



American Maglev Technology (AMT) Proposal:
Staff Review and Recommendation

Approved by the
MetroPlan Orlando Board at the meeting on
December 12, 2012

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Background

American Maglev Technology (AMT) has proposed to build, operate and maintain a privately-financed transit project in the Orlando metropolitan area with no public funding. The 40-mile project has an estimated capital cost of \$800 million. The project is a fully automatic train system that is powered by magnetic levitation, or maglev technology. This technology lifts the vehicle from the guideway and provides directional motion.

The first phase of the proposed system would operate between the Orange County Convention Center/International Drive area (utilizing the planned intermodal center) and Orlando International Airport with stops at The Florida Mall and the Sand Lake Road SunRail Station. Subsequent phases would include stations in the Lake Nona/Medical City area and along the Osceola Parkway corridor leading to Walt Disney World.

AMT has spearheaded efforts thus far to advance the implementation of this project. However, the intention is to form a new publicly traded company called Florida EMMI, Inc. (Florida Environmental Mitigation and Mobility Initiative) that will design, build, finance, operate and maintain the project. At that point, AMT will become the company's maglev technology provider. Florida EMMI, Inc. will bring together an array of strategic partners and more than 120 private companies, some of which are well-known in the transportation industry. The new company will be based here in Central Florida with an advisory board that includes some prominent individuals from our region.

This is an innovative proposal for several reasons. First, the technology is relatively new and has not been used in regular, commercial service. Second, the concept of a privately-funded transit project that will require no public funding is intriguing. Third, the proposal presents an important public policy issue on the best means of integrating public and private investments in the development of our region's transportation system. And fourth, this public-private partnership will require the use of right-of-way that is owned by several public entities with various interests and regulations governing such arrangements. In addition, the project comes forward at a time when federal and state transportation funding sources are declining and regional leaders are struggling to finance investments that are needed to meet our mobility needs.

Starting in mid-2011, the AMT team spent a considerable amount of time meeting with state officials, the region's transportation agencies, local governments and private businesses with a stake in the project. This resulted in a good exchange of information, allowed for questions to be raised and set the stage for additional information to be developed.

The Florida Department of Transportation (FDOT) released a study in December 2011 entitled "American Maglev Technology Assessment, Phase I: Data Collection, Data Development, Meetings and Recommendations" which was prepared under contract by AECOM. The purpose of the study was to provide recommendations regarding potential environmental and right-of-way utilization processes, a list of items to be accomplished by AMT, FDOT and local

stakeholders, a suggested timeframe for upcoming work and critical next steps. AECOM, on behalf of FDOT, worked with AMT to refine proposed alignments to address concerns that could impact project feasibility, right-of-way requirements and the overall schedule.

A meeting was held in mid-October 2012 with officials from the Florida Department of Transportation, the Greater Orlando Aviation Authority, the Orlando-Orange County Expressway Authority, the Central Florida Regional Transportation Authority (Lynx), MetroPlan Orlando, Orange County and the City of Orlando to review the current status of the proposal and to determine how it should be managed. The following was decided at that meeting:

1. MetroPlan Orlando would conduct an evaluation of the proposal from a planning perspective to determine whether the project conformed to the Long Range Transportation Plan and whether there was regional support for the project. This evaluation would result in a recommendation being presented to the MetroPlan Orlando Board for approval.
2. If the project had the support of the MetroPlan Orlando Board, FDOT agreed to take the lead and coordinate efforts of the Department, GOAA, O-OCEA and Orange County to issue a joint RFP. Work was to get underway to review a draft of the RFP and incorporate changes desired by any of the affected parties. (After this meeting, it was learned that the City of Orlando should be included as a party to the RFP and any subsequent agreements since the City is the fee simple owner of the property leased to GOAA.)
3. It was acknowledged that GOAA staff had been directed by their Board to conduct a review of the proposal. This work was to get underway with a focus on the use of airport right-of-way and possible revenue implications.
4. Secretary Prasad offered to have FDOT/Central Office staff make some inquiries to determine the federal and/or state agency that licenses or regulates the use of new technology to ensure that safety standards are met. Subsequently, FDOT also agreed to conduct a technology assessment.

This report has been prepared to assist the MetroPlan Orlando Board in deciding whether the project has regional support and should be advanced.

Scope of Planning Evaluation

The purpose of the evaluation by MetroPlan Orlando is to determine the following:

1. Is the proposed project generally consistent with MetroPlan Orlando's adopted Year 2030 Long Range Transportation Plan and the Regional Transit Vision Plan?
2. Will the project satisfy the transit needs in the corridor(s) proposed for the service?
3. Will the project negatively impact or preclude other transit services that are needed in the corridor(s)?
4. Will the project contribute to the development of an effective, integrated regional rail transit system?

MetroPlan Orlando's evaluation of the AMT proposal is based on information contained in the following documents:

- MetroPlan Orlando's Year 2030 Long Range Transportation Plan
- Regional Transit Vision Plan adopted by MetroPlan Orlando and Lynx
- OIA-Convention Center Rail Connector Study (2005)
- FDOT's American Maglev Technology Assessment Phase I Report (December 2011)
- VHB/AMT OIA-International Drive P3 Transit Corridor - Ridership Estimate Report (December 2011)
- AMT Proposal/Project Summary Submitted to FDOT (January 2012)
- AMT Presentation to Orange County Board of County Commissioners on June 26, 2012
- Florida EMMI, Inc./AMT Business Plan (received October 31, 2012)
- Letter from AMT to MetroPlan Orlando dated November 9, 2012

MetroPlan Orlando staff, in cooperation with the public partners on this project, was to identify any additional information that was needed from the AMT team in order to conduct this evaluation. Some questions were identified after a preliminary review. The information request was coordinated with partners, submitted to the AMT team and a prompt response followed.

It was understood that the following items would not be covered in the MetroPlan Orlando planning review:

- Licensing and safety approval of the proposed technology; this will be covered by the Florida Department of Transportation
- Reliability of the proposed technology; this will be done through an independent technology assessment with a group of national experts that is being sponsored by the Florida Department of Transportation
- Exact right-of-way requirements and implications for public/private property owners; this will be determined at later stages in the project development process
- Financial feasibility of the project; a final determination on this will be made during the RFP process with supporting documentation, including an investment grade ridership study

MetroPlan Orlando's review was to be conducted in cooperation with several of our business partners (the Florida Department of Transportation, Orange County, the City of Orlando, the Central Florida Regional Transportation Authority, the Greater Orlando Aviation Authority and the Orlando-Orange County Expressway Authority) to develop a staff recommendation for the MetroPlan Orlando Board.

The staff recommendation was to be taken through MetroPlan Orlando's Transportation Technical Committee, Citizens Advisory Committee, Bicycle and Pedestrian Advisory Committee and the Municipal Advisory Committee so all points of view can be considered by the MetroPlan Orlando Board. Representatives from the AMT team were to be invited to the Committee meetings and the MetroPlan Orlando Board meeting when this item was being taken up to make a presentation, answer questions and comment (if they wished to do so) on the staff recommendation.

Description of the Proposed Project

The following is a summary of the proposed project based on materials provided by AMT. Nothing contained in this section should be construed as a value judgment by staff and the information has not been validated.

The 40-mile project is to be built in three phases (map shown as Exhibit 1):

Phase I goes from the Orange County Convention Center/International Drive area (with the station being called Orlando Gateway/Convention Center) to Orlando International Airport. It is nearly 15 miles in length with intermediate stations at The Florida Mall and the Sand Lake Road SunRail Station. Travel time from the Orlando Gateway/Convention Center Station to Orlando International Airport Station is estimated at 22 minutes. Phase I capital cost is estimated at \$315 million and will take about two years to build.

Phase II will go south from the Orlando International Airport Station to the Lake Nona/Medical City area and include one station. This is a 5-mile section with an estimated capital cost of \$104 million.

Phase III extends from the Lake Nona/Medical City area south and then west along the Osceola Parkway corridor leading to a site near Walt Disney World. This is a 19-mile segment that will include three or four stations, including a joint station with SunRail at the Osceola Parkway Station. The capital cost is estimated at \$388 million.

The majority of the double-track project is on aerial structures, thus eliminating crossing conflicts with highways, intersecting rail lines, pedestrians and bicyclists. Portions of the project that will be at grade must be totally separated from any potential intrusions.

The proposal calls for service to be provided 365 days a year for 20 hours each day with bi-directional service operating at 10-minute frequencies. The top speed will be 50 mph. Each vehicle can accommodate 220 passengers. Station platforms will be 200 feet long with sliding doors along the platform edges for safety purposes to prevent anyone from entering the vehicle pathway, much like the people-mover system at Orlando International Airport. Stations will be fully compliant with all codes, including the Americans with Disabilities Act.

The AMT proposal states that farebox revenue is projected to cover (1) all of the project's annual operating and maintenance costs, (2) debt service on the capital investment and (3) provide a minimum annual return of 10% to equity investors. Annual operating and maintenance costs are estimated at \$9 million for Phase I; \$1.6 million for Phase II; and \$4.5 million for Phase III.

The project is intended to serve two major markets: (1) domestic and international visitors to Central Florida and (2) area residents who travel in the proposed service area on a regular basis or just occasionally to get to Orlando International Airport, Medical City or the attractions. According to the AMT proposal, Phase I is expected to serve 3-4 million passengers in the first year with 85% of these passengers being visitors. Passenger traffic is expected to double by the year 2035.

Long Range Transportation Plan/Regional Transit Vision Conformity

In 2005, an Alternatives Analysis study was conducted for the International Drive-Orlando International Airport corridor. This resulted in the selection of a Locally Preferred Alternative (LPA) by the MetroPlan Orlando Board for a light rail transit project.

The light rail transit project had its eastern terminus at OIA. The alignment proceeded west along N. Frontage Road to McCoy Road and on to Sand Lake Road. From Sand Lake Road, the alignment would be in a southwesterly direction through Grande Park and along Park Circle to a proposed new road between the Universal Studios property and UCF's Rosen School of Hospitality and connect with the planned north-south light rail transit line in the area of International Drive and the Canadian Court Intermodal Center.

The LPA was just over 15 miles long with 13 stations in the corridor. About 75% was at grade with 25% elevated. Train frequencies were anticipated at 7.5 minutes during peak periods and 15 minutes during off-peak periods. The LPA provided the greatest opportunity for future growth and station area development. The ridership forecast was estimated at over 50,000 trips per day in 2025.

The MetroPlan Board voted on December 12, 2007 to make the OIA Connector light rail transit project the next rail transit project for the region, following SunRail. The Board also expressed their interest in extending the limits of the OIA project to include the Innovation Way area. This was to be incorporated into the Year 2030 Long Range Transportation Plan which was in the process of being developed.

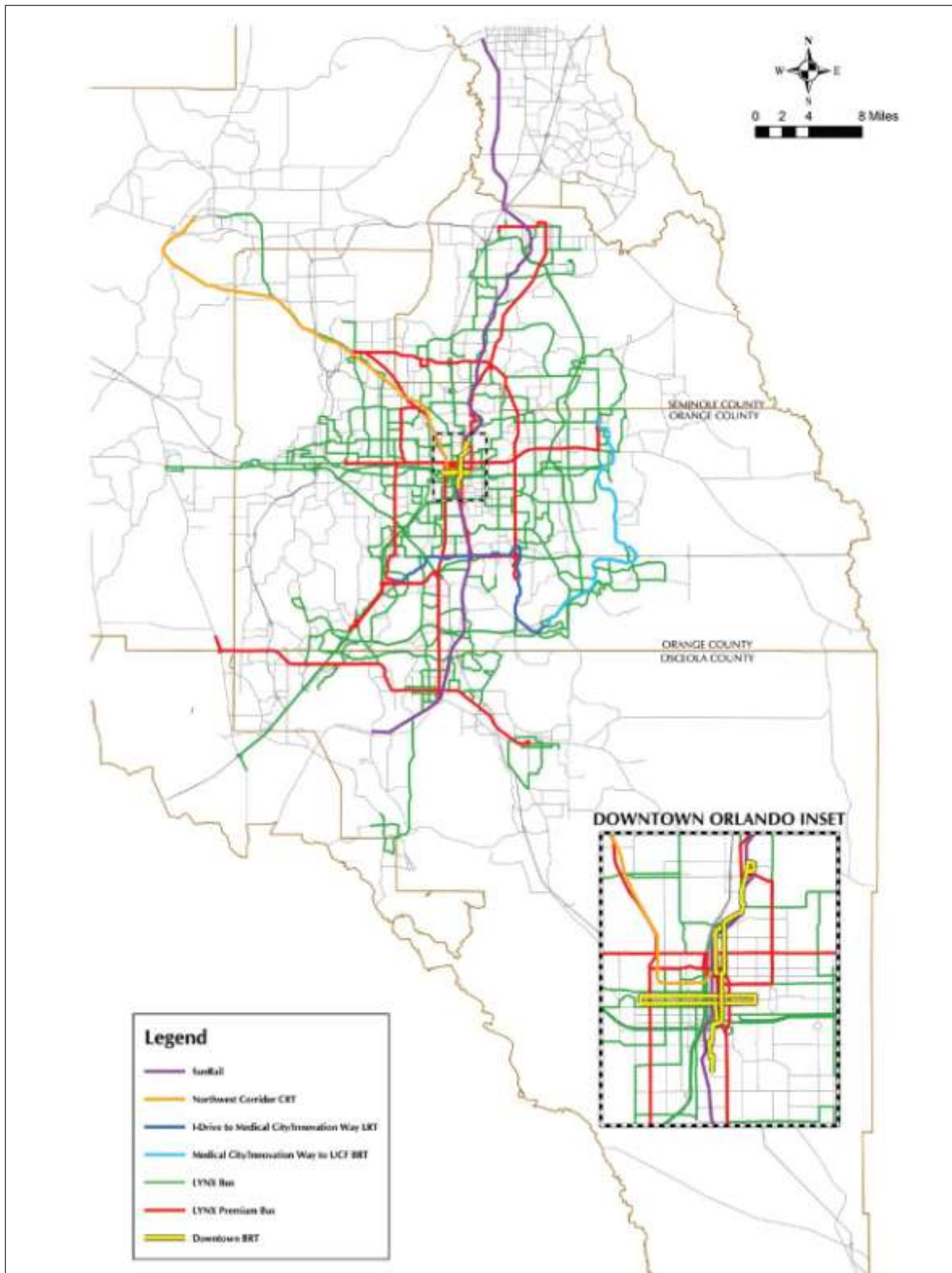
The Year 2030 Long Range Transportation Plan was adopted by the MetroPlan Orlando Board in August 2009. It included a cost-feasible component for both highways and transit. Transit projects were added to the cost-feasible plan until projected revenues were exhausted. Major transit projects contained in the 2030 cost-feasible plan included SunRail, the OIA Connector that was to serve the International Drive-Orlando International Airport-Medical City/Innovation Way area and the Northwest Commuter Rail project in the US 441 corridor. The plan also included the downtown Orlando Lymmo expansion and bus rapid transit from the Medical City/Innovation Way area to the main campus of the University of Central Florida. The transit cost-feasible plan is shown as Exhibit 2.

The cost-feasible plan included some revenue sources that did not exist at the time the plan was adopted but that the Board felt relatively confident in implementing over the life of the plan. This included additional local option gas taxes, sales taxes and the local option rental car surcharge. Since adoption of the plan, economic conditions have changed and, thus far, the revenue forecast has not materialized. As a result, the cost-feasible plan (including the transit component) is no longer an affordable list of projects. This will be addressed with the Year 2040 update that is now underway.

As part of the Year 2030 Plan development, MetroPlan Orlando updated the "Transit Vision Concept Plan" (TVCP). The Transit Vision Concept Plan provides a summary of the vision for transit concepts for the metropolitan area. Previous transit concepts included a number of different technologies to serve the area. These included a commuter rail, light rail, bus rapid transit, FlexBus, streetcars and an expanded bus fleet. The TVCP of the 2030 Plan modified several of the components generated in previous plans and kept some the same. The corridor from International Drive to Orlando International Airport was identified through the study

Exhibit 2

Adopted Year 2030 Long Range Transportation Plan: Transit Cost-Feasible Component



methodology as being suited for either bus or bus rapid transit. However, the adopted Year 2030 plan included light rail transit in the corridor recognizing that an updated Alternatives Analysis would need to be conducted and a final decision would be made based on information developed during this study.

Exhibit 3 shows the corridors and the technologies associated with the TVCP. Several of the corridors identified in the TVCP are advancing and becoming more fully defined. There are several projects that have moved into the Alternatives Analysis (AA) phase. Two are being managed by the Florida Department of Transportation and both are underway; two are being managed by Lynx with one underway and the other one about to get started. One of the two FDOT managed Alternatives Analyses, the OIA Refresh, is most directly impacted by the proposed AMT project. The OIA Refresh AA is consistent with the MetroPlan Orlando 2030 Long Range Transportation Plan. In fact, it is called out in the plan as the second highest transit priority in the region, second only to SunRail.

Serving Corridor Travel Demand

The Year 2030 Long Range Transportation Plan, Appendix A, Technical Report 7, Table 14 includes measures for the viable build alternatives within the OIA corridor. Some of the mobility measures include estimates for the year 2025 such as daily rail boardings and daily transit boardings. The estimates are significant in considering the AMT proposal.

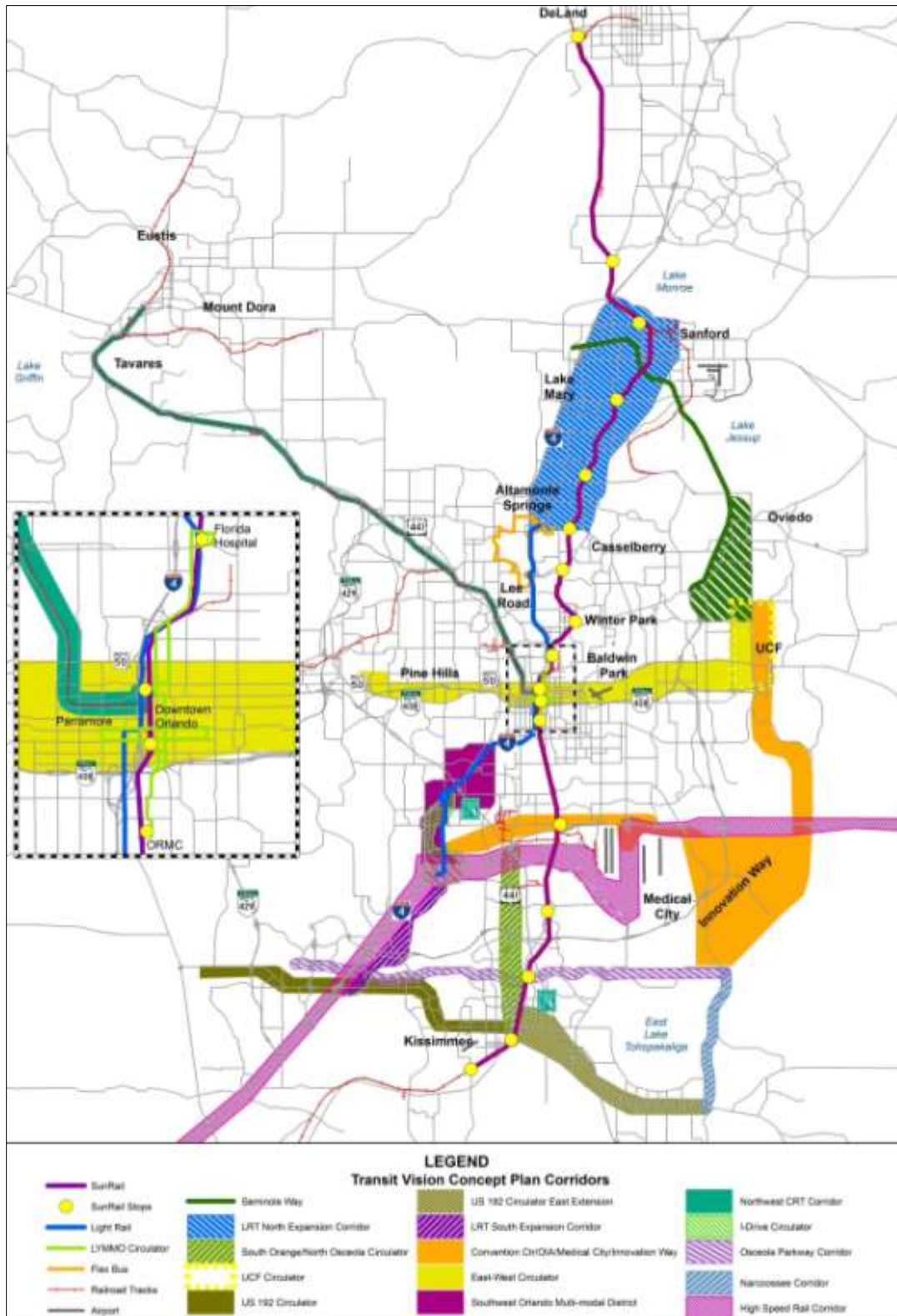
Total 2025 Daily Rail Boardings:	50,413
2025 OIA Daily Rail Boardings:	11,864
Total 2025 Regional Transit Boardings:	213,019
2025 OIA Daily Transit Boardings:	19, 522

These numbers will be updated during the course of the OIA Refresh Alternatives Analysis and will reflect changes that have occurred in the past several years.

The first year ridership presented by the AMT team is 3.1-4.1 million, the interim year (2025) is 4.6-6.0 million and the horizon year (2035) is 6.3-8.4 million. The ridership estimates are based on capturing a portion of the tourist and business traveler market coming into the area. In fact, the AMT Business Plan indicates that nearly 85% of the first year ridership will be from tourists and business travelers. This is expected to take the majority of choice riders from any publically-operated, premium transit service project that may be provided in this corridor or in a parallel corridor.

The most likely users of the maglev project, according to AMT's Business Plan, will be foregoing car rentals, taxis or shuttles in the area. The ridership estimates and the fact that the AMT proposal includes only limited stops suggest that the maglev system and the traditional transit system would serve different markets.

Exhibit 3 Adopted Transit Vision Concept Plan



The fare structure for the maglev project is based on serving one specific market segment - visitors, either tourists or business travelers. The project's sponsors plan to offer a weekly pass at \$30 which would be good for a round-trip to/from Orlando International Airport and, if arrangements can be worked out, unlimited local bus and SunRail service for the one-week period. The "walk-up" or "retail" single ticket is to be priced at \$13. For a tourist or business traveler going to the airport - and even for a local resident who is making an occasional trip to the airport - this is a reasonable price compared with a taxi, a rental car, a shuttle or even the cost of parking at the airport. However, this is not a typical "transit" fare which for Lynx, SunRail or Votran is in the range of \$2.00-3.00 per trip. This is because a typical transit fare is heavily subsidized with the full capital costs generally covered by tax dollars, along with 50-80% of annual operating and maintenance costs being covered by tax dollars. For a privately-funded transit project to be financially viable, it is unreasonable to expect a typical transit fare.

The proposed project speaks to the goal of integrating the Lynx and SunRail fare structures with reciprocal free transfers to and from the maglev. However, it is not clear how this can be done in a practical way while preserving the financial integrity of the project. Including the AMT project in a regional fare structure might have a negative financial impact on the project or, inversely, could require an additional subsidy from other sources. One suggestion offered by the AMT team for discussion purposes was a \$100 monthly pass for local transit users that would work for maglev, SunRail and Lynx buses. By comparison, the current monthly Lynx transit pass is priced at \$50.

Relationship to Current Alternatives Analysis Study

Earlier this year the FDOT selected a consultant team for the OIA Refresh Alternatives Analysis Study. Shortly after that selection, a new federal transportation bill was approved (MAP-21) which included some changes in the procedures for getting projects in line for federal funding assistance. As a result, FDOT placed the OIA Refresh AA on hold. After discussions with the Federal Transit Administration, FDOT decided to move forward with the project. On November 5, 2012, FDOT held its kick-off meeting with the consultant team. At the kick-off meeting, the team received an update on the status of the AMT proposal and was told that it would be taken up by the MetroPlan Orlando Board on December 12, 2012.

The consultant team is proceeding with some of the data collection work on this study and is preparing for the initial public meetings. It will be difficult for the team to proceed with location and technology decisions until some decisions are made regarding the AMT proposal. The AMT proposal could become one of the alternatives studied in the OIA Refresh Alternatives Analysis, although this would result a 2-year delay in the schedule proposed by AMT.

The AMT team is aware of the OIA Refresh AA work that is underway. Some of their documents and presentations have included statements saying that whatever technology results from this study (including, perhaps, light rail transit in the corridor) will be compatible with their proposal and they welcome additional services being provided. However, other documents state the importance of no competing services being developed in the same corridor. This is understandable for protecting the private investment, and is an important concept that is usually addressed in very specific terms for every privately-funded transportation project (including privately-funded toll roads). While it would be unfair for a

publically-funded project to undermine a privately-funded project in the same corridor, all travel needs in the corridor need to be considered along with affordability for all market segments. Additional work is needed on this topic of competing and non-competing services in the corridor so clear language can be included in the RFP that is issued.

Board Considerations

The basic questions to be addressed by the MetroPlan Orlando Board were framed by the agreed-upon scope of this planning evaluation. However, there are a number of additional considerations that need to be weighed before the region's transportation policy makers come to a decision on whether the AMT proposal should be supported at this point and advanced. First, we will respond to the basic questions and then provide some information on other considerations that need to be taken into account.

1. Is the proposed project generally consistent with MetroPlan Orlando's adopted Year 2030 Long Range Transportation Plan and the Regional Transit Vision Plan?

No, although the proposed project does serve a very specific market segment that had not been considered on its own. The Year 2030 Long Range Transportation Plan, supported by previous studies, looked at total travel demand in the corridor between the Orange County Convention Center/International Drive area and Orlando International Airport. The light rail project that was envisioned served primarily local trips with 13 stations in the corridor. The AMT project is intended primarily for tourists and business travelers, most of which are being served currently by taxis, rental cars or private shuttle operators. The light rail transit project might have served some of this market, although it is reasonable to believe that the AMT project will serve a much larger share because of its unique characteristics and the "express" nature of the service.

2. Will the project satisfy the transit needs in the corridor(s) proposed for the service?

Not entirely. The operating characteristics of the proposed project (especially the limited number of stops) and the fare structure are such that it will not serve all the transit needs in this important travel corridor. As a result, additional transit service will need to be provided.

3. Will the project negatively impact or preclude other transit services that are needed in the corridor(s)?

The results of the Alternatives Analysis will help in addressing this question, although this study will not be completed for another 18-24 months. If the study were to result in light rail transit being selected as the Locally Preferred Alternative, the proposed project will probably involve some of the same right-of-way and there are a limited number of alignments planned going into Orlando International Airport. If express bus service or bus rapid transit is selected, it would not be as much of an issue. As noted elsewhere in this report, possible non-compete provisions will require additional work so clear language can be included in the RFP.

4. Will the project contribute to the development of an effective, integrated regional rail transit system?

It could - but this will require some work. Various forms of transit (including various forms of rail transit) can be operated as a cohesive system despite different technologies. However, it requires an extra effort on the part of planners and operators to make for a seamless system. Fare integration serves as an excellent example of how various projects can be integrated with one another or, if not done properly, how it can become a major impediment for using transit. Experience is mixed around the country and around the world. We have some good examples here in Central Florida where related components of a transportation system have been fully integrated and work successfully. One is on-site Disney transportation (monorail, boats and buses); another is the seamless integration of expressways operated by the Orlando-Orange County Expressway Authority and Florida's Turnpike Enterprise.

Beyond the basic issues addressed above, here are some additional considerations that need to be weighed by the MetroPlan Orlando Board:

We should be open to new technology. Generally speaking, the industry has been slow to introduce new modes of travel. Safety and costs are key factors with this. However, innovation is needed to meet future needs. Maglev technology is not new, although there have been very few commercial applications. Low speed maglev technology and the concept proposed by AMT is relatively new but appears to reduce costs. This is a result of putting most of the expensive components in the vehicles rather than along the full length of the guideway. Questions regarding the engineering and design aspects of the proposed project will be addressed in the technology assessment that is being sponsored by FDOT. If it is found to be viable, this could attract a great deal of attention and complement other regional goals with branding Central Florida as a research, technology and innovation leader. In addition, the AMT proposal calls for components to be manufactured here in Central Florida. These components would be for use here and with similar projects elsewhere in the world.

Risk (public and private) must be understood. The AMT proposal acknowledges the various types of risk associated with this project: market risk, operational/technical risk, management risk, institutional risk, interest rate risk and competition from the public sector. As positioned at this point, these risks are all assumed by the private sector. There are other risks as well - such things as safety and security of passengers, other users of the affected rights-of-way and adjacent land owners. All need to be taken into account. If this project advances, the necessary agreements will need to include strong provisions that insulate public interests from these risks.

Investors can lose money on private ventures. There is only one privately-financed rail transit project in the nation and that is the Las Vegas Monorail. This is a 4-mile project with seven stations serving the dense tourist corridor of hotels, casinos and the convention center. It cost \$200 million a mile to build, making it a very expensive project. In comparison, the capital cost of SunRail is \$10 million/mile; the proposed AMT project is \$20 million/mile; the most recent OIA people mover was about \$100 million/mile; the MIA Mover connecting Miami International Airport with the Miami Intermodal Center was \$216 million/mile. Three sources of private funding were used to cover the initial capital costs of the Las Vegas Monorail. The project was designed primarily for tourists rather than being an integrated component of the region's public transit system. This is reflected in the fare structure. The single-trip fare is

\$5; a one-day pass is \$12 and a 3-day pass is \$28. The project currently serves 10,000-12,000 trips per day. In 2010, the Las Vegas Monorail Company filed for Chapter 11 bankruptcy protection. This was a result of the downturn in ridership caused by a decline in tourists and convention business. This did not affect system operations. At that time, they continued to generate sufficient revenue to pay for operating expenses as well as a portion of their debt service. Discussions are underway to extend the project to the airport but with the help of federal funding.

“No compete” language is a reason for concern but can be addressed. The issue of future transportation improvements (highway and transit) that may be needed in the corridor(s) to be served by the AMT proposal is an important public policy concern. Exchanges with the AMT team have not resulted in the clarity that is needed. However, both sides are mindful of each other’s interests and there is no point in making wasteful investments. At this point, it should be acknowledged that more work is needed so clear language is incorporated in the RFP that is issued.

New transportation financing methods are needed. Federal and state transportation funding is in decline. Regions, including Central Florida, are struggling with discussions to put additional transportation funding sources in place. This was the subject of a recent MetroPlan Orlando Board workshop where the Board provided staff with preliminary guidance for the development of the Year 2040 Long Range Transportation Plan. Unless these assumptions are changed at a later date, more than \$10 billion in transportation projects will need to be removed from the plan. Current realities and market trends indicate that private sector investments (such as the one proposed by AMT) will play a larger role in meeting future transportation needs. These will be financed through user fees such as tolls and transit fares, with transit fares needing to be much higher than current rates. Any public-private partnership requires provisions that protect the parties’ interests. For example, In terms of this project, it is important that any repayment for the use of right-of-way should not be subordinate to other debt of the AMT project and the financial interests of GOAA, OOCEA and Florida’s Turnpike need to be taken into account.

What follows the OIA Refresh Alternatives Analysis? - The OIA Refresh Alternatives Analysis study could conceivably result in a Locally Preferred Alternative of light rail transit with a cost in excess of \$1 billion. If we were to optimistically assume that 50% would come from federal sources and 25% from state sources, this would still result in at least \$250 million that would be needed from local sources. If a streetcar or BRT project was chosen as the Locally Preferred Alternative, the capital costs might be half this amount. At the present time, there is no obvious funding source to meet this capital requirement or the associated operating and maintenance costs for a project like this. This calls attention to the importance of getting a regional dedicated funding source in place for regional transportation needs. Absent this source, it is all the more important that other proposals be given serious consideration.

There are other prospective benefits as well. These include boosting SunRail ridership through direct connections at the Sand Lake Road and Osceola Parkway Stations, job creation, reducing traffic in the corridors served by the project and air quality benefits.

Staff Recommendation

The following are considered to be the basic policy options for the MetroPlan Orlando Board in considering this proposal:

1. To support the project as proposed based on information currently available. This will result in a request for FDOT to proceed with issuing a joint Request for Proposals where additional information will need to be submitted by Florida EMMI, Inc./AMT, along with other parties who may be interested in this opportunity.
2. To request additional information from either staff, our business partners or the AMT team before making a determination about the project.
3. To not support the project and recommend to FDOT that no further action be taken.

Staff recommendations Board approval of Option #1 with the following stipulations:

1. That this approval is contingent on a favorable report from the maglev technical assessment being sponsored by FDOT. The technology assessment will need to determine the impact, if any, that maglev technology could have on aviation-related safety and navigation equipment.
2. Any concerns raised by O-OCEA and GOAA having to do with right-of-way, alignment issues, revenue impacts and revenue diversion will need to be addressed to the satisfaction of their respective Boards.
3. The joint RFP should be limited to Phase I of the proposed project at this time. The parties that would be included in this joint RFP are FDOT, Orange County, the City of Orlando, O-OCEA and GOAA. Phases II and III can be handled at a later date when additional experience has been gained with Phase I and plans are better defined. Additional research is needed on the role, if any, that the Reedy Creek Improvement District should play in Phase III involving the prospective use of the Osceola Parkway corridor. The joint RFP also shall require submittal of an investment grade ridership study.
4. This action serves to initiate the Board-approved process for amending the Year 2030 Long Range Transportation Plan contingent on a letter requesting such an amendment from Orange County or the City of Orlando. At the same time, Orange County and the City of Orlando will need to determine if their comprehensive plans need to be amended for the proposed project.
5. It is understood that separate agreements will need to be in place regarding such things as specific right-of-way needed for the project, financing terms and conditions, operating plans and protecting the public from risk.
6. The RFP and subsequent agreements should make clear that the only public right-of-way to be involved in this transaction will be for the project's stations and guideway. Any transit-oriented development opportunities of interest to the AMT team should be restricted to privately-owned property, such as The Florida Mall. Any public property that

might be available for such purposes should be made available through a separate public solicitation. This is with the understanding that GOAA will negotiate directly with AMT regarding on-airport development opportunities.

7. Given the uncertainties associated with the AMT project at this time and the strong transit demand in the corridor that is not expected to be served by the maglev project, the OIA Refresh Alternatives Analysis needs to proceed. The AA study needs to be structured in a way that recognizes the possibility of the AMT project so study outcomes can be of value with or without the maglev project.
8. Staff from MetroPlan Orlando, Lynx, Votran, FDOT and AMT need to do additional work on opportunities for fare integration with maglev, SunRail and the region's buses. In addition, these same parties need to define what constitutes competing service in any of the corridors that are to be served by the maglev project with the results of this work incorporated in the joint RFP that is issued.

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