

# brightline

Michael Cegelis Central Florida Expressway Authority

March 11, 2021





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FT. LAUDERDALE

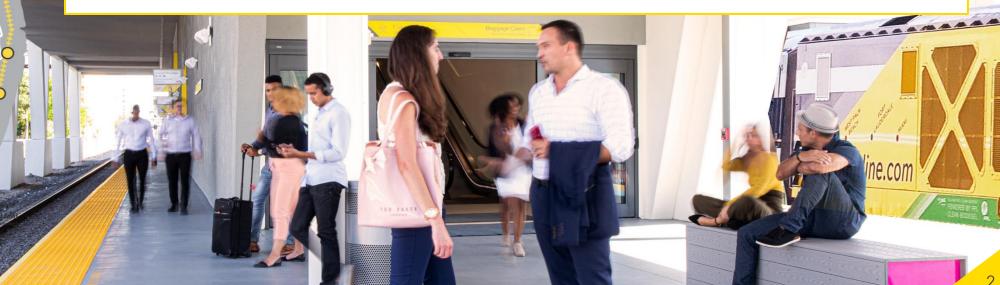
**AVENTURA** 

MIAMICENTRAL

#### 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



#### **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



RON DESANTIS GOVERNOR mee Street KEVIN J. THIBAU
P. FL. 32312 SECRETAR

March 1, 2021

Mr. Patrick Goddard President Brightline 161 NW 6 Street, Suite 900 Miami, FL 33136

Re: Sixth Request for Extension of Lease Negotiations—Leasing of Department and Central Florida Expressway Authority Rights of Way for an Intercity Passenger Rail

#### Dear Mr. Goddard:

Thank you for Brightline Trains, LLC (Brightline)'s October 6, 2020 response to the Florida Department of Transportation (Department)'s September 11, 2020 correspondence seeking additional information in support of Brightline's request to restart the currently suspended lease negotiations. As requested by the Department, Brightline provided responsive information regarding its current progress and a planned schedule of future activities, as well as re-submitting its proposed draft lease agreement modeled on the existing lease agreement for certain portions of the State Road (SR) 528 corridor for intercity passenger rail service between Orlando and Miami.

While the Department appreciates the information provided in your letter and attached exhibits, there are still some unanswered questions regarding implementation of the Orlando to Tampa route. The Department is willing to enter into an additional lease extension, which shall conclude no later than July 31, 2021, in accordance with the items listed below.

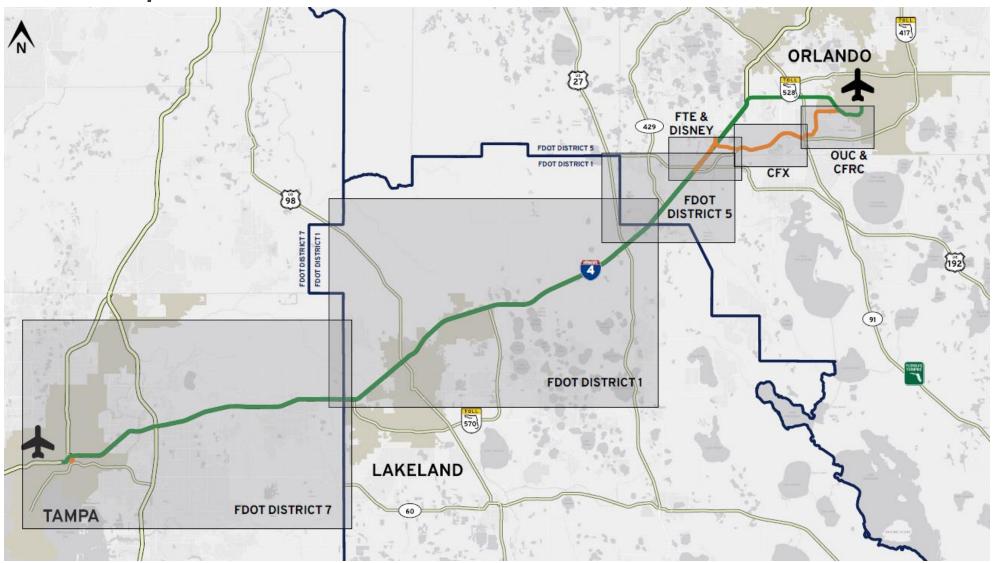
#### Terms to be Negotiated Prior to Lease Execution

The Department is amenable to one final extension of negotiations. The items listed below must be negotiated to the Department's satisfaction prior to the conclusion of negotiations. Successful negotiation of the terms of these items will serve as a condition precedent to the execution of any lease agreement:

#### Tampa Extension – Status

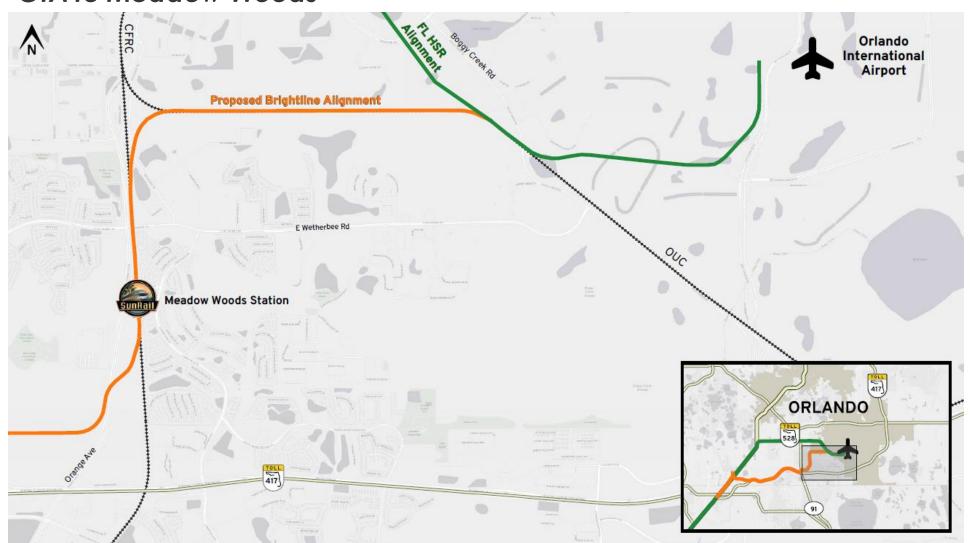
- Negotiations underway with GOAA, OUC, CFX, FDOT/FTE, private landowners
- Design is underway corridor-wide
  - Route optimization
  - Collaborating with stakeholders
- NEPA process underway with FRA/FDOT
- Study underway for joint use of OIA-Meadowoods track with SunRail
- Grant possibilities being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

#### Brightline CFRC / SR 417 Alignment OIA to Tampa



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#### Brightline CFRC / SR 417 Alignment OIA to Meadow Woods

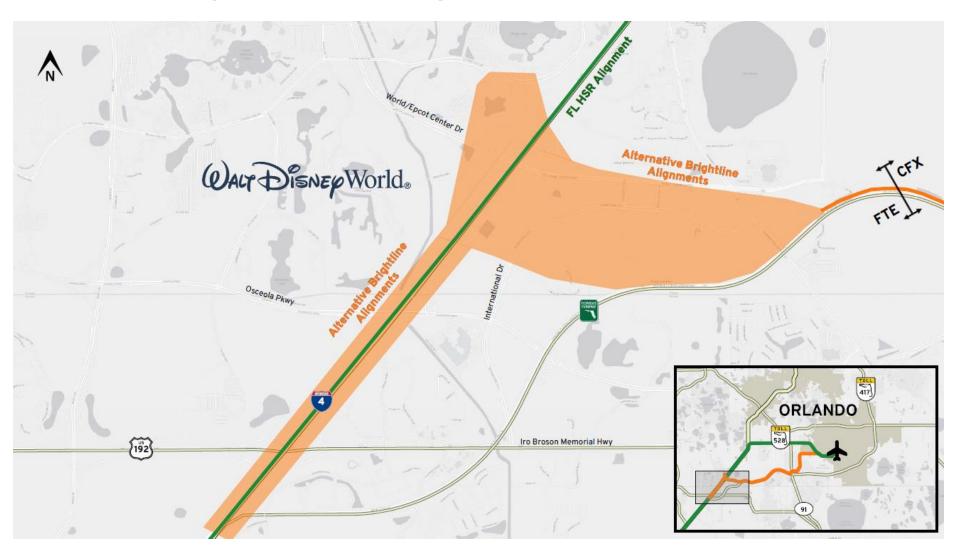


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#### Brightline CFRC / SR 417 Alignment Orlando to Tampa, CFX detail

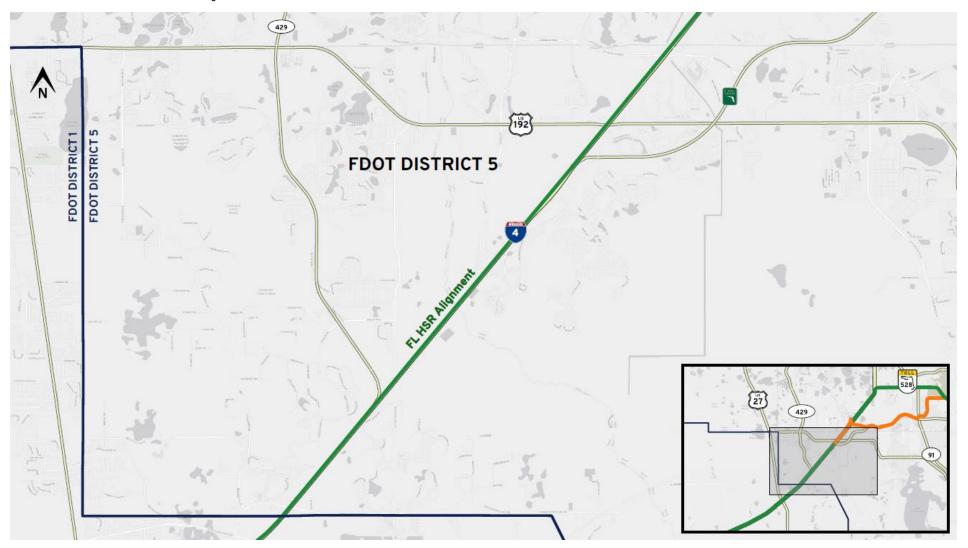


#### <u>Brightline CFRC / SR 417 Alignment</u> Orlando to Tampa, FTE and Disney detail

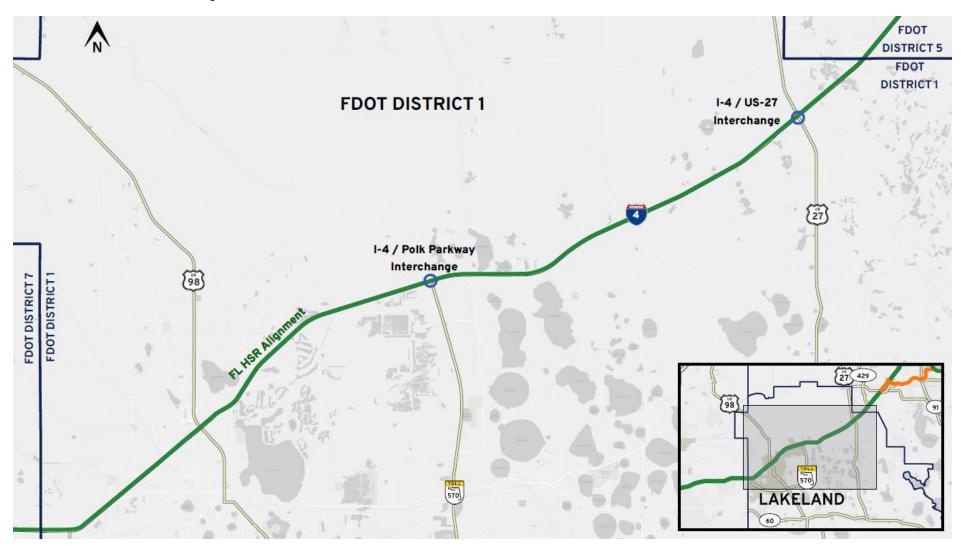


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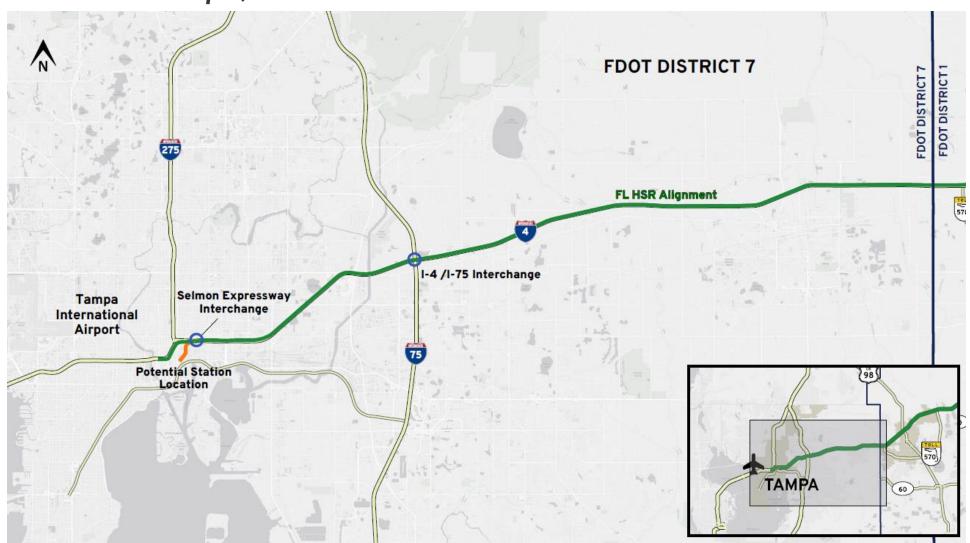
#### Brightline CFRC / SR 417 Alignment Orlando to Tampa, FDOT District 5



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



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



#### 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 (commuterrail)
  - 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.

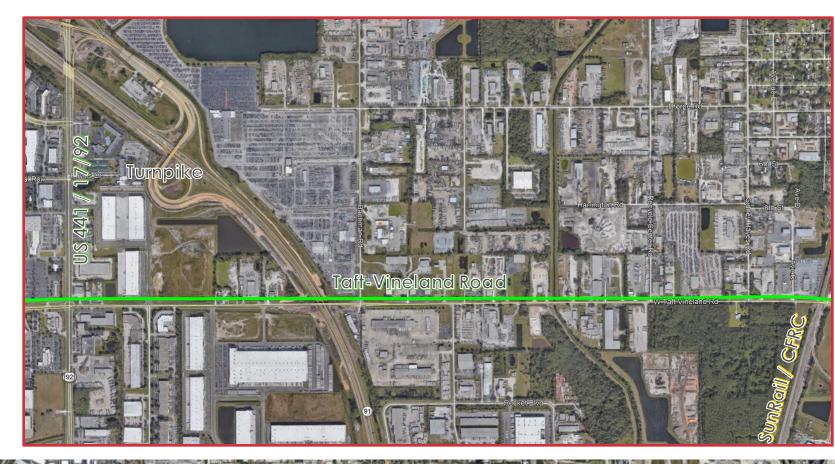




#### Florida HSR Alignment (2010)

## 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

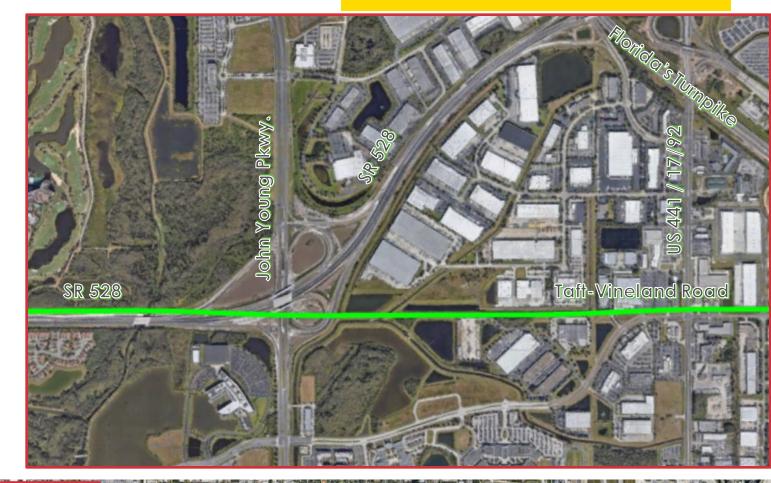




#### Florida HSR Alignment (2010)

# 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

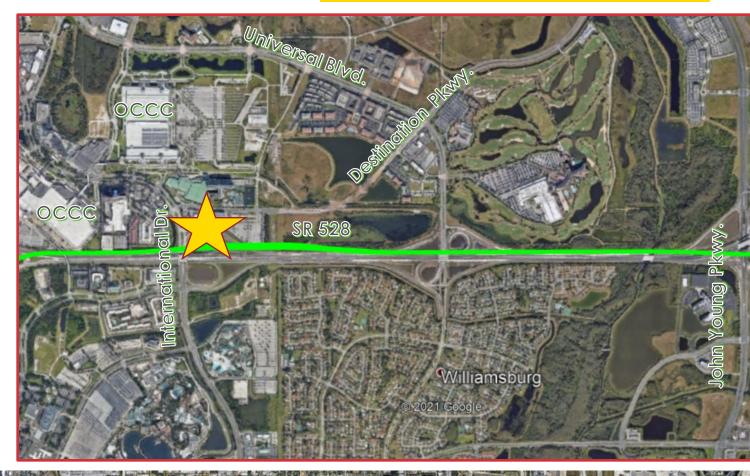




#### Florida HSR Alignment (2010)

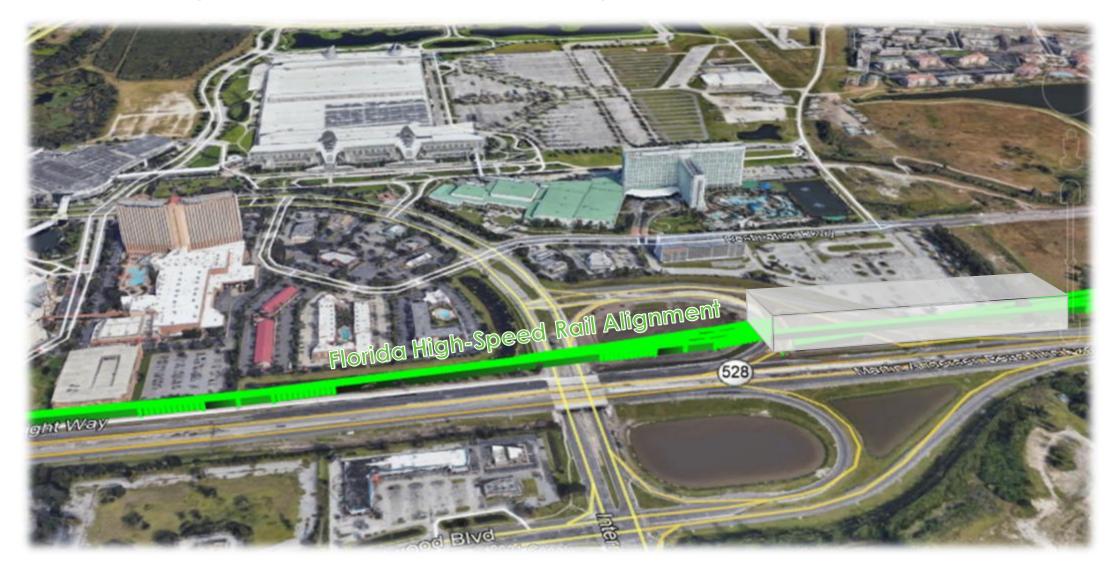
# Walkthrough: SR 528 to I-Drive / OCCC Station

- 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							
Element	Unit	417 Route			Taft Vineland-SR 528 Route		
		Quantity		Cost	Quantity		Cost
Rail Infrastructure			\$	704,700,000		\$	1,475,500,000
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
Land/Building/Other			\$	119,200,000		\$	247,200,000
Project Support Costs		11.1%	\$	91,300,000	9.3%	\$	160,600,000
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
Construction Allowance/Contingency	LS	12.4%	\$	113,400,000	12.4%	\$	232,600,000
GRAND TOTAL ESTIMATED COST		16.7 mi	\$	1,028,600,000	16.7 mi	\$	2,115,900,000

#### 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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