- the mayor’s wife, Lourdes, is a cousin to the Munilla brothers, and C.J. Gimenez has offered the firm pro bono communications advice after the bridge collapse, according to someone who has spoken to him.” [Miami Herald, [3/19/18](#)]

| Members Of The Munilla Family Who Donated To Gimenez’s Mayoral Campaigns | | | |
|--|--|------------|----------------|
| Name | Role in Company | Date | Amount |
| Fernando Munilla | Founder | 3/31/2012 | \$500 |
| Madeleine Munilla | Wife of Vice President | 5/22/2012 | \$500 |
| Daniel Munilla | General Counsel | 7/2/2012 | \$100 |
| Juan Munilla | Vice President | 4/22/2011 | \$500 |
| Pedro Munilla | Partner | 4/22/2011 | \$500 |
| Daniel Munilla | General Counsel | 12/31/2011 | \$100 |
| Natacha Munilla Living Trust | Former Director | 3/31/2012 | \$500 |
| Daniel Munilla | General Counsel | 5/11/2011 | \$500 |
| Pedro Munilla | Partner | 6/23/2011 | \$100 |
| TOTAL | | | \$3,300 |

[Miami-Dade County, Carlos Gimenez for Mayor, [2012](#); Miami-Dade County, Carlos Gimenez for Mayor, [2011](#)]

