

brightline[®]

SEFTC Meeting

Patrick Goddard, President
April 30, 2021



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

- Brightline is the owner of the passenger rail easement on the FECR/BL corridor
- Plan to reopen S. Florida operations in late 2021
- Two additional In-Line stations underway: **Aventura and Boca Raton (2022)**
- Extension to **Orlando International Airport** and station under construction
- Engineering underway for expansion to **Disney Springs and Tampa**

\$4.2B

investment

53%

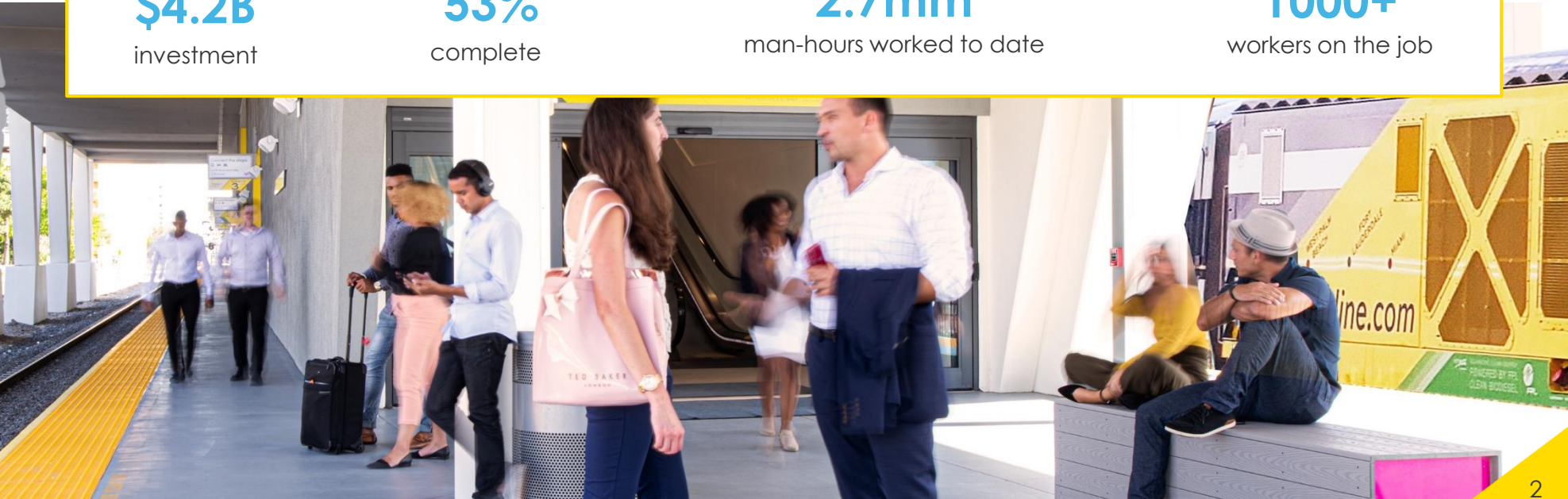
complete

2.7mm

man-hours worked to date

1000+

workers on the job



Timeline

2005

Three counties jointly start studying commuter rail on the FECR/BL corridor

2013

TIGER Grant awarded to connect South Florida Rail Corridor and FECR/BL corridor

2016

Miami-Dade County TPO approved the SMART Plan

May 2020

Brightline entered into a Memorandum of Understanding with Broward County to negotiate Commuter Rail

November 2020

Miami Dade County Commission unanimously approved a framework for Commuter Rail

2021

Broward County voted to move forward with the PD&E study

Miami Dade County TPO approved LPA and Miami-Dade County applied for an INFRA Grant

2021

Expected federal investment on transportation and infrastructure





- Key component of Miami-Dade County's "SMART" Plan to improve mobility in county
- 13-mile corridor between MiamiCentral and Aventura serving up to 5 stations
- Estimated annual weekday ridership of 3.6 million growing to 5.5 million
- Worked with County to develop framework for access fee and infrastructure budget

WHAT IT MEANS FOR BRIGHTLINE

<p>1</p> <p>Feeder system connecting Brightline to all major communities</p>	<p>2</p> <p>Framework of deal approved by MDC county on 11/5/20</p> <ul style="list-style-type: none">• \$50 million up-front payment• Access fees of \$12 million/year	<p>3</p> <p>Leads to future system connections in:</p> <p>Broward County and Palm Beach County</p>
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Checklist of Completed Items with Miami-Dade County

- ✓ Two County Commission meetings in 2020 to discuss project and deal terms
 - Approval from Commission to proceed with advancing discussions
- ✓ Held public workshop to discuss station locations
- ✓ Completed ridership forecast
- ✓ Hired environmental consultant for NEPA
- ✓ Completed draft NEPA environmental documents for submittal to FTA
- ✓ Developed track chart
- ✓ Developed station program elements
- ✓ 15% Rail Infra design underway
- ✓ Completed RTC modeling
- ✓ Miami Dade completed two independent appraisals of the FEC Corridor
- ✓ Miami Dade received multiple proposals for operating system

NEXT STEPS

- Confirmation of funding sources
- Access agreement
- Development agreement
- Operating agreement

Road Map for Moving Broward Commuter Rail Forward

- ✓ Entered into a Memorandum of Understanding with Brightline to negotiate Commuter Rail
 - ✓ Hired Chief Negotiating Officer
 - ✓ FDOT initiated PD&E
 - ✓ Initiated procurement process to begin appraisal
- Station Locations: Identify and finalize station locations
 - Corridor Appraisal: Commence Broward corridor appraisal
 - Ridership: Post-station selection, conduct a formal ridership study
 - Design: Develop 15% rail infrastructure design and conceptual station design
 - Access agreement: Establish and agree to the framework of an access agreement
 - NEPA: Develop NEPA checklist and commence NEPA process
 - Cost sharing: Establish methodologies and cost sharing formulas with Miami Dade County and operator

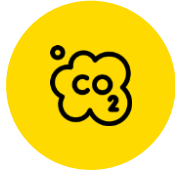


STATION

STATION

Entrance

Exit



GREENER

Will remove **1.9 million** cars from local roadways each year

Will remove **nearly 5,500 metric tons** of CO2 each year



CREATES NEW JOBS

23,500+ non-recurring jobs created

2,500 permanent jobs created

\$282 million in annual labor income



GENERATES ECONOMIC BENEFITS

\$5.5 million annual revenue for Miami-Dade County

\$7.2 million annual revenue for Miami-Dade Public Schools

BY THE NUMBERS

- Initial Ridership estimates for Miami-Dade Commuter Rail
 - 3.6 million** riders (base year)
 - 5.5 million** riders (2040)

With the implementation of the Preferred Land Use Scenario (PS):

- Projected population: 262,000 (2040) to 307,000 (PS) an increase of 44,500 in population or **16% higher** than in 2040
- Projected employment: 158,000 (2040) to 188,000 (PS) an increase of 30,000 in employment or **18% higher** than in 2040
- Will generate **\$5 billion** in economic impact over first 10 years

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