



## **SUNSHINE CORRIDOR PROGRAM**

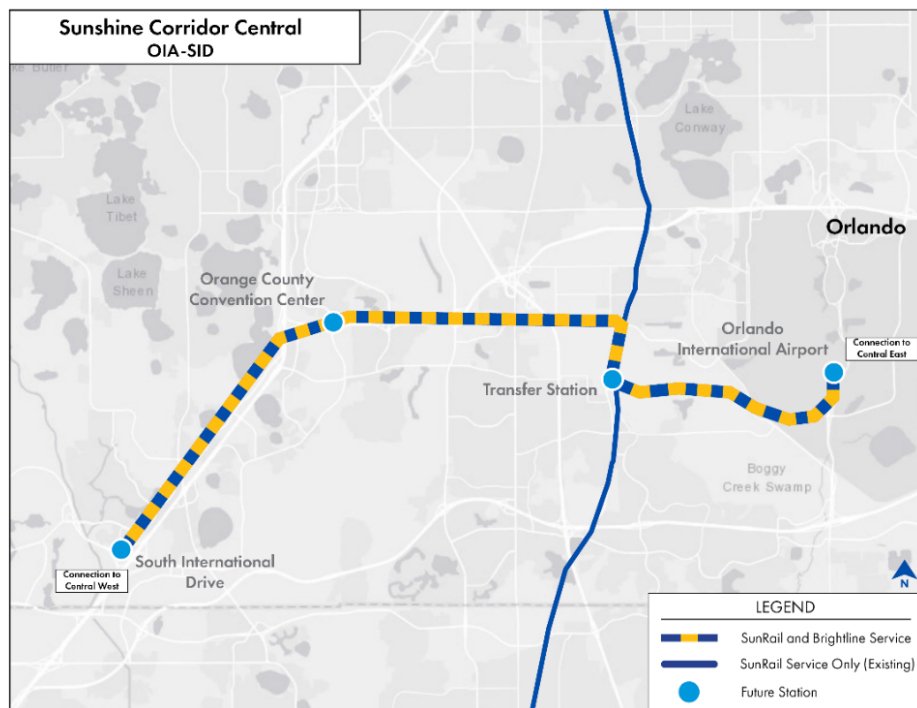
The Sunshine Corridor Program is a comprehensive multi-modal passenger rail improvement program connecting Central Florida along a new east-west corridor between East Orange County and Tampa, Florida. The program is designed to address the mobility, economic, environmental and safety needs of Central Florida, one of the fastest growing populations in the country. Advancing this program now will position the region to pursue once in a generation federal funding opportunities, created by the Bipartisan Infrastructure Law (BIL), that can significantly improve the region's transportation network and ultimately connect Florida's three largest population centers (Tampa-Orlando-Miami).

### **Program Improvements and Phasing**

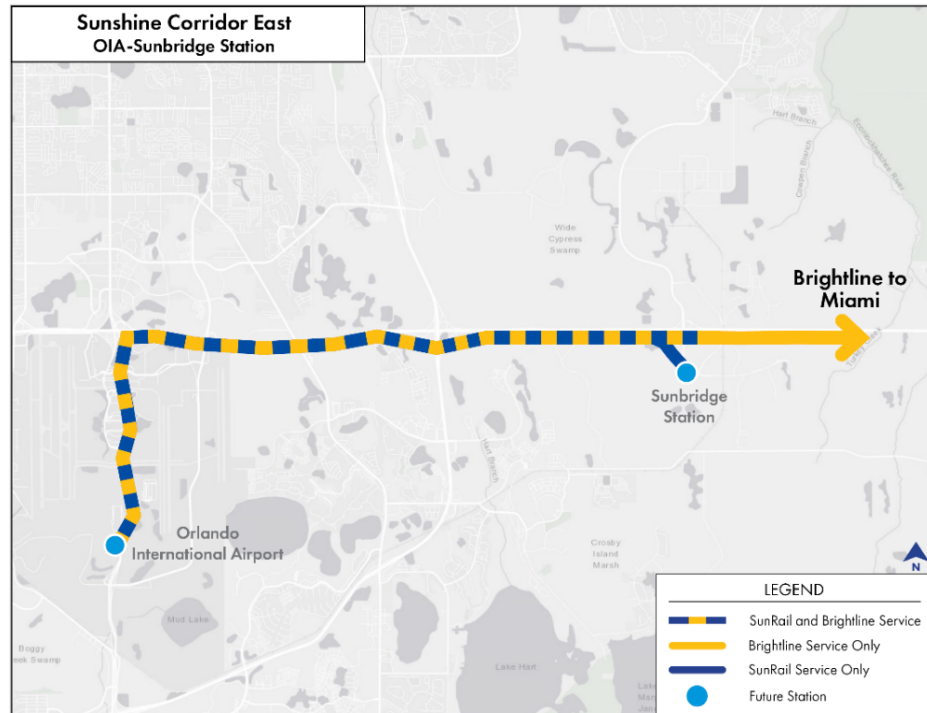
The program leverages previous and planned modal investments in OIA's Terminal C expansion project, SunRail's Central Florida Rail Corridor (CFRC) to OIA project, Brightline's Miami to OIA project, and the Florida Department of Transportation's (FDOT) I-4 Beyond the Ultimate interstate expansion project, to significantly increase mobility options for residents, workers, and visitors through the construction of a new passenger rail corridor shared by FDOT/Central Florida Commuter Rail Commission (SunRail) and Brightline. The passenger rail corridor may be developed in three sections, with construction staggered due to funding availability and project readiness, but all grant applications should include discussion of all three sections to leverage the private investment committed by Brightline and maximize federal investment:

- **Sunshine Corridor Central – OIA to Orange County Convention Center (OCCC) to South International Drive (SID):**

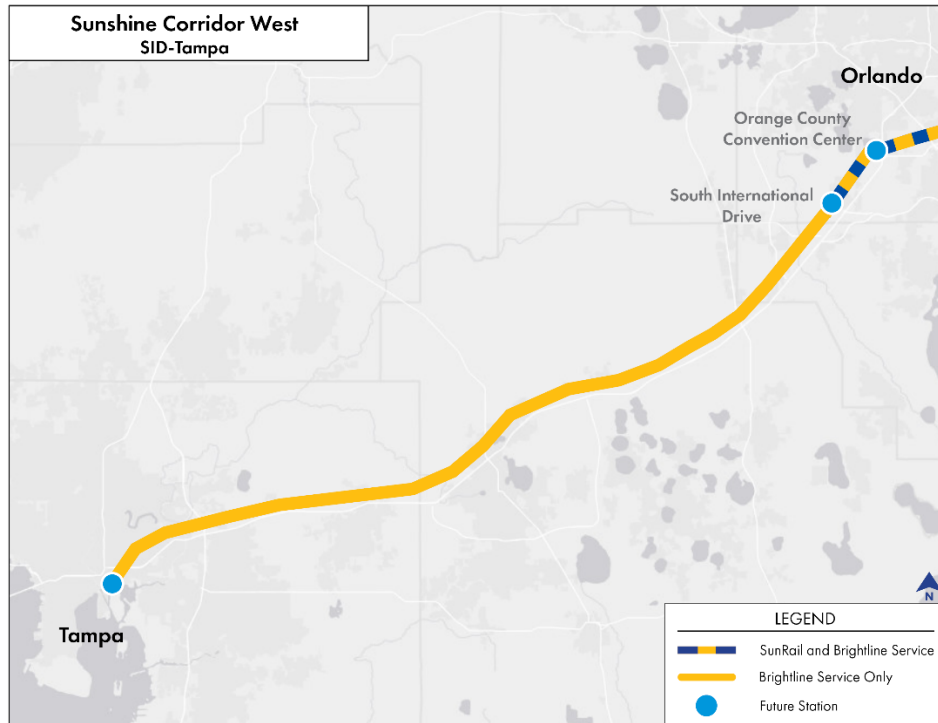
This section must be included in the first construction package to provide access for the other sections to the respective mainlines of FDOT/Central Florida Commuter Rail Commission (SunRail) and Brightline. The alignment includes completing 17-miles of shared track improvements and stations to support SunRail commuter rail service and Brightline intercity passenger rail service. The alignment begins at the Intermodal Center at OIA Terminal C, providing a direct connection for SunRail and Brightline services. The alignment will head west from OIA by way of the Orlando Utilities Commission (OUC) rail corridor and tie into FDOT/Central Florida Commuter Rail Commission's (SunRail) existing north-south CFRC at a new SunRail transfer station, connecting the City of Orlando, and the counties of Volusia, Seminole, Orange, and Osceola to the OIA via rail. From the transfer station, the alignment would briefly head north along the CFRC before heading west along Taft Vineland Road and SR 528 to the OCCC multimodal station and then down the I-4 corridor to SID.



- **Sunshine Corridor East – OIA to Eastern Orange County:** This section includes track improvements to permit SunRail service to reach rapidly developing eastern Orange County. This section of the corridor will depart OIA Station utilizing existing Brightline-owned tracks before terminating into Sunbridge Parkway. A new Sunbridge station that is served only by SunRail will be constructed.



- **Sunshine Corridor West – SID to Tampa:** This phase includes completing 67-miles of track improvements and stations to support Brightline intercity passenger rail service. The alignment begins at the SID station and continues southwest down the I-4 corridor on to Tampa. This expansion from OIA to Tampa will complete Brightline’s 337-mile system connecting Florida’s three largest population centers and realizing a decades-long vision for mobility within Florida.



## **Service Goals**

A detailed service plan will be developed to refine required infrastructure improvements needed to meet the service goals and ensure reliable operations through coordinated commuter and intercity rail services. In concept, the improvements will support the following service goals for SunRail and Brightline service:

### Service Frequency

SunRail (commuter rail service):

- OIA to SID – 15-minute service frequency (4 trains per hour each way)
- OIA to Orange County – 15-minute service frequency (4 trains per hour each way)

Brightline (intercity passenger rail – OIA to Tampa):

- Hourly service between 6 am and 11 pm (18 trains per day, each way)

### Station Service

All SunRail and Brightline trains operating in the corridor will stop at the OIA, OCCC and SID Stations.

## **Right-of-Way, Track Ownership, and Operations and Maintenance**

It is anticipated that the Sunshine Corridor Central right-of-way and tracks will be publicly owned by FDOT/Central Florida Commuter Rail Commission (SunRail), with a permanent easement on property owned by OIA and the City of Orlando.

For Sunshine Corridor East, it is anticipated SunRail will have a permanent easement on property owned by OIA and the City of Orlando, and outside of OIA property will operate on Brightline-owned tracks, with a CFX rail easement, access agreement with Brightline, and private property provided by local developers.

For Sunshine Corridor West, it is anticipated Brightline will have a permanent easement on property owned by FDOT and will own the tracks. The Tampa station will be in the Ybor City area.

SunRail will operate and maintain the rail line within the Sunshine Corridor Central limits and will enter into a track access agreement with Brightline to facilitate joint SunRail and Brightline operations. Brightline will operate and maintain the rail line within the Sunshine Corridor East and West limits.

**Next Steps**

1. Designate project sponsor(s) that are eligible to receive federal funding and advance environmental clearance.
2. Discuss the approach to obtaining environmental clearance with FRA and FTA.
  - Based on FRA and FTA guidance, SunRail and Brightline may pursue separate but coordinated environmental clearances to meet federal funding program requirements and schedule requirements. If separate environmental documents are advanced, SunRail will address in its environmental document the requirements for Brightline to operate in the limits of Sunshine Corridor Central and Brightline will support the environmental clearance for Sunshine Corridor East.
3. Secure support from local officials, FDOT and private partners for the program definition and phasing of improvements.
4. Brightline and SunRail will provide letters of support, as needed, to advance elements of the program involving both services.
5. Develop a coordinated financial strategy to maximize federal investment, determine federal funding recipient(s), and pursue federal funding opportunities. FDOT/Central Florida Commuter Rail Commission (SunRail) will be permitted to use Brightline's private investment in the Sunshine Corridor West section to support the pursuit of additional federal funding for Sunshine Corridor Central and East, if allowed by federal funding partners.