

# *brightline*<sup>®</sup>

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**Brightline Agreement Update**

June 22, 2021



## Presentation Overview

- West Palm Beach to Orlando
- Orlando to Tampa
  - Schedule
  - Alignment
  - Community Conversations
- Next Steps – FDOT Agreement
- Questions/Answers



## Connecting two of the largest and most congested markets in the nation

- Three completed & operational stations:  
**Miami Central, Fort Lauderdale and West Palm Beach**
- Three additional In-Line stations underway:  
**Aventura, Boca Raton and PortMiami**
- Orlando station under construction: **Orlando International Airport**
- **Disney Spring station** recently announced and in development
- Planned extension to **Tampa**

**\$2.7B**

investment

**55%**

complete

**3 mm**

man-hours worked to date

**1,300+**

workers on the job





## Brightline Sustainability

- Greener, safer and faster transportation mode
- Most **environmentally friendly** diesel equipment in service
- Estimated **75% reduction** of CO2 emissions per passenger kilometer compared to travel by car
- Integrated “**first mile, last mile**” solutions – ride share, bike share, scooters
- Opportunity to host SunRail in the future

### Orlando Extension

**72,000 metric tons**

CO2 removed from our air

### Tampa Extension

**38,000 metric tons**

CO2 removed from our air



## West Palm Beach to Orlando Construction Update

- 170 miles - West Palm Beach to Orlando International Airport
- Broke ground, June 2019
- Currently 55% complete, final completion on track for Q4 2022
- Revenue service to begin in 2023
- Employing 1,300+ every day





## Vehicle Maintenance Facility

- \$100 M project
- 138,000 sq. ft long (2 football fields)
- Sitework of 62 acres completed – Spring 2020
- Building construction began – June 2020
  - 170 workers onsite daily
- State-of-the-art train maintenance facility
- Future Home - 160 highly skilled jobs
  - Engineers
  - Conductors
  - Technicians
  - Inspectors



## Orlando to Tampa Extension

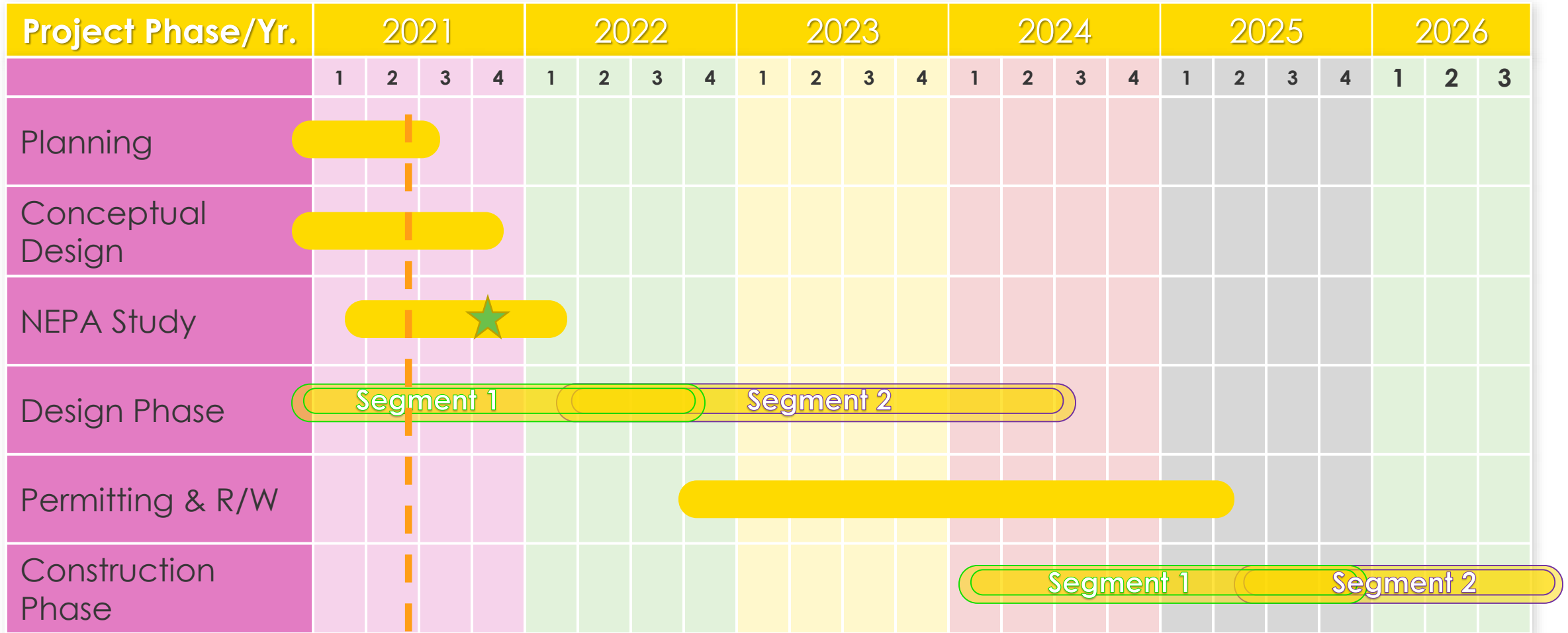


### PROJECT

- Brightline was awarded the right to execute lease agreements with FDOT and the Central Florida Expressway Authority to connect OIA and Tampa.

### STATUS / TIMELINE

- Brightline is in ongoing negotiations with GOAA, OUC, CFX, CFCRC and FDOT/FTE and will complete them by July 31, 2021.
- Brightline completed 15% design for OIA-DIS segment, including cost and optimization studies.
- Brightline executed LOI for Tampa station location in Ybor City.
- Earlier this year, Brightline commenced 30% engineering and design work for the proposed project.
- Currently working with FRA on re-evaluation of the previous Record of Decision





## GOAA Intermodal Terminal Facility



- The ITF is part of OIA's \$3.5B Capital Improvement Program
- Houses Brightline's Orlando station
- 1.3M square feet of terminal space designed for 4 transportation connections
  - **South Automated People Mover**
  - **Brightline inter-city rail**
  - **SunRail commuter rail**
  - **Possible third system**
    - (light rail/maglev/BRT)
- ITF completed in 2017 for an approximate cost of \$683.5M
- \$213.5M provided by FDOT

## Regional Rail Connections to Brightline

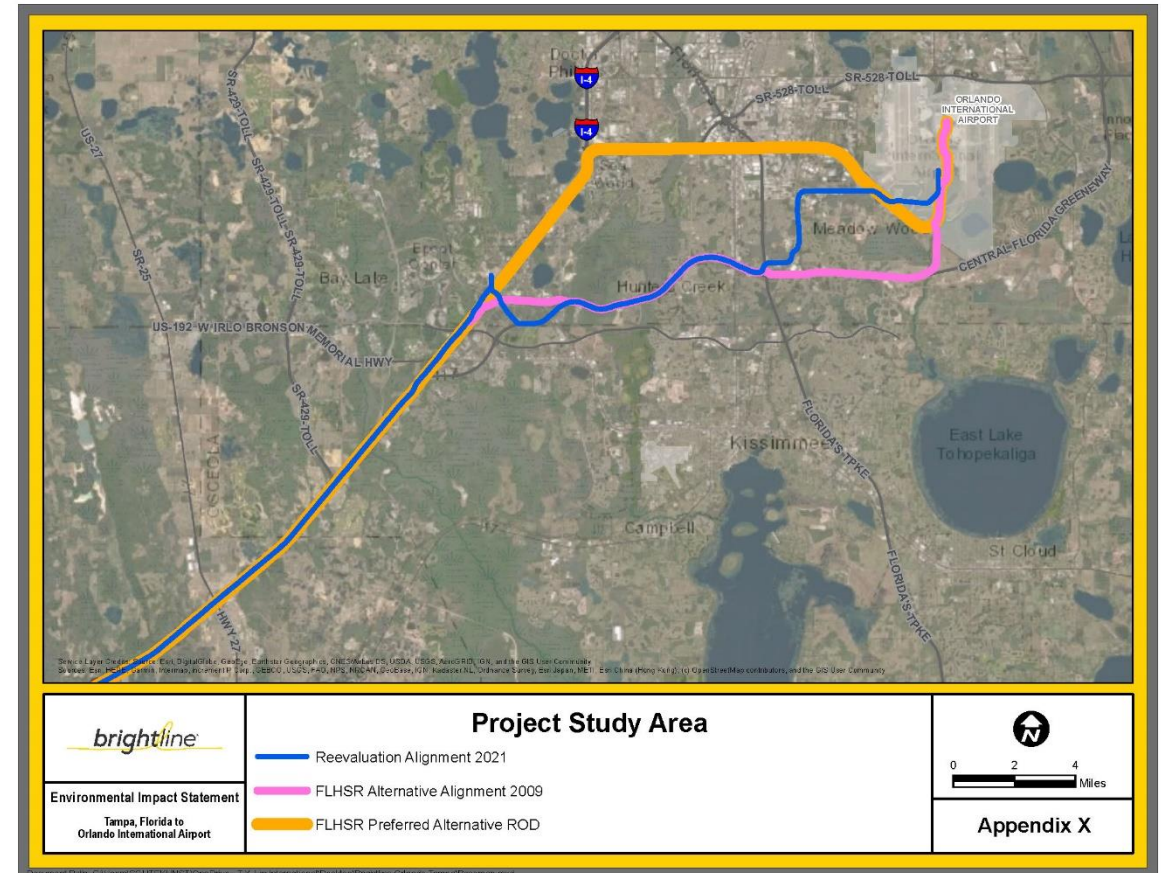
- Brightline and SunRail Platforms – OIA Intermodal Terminal Facility
- Hourly Brightline Service
- Brightline tracks can be used for future SunRail service
  - Regional Priority
  - Facilitates SunRail service to OIA – up to 15-minute service
  - Access to 15,000 Jobs at OIA
  - OIA service to 89 US and 24 International non-stop destinations
- Vehicle Maintenance Facility can maintain SunRail/Amtrak
- Brightline will share SunRail/FDOT tracks for <1 mile
  - Between the OUC spur and south of Meadow Woods Station





## Alignment Evaluation OIA to I-4

- SR 417 Corridor is Brightline's Preferred Alignment
- SR 417 Alignment was the only alignment proposed in the 2018 RFP submitted to FDOT/CFX
- **Preferred in the 2003 Alternatives Evaluation**
  - Fewer Environmental impacts
  - Fewer Noise impacts
  - Fewer Vibration impacts
- SR 528 route adds over \$1B to the project



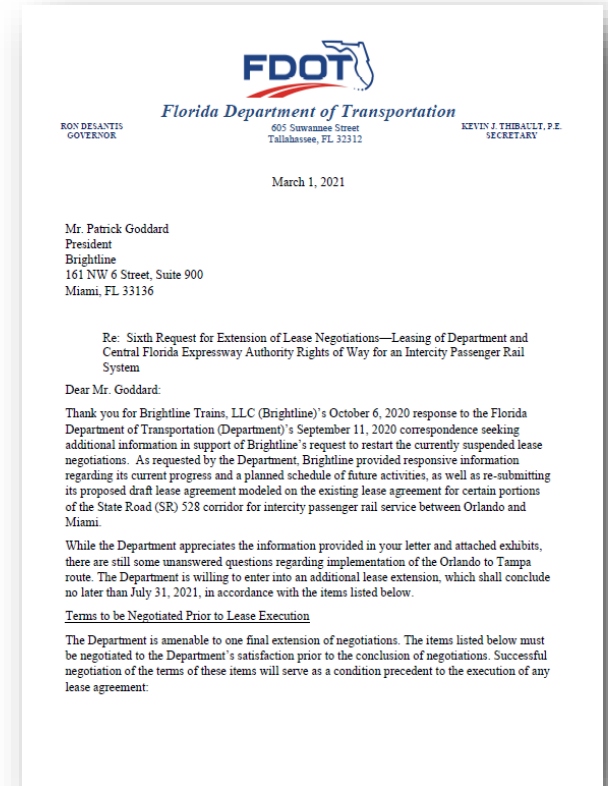


## **Alignment Differences....**

- Both routes are similar in length – 16.7 miles
- Cost - present value by route
  - SR 528/Taft Vineland Road - \$2.12 B
  - SR 417 – \$1.02B
- 90% of the \$1B cost differential consists of two categories:
  - There are over 9 miles of elevated structures/bridges on the Taft Vineland route vs. 1.6 miles on the southern alignments within the SR 417 corridor
    - SR 528 = 1.9 million SF of Bridge = \$937 M
    - SR 417 = 0.3 million SF of Bridge = \$158 M
  - The SR 528/TVR alignment will require 76 private parcels
  - The SR 417 alignment will require 3 private parcels

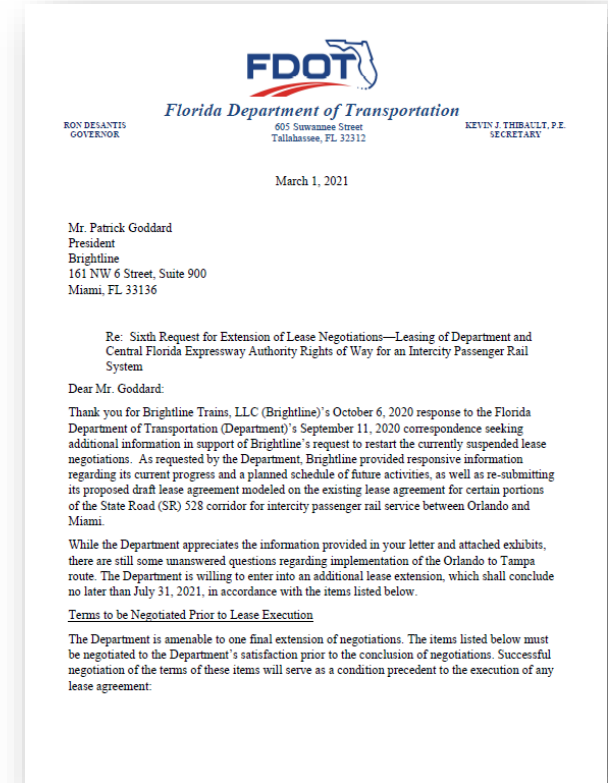
## Status Agreement/Resolution Update

- Establish toll diversion / recovery methods
  - CFX
  - FDOT
- Establish lease valuation protocol FDOT
- Execute agreement for use of FDOT and SunRail corridor
- Resolution of Support from GOAA
- Written statement from FRA outlining NEPA Class of Action
- Approval from CFX and FDOT on the location and dimensions for use of their corridors (from 15% design)
- Commit to 30/60/90% design reviews with CFX and FDOT



## Status Agreement/Resolution – Executed

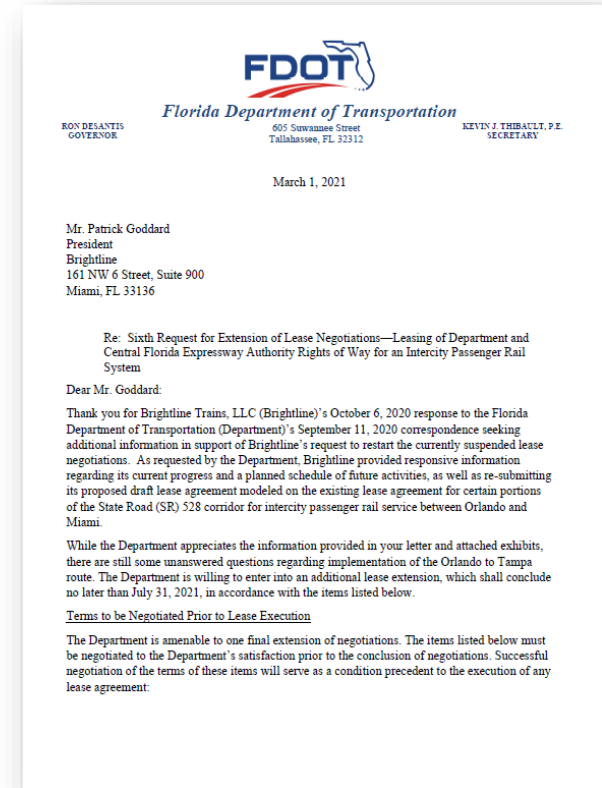
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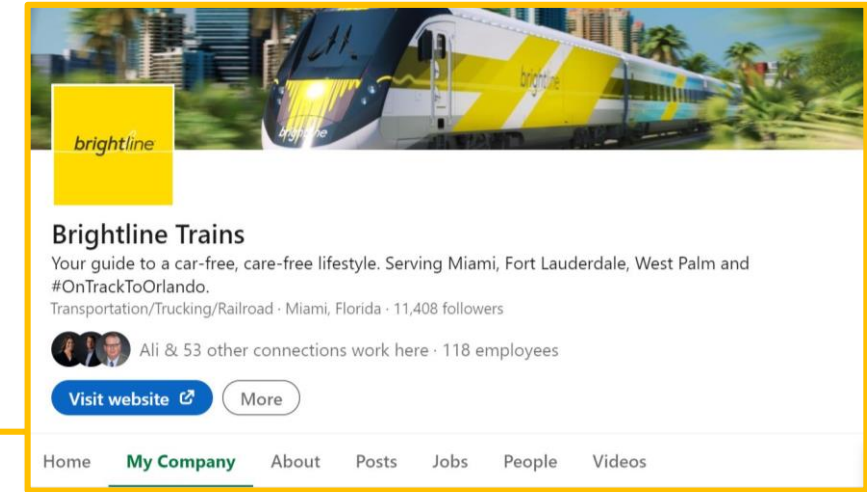
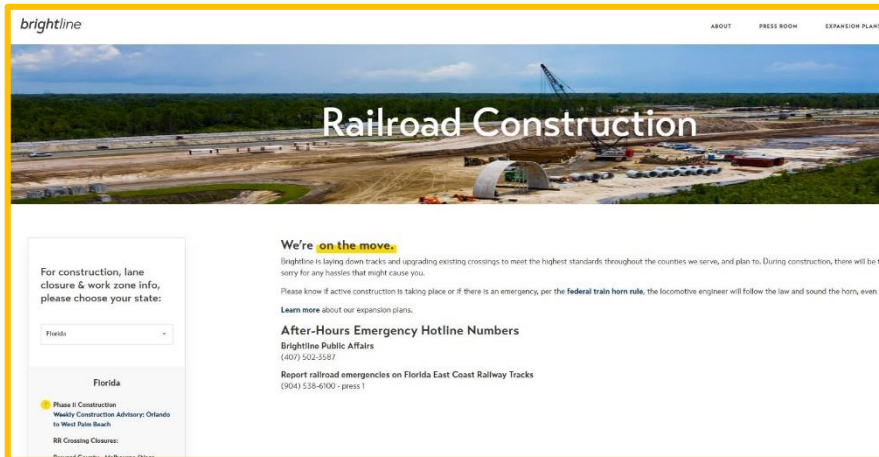


## Status Agreement/Resolution – Future Action (CFX/SunRail)

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- Weekly Construction Updates
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