



*brightline*<sup>®</sup>

**Michael Cegelis**  
**Central Florida Expressway Authority**

March 11, 2021



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

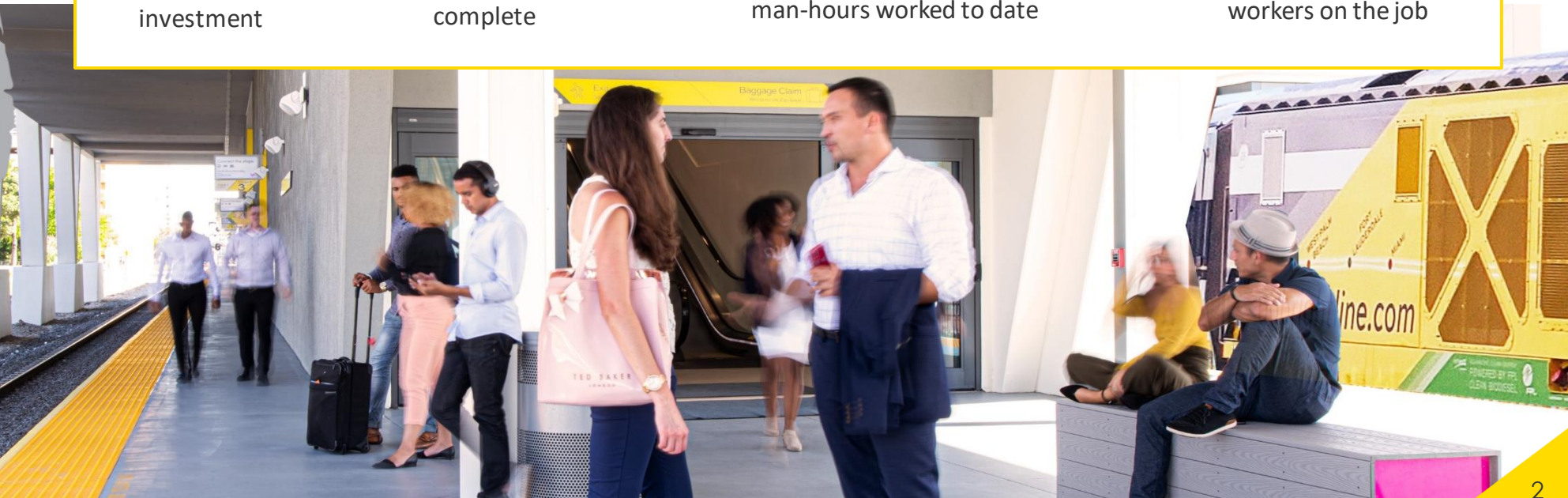
- Three completed & operational stations:  
**Miami Central, Fort Lauderdale and West Palm Beach**
- Two additional In-Line stations underway:  
**Aventura and Boca Raton**
- Orlando extension and station under construction:  
**Orlando International Airport**
- Engineering underway for extension to **Tampa**

**\$2.7B**  
investment

**49%**  
complete

**2.7mm**  
man-hours worked to date

**1000+**  
workers on the job





## Orlando Construction Update

- Vehicle Maintenance Facility steel structure erection
- Tug Road 4 along Jeff Fuqua Blvd.
- Track work from Cocoa to West Palm Beach







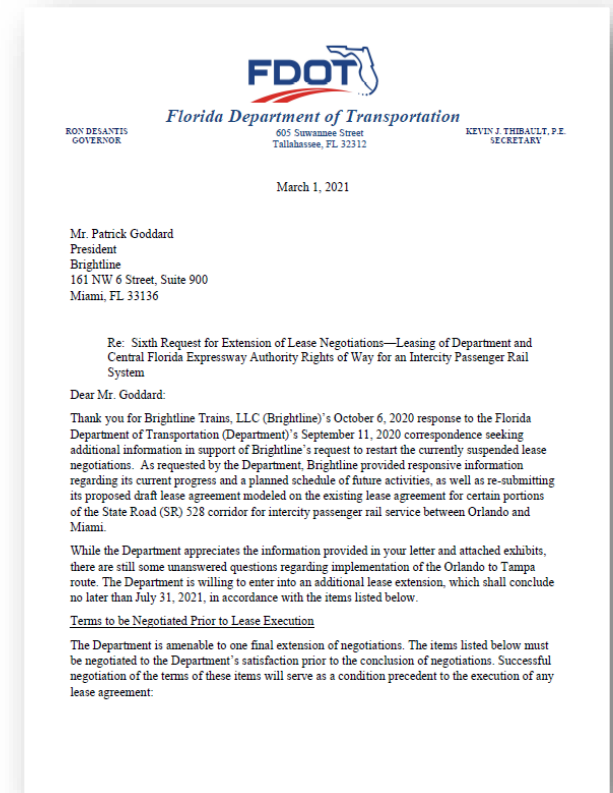






## Tampa Extension - 85-miles from OIA-Tampa

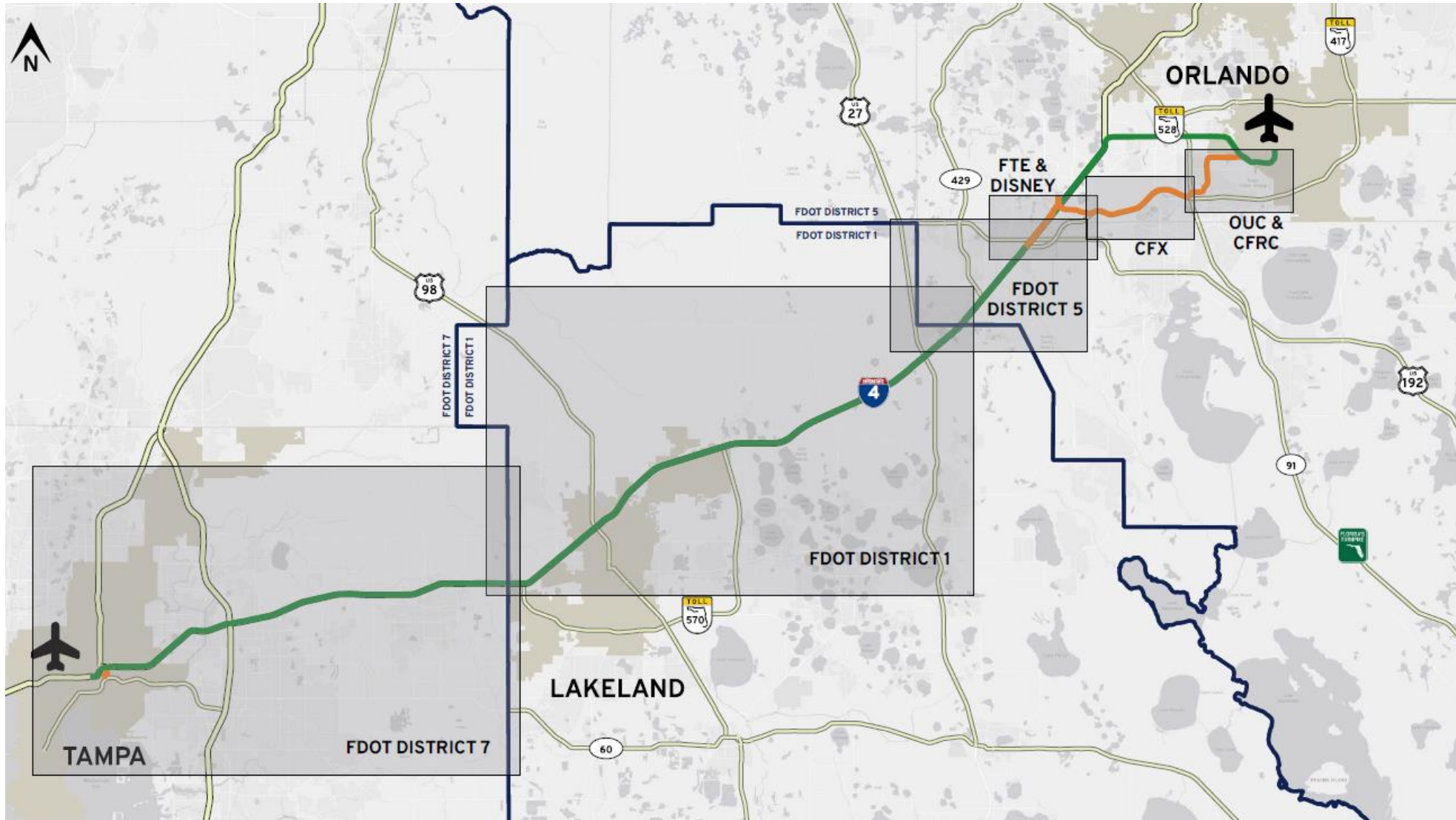
- Stations proposed for Tampa and Disney Springs, possibly Meadow Woods
- FDOT deadline, July 31, 2021:
  - Establish toll diversion and lease valuation protocols
  - Execute agreement for use of CFRC (SunRail corridor), including concurrence from CFCRC
  - Resolution of Support from GOAA
  - Written 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



## **Tampa Extension – Status**

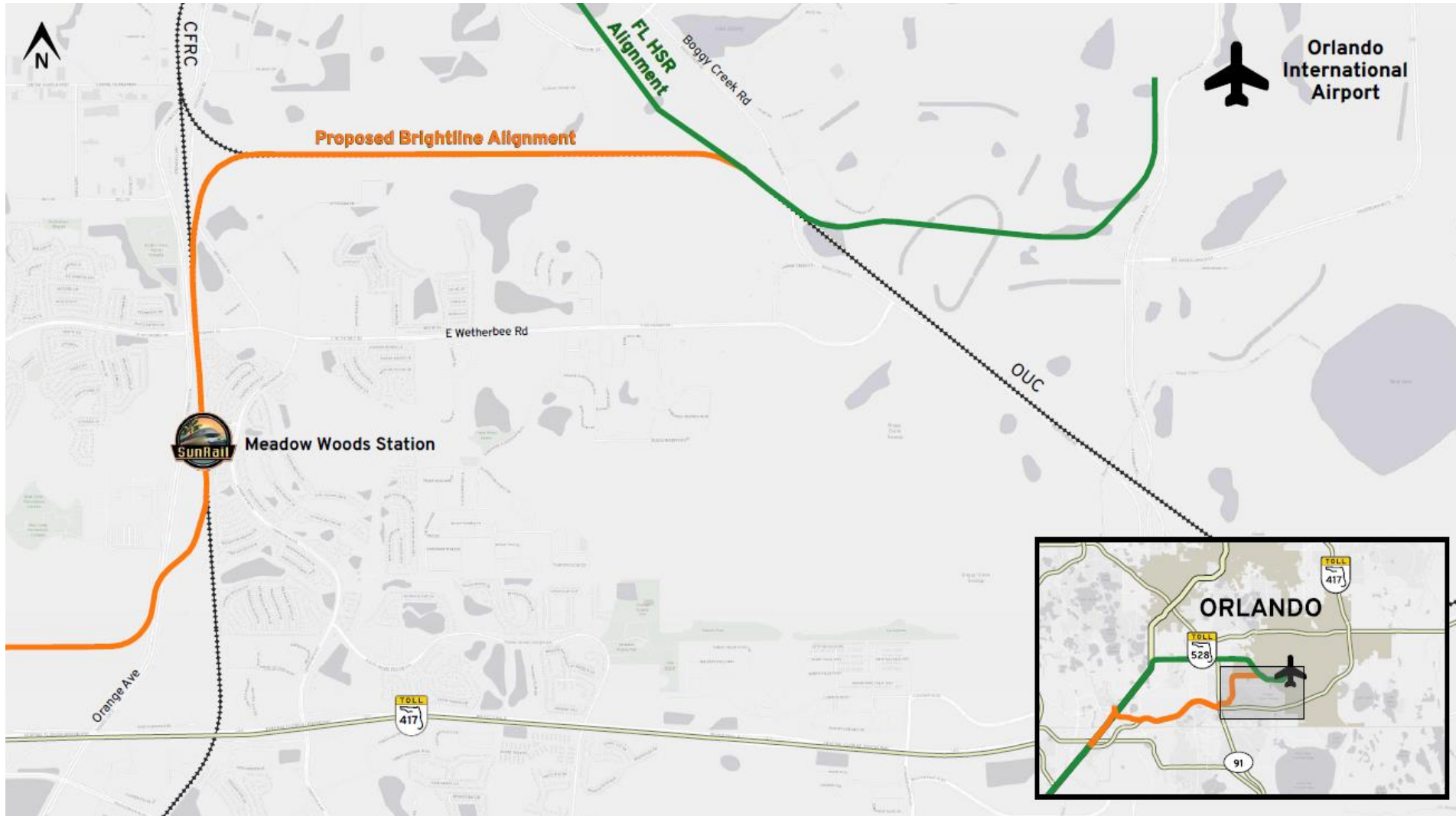
- Negotiations underway with GOAA, OUC, CFX, FDOT/FTE, private landowners
- Design is underway corridor-wide
  - Route optimization
  - Collaborating with stakeholders
- NEPA process underway with FRA/FDOT
- Study underway for joint use of OIA-Meadowoods track with SunRail
- Grant possibilities being evaluated

# Brightline CFRC / SR 417 Alignment OIA to Tampa



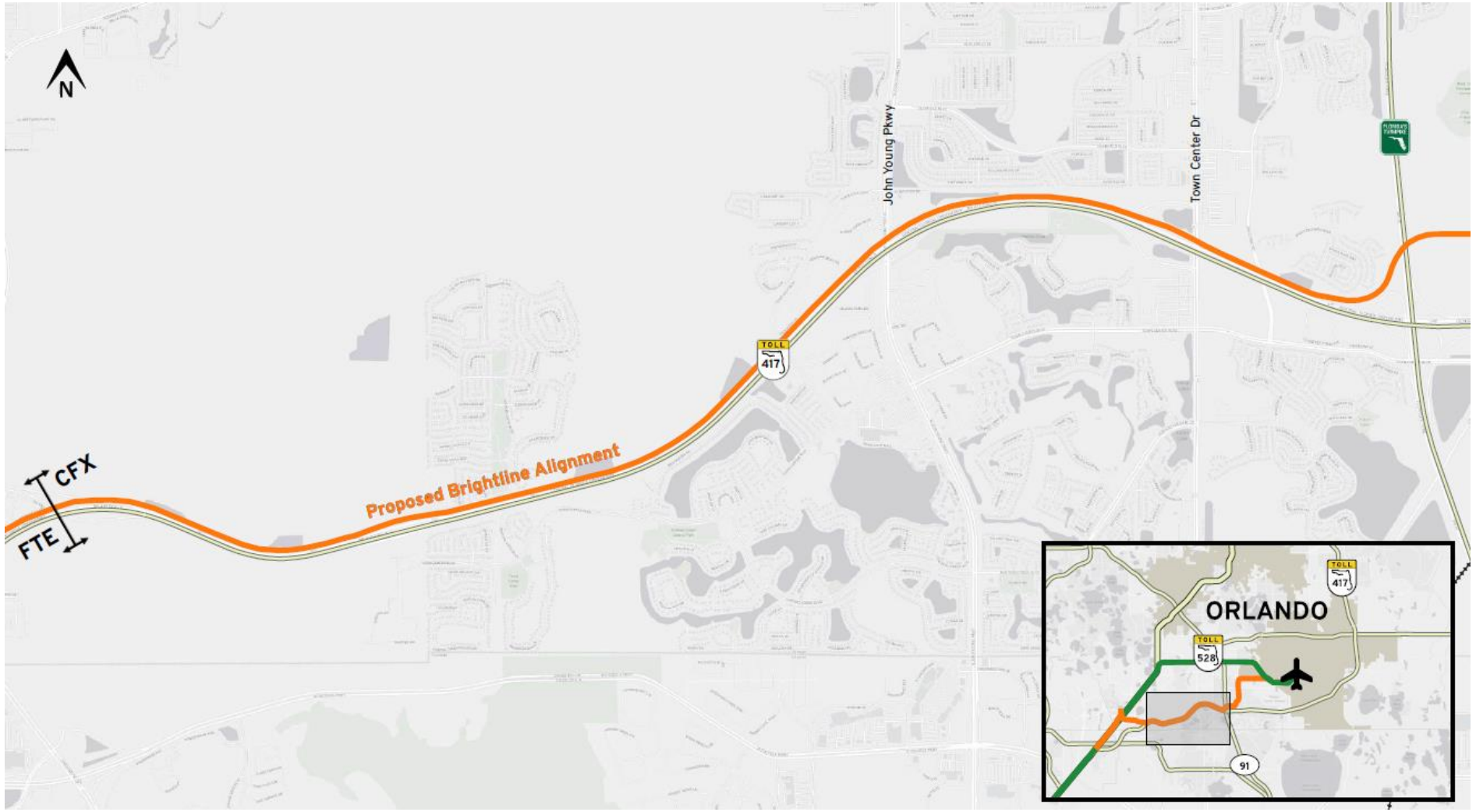


# Brightline CFRC / SR 417 Alignment OIA to Meadow Woods





# Brightline CFRC / SR 417 Alignment Orlando to Tampa, CFX detail



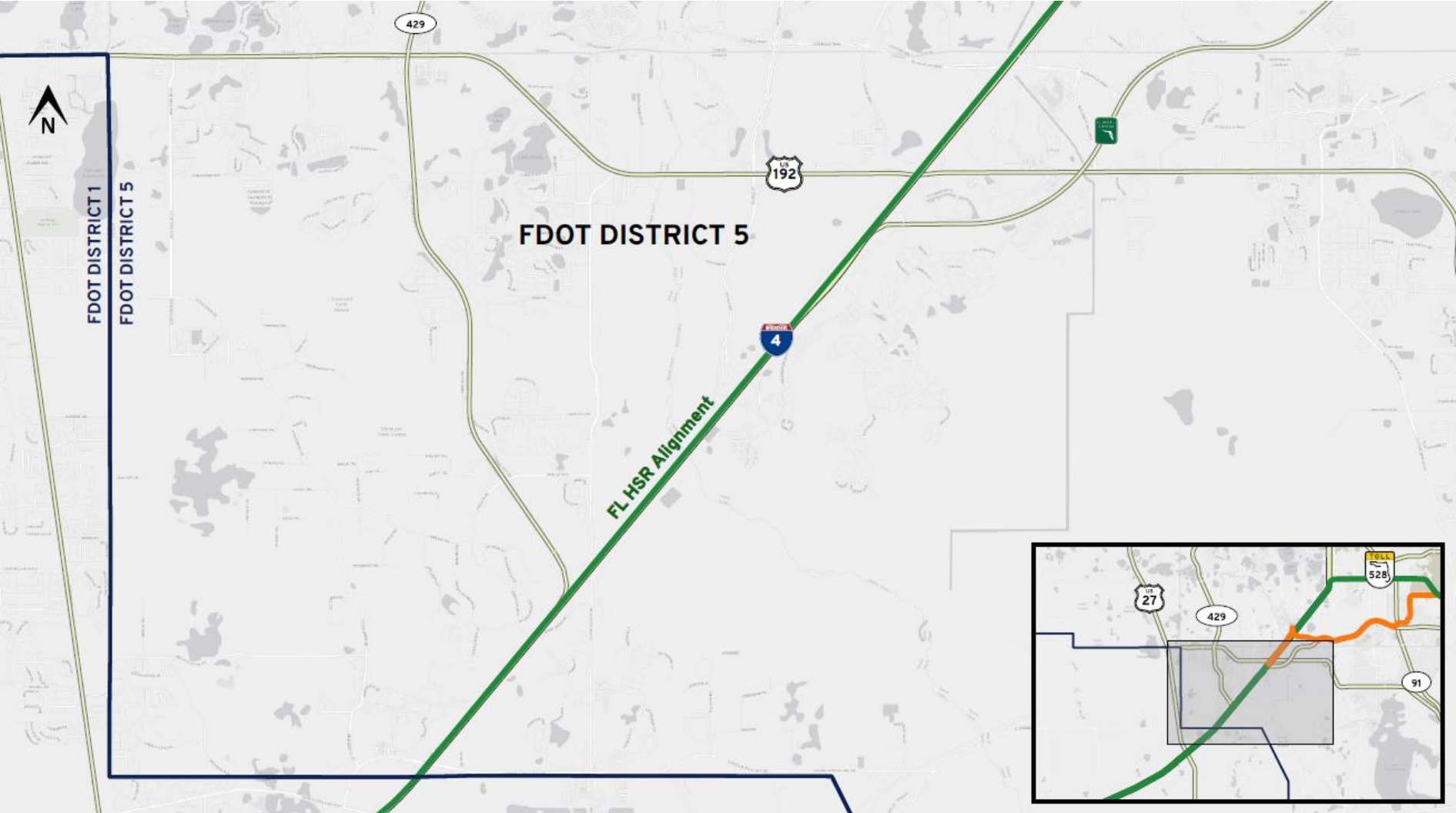


# Brightline CFRC / SR 417 Alignment Orlando to Tampa, FTE and Disney detail



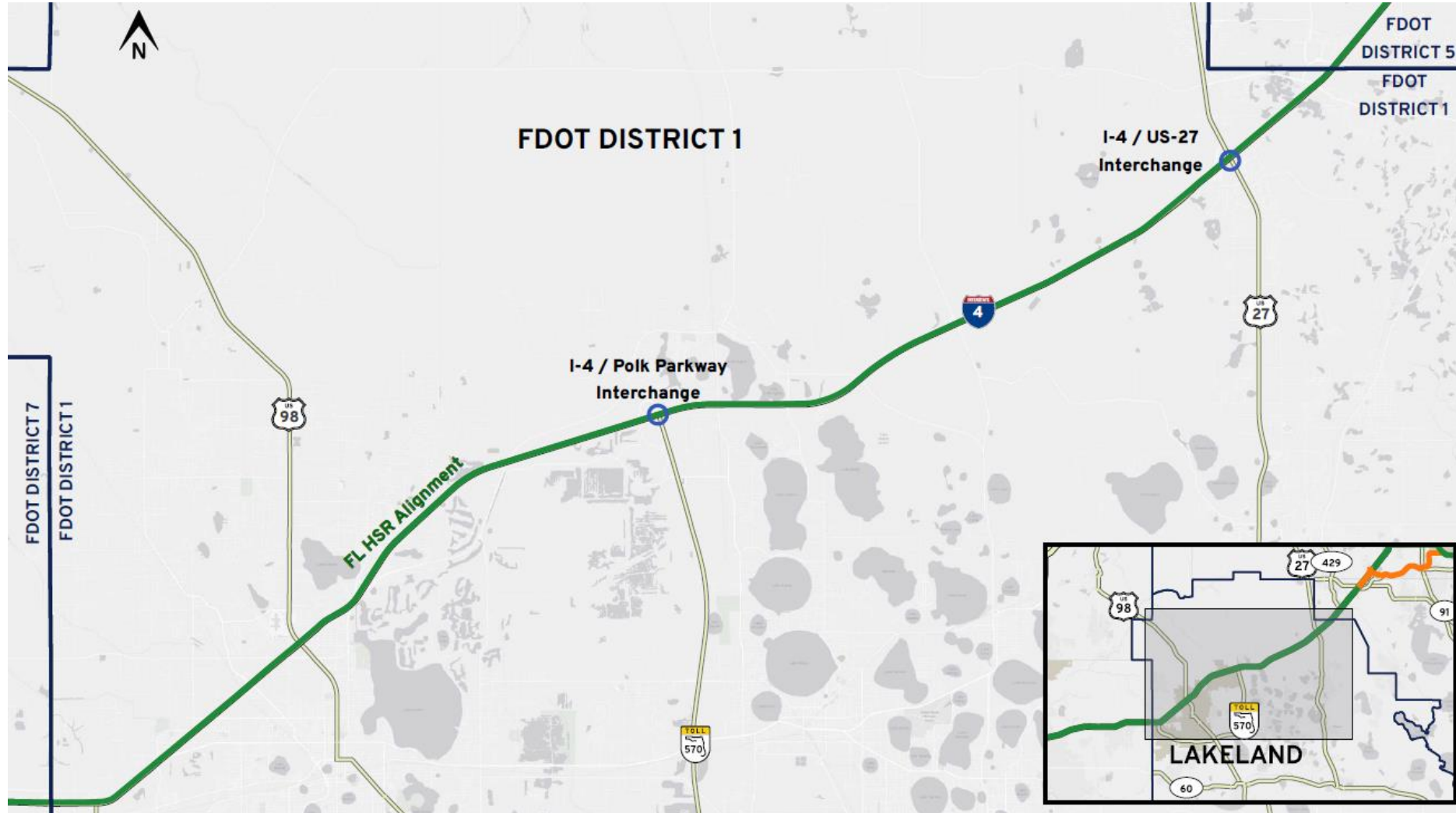


**Brightline CFRC / SR 417 Alignment**  
**Orlando to Tampa, FDOT District 5**

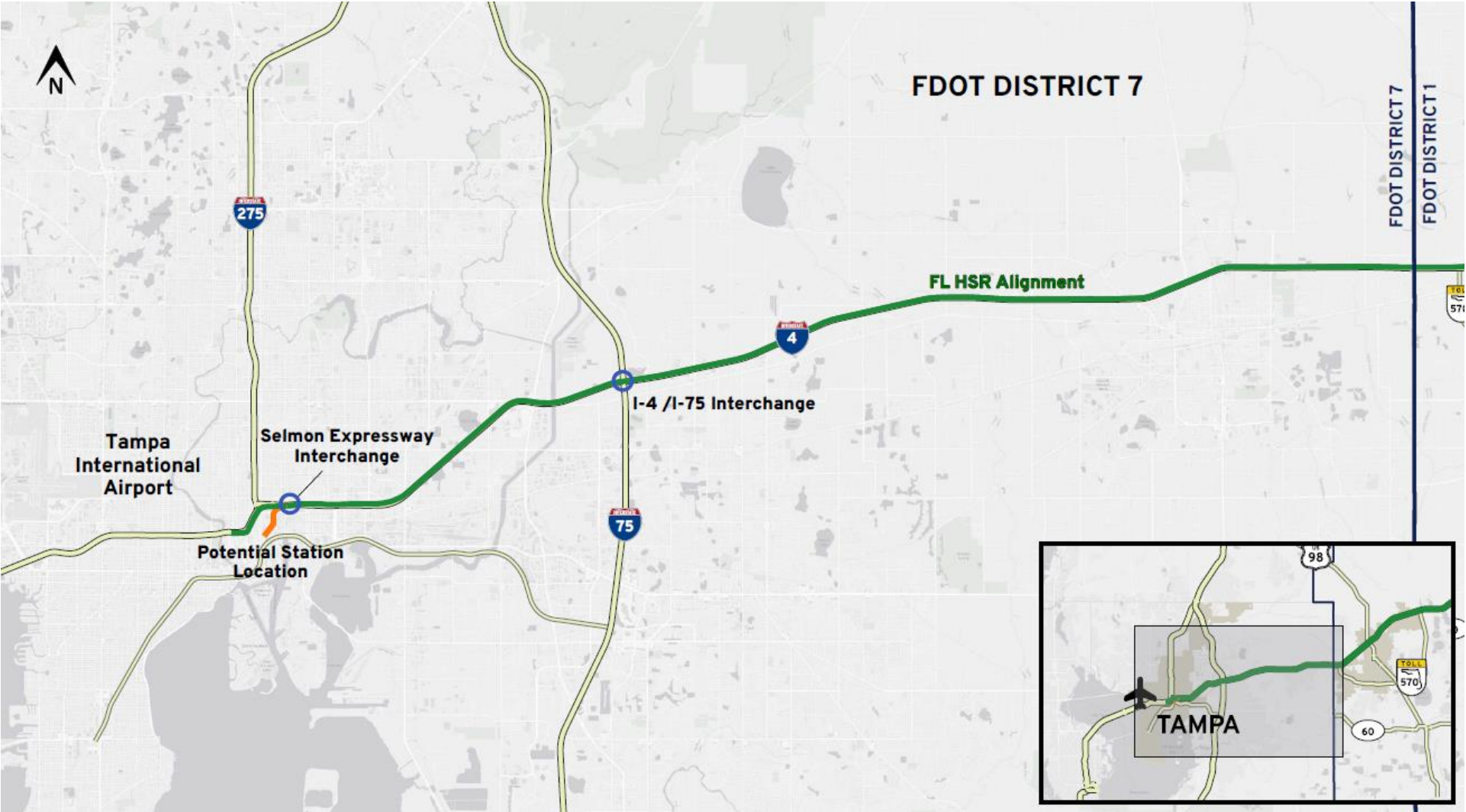




# Brightline CFRC / SR 417 Alignment Orlando to Tampa, FDOT District 1

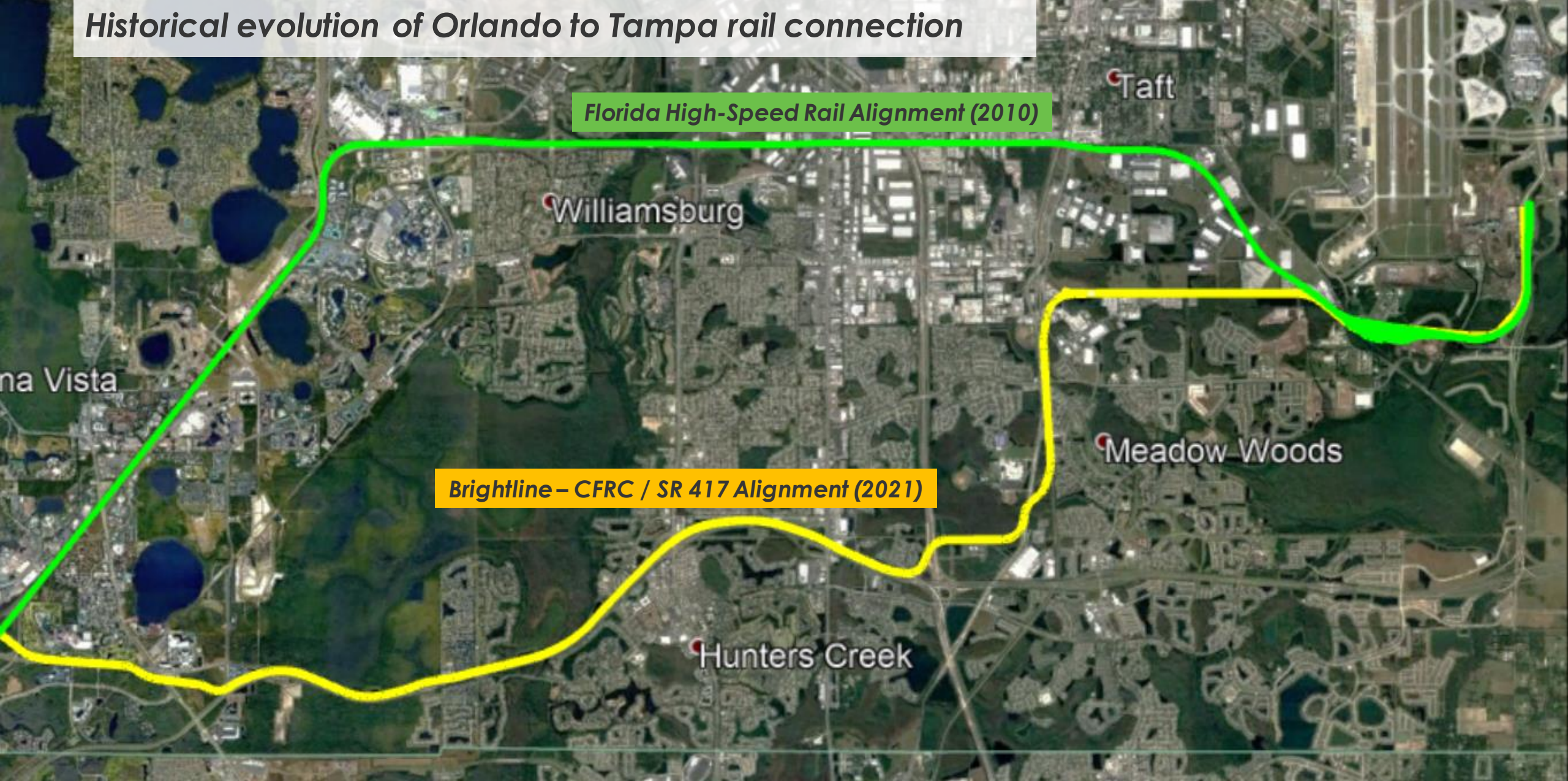


# Brightline CFRC / SR 417 Alignment Orlando to Tampa, FDOT District 7





Historical evolution of Orlando to Tampa rail connection



Florida High-Speed Rail Alignment (2010)

Brightline - CFRC / SR 417 Alignment (2021)

Williamsburg

Taft

Meadow Woods

Hunters Creek

na Vista

## **Brightline Route vs. Florida High-Speed Rail Routes (from 2010 Record of Decision)**

### **Brightline – CFRC / SR 417 Alignment (2021)**

- SR 417 route – preferred
  - Anticipated cost of \$1.03B, established schedule
  - 3 private properties affected by rail alignment
  - Efficient SunRail access to OIA (shared infrastructure)

### **Florida High-Speed Rail Alignment (2010)**

- Taft Vineland/SR 528 route
  - Anticipated cost of \$2.1B, unestablished schedule
  - 76 private properties affected by rail alignment
  - More complex/costly SunRail access to OIA



## ***Value of Multiple Transportation Options***

- Brightline (intercity rail)
  - 1-hour headways, connects city-to-city
- Local transportation options (commuter rail)
  - frequent headways, connects within metro region

# Florida HSR Alignment (2010) OIA to Tradeport Dr.

- GOAA property
  - OIA to Boggy Creek Rd.
- Private property
  - West of Boggy Creek Rd.





## Florida HSR Alignment (2010) Tradeport Dr. to Orange Ave.

- Mostly private property
- Over Orange Ave. and SunRail corridor (CFRC)
- No interface with SunRail
- Transitions to north side of Taft-Vineland Rd.

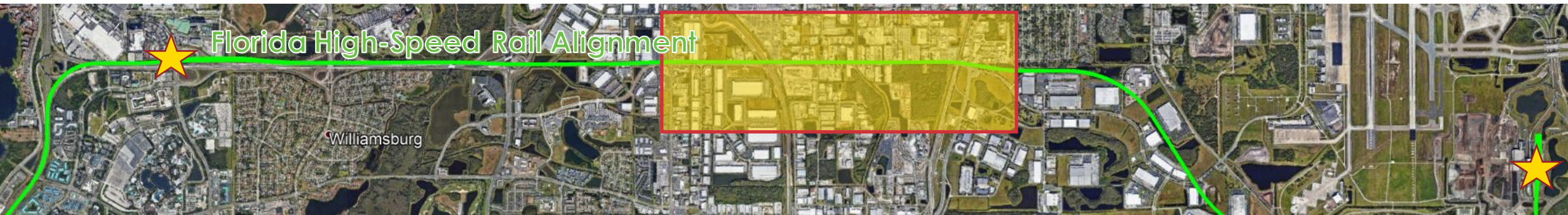
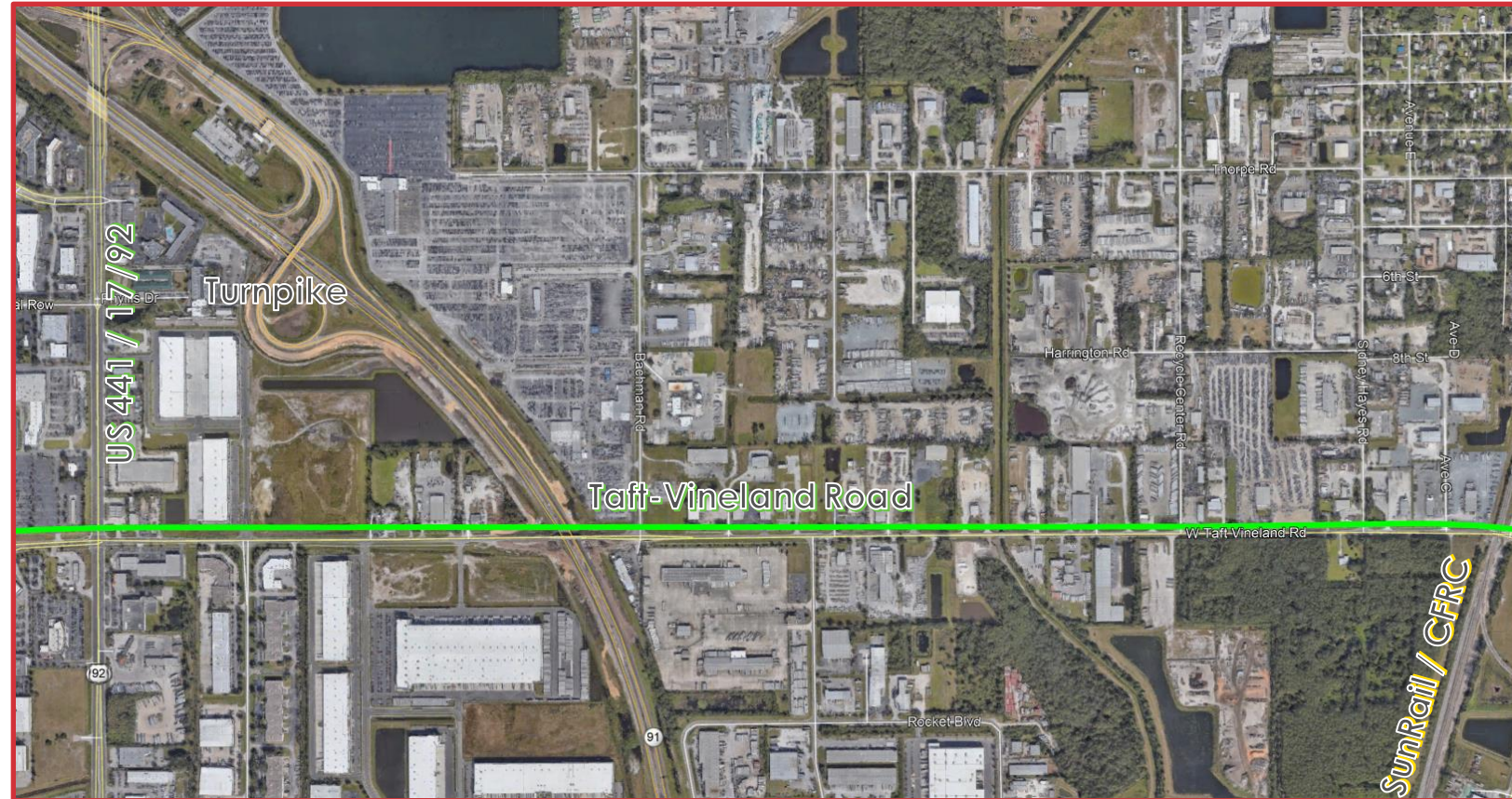




## Florida HSR Alignment (2010)

### North side of Taft Vineland Rd.

- All elevated
- Impacts to adjacent businesses (driveway modifications, noise and vibration)
- Utilities relocation
- Elevated crossing of Florida's Turnpike

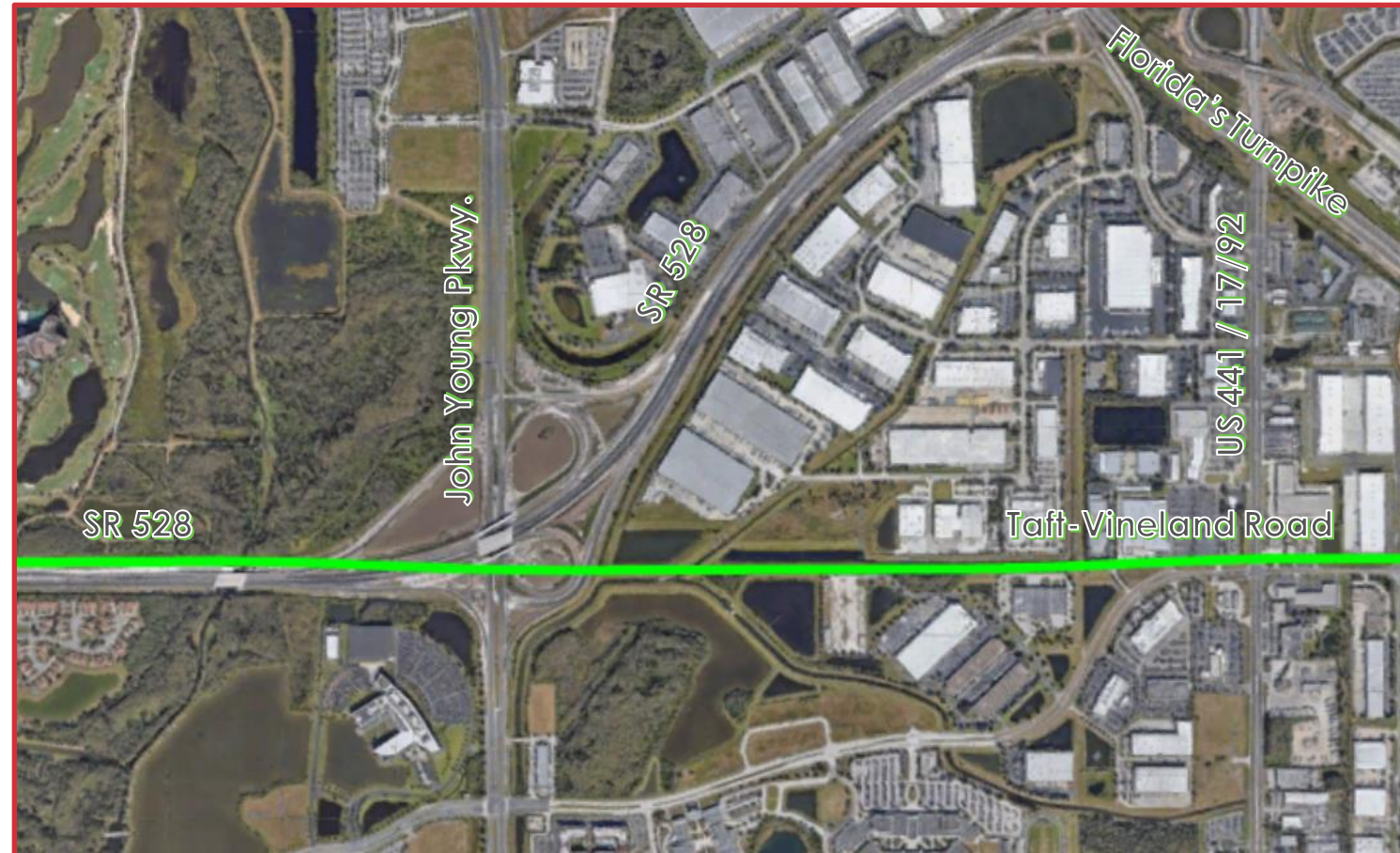




## Florida HSR Alignment (2010)

### Taft Vineland Rd. to SR 528 Corridor

- All elevated
- Complex bridges and elevated through JYP interchange
- North side of SR 528 adjacent to Shingle Creek Resort

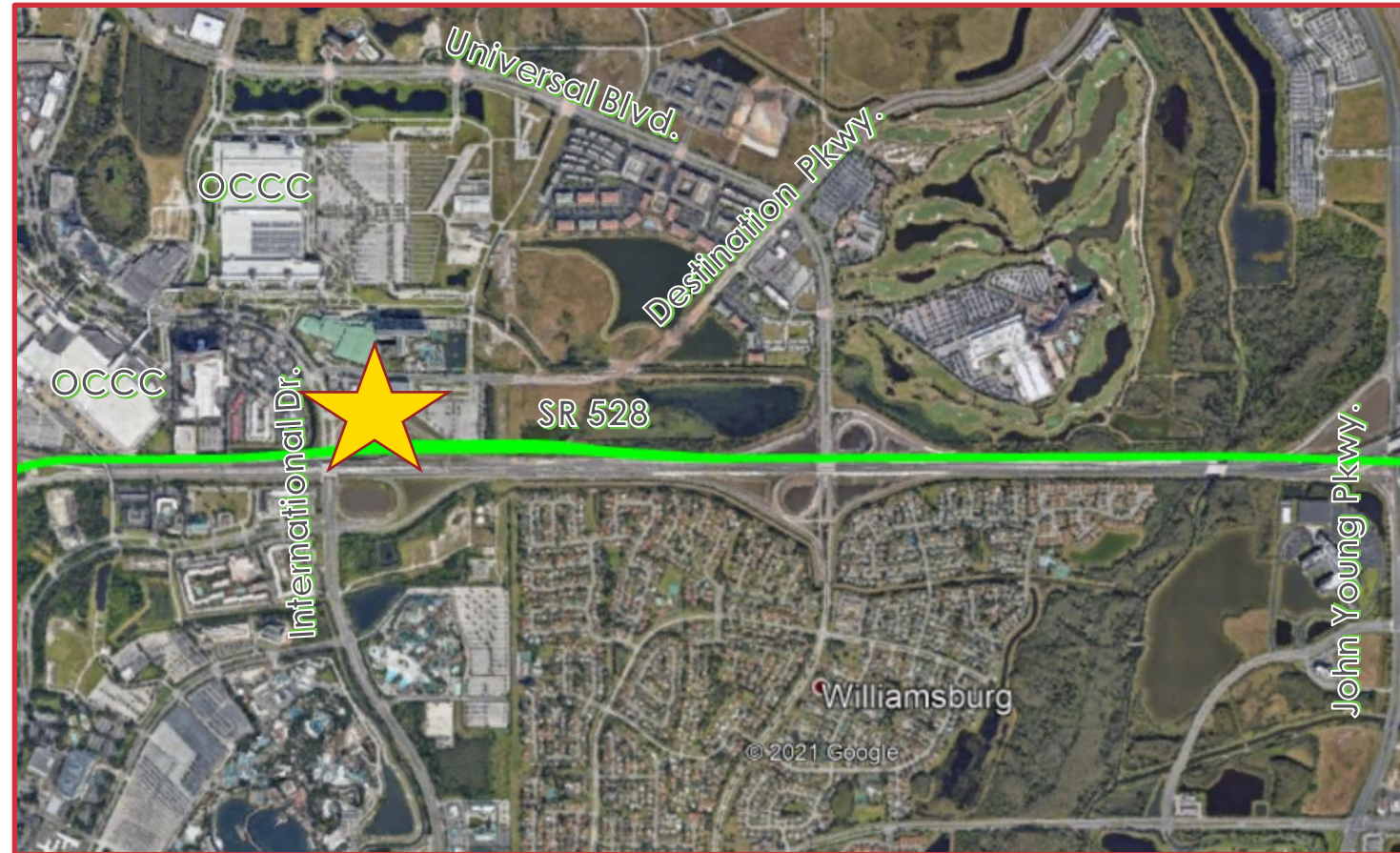




## Florida HSR Alignment (2010)

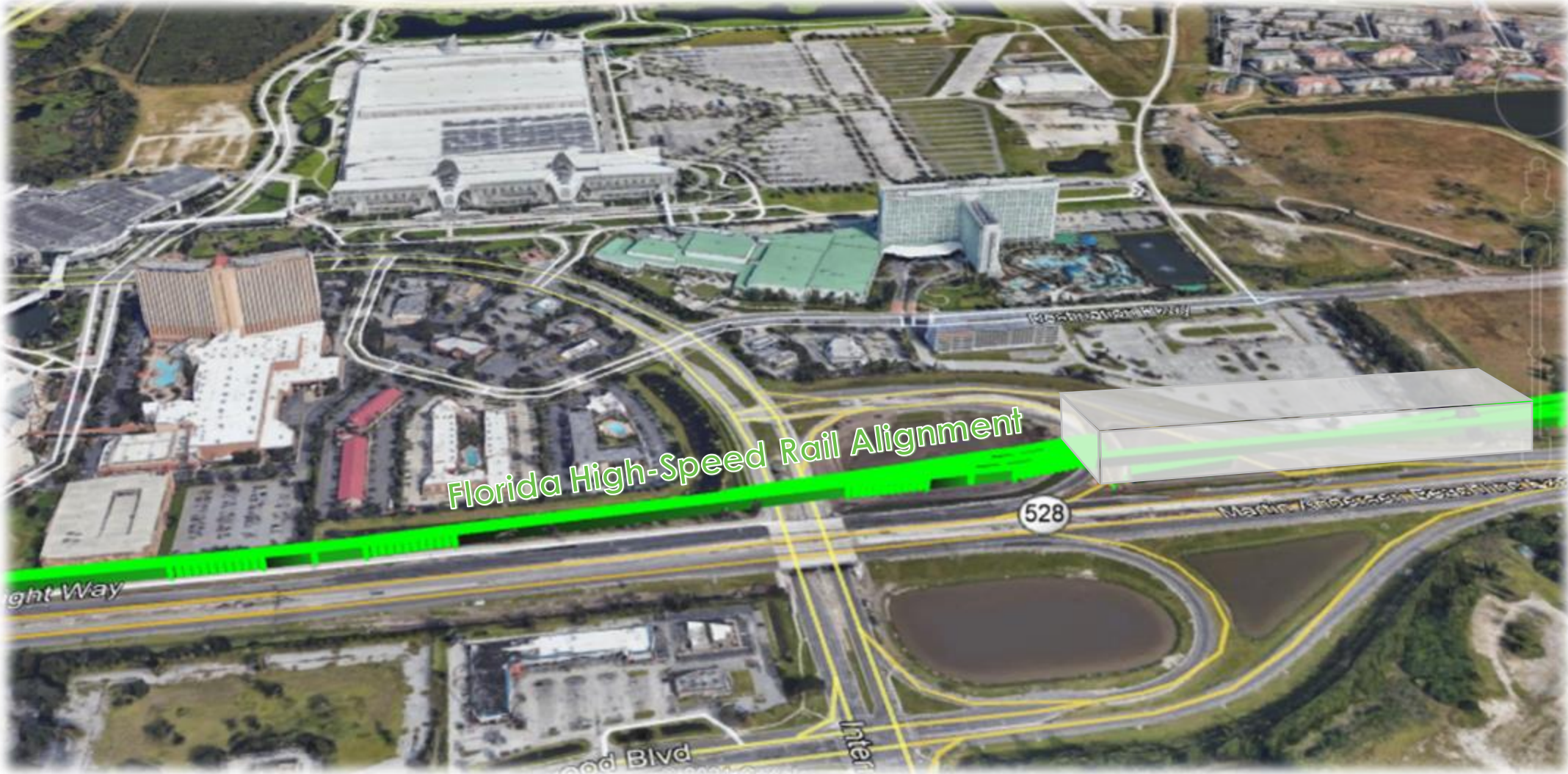
### Walkthrough: SR 528 to I-Drive / OCCC Station

- All elevated
- Elevated platform north of SR 528 and east of I-Drive
- Complex construction to integrate within SR 528 / I-Drive interchange
- North side of SR 528 adjacent to Shingle Creek Resort





Taft Vineland/SR 528 Route: SR 528 to I-Drive / OCCC Station



OIA to TPA - Segment 1 Conceptual Estimate / Route Comparison					
		417 Route		Taft Vineland-SR 528 Route	
Element	Unit	Quantity	Cost	Quantity	Cost
<b>Rail Infrastructure</b>			<b>\$ 704,700,000</b>		<b>\$ 1,475,500,000</b>
Track & Ballast	TF	156,463	\$ 81,300,000	177,325	\$ 74,900,000
MSE Walls	SF	1,896,808	\$ 96,400,000	491,835	\$ 25,800,000
Bridges	SF	341,226	\$ 158,300,000	1,914,093	\$ 937,300,000
Civil/Site	MI	16.7	\$ 166,200,000	16.7	\$ 113,800,000
Train Control & Signals	MI	16.7	\$ 80,700,000	16.7	\$ 77,100,000
Contractor General Costs	LS	1	\$ 93,800,000	1	\$ 189,200,000
Contractor Contingency	LS	1	\$ 28,000,000	1	\$ 57,400,000
<b>Land/Building/Other</b>			<b>\$ 119,200,000</b>		<b>\$ 247,200,000</b>
<b>Project Support Costs</b>		11.1%	<b>\$ 91,300,000</b>	9.3%	<b>\$ 160,600,000</b>
Design & Permitting	LS	7.7%	\$ 63,700,000	6.1%	\$ 104,400,000
Management, Consultants, Other Fees	LS	3.3%	\$ 27,600,000	3.3%	\$ 56,200,000
<b>Construction Allowance/Contingency</b>	LS	12.4%	<b>\$ 113,400,000</b>	12.4%	<b>\$ 232,600,000</b>
<b>GRAND TOTAL ESTIMATED COST</b>		16.7 mi	<b>\$ 1,028,600,000</b>	16.7 mi	<b>\$ 2,115,900,000</b>



## ***Looking Forward to Tampa:***

- Meet conditions precedent and execute leases with FDOT and CFX: July 31, 2021:
- Readiness for Federal Grants: NOFO ~June 1, 2021, deadline July 31, 2021:
- NEPA re-evaluation complete: late 2021
- Utility relocations begin: late Q1 2022
- Anticipated construction start: Q2 2023
- Anticipated revenue service first segment (including SunRail to Airport): Q3-Q4 2026

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