

Florida High Speed Transportation System (FHSTS) Proposal

Chapter II Florida's Travel and Transportation Market

31 October 1995



Submitted to:
Florida Department of Transportation
High Speed Program Office
605 Suwannee Street, Room 507
Tallahassee, Florida 32399-0450



Florida Maglev Consortium, Inc.

2620 Cow Creek Road • Edgewater, Florida 32141

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Prepared by:

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2620 Cow Creek Road
Edgewater, FL 32141**

FOREWORD

The Florida Maglev Consortium, Inc. (FMLC) is pleased to offer this proposal in response to the Florida High Speed Transportation System (FHSTS) Request for Proposal (RFP). Chapters I through IV and Chapter VII are submitted as separately bound volumes. Chapters V and VI are bound as one volume. Appendices, when provided, are bound with the volume to which they apply. FMLC offers a modern solution to both Florida's near- and far-term transportation needs. This solution was brought to fruition by a public/private partnership involving grants from the Florida Department of Transportation (FDOT) and Volusia County, and private investments by members of the consortium.

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ACRONYMS

ADA	Americans with Disabilities Act
AMT	American Maglev Technologies, Inc.
ANSI	American National Standards Institute
AVO	automatic vehicle operation
AVP	automatic vehicle protection
Beeline	Bee Line Expressway, SR 528
BPMs	best management practices
CBD	central business district
CBSC	communication based sensing and control
CC	central control
CCC	central control center
CDR	Critical Design Review
CFD	computational fluid dynamics
COTS	commercial-off-the-shelf
CPU	computer processing unit
CRC	Coleman Research Corporation, Inc.
CRS	computerized reservation system
CVC	centralized vehicle control
CVCS	centralized vehicle control system
d/sec	degrees per second
D_RAMP	design of reliability, availability, maintainability, performance and safety
DBMS	data base management system
DCL	Disney Cruise Lines
DELTEK	The accounting software package used by Coleman Research Corporation.
DOD	Department of Defense
DOT	Department of Transportation
EEO	Equal Employment Opportunity
EM	electro magnetic
EMF	electric and magnetic field
EPA	Environmental Protection Administration
FDDI	fiber distributed data interface
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FMLC	Florida Maglev Consortium, Inc
FOIRL	fiber optic inter-repeater link
FPC	Florida Power Corporation
FP&L	Florida Power and Light Company
FPSC	Florida Public Service Commission
FRA	Federal Railroad Administration
ft	feet
FTA	Florida Transit Authority

g	32.2 ft. per second ²
g/sec	g per second
GOAA	Greater Orlando Aviation Authority
GPS	Global Positioning System
GTO	gate turn-off
HSGT	High Speed Ground Transportation
HSGGTS	High Speed Guided Ground Transportation System
HVAC	Heating, Ventilation, Air Conditioning
Hz	cycle
I-4	Interstate 4
I-95	Interstate 95
ID	identification
IEEE	Institute of Electrical and Electronic Engineering
IGBT	insulated gate bipolar transistors
in	inch
INFO	Integrated Fleet Operations
ISA	industry standard architecture
KV	kilovolt
KW	kilowatt
KWH	kilowatt hour
L	span length
LAN	local area network
LHV	long haul vehicle
MAGNET	maglev network
MARTA	Metropolitan Atlanta Rapid Transit Authority
MIS	Management Information System
MJ	mega joules
mph	miles per hour
m/sec	meters per second
min	minutes
NFIP	National Flood Insurance Program
OLE	Object Linking and Embedding
OUC	Orlando Utilities Commission
PC	personal computer
PDR	Preliminary Design Review
PTS	positive train separation
PVS	positive vehicle separator
R&D	research and development
RDBMS	Relational Data Base Management System
RF	radio frequency

RFP	Request for Proposal
ROW	rights-of-way
RTCS	Real Time Computing System
s	second
SBD	safe breaking distance
SBDE	safe breaking distance envelope
SCADA	Supervisory Central and Data Acquisition
SCAT	Southern Coalition Advanced Transportation
SCR	silicon controlled rectifiers
SHV	short haul vehicle
SMTP	Simple Mail Transport Protocol
SNMP	Simple Network Management Protocol
SPCC	spill prevention, countermeasure and control
SR	State Road
SQL	Structured Query Language
STIP	Statewide Transportation Improvement Program
TECO	Tampa Electric Company
TGV	Tres Grande Vitesse
TCP/IP	Transmission Control Protocol/Internet Protocol
UHF	ultra-high frequency
UPS	uninterruptible power supply
USF&WL	US Fish and Wildlife Service
VBCS	vehicle borne control and sensing
VBCS	vehicle borne control system
VBPDS	vehicle borne position-determination system
VOCMS	Vehicle Operable Condition Monitoring System
WSP	wayside sensor package
WSS	wayside sensor sets
WWW	World-Wide Web
WZC	wayside zone controllers
WZS	wayside zone sensors

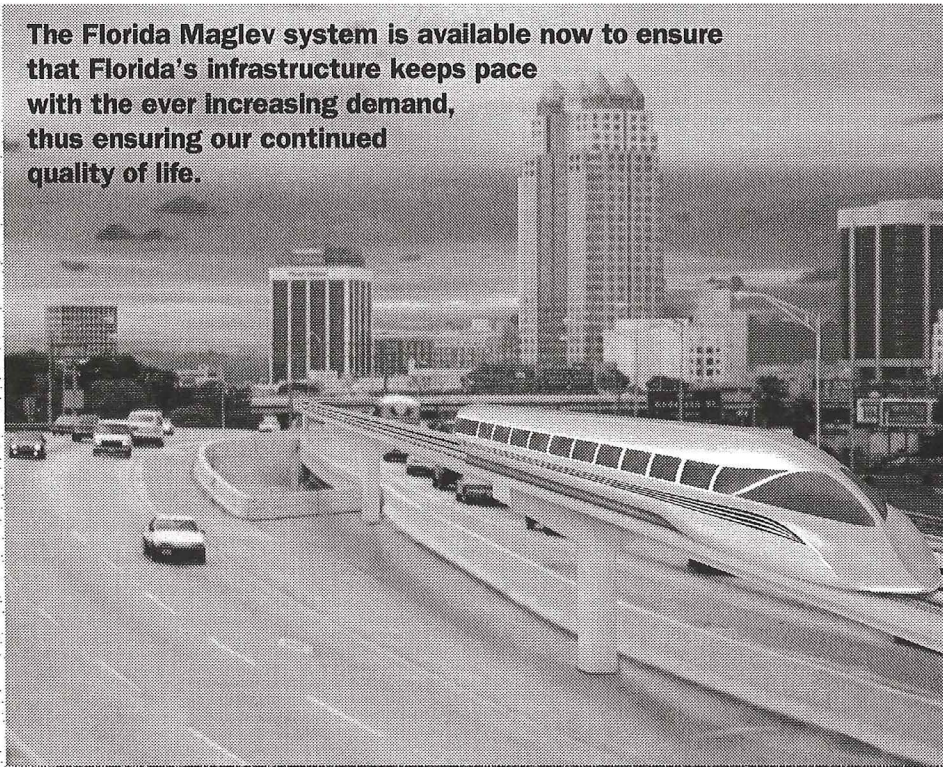
Introduction

A fast, safe, dependable, frequent and affordable high speed transportation system will provide the background for the continued positive growth and prosperity of the State of Florida.

Our transportation infrastructure has been pushed to its limits by today's demands, and by the year 2000, Florida's population will have grown from 13.8 million to over 15.5 million. Visitor numbers will grow from 35 million to 50 million a year.

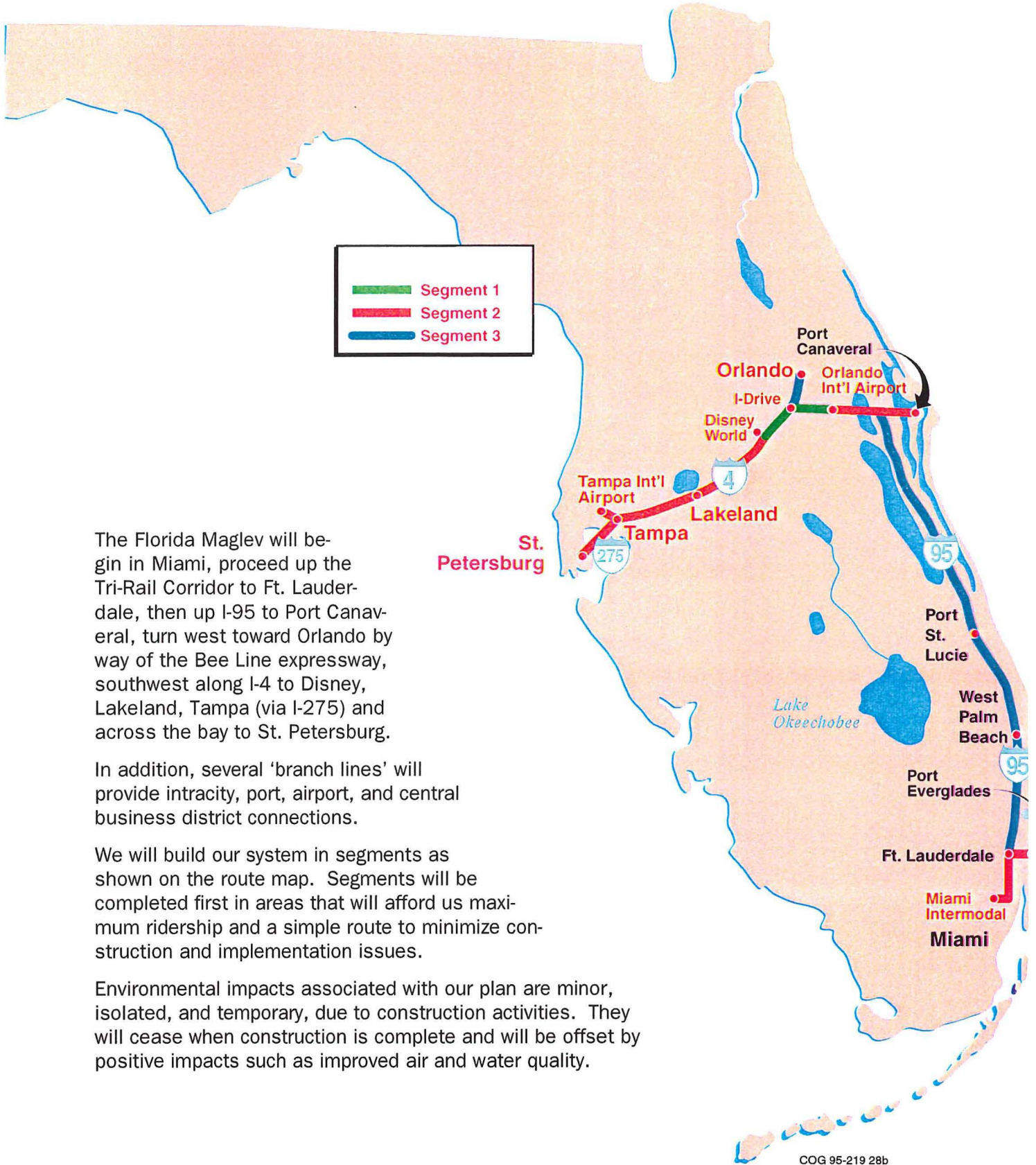


The Florida Maglev system is available now to ensure that Florida's infrastructure keeps pace with the ever increasing demand, thus ensuring our continued quality of life.



The Florida Maglev system is a high speed transit system consisting of safe, quiet, non-polluting vehicles that will traverse the state on a dedicated elevated guideway constructed in the medians of existing interstate highways. This fast, frequent, and af-

fordable transportation system will be part of a seamless intermodal system that also will include airlines, buses, local rail lines, taxis, and cruise ships and will divert travelers from Florida's crowded roadways and congested airports.



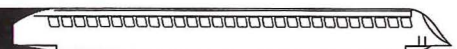
The Florida Maglev will begin in Miami, proceed up the Tri-Rail Corridor to Ft. Lauderdale, then up I-95 to Port Canaveral, turn west toward Orlando by way of the Bee Line expressway, southwest along I-4 to Disney, Lakeland, Tampa (via I-275) and across the bay to St. Petersburg.

In addition, several 'branch lines' will provide intracity, port, airport, and central business district connections.

We will build our system in segments as shown on the route map. Segments will be completed first in areas that will afford us maximum ridership and a simple route to minimize construction and implementation issues.

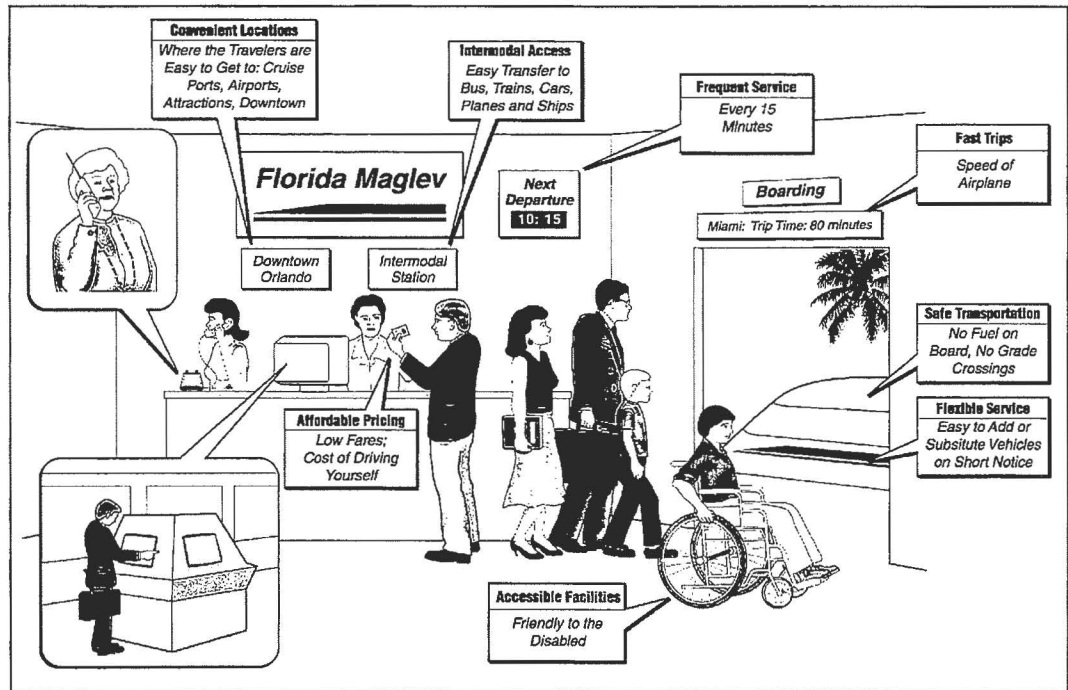
Environmental impacts associated with our plan are minor, isolated, and temporary, due to construction activities. They will cease when construction is complete and will be offset by positive impacts such as improved air and water quality.

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The Florida Maglev will be a major component of Florida's overall transportation system, offering the options necessary to attract Florida's resident, business and vacation travelers.

Our system will be an integral part of Florida's intermodal transit system consisting of air-planes, automobiles, rental cars, local rail lines, cruise ships, and buses. Transition from our system to these other modes of transportation will be *seamless*. For example, a rider could be able to purchase a single ticket from Delta Air Lines that includes a flight to Orlando and a trip on the Florida Maglev system to Port Canaveral to board a cruise ship. In addition, riders could be able to check their bags at departure across multiple modes and pick them up at their final destination.



	Florida Maglev	High-Speed Railroad	Automobile System
American Technology	Yes	No	Yes
Florida-Built Technology	Yes	No	Yes
300 mph Speed	Yes	No	No
Use Existing Right-of-Way	Yes	Possibly	Sometimes
Handles 30 million Passengers	Yes	No	Varies
Financially Self-Supporting	Yes	No	No
Low Environmental Impact	Yes	Varies	No
High-Frequency (Every 15 min.)	Yes	No	Yes, Except for Rush Hour
Access to:			
• Port Canaveral	Yes	No	Yes
• Port of Miami	Yes	No	Yes
• Port Everglades	Yes	No	Yes
• St. Petersburg	Yes	No	Yes
• Miami Airport	Yes	Unknown	Yes
• Tampa Airport	Yes	Unknown	Yes
• Disney	Yes	Yes	Yes
Cost under \$12m/mile	Yes	No	No

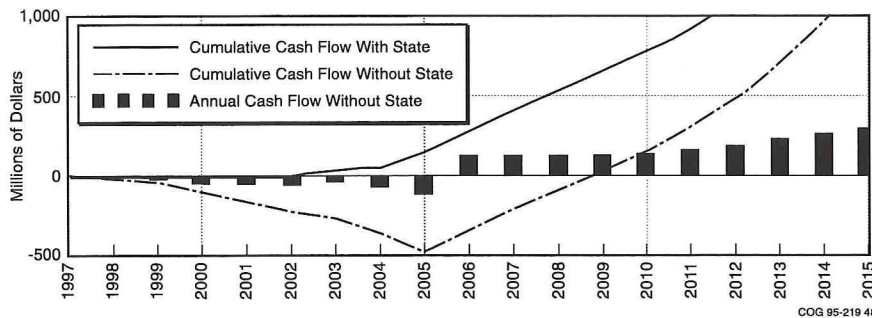
Riders will use our system because it offers the speed of an airplane at the price of a car and reaches destinations not accessed by trains. In addition our plan offers convenient station locations at desired origin and destination points and dependable, safe service.

Our system will attract more resident, business, and tourist passengers than conventional rail systems because the Florida Maglev's higher top speed, average speed, and acceleration allow:

- Shorter trip times
- More frequent departures
- Scheduling of intermediate stops without significant increase in trip times.

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The State of Florida's \$70 million commitment per year for 30 years combined with private financing through bonds during construction, will provide start-up funds to design, integrate, and construct the system.



Florida Maglev Net Cash Flow

Financing requirements will cease in the year 2005 when the system becomes fully operational, and we will pay debt from revenue.

Public/Private Partnership

The developers of the Florida Maglev, the Florida Maglev Consortium, Inc. (FMLC) has demonstrated a proven commitment to public-private partnership. FMLC was conceived by its earliest member, American Maglev Technology of Florida Inc. (AMT), as a public-private partnership among a collection of high-tech companies, local governments in Volusia County and the Florida Department of Transportation (FDOT). With seed capital from the local government, plus FDOT matches of funds obtained from both private sources and a variety of federal grants, AMT and FMLC moved quickly to complete the final technology research and the development of a working prototype.

Earlier this year, the Florida Department of Community Affairs (FDCA) joined the team to provide both leadership and support. Their efforts provided access to federal funds, later matched by FDOT, that have contributed strongly to the success of the program.

No foreign competitor has the proven experience of working with local governments, FDOT, and the FDCA to deliver a public/private partnership in service to Florida. FMLC and our Florida-based team members have successfully proven our ability to work in partnership with governments in Florida and to create a new technology, a new industry, and new jobs for our state. Despite many years of deployment of subsidized systems overseas, no foreign competitor has ever successfully completed a public/private partnership in the United States.

Rather than exporting billions of taxpayer dollars to a foreign government-subsidized company, FDOT and the citizens of Florida have the opportunity to secure for the next century, not just a highly effective transportation system for our state, but world leadership of an entirely new industry, with markets in every corner of the globe.



Governor Lawton Chiles and Congressman John Mica at the October 15, 1994 groundbreaking of the American Maglev Test Facility in Edgewater, Florida. Governor Chiles: "I look forward to selling this to the Swiss and the Germans and the Japanese..."

CHAPTER II

MARKETING PLAN

A. FLORIDA'S TRAVEL AND TRANSPORTATION MARKET

The Florida Maglev Consortium, Inc. (FMLC) expects to draw passengers for its Florida Maglev system from two major sources: residents, and domestic and international visitors.

1. OVERALL MARKET DESCRIPTION

Size of Current and Future Markets

By the year 2000, Florida's population will grow from 13.8 million to over 15.5 million, and visitor numbers will grow from 35 million to 50 million. By 2010, the Florida Department of Transportation (FDOT) projects these numbers to increase to 40 million resident trips and more than 100 million visitor trips annually. Clearly, FMLC will have a vast pool of potential riders for its system. The travelers of the twenty-first century will travel predominantly along Florida's coasts and in the Interstate 4 (I-4) corridor—the target market for the proposed routes of the Florida Maglev system.

Passenger Requirements

Potential passengers share a common interest and desire for comfort, safety, convenience, as well as affordable and numerous travel options including the ability to connect with other modes of transportation to their final destination. Other amenities expected are wheelchair access, clean and attractive stations, courteous personnel, and user friendly information.

Business Traveler Requirements

Business passengers are primarily interested in shorter travel times, frequent and on-time departures, and easy access to stations and other modes of transportation. Business travelers, especially those who do not stay overnight at their destination, are most sensitive to ease of access to station locations. With the FMLC Delta affiliation programs (please refer to the Delta Air Lines Letter of Intent in Chapter I), business travelers will be attracted to the benefits of a seamless travel system. Since the speed of the Florida Maglev system is substantially faster than automobile travel or our competition and has frequent 10 to 20 minute headways, Florida Maglev is the only system that will ultimately capture the business traveler. A faster-paced world has created a desire and need for all aspects of business to be quickened. The Florida Maglev system incorporates shorter travel times, frequent schedules, and accessible downtown and airport locations to capture the business traveler.

Recreational and Nonbusiness Traveler Requirements

Recreation passengers are primarily sensitive to affordability and the user friendly aspects of the system. Also important are easy access to the system, convenient

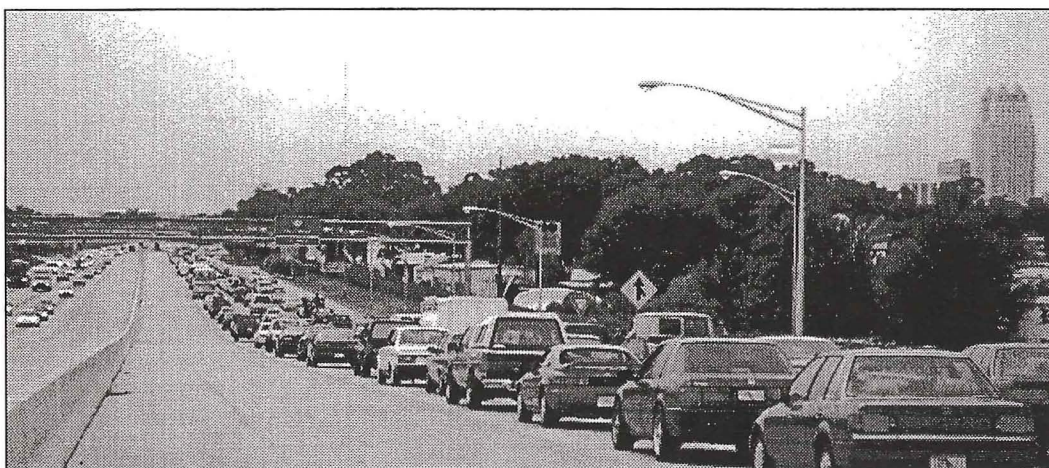
baggage handling, easy access to other modes of transportation such as airlines, local transit systems, rental cars, and taxis, and frequent, on-time departures. Nonbusiness passengers need inter-city and regional transportation for a variety of reasons including shopping, visiting, and attending nonbusiness events. These passengers are interested in easy access and frequent, on-time departures. The Florida Maglev system provides the high speed and comfort that compares favorably with air transportation at a cost comparable to an automobile. With the FMLC Delta affiliation programs, additional riders will be attracted to the system, increasing market share.

Reaching the Decision Maker

Primarily, the end user will make the buying decision in the recreation segments, while the travel coordinator will typically make the buying decision for the business passenger. Today's consumer is more environmentally conscious, and therefore advertising will target the environmentally sensitive benefits of the Florida Maglev system. Emphasis on airport hub congestion and slow, gridlocked highway travel will be another aspect of advertising to entice the time sensitive traveler (Figures A.1-1 and -2).

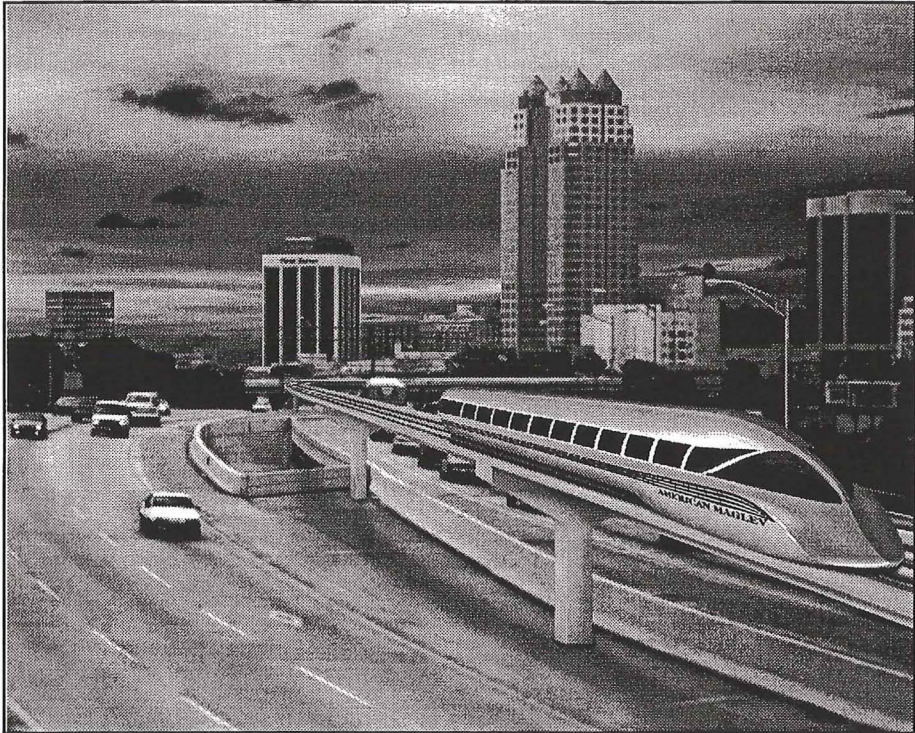
Light Freight Market

In addition to passenger travel, movement of freight throughout Florida is an important and significant component of Florida's overall transportation market. According to studies completed at the Argonne National Laboratory (Figure A.1-3), a well developed and seamless high speed ground transportation network acting as a rapid delivery and freight forwarding system can expect to generate more than a third of its total system revenue from freight operations. The freight market consists of high value-to-weight, time sensitive materials, and can be further segmented into overnight parcels, parcels needing same day delivery, machinery parts, legal documents, food products, refrigerated goods, and medical goods. Other freight includes US mail service, and freight forwarding from Florida's growing airports and



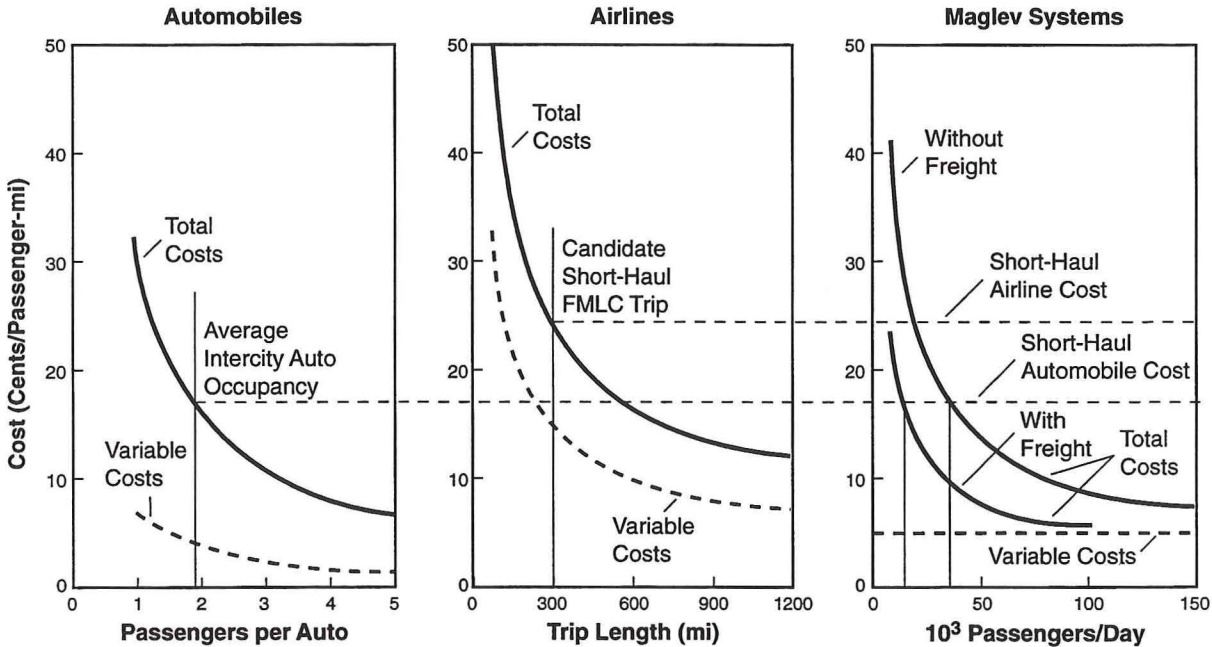
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Figure A.1-1. Florida population growth will gridlock major highways by the year 2010.



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Figure A.1-2. The Florida Maglev system provides a solution to traffic problems and will be a convenient, low-cost, environmentally safe mode of transportation.



Reference: *The US Market for High-Speed Maglev Vehicles*, Argonne National Lab

Figure A.1-3. FMLC offers Florida travelers the speed of air travel for the cost of automobile travel—the best of both worlds.

seaports. The growth of commerce and tourism in Florida demands new alternatives for freight transportation and distribution. Florida Maglev's system will provide a highly reliable and efficient service for Florida business in the next century.

Understanding Submarkets

Although riders will travel for various reasons, their activities can in general, be categorized as either business, nonbusiness, or recreational.

Submarkets of the business and nonbusiness travelers will provide unique marketing opportunities. The business submarkets include company business, conventions, or conferences. The nonbusiness and recreational submarkets include travelers whose purposes are vacation, tourist attractions, visiting friends or relatives, or cruises.

Another marketing strategy is to target by type of individual rather than purpose of traveler. Different types of travelers include first class, business class and tourist class, as well as other individuals or groups consisting of senior citizens, families, young adults and children, disabled individuals, and tourists.

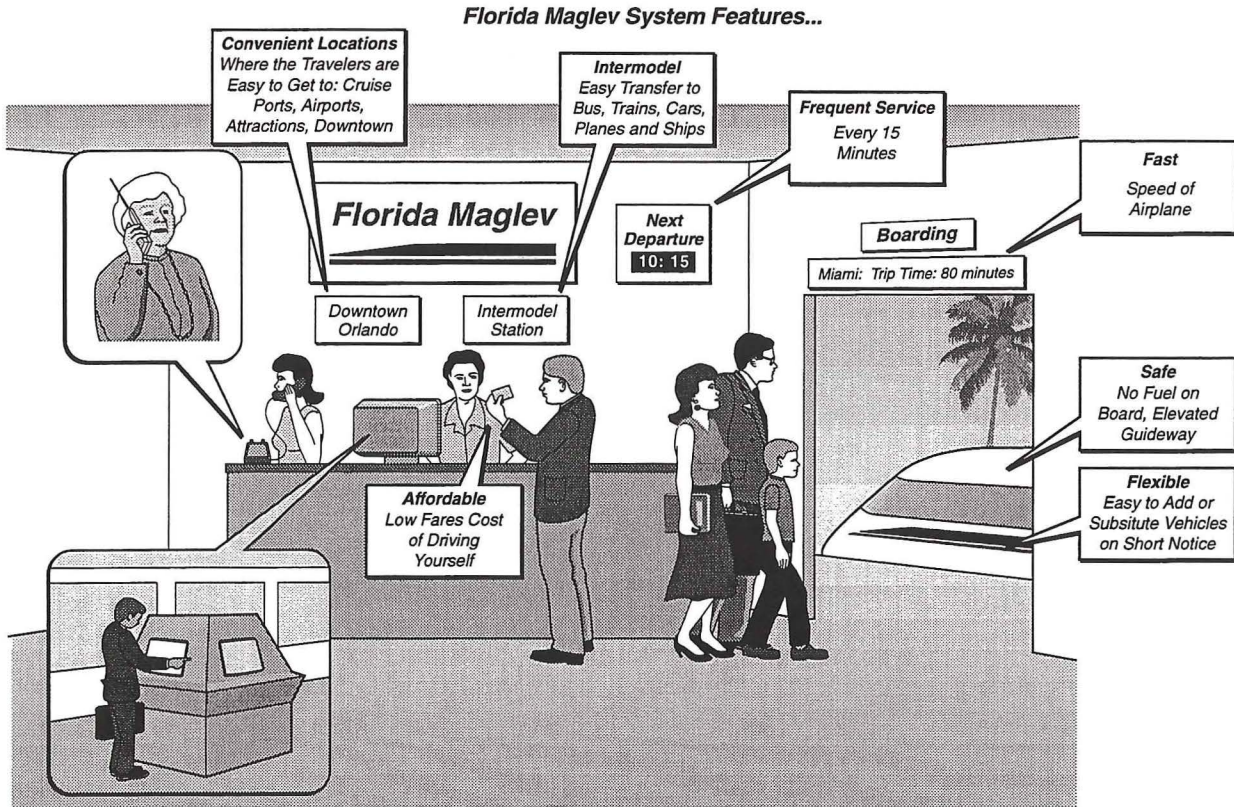
Price Dynamics

Typical rider charges (fares) will vary according to market characteristics. In a competitive market, fares may need to be adjusted to respond to changing conditions in the marketplace. Vacation travelers who plan their trips in advance will be offered fares that are less than those of business travelers who typically travel on short notice. Along with these types of fares, FMLC will offer special fares for senior citizens, children, groups, and other market segments with special needs. A general range of fares within each market segment is anticipated depending on advance purchase, level of demand, and capacity control.

2. MARKET CAPTURE STRATEGY

Our overall market capture strategy is closely linked to the results of our ridership studies, targeting route schedules which reflect high business and tourist ridership. The heart of the FMLC strategy is: 1) the superior transportation value we will create in the marketplace, and 2) the communication and delivery of that superior value to those targeted customers through an integrated and comprehensive product, place, promotion, and price marketing strategy (Figure A.2-1).

Our overriding value theme will be *fast, frequent, and flexible* service, principally driven by the core magnetic levitation (maglev) technology. We will employ experienced transportation professionals in the refinement and execution of our plan; including the brand recognition, and sales and marketing strength supporting us through our affiliation with Delta Air Lines to provide seamless customer service. Our commitment will be to total market growth and market share capture. With the following plan and the substantial resources we will use to promote it, we are highly confident of success.



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Figure A.2-1. A fast, safe, dependable, frequent and affordable high speed transportation system will provide the background for the continued positive growth and prosperity of the state of Florida.

a. BUSINESS TRAVELER MARKET SEGMENT

The Florida Maglev system will provide Florida's business travelers with a new and exciting management tool (Figure A.2.a-1). Florida's growing business industry will be able to take advantage of our *fast, frequent, and flexible* system—on both corporate and individual levels—to meet their customer's needs and to beat out the competition. Businesses that can provide services and products on a faster, more frequent basis are those who will capture the market of the future. Table A.2.a-1 is a summary of some of the advantages the systems will provide.

b. TOURIST TRAVELER (INDIVIDUAL, RECREATION, AND TOUR) MARKET SEGMENT

Once the Florida Maglev system becomes a reality, Florida tourists will have more freedom than ever to enjoy the beauty of our state and the attractions that bring them here. Travel to and from all the state's popular destinations will be fast, frequent, convenient, and economical. Table A.2.b-1 summarizes some the conveniences that our will provide for Florida visitors.



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Figure A.2.a-1. Our plans include those in which Florida business travelers will be able to access Florida Maglev's system through their home or office computers as well as from hotel lobby kiosks.

Table A.2.a-1. Market Segment – Business Traveler

<p>Product</p>	<p>Key value attributes</p> <p>Superior value offered by FMLC</p>	<p>Fast (trip time competitive with commercial air travel), frequent (10 to 15 minute headways which allow customer convenience and ease of use), affordability, user friendly, flexibility, on-time arrival, speed, convenience, loyalty program, enhanced station/on-board services, quiet, room to work, ease of intermodal connections such as air and car.</p> <ul style="list-style-type: none"> • 10- to 30-minute frequencies with on-time departure and arrival times • Flexibility to change times/days • Maglev technology created to produce the fastest and quietest ground speeds available • Convenient and frequent station location and services • Ease of reservations • Ticketing, boarding, and on-board facilities to make travel highly convenient • Tie-in to Delta SkyMiles frequent flyer program, as well as loyalty programs of other travel providers such as hotels, car rental companies, and cruise lines • Strong intermodal coordination with local public and private transit systems, with stations designed and located to accommodate smooth transition to buses, other rail systems, rental cars, and taxis • Station and on-board services including faxes, phones, copiers, and other business services • Convenient access for the disabled traveler • Generous seating configuration similar to airline First Class seating • Airport and non-airport terminal locations, layouts, and baggage transfer systems to easily facilitate smooth and convenient linkages to other modes of transportation. • As an additional product offering, and as longer haul services come on board, a separate Business Class cabin or car with enhanced on-board food, beverage, seating, entertainment, and business information systems/services will be evaluated
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Table A.2.a-1. Market Segment – Business Traveler (Continued)

Location	<p>Key value attributes</p> <p>Superior value offered by FMLC</p>	<p>Ease and convenience of reservations, ticketing, and payment; ability to one stop shop the entire trip, across multiple modes; flexibility in accommodating changes</p> <ul style="list-style-type: none"> • Seat inventory placed in travel agent distribution system using existing a computerized reservations system (CRS) infrastructure with availability, reservations, ticketing, and payment accessible through dominant travel agent channels • Availability, reservations, ticketing, and payment also available through other existing channels, including our own reservations, direct airline reservations • ATM-type machines at all terminal station facilities and other strategically located areas such as corporate locations and corporate parks • (Delta) airport and city ticket office locations • Home/office personal computers via Internet access • Distribution focus will be on convenient, accessible, user friendly, physical and electronic channels, with a minimum of documentation output—ticketless where appropriate—and a maximum of flexibility to make it easy and quick for highly time-sensitive business customers to access and purchase our product.
Promotion	Key awareness/communication vehicles	<ul style="list-style-type: none"> • Major newspaper, business publication, travel trade print advertising • Aggressive use of other media, including radio, outdoor, cable TV, airline on-board entertainment/information systems, home personal computers, inter-modal terminal locations, travel partner loyalty program newsletters and other direct mail avenues • Sponsorships and promotions with sports, civic, charity, arts, and other profit/non-profit organizations • Partnerships with firms in other industries, such as electronics, banking/financial services, communications, etc. • Creative branding of our services and possible co-branding, such as with a credit card company • Sales organization dedicated to business segment penetration through targeted corporate travel agency account and direct corporate account focus
Price	<p>Key messages</p> <p>Key value attributes</p> <p>Superior value offered by FMLC</p>	<p>Fast, frequent, and flexible will be our main theme, emphasizing key value attributes served in a superior package; intrigue of new, futuristic maglev technology; ease of doing business with us (reservations, pricing, payment, etc.); key tie-ins with valued loyalty programs; desired impact will be best overall transportation value among available alternatives.</p> <p>Reasonable price reflecting value of offering relative to available alternatives, such as air, bus, car; rational and simple fares with minimal rules and restrictions; ability to select between peak and off-peak demand alternatives; inbound/outbound interstate and international origin-destination through fare pricing.</p> <ul style="list-style-type: none"> • The speed of an airplane at the cost of an automobile; simple and understandable peak and off-peak individual fares, with an enhanced value offering in a one-day advance purchase companion fare equivalent to the peak fare level • Through airline/travel agent CRSs, provide the ability to full itinerary price air and maglev segments and pay one all-inclusive fare • Offer magnetic combination travel/telephone debit card targeted to commuters to provide greater ease and enhanced services, priced at applicable peak/off-peak fares • Enhanced cabin or Business Class car service would be at singular peak and off-peak levels higher than standard class peak and off-peak levels, when offered.

Table A.2.b-1. Market Segment – Tourist Traveler (Individual, Recreation, and Tour)

Product	Key value attributes	Fast, frequent, and flexible, on-time; ease of linking to other modes such as car, air, bus, and rail; convenient access to Disney World and other major tourist attractions; simple and basic services; comfort; and safety.
	Key value offering	Same fast, frequent, and flexible convenient, on-time operations provided to the business segment; similarly, airport and other terminal locations will facilitate easy intermodal connections to car rental, air, bus, and rail services; direct link to Disney World locations and other major tourist attractions will provide convenient access for out of state airport arrivals and in-state direct arrivals; no special services such phones, faxes, etc. would be directly offered, though would be available upon request.
Location	Key value attributes	Ease and convenience of reservations, ticketing, and payment; convenient and accessible locations, readily available in conjunction with other shopping and tourist activities such as grocery, banking, mall, hotels, tourist attractions, etc.; ability to seamlessly integrate with individual and group tour packages
	Key awareness/ communication vehicles	<ul style="list-style-type: none"> • Inventory placed via CRS infrastructure in retail travel agent distribution channel, currently the major channel serving the tourist segment travel and transportation needs • Other channels will include our own telephone reservations system, direct airline reservations systems, ATM/ETDN machines targeted for convenient access at retail locations such as grocery, banking, mall, intermodal and Florida Maglev terminals, hotels, major tourist attractions such as Disney World, Universal Studios, Busch Gardens, International Drive, and the cruise ship terminals of Tampa, Port Canaveral, and Miami, etc., and home computers via the Internet • CRS availability/sell capabilities ensure ability to seamlessly integrate with tour packages. As with the Business segment, our focus will be to make access and purchase of our product simple, convenient, fast, and easily accessible, principally through existing physical and electronic channels which FMLC can readily penetrate.
Promotion	Key awareness/ communication vehicles	<ul style="list-style-type: none"> • National and local newspapers, outdoor, airline onboard magazines/ entertainment systems, tourism oriented cable TV travel channels, travel/transportation partner newsletters, direct mail and Internet • Sponsorships with sports, civic, charity, arts, and other appropriate organizations • Creative branding and possible co-branding our product • Dedicated sales organization penetrating leisure focused travel agencies, package tour operators, and other above referenced channel opportunities.
	Key messages	Again, main theme will be fast, frequent, and flexible playing to the notion that the tourist values time significantly today, and we can get them to tourist destinations quickly and economically relative to other alternatives. We will also emphasize the new futuristic style of maglev technology, adding to the excitement and learning of their trip, especially if to the major attractions such as Disney World and Universal Studios. Ease of accessibility and ease of reservations, ticketing, payment systems.
Price	Key value attributes	Companion fares reflect a price level less than the cost of automobile travel. Generally more price sensitive than business segment, with the typical trade-off being greater flexibility; understanding of some rules and restrictions reflecting their greater flexibility, but simple fare structure is valued; ability to incorporate pricing into through-fares for intermodal and interstate/ international travel and for tour packaging.
	Superior value offered by FMLC	<ul style="list-style-type: none"> • Dollar-per-seat mile pricing at car and air levels, but faster, quieter, more convenient than alternatives • Same basic fare structure offered to Business segment, with individual peak and off-peak one-way pricing and the one-day advance purchase companion fare priced at the peak level • The ability to use this product in conjunction with family travel – a family of four can travel for the standard price of two • Via CRS distribution, ability to price Florida Maglev segments in through-fare itinerary pricing; overall superior transportation value or money

c. CRUISE PASSENGERS MARKET SEGMENT

Cruise line passengers will be delighted with the ease at which they will be able to incorporate the Florida Maglev system into their vacation schedules (Figure A.2.c-1). Services will be available to take them from airport to port, and back again. Worrying about rental cars and parking problems will no longer be a factor to consider in the planning process. Table A.2.c-1 summarizes some of the advantages of including Florida Maglev in their plans.

d. SENIOR CITIZENS MARKET SEGMENT

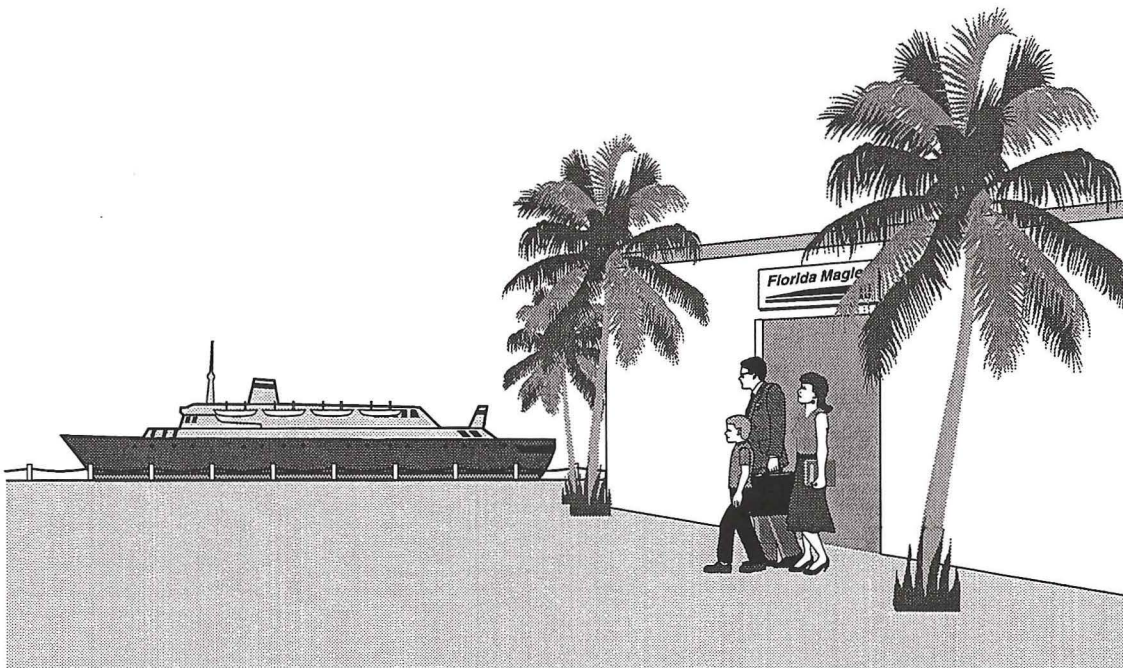
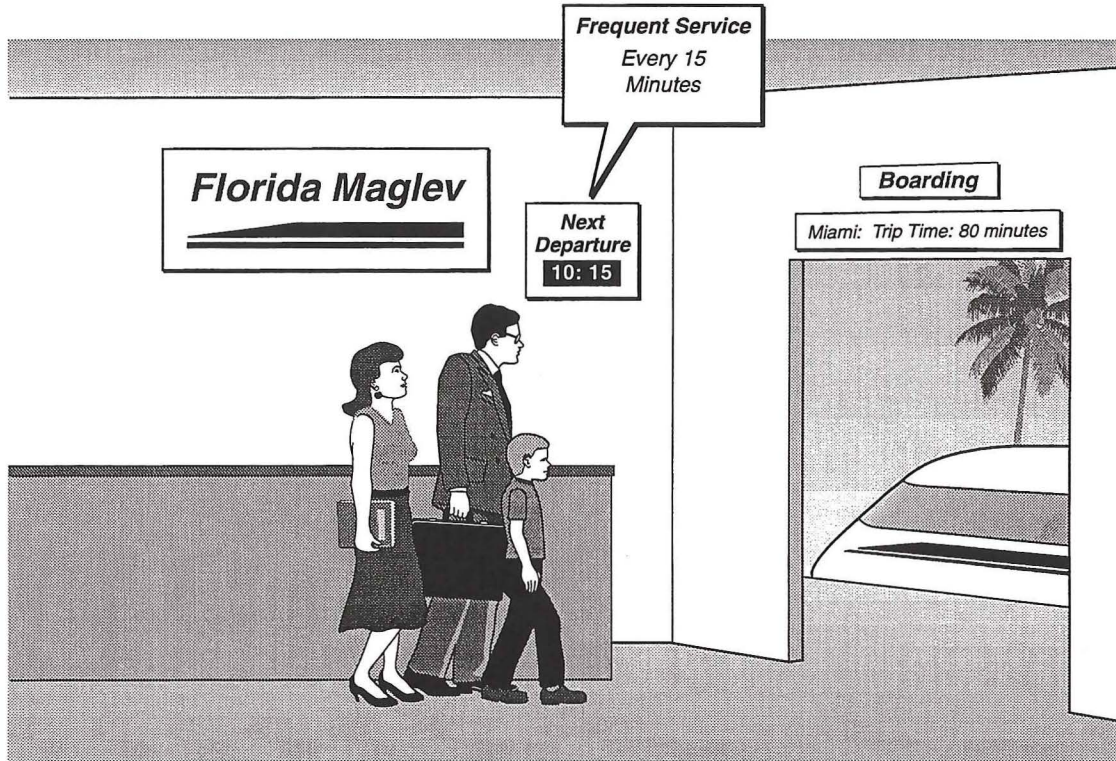
FHSTS will provide a cushion of comfort for the senior citizens of Florida. Seniors will be able to use our system easily and in coordination with those to which they are already accustomed (Figure A.2.d-1). Table A.2.d-1 shows a summary of some of the advantages Florida Maglev will provide. We also plan to offer discounts to seniors through the use of cards such as a multiple trip MagPass debit card, or a Senior Citizen Discount Pass. These cards will reflect a 10 percent discount available through travel agent channels or directly from us. Cards will be developed in affiliation with AT&T (Figure A.2.d-2).

e. SUMMARY

Our market capture and market growth strategies rest largely on the fundamental superior transportation value provided by the core maglev technology across the spectrum of customer segments. Market success lies in our approach to selling and delivering this superior value through highly integrated product, place, promotion, as well as price strategies which are individually crafted to each unique segment. We will leverage existing high technology systems in each of these areas to create efficiency, breadth, and depth to complement the core maglev technology. We will employ highly experienced professionals in the travel and transportation industry, including our proposed partnership with Delta Air Lines, to design and implement these strategies. We will have the knowledge, skills, systems, and experience to successfully meet and exceed the market expectations of the state of Florida.

3. RIDERSHIP ESTIMATES

FMLC has proposed a high speed transportation system capable of absorbing a substantial portion of Florida's overall market, thereby decreasing the need for construction of additional transportation capacity in the form of financially and environmentally expensive interstate highways and airports. With Florida's rapid population and domestic tourist growth reaching over 65 million by the end of this century, the potential is great for capturing an even higher market share than is included in this proposal.



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Figure A.2.c-1. The Florida Maglev system will provide transportation to and from cruise lines.

Table A.2.c-1. Market Segment – Cruise Passenger

Product	Key value attributes Superior value offered by FMLC	Fast and frequent service to deliver riders to their port in time for departure; ease of connection from/to airport and port; seamless and reliable baggage transfer from airport to ship and vice-versa; flexibility to deliver to pre- and post-cruise hotel/resort stays and attractions such as Disney World and Universal Studios. Overall, a fast, reliable, and hassle-free transfer from the airport to the ship and back <ul style="list-style-type: none"> • From major airports serving cruise gateways, such as Miami, Ft. Lauderdale, and Orlando, provide significant schedule and capacity on peak demand days characteristic of cruise traffic, with FMLC terminal locations quickly and easily accessible to cruise customers • Interline baggage transfers with domestic and international airlines serving the cruise market • Car rental capabilities at port terminals for post cruise activities • Route structure capabilities to deliver directly to pre- and post-cruise resort/ tourist attractions, such as Disney World, and beaches on either coast.
Location	Key value attributes Superior value offered by FMLC	Since over 90 percent of all cruises are booked through travel agents, availability of inventory and ability to integrate into all-inclusive air, land, and cruise reservations, documentation, and payment for travel agents. For cruise only customers, segment availability/sell capabilities at travel agent level, complemented by other aforementioned distribution channels such as retail and terminal ATMs, home computer, etc. <ul style="list-style-type: none"> • Negotiate with cruise lines for inclusion of airport/port transfers and integrate into cruise reservations system's CRS interfaces for booking, documentation, and payment by travel agents • Seamless and efficient electronic transactions for both travel agent and cruise customer
Promotion	Key awareness/ communication vehicles Key message	<ul style="list-style-type: none"> • In conjunction with cruise lines, advertising in retail travel agent trade publications • Electronic communication to retail trade via CRSs through DRS/GRS pages and cruise pages • Promote and inform via cruise line brochures <p>Once again, fast, frequent, and flexible theme playing to all the product attributes valued by the cruise segment, especially focusing on superiority relative to car, cab, shuttle bus alternatives and the value of through checked baggage; easy, convenient, reliable, no-hassle transfer, with flexibility to serve pre and post cruise vacation activities; exciting, new maglev technology to start and finish your cruise with</p>
Price	Key value attributes Superior value offered by FMLC	Comparably priced relative to other modes currently available; seamless in the overall price of the cruise and priceable/ticketable in conjunction with other all-inclusive cruise components and documentation; simple and understandable stand alone fares for cruise only customers <ul style="list-style-type: none"> • Standard add-on rates at peak, off-peak, and companion fare levels, easily integrated into cruise reservations systems and CRSs for availability, sell, documentation, and payment functionality within the all-inclusive structure; as with other business and tourist segments, cruise only customers would have the same access to and pricing of the product at standard peak, off-peak, and companion levels through all channels to build their cruise package

Figure A.2.d-1. Seniors will find easy travel coordination with Florida Maglev.



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Table A.2.d-1. Market Segment – Senior Citizens

Product	<p>Key value attributes</p> <p>Superior value offered by FMLC</p>	<p>Easy, simple, affordable, accessible, safe, and comfortable; a highly attractive alternative to the car; a system that is easy to understand and operates reliably and minimizes disruptions; clear communications at terminal and on-board about where, when, how, etc.</p> <ul style="list-style-type: none"> • Predictable and frequent schedule • Competitive pricing with Senior discounts • Efficient operation that runs reliably, on-time, and with few disruptions • Clearly communicated audio and visual information on departure, arrival, ticketing, etc., both at terminal and on-board
Location	<p>Key value attributes</p> <p>Superior value offered by FMLC</p>	<p>Accessible through retail travel agent channel to which senior citizens are accustomed for travel arrangements; lower technology alternatives for non-travel agent purchases; integration into senior citizen group and tour packaging.</p> <ul style="list-style-type: none"> • Availability through retail travel agent channel • Intermodal and terminal locations staffed with ticket counter personnel • Through relationships with senior citizen tour packaging wholesalers, seamless integration of product into group and individual tour packaging • Other distribution channels used in targeting of other segments, such as ATMs, home computers, also accessible
Promotion	<p>Key awareness/communication vehicles</p> <p>Key messages</p>	<p>Print advertising via senior citizen oriented newspapers and magazines; affiliations with key senior citizen wholesalers for inclusion in tour package brochures; direct mail, promotions, and sponsorships with key senior citizen oriented associations such as AARP, as well as other entities such as grocery, restaurant, sports, etc.</p> <p>Safe, convenient, reliable, simple, and affordable; leave the car behind without sacrificing accessibility to shopping, friends, restaurants, and other activities; experience the fun and excitement of the technology of the future today!</p>
Price	<p>Key value attributes</p> <p>Superior value offered by FMLC</p>	<p>Simple, easy to understand fare structure, again providing selection between peak and off-peak demand periods; special senior citizen discount on normal prices; easy ticketing format; integration into tour packaging pricing.</p> <ul style="list-style-type: none"> • Again, the same basic three-tiered pricing structure, with a peak, off-peak, and companion fare, only adding a 10 percent discount off the normal levels for eligible senior citizens upon presentation of appropriate identification • Through affiliation with tour wholesalers and delivery via travel agent channel via CRSs, integration into pricing and documentation for all-inclusive packaging • Multiple trip 'MagPass' debit card 'Senior Citizen Discount Pass' reflecting 10 percent discount available through travel agent channel or directly from us, similar to what Delta currently uses on the Northeast Shuttle and developed in affiliation with AT&T



Figure A.2.d-2. FMLC senior riders will be offered special fare discounts and convenient access for payment.

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The projections of core ridership prepared by FMLC and included in this proposal include several assumptions and conditions believed to be conservative. The inter-city travel projections are based upon estimates of ridership prepared at the direction of the FDOT. FMLC believes these estimates to be realistic and achievable by the FHSTS system.

To begin, the FDOT commissioned a team of experts led by KPMG Peat Marwick to prepare a description of the Florida Transportation Market. In July 1993, the team presented its final report entitled *Florida High Speed and Intercity Rail Market and Ridership Study*. This study was provided by FDOT to prospective applicants for use in the study of anticipated ridership.

FMLC believes the study to be a useful and conservative assessment of anticipated ridership for our development effort, an effort that will provide an alternative which is competitive in speed with the airplane and in cost with the automobile. The route alternative analyzed in the study which most closely resembles the Florida Maglev program is referred to in the study as Alternative 3C. The KPMG study forecasts an annual system ridership in the year 2010 of 7.76 million plus an additional 810,000 trips per year for the market from Orlando International Airport to Port Canaveral, or a total annual ridership of 8.57 million in 2010. The study found that this route alternative generated the greatest ridership and revenue. It is key to recognize that the wheels-on-steel cannot cost effectively provide service to these areas, or accommodate these numbers with any degree of frequency of service.

According to the KPMG study, the criteria of the traveling public used to evaluate the various modes of transportation are convenience, cost, travel time, departure frequency and timeliness, ease of use, reliability, and safety. The Florida Maglev system provides extraordinarily fast, frequent, affordable, and user-friendly service for the transportation services consumer. The typical traveler's desire to avoid congestion and inconvenience will lead to a significant competitive advantage in this marketplace for Florida Maglev.

Based on these study results, FMLC has incorporated the following assumptions and conditions—believed to be conservative—into its estimates of ridership:

- Highway and airport congestion, a deterrent to using those modes, will not increase in the future above present levels.
- Gasoline prices will not increase above present levels in real terms.
- The KPMG study addresses only inter-city travel, but the Florida Maglev system encompasses much more than detailed here. Only the Florida Maglev system can combine inter-city travel with high volume transportation to special attraction destinations including the following:
 - Disney World
 - International Drive attractions area
 - Cruise ship terminals at Tampa, Port Canaveral, the Everglades, and Miami
 - Tampa Central Business District (CBD) attractions
 - Airport terminals at Tampa, Orlando, Fort Lauderdale, and Miami.

In addition to the special attractions, the high acceleration, high average velocities, and flexible guideway structure which allow relatively inexpensive access to urban environments also allow integration of the Florida Maglev system into the urban landscape for intra-city transportation. Table A.3-1 shows a comparison (Florida Maglev's system to conventional rail systems) based upon the KPMG study and the results of an FMLC study of the special attractions and inter-city market discussed in this section.

Table A.3-1. Fast, frequent, flexible, Florida Maglev's service has a commanding advantage over conventional trains, providing service that cannot be provided by a conventional system.

Travel Segment	Ridership per Year (millions)	
	Florida Maglev	Conventional Rail Systems
Inter-city	7.8	3.3
Special attractions	14.0	Minimal
Intra-city	6.0	Minimal
Total	27.8	3.3

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Fast, frequent, and flexible Florida Maglev service has a commanding advantage over conventional *wheels-on-steel*, providing service that cannot be equaled by a conventional system.

Several adjustments to the estimates of ridership provided in the KPMG study are required to fully orient the proposed Alternative 3C results to the Florida Maglev system. The adjustments are detailed as discussed below:

a. ADJUSTMENT FOR DESIGN SPEED

The KPMG study found that the Alternative 3C, with a design speed of 400 kilometers per hour (240 mph), generated about 24 percent more ridership and revenue than the same route with a design speed of 300 kilometers per hour (180 mph). The Florida Maglev system anticipates a design speed of 500 kilometers per hour (300 mph), and FMLC expects a similar boost to anticipated ridership based on the higher design speed. Accordingly, an appropriate increase in the KPMG ridership estimates (15 percent to count for the increased design speed) is merited. However, to assure the conservative nature of the overall estimates of ridership, FMLC has not incorporated this adjustment.

b. ADJUSTMENT FOR FREQUENCY

The ridership estimates for Alternative 3C are based on a departure frequency of 12 trips per day. The Florida Maglev system will operate on headways of 10 to 30 minutes, yielding daily departures in the range of 36 to 108. Based on the KPMG study, ridership could be increased by 20 percent to account for increased departure frequency. However, in order to assure the conservative nature of the overall estimates of system ridership, FMLC has not incorporated this adjustment.

c. GROWTH ADJUSTMENT FROM BASE YEAR

The anticipated transportation and ridership growth documented in the KPMG study indicates a two percent annual increase in traffic through the year 2010. The Florida Maglev ridership projections incorporate this growth rate in its projections. For ridership prior to the 2010 base year, ridership is adjusted down by this two percent rate.

d. ADJUSTMENT FOR INDUCED DEMAND

The KPMG study documented the major influence of changes on the total travel demand in the geographic region due to changes in the level of service provided by all modes of transportation within the service area. This phenomenon is referred to as *induced demand*. The KPMG study included estimates of new ridership demand that will be induced as a result of the high speed ground transportation project, Alternative 3C. The total induced demand indicated for year 2010 in the KPMG study is 1.13 million riders, or 14.5 percent of total ridership.

The fast, frequent, and flexible service proposed by FMLC is specifically designed to capture the Florida traveler. The low cost for non-peak tourist travel (estimated at an average of \$0.15 per seat mile) is a small fraction of the current cost of air travel and approximately half the marginal cost of operating an automobile. FMLC believes that the induced demand resulting from its *fast, frequent, and flexible* service to be many times the amount of that included in the KPMG study. However, to further demonstrate the conservative nature of its ridership estimates, FMLC has not increased the estimates of induced demand ridership beyond those levels indicated in the KPMG study. Beyond the KPMG estimates, which represent less than 10 percent of all system ridership, the FMLC estimates anticipate that the passengers riding its system are those who would have traveled regardless of whether or not the FHSTS system was available.

e. ORLANDO INTERNATIONAL AIRPORT TO DISNEY WORLD SERVICE

The KPMG study dealt with inter-city travel within Florida, and was not intended to address intra-city and so-called *special* markets such as bus, charter, cruise ship, and Amtrak. One of these markets is the transportation service from Orlando International Airport to Disney World (served by the Disney Celebration station) and the Orlando attractions area (referred to as the International Drive area, and served by the International Drive station) which includes the Orlando/Orange County Convention Center, Sea World, Universal Studios, and the single largest concentration of hotel rooms in the world. FMLC will initiate service to this market on 1 July 1999. It will be one of the first service areas of the Florida system. FMLC has obtained a conservative estimate of ridership based upon FDOT-certified, investment-grade ridership studies developed in support of the department's Maglev Demonstration Project.

During the first half of this decade, FDOT and Maglev Transit, Inc. (MTI), initiated development of the Maglev Demonstration Project to provide a high speed transportation link between the Orlando International Airport and the International Drive area. During the development effort, MTI accomplished four separate ridership studies which were reviewed and certified by FDOT. The results of these studies (conducted by Wilbur Smith Associates (WSA) in 1992 and by William Bailey Associates (WBA) in 1993) have been provided by MTI to FMLC and are incorporated in this proposal.

The conservative assessment of these ridership studies indicate an annual ridership level between Orlando International Airport and International Drive of four million riders when service is initiated on 1 July 1999. The ridership will increase by an additional 4.4 million riders per year starting on 1 January 2000 when service is extended to Disney Celebration, and when the Disney Cruise Lines traffic returning from cruises at Port Canaveral are included.

The studies also showed that by 1998 Florida should expect 15 million visitors to Disney World alone. An additional 55 million domestic and Canadian visitors are expected in the same year. FMLC is confident that our system, with its superior design, as well as its affordability and ease of access, can capture the potential

ridership projected by these numbers. FMLC believes use of these ridership results, in the form certified by FDOT, is realistic and conservative.

f. SERVICE TO PORT CANAVERAL

The KPMG study did not address the overall inter-city travel for charter/tour bus operations; however, the Orlando International Airport-Port Canaveral market was considered. The study included the representations of the two major cruise lines then operating at Port Canaveral, and concluded that 80 percent of cruise ship travelers would be likely to use high speed ground transportation thus resulting in a total of 8.1 million annual trips.

Major changes in cruise ship traffic at Port Canaveral were announced during 1994 and 1995. FMLC, in conjunction with the Port Authority and the major cruise ship companies, has conducted a study of anticipated transportation opportunities in support of cruise ship operations at Port Canaveral.

The Port Canaveral/FMLC study found that the entry of Disney Cruise Lines into the Port Canaveral market is likely to radically change the traffic volume at the port. The Port Authority has summarized the anticipated traffic levels starting in 1999, the first year of Florida Maglev's service from Orlando International Airport to Port Canaveral, and project a dramatic increase at the port. The results of this study are summarized in Table A.3.f-1. The total anticipated cruise ship traffic in 1999 is two million cruise passengers, or 4.5 million trips. Using the 80 percent capture rate currently realized at the Port, the initial year ridership projected by FMLC for cruise ship passenger traffic is 3.6 million riders. FMLC believes the 80 percent capture rate to be conservative, and expects to capture a greater share of this traffic through its DELTA Connection code sharing program and through long term agreements with Disney Cruise Lines, Carnival, and the other cruise ship companies serving Port Canaveral.

Table A.3.f-1. Port Canaveral FY95 – FY99

Ship	Type Service	Voyages Per/Year	FY95	FY96	FY97	FY98	FY99
Premier	3 and 4 day	200	445	500	500	500	500
Carnival	3 and 4 day	100	485	485	485	485	485
Canaveral*	2 day	175	–	150	220	350	440
RCCL	3 and 4 day	25	–	–	90	?	?
Disney	3, 4 and 7 day	150	–	–	–	300	670
Total revenue passengers	>1 day		930	1135	1295	1835	2095
International	1 day	500	–	250	400	500	600
Grand total			930	1385	1695	2135	2695
Note: Estimated revenue passengers (thousands) Estimates made 28 September 1995							

*Tentative, would be under Marine Terminal Agreement to be finalized subject to approval by commission

Source: Canaveral Port Authority

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In addition to cruise ship traffic, FMLC believes that the commuter transportation market for persons living in the Brevard/ Port Canaveral area working near Orlando International Airport to be much stronger than the levels indicated in the KPMG study. In a study prepared for the Greater Orlando Aviation Authority (GOAA), Parsons Brinckerhof found that the commuter market between these station pairs is in excess of two thousand per day, or more than one million trips annually. FMLC believes fast, frequent, affordable and user-friendly service will capture these commuters. We estimates a total commuter ridership in 1999 of 300,000 riders, an addition to the projected ridership for this major corridor market.

The total projected ridership for the Orlando-Canaveral station pairs in the first year of operation, is 4.04 million riders.

g. SERVICE TO PORT EVERGLADES

The KPMG study did not address the traffic generated by cruise ship passengers connecting between Fort Lauderdale Airport and Port Everglades. In 1994, FDOT and Broward County initiated a study to address the feasibility of a port-to-port link to meet traffic and market demands for this business segment. FMLC, in conjunction with Broward County, has analyzed this transportation market and included this transit link in its program plan as part of a seamless transportation system (Table A.3.g-1, through -3). FMLC expects to begin development of this link immediately upon award of the franchise and to initiate service to these station pairs starting 1 January, 2001. Current cruise ship traffic at Port Everglades exceeds one million passengers per year. More than 1.25 million passengers are expected to board cruise ships at Port Everglades during 1998 according to the Everglades Port Authority. Additionally, Broward County is currently proposing major expansions of the Fort Lauderdale Airport, Port Everglades, and commercial development at the port area, referred to as the Northport development.

Based on the anticipated ridership for this two-mile link, FMLC projects 740,000 riders between these station pairs during the first year of this operation starting 1 January, 2001.

Table A.3.g-1. Total Average Daily and Annual (1995) Potential Ridership

Market	Average Daily	Annual
Multi-day cruise	2,900	583,200
Employment at seaport	20	2,600
Employment at airport	200	39,000
Tri-rail connection	130	25,000
Convention Center	N/A	N/A
Total	3,250	649,800

Source: Parsons Brinkerhoff Quade & Douglas, Inc. Port Everglades Authority

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Table A.3.g-2. Average Daily Ridership Forecasts for Each Market

Market	Year 1995	Year 2000			Year 2005		
		Conservative	Moderate	Optimistic	Conservative	Moderate	Optimistic
Multi-day cruise	2,900	3,200	3,300	3,500	3,400	3,700	4,100
Employment at seaport	20	22	23	24	23	25	23
Employment at airport	200	210	220	230	220	240	270
Tri-rail connection	130	140	145	150	150	160	170
Convention Center*	N/A	N/A	N/A	N/A	NA	N/A	N/A
Total	3,250	3,572	3,688	3,904	3,793	4,125	4,568

*Relevant information not available at time of publication of this report.

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Source: Parsons Brinkerhoff Quade & Douglas, Inc. Port Everglades Authority

Table A.3.g-3. Annual Ridership Forecasts for Each Market

Market	Year 1995	Year 2000			Year 2005		
		Conservative	Moderate	Optimistic	Conservative	Moderate	Optimistic
Multi-day cruise	583,200	634,500	666,300	699,400	670,200	739,300	814,700
Employment at seaport	2,600	2,800	3,000	3,100	3,000	3,300	3,600
Employment at airport	39,000	41,000	43,100	45,200	43,100	47,600	52,400
Tri-rail connection	25,000	26,300	27,600	29,000	27,600	30,500	33,600
Convention Center*	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	649,800	704,600	704,600	776,700	743,900	820,700	904,300

*Relevant information not available at time of publication of this report.

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Source: Parsons Brinkerhoff Quade & Douglas, Inc. Port Everglades Authority

h. INTRA-CITY SERVICE IN TAMPA AND SERVICE TO THE PORT OF TAMPA

The KPMG study did not address intra-city transportation in any of the service areas. As part of a seamless transportation system, FMLC believes that appropriate distribution links to major activity centers from CBD hub stations is absolutely vital to meeting the FMLC commitment of a flexible and frequent system that will effectively separate travelers from their automobiles.

In 1994, the city of Tampa opened a new cruise ship terminal near the CBD, and began an aggressive marketing campaign in conjunction with the cruise ship operators for the western Caribbean and Mexico. Consequently, the city projects a rapid increase in cruise ship traffic. This projection, coupled with the anticipated traffic increase in tourist ridership to Tampa CBD (resulting from the Florida Aquarium, hockey arena, music dome entertainment development, and other commercial growth) predicts a strong increase in the need for transit link from this activity center to St. Petersburg and Tampa International Airport. Additionally, the award of a major league baseball franchise in St. Petersburg increases the need for transit linkage in the region.

FMLC, in conjunction with the Hillsborough Area Regional Transit (HART), has analyzed the anticipated ridership resulting from the above referenced growth in transportation for these activity centers with current commuter and business traffic between these station pairs. The ridership for the Tampa CBD- Tampa International Airport station pair (with revenue service starting 1 January, 2002) is projected at one million riders, with an additional one million riders expected for the initial year of service from Tampa CBD to St. Petersburg starting 1 January 2002.

i. INTRA-CITY SERVICE IN THE ORLANDO SERVICE AREA

Florida Maglev will deploy four stations in the Orlando area to meet the requirements of its high speed intra-city service:

- Orlando CBD
- Orlando International Airport
- Disney Celebration
- International Drive

The KPMG study did not address the ridership resulting from intra-city service between stations in the same service area as part of the high speed inter-city system. FMLC, in conjunction with Lynx, has analyzed this market in order to assess the ridership associated with inter-city travel between these station pairs. The projected commuter and business ridership between these inter-city activity centers is indicated in the ridership estimates.

j. INTRA-CITY TRAVEL WITHIN THE SOUTH FLORIDA SERVICE AREA

FMLC is committed to coordinate its transportation efforts in south Florida with the Tri-County Regional Transit Authority (Tri-Rail). FMLC expects to provide express service between the Miami Intermodal Center, Fort Lauderdale, and West Palm Beach in conjunction with high speed inter-city service to those station locations.

FMLC, in conjunction with Tri-Rail, has analyzed the market for high speed express service among these three stations. This service is intended to complement the localized Tri-Rail service, providing additional ridership and revenue to Tri-Rail. The initial ridership from Miami Intermodal Center to Fort Lauderdale Airport is one million riders annually. The extension of this service to West Palm Beach will add another one million riders per year.

k. SUMMARY AND CONCLUSIONS

The FMLC ridership estimates are realistic and conservative. The inter-city estimates are based on estimates provided by FDOT. The ridership for service between Orlando International Airport and the Orlando attractions area have been

certified by FDOT. The ridership estimates for *special* markets that were not addressed in the FDOT study have been supplemented with the assistance and approval of affected local governments and are conservative.

Only the Florida Maglev approach allows for early operation starting in 1999 in the key transportation service markets to the Orlando attractions, Port Everglades, and in 2001, Port Canaveral. The Florida Maglev will serve large, high-demand markets in these service locations in order to build public consensus for the use of this system. Riders will be integrated with existing transportation modes at the earliest possible point in the development effort.

This ability to obtain early confirmation of the ridership estimates is unique to the FMLC approach and is vital to the project financing plan. Early revenue service will confirm estimates of ridership and make all ridership estimates investment grade. This approach relieves pressure on the financial requirements of the project and allows for greater access to the private capital markets. By proving high levels of ridership early in the development of the project, FMLC obtains greater access and flexibility for private capital participation.

I. SYSTEM RIDERSHIP ESTIMATES

Appendix I provides ridership estimates for the Florida Maglev on both a year by year and market segment basis.

FMLC segments its fares based on its market capture strategy outlined in Section A.2 of this chapter. These market segments and the associated fare structure provided in Section B.3 are the basis of the Financing and Implementation Plan presented in Chapter V.

B. MARKET APPROACHES

FMLC's market approach is designed to maximize the intermodal opportunities for the carrier and to induce both business and leisure passengers to maximize their use of this system as they travel into, throughout, and away from Florida.

1. INTERMODAL CONNECTION

Key to this concept is the proposed linkage of Florida Maglev's system with Florida's premier airline carrier, Delta Air Lines (see the Letter of Intent in Chapter I).

a. THE DELTA CONNECTION

No organization knows Florida's travel needs better than Delta Air Lines. For moving people or goods, for business or pleasure, Delta keeps Florida moving. The official airline of Walt Disney World brings more people through the Tampa, Orlando and Miami gateways than any other airline. It is also a huge player in the cargo and mail shipments among these ports and is integral to much of the cruise ship business that originates in the state.

Official linkage with Delta as a member of the DELTA Connection brings major benefits to Florida Maglev's service including computerized reservations and ticketing, through connections to airline service (either coming into or departing Florida Maglev's service), and access to one of the most sophisticated travel marketing organizations in the world.

It also provides Florida Maglev with the brand loyalty of over four thousand Delta employees and over 10,000 Delta retirees living in Florida. And, it brings them into one of the most successful frequent traveler programs in the world, the Delta *SkyMiles/ Medallion* program, with opportunities for cross-marketing with American Express and other related marketing programs.

In addition, DELTA Connection linkage provides Florida Maglev with an immediate base of traffic generated on the Delta system that today is transferred to non-Delta carriers, rental cars or other modes of transport.

Finally, the DELTA Connection provides FMLC with ticket offices throughout Florida, the nation, and the globe by linking them to Delta's reservation offices and its affiliation with independent travel agents around the world.

b. IMPROVING THE DELTA-DISNEY CONNECTION

Florida Maglev's system provides Delta with a means in which travelers can be delivered directly to Disney World at Lake Buena Vista, rather than terminating their carrier service at Orlando International Airport. The reduction in congestion, pollution and wasted vacation hours is significant, as is the potential to improve the overall experience of traveling to Florida.

Implementing the Disney World leg first guarantees a robust revenue picture in the early months as FMLC builds infrastructure throughout the planned service territory. Similarly, the planned service allows more complete access to other major Florida attractions (Universal Studios, Sea World, Busch Gardens, etc.).

c. PLAYING ON THE STRENGTHS OF FLORIDA: TRAVEL, TOURISM, LEISURE AND ENVIRONMENT

FMLC's intermodal approach plays to Florida's strengths in the travel, tourism and leisure markets. It also permits business travelers attending conferences and trade events to briskly move from plane to convention area without the hassle of deplaning baggage, and locating varying forms of ground transportation. The FMLC intermodal approach also relieves surface streets of congestion.

FMLC's approach gives Floridians fast, easy and affordable access to Florida's abundance of natural resources while reducing the impact of that access on the natural habitat. People in inland areas can take day trips to either coast. Visits to Disney World and other attractions in central Florida will be affordable day trips, building the economies of all three regions while reducing the environmental impact from automobile exhausts.

Cruise lines will also find Florida Maglev's interconnectivity a major plus, with easier connections for air travelers and cheaper combo packages for travelers visiting attractions throughout the state. The short trip times and reasonable fares will bring larger Florida markets to the cruise opportunity and will help capture a larger share of the interstate travel market that takes advantage of Florida's cruise offerings.

d. A SUBSTANTIAL COMMITMENT TO SEAMLESSLY MESH WITH OTHER MODES OF TRANSPORTATION

Florida Maglev offers Florida seamless transportation options that are unequalled by any other location. FMLC's commitment to this concept begins with its use of existing interstate rights-of-way and collocation of terminals with existing transportation centers and destination locations. By using existing interstate routes, Florida Maglev system reduces the state's transportation imprint on Florida's natural habitat while providing a constantly moving advertisement for Florida's transportation leadership. Every month millions of drivers from throughout the world will see Florida's investment in sustainable transportation first-hand as they drive alongside the Florida Maglev's guideway.

Studies have demonstrated the value of a daily visible reminder of faster, more convenient transportation to induce travelers to switch transportation modes in congested corridors. The smooth, fast trains will pass millions of potential passengers every week with the clean, quiet reminder that there is a better way within the reach of the average consumer.

FMLC's commitment to seamlessly mesh with other modes of transportation is even more evident in the design of its stations and in its planned incorporation of the latest in technology and marketing approaches. Rental cars, including electric station cars, will be available within a few feet of Florida Maglev's departure gates. Shuttle bus services will be developed, including electric circulators, to link the terminals with other transportation modes such as air and water. Private shuttles will be encouraged to hasten passengers from the terminal to their convention or leisure destinations.

e. A STRONG COMMITMENT TO TRI-RAIL

FMLC is committed to build on the success of Tri-Rail, strengthening its role in moving Floridians in the South Florida corridor. FMLC will work closely with Tri-Rail to develop supportive scheduling, inter-modal transport, through booking and cross marketing programs. Florida Maglev will help deliver the DELTA Connection to the daily Tri-Rail passenger as well as bring the markets of the outlying areas into the reach of the businesses that are served by Tri-Rail today.

f. SUMMARY

No foreign flag carrier can offer Floridians the chance to build on past transportation investments the way Florida Maglev can. No foreign flag carrier can build Florida's growing investment in sustainable transportation the way

Florida Maglev can. No foreign flag carrier will care about the future of Tri-Rail, the needs of retirees, the local environment, or the importance of serving both business and leisure travelers the way Florida Maglev can. No foreign flag carrier will sell seats through local Florida travel agents and Delta ticket offices the way Florida Maglev can.

2. RESERVATIONS SYSTEM/INTERLINE AGREEMENTS

a. RESERVATIONS SYSTEM

Florida Maglev's reservations system will provide the following features:

- An inventory and reservations system designed in conjunction with DL/Worldspan to provide a full availability, reservations, pricing, ticketing, and payment functionality.
- Inventories distributed through computer reservation systems to travel agent community for availability, reservations, pricing, ticketing, and payment functionality consistent with other modes currently distributed through the computer reservation systems (CSRs) today and linkable to other modes, such as air, car, rail, cruise, on a full origin-to-destination itinerary basis.
- Inventories plugged into all airline reservation systems for reservations and other functionality.
- Inventories plugged into Internet services for home/office reservations and other functionality.
- Inventories distributed to ATM machines at terminals, retail locations, etc. for reservation and other functionality.
- Reservation system capture of historical demand data for tactical and strategic demand and capacity forecasting/planning; some degree of yield management development, including O/D control.
- Leverage relationship with Delta to jointly design and implement system with highly experienced CRS vendor, Worldspan.
- Outsourcing of own reservations/reservations staff to Delta (or other reservation provider).

b. INTERLINE AGREEMENTS

The FMLC relationship with Delta will encompass many facets, the most important of which would be full *DELTA Connection Carrier* status, enabling worldwide recognition and brand awareness, preferred CRS positioning, and enhanced traffic feed. We envision, as well, that the core relationship will be complemented by many other shared services, such as reservations, information technology

systems, ticketing, baggage handling, sales, loyalty programs, advertising, and promotions, to name a few. A close alliance with Delta on many fronts will generate enhanced marketplace strength and penetration for both Delta and FMLC.

FMLC will pursue more standard interline ticketing and baggaging handling agreements with most other domestic and international airlines serving Florida, as well as pursue other modal agreements such as discussed in the market capture strategy section, such as cruise, car rental, rail, and bus. The goal of these agreements is to provide as convenient, efficient, and transparent an experience for our common customers regardless of the modes employed in their itinerary.

3. FMLC FARE STRUCTURE

The fare structure (Appendix II) for the Florida Maglev service in Florida will be positioned to offer an attractive product to both the leisure and business passenger. The key elements for the business passenger, a high frequency schedule and reliable on-time service, will be combined with attractive fares to allow FMLC to capture a high share of current air passengers as well as automobile travelers. The leisure fares will provide the low fares and flexibility that the vacation traveler desires with the same convenient schedule.

a. BUSINESS FARES

The primary effort to attract business passengers will be a combination of low fares and frequent reliable service. FMLC will offer fares below the low fare levels used by Southwest Airlines in their proven strategies to grow business traffic volume through low fares and high frequency. In addition to fares at or below their level, FMLC will offer frequency levels that dwarf even Southwest's high volume. While they have announced their intent to operate eight daily round trips from Tampa to Ft. Lauderdale, Florida Maglev will have as many departures before 8:00 a.m. each day, with many more after.

Service and reliability are their main drivers for business traveler selection. From a service standpoint, the Florida Maglev system offers the ability to deliver the traveler directly to CBD locations and to save the commute via bus, rental car, or taxi from the airport to the CBDs. This feature, along with the low elapsed travel time and low fares, should allow Florida Maglev to dominate air travel for the intra-state markets currently served via air. The high frequency schedule should also allow the Florida Maglev to capture a large number of travelers who are currently driving due to limited airline schedules.

One key business segment that can not be easily addressed by the airlines is the commuter market. With the high frequency levels giving the opportunity to serve that market, FMLC intends to devise a weekly or monthly commuter fare program which makes travel by maglev an affordable and desirable way for the commuter to travel. While the fare per trip will be much lower for the commuter, the high frequency of travel will be a major plus and the revenue stream from commuter

passengers will be significant. Without a specific commuter fare program, this market segment would be difficult to reach.

b. LEISURE FARES

Leisure passengers, while still attracted by frequency and service levels, are even more price sensitive than business passengers. They are far more likely to drive and are also apt to not travel at all when the price is too prohibitive.

Southwest Airlines initiated an effective method to attract this market segment, and it has also been effectively used by Delta Air Lines, American Airlines and other major carriers. This method is the use of free companion fares which we will offer in addition to family fares. Since most leisure passengers travel in groups of two or more, this approach allows for aggressive discounting for this price sensitive market segment while limiting dilution from service-driven business passengers.

The *multiplier effect* has always been a strong deterrent to family and group air travel and has pushed these travelers over to automobiles. This effect occurs when a reasonable fare for one passenger becomes a large expense when multiplied for a family of four. This causes family groups, in particular, to select automobile travel where the price is essentially the same whether one person or four or five are in the car.

FMLC will aggressively pursue this market with weekly family passes good for travel anywhere on the system but primarily geared for short haul travel particularly around Orlando and its many attractions. Family fares will also be an effective means of allowing combination Disney World/beach visits for out-of-state tourists who want to visit multiple locations within Florida.

The cruise segment is another key leisure segment that FMLC will target with high frequency service from Miami, Tampa, and Fort Lauderdale to the major cruise points, Port Canaveral and Port Everglades. With low fares and the ability to check baggage directly from point of origination to the ship, FMLC should be able to capture a high share of this very large travel segment.

FMLC will offer a flexible and targeted fare structure that focuses on specific types of travelers. For example, senior citizen fares will encourage travel on off-peak periods and days when business travel will be less concentrated. This important segment will be attracted with off-peak senior fares as well as with monthly pass opportunities.

With the growing importance of professional and college sports in Florida, both to natives and out-of-state visitors, Florida Maglev offers an opportunity to capture a significant portion of that travel. Florida has added professional teams in baseball, basketball and hockey in recent years with another baseball team in the Tampa Bay area on the way. Both Miami and Tampa Bay also have professional football teams. With the strong demand for intra-state travel to see the various

teams, FMLC can offer fares designed to capture much of this traffic. These tactics can only be successful because of the high number of departures and the high volume of capacity planned for the system. Late-night high-frequency service coordinated with schedules for the events and special game-day low fares in and out of the city with the game can capture a high percentage of this traffic and increase attendance at the games.

4. TICKET SALES/TOUR PACKAGING/INCENTIVES

a. TICKET SALES

The distribution strategy for inventory availability and sell capabilities was described on a segment-by-segment basis in section A.2, Market Capture Strategies of this chapter. To review, the FMLC approach will be to distribute inventory fully through existing CRSs to reach the primary travel agency channel, as well as other channels such as airline and cruise reservations. In addition, FMLC will employ other electronic channels, such as ATMs and electronic ticket distribution networks (ETDNs) at retail, corporate, in-terminal, and other appropriate locations (Figure B.4-1). Ticket distribution will be taken directly into the home and office through the Internet. FMLC will use a MagPass debit card product, similar to the pass currently used by Delta in the Northeast Shuttle operation, for commuters and senior citizen frequent users. FMLC will have convenient in-terminal counters staffed with personnel to provide information and sell tickets. Finally, ticketless capabilities will be developed, providing a ticketless environment as appropriate and as deployed by our interline partners.

The Florida Maglev distribution strategy employs significant electronic capabilities, all of which exist today, can be deployed easily, and will be developed and implemented by professionals from the airline industry, which is on the cutting edge of distribution systems and technologies. It will truly be a worldwide distribution network.

b. TOUR PACKAGING

A significant amount of inbound tourism to Florida, with a substantial portion of it generated from individual and group tour packages is derived from relationships with wholesale tour operators serving the Florida market. FMLC will work aggressively with this industry to incorporate this distribution channel in the overall marketing strategy.

FMLC envisions penetrating multiple segments of the wholesale tour business, including major airline products such as Delta Dream Vacations, major independent wholesalers, target segment wholesalers for senior citizens, etc., Disney World, the cruise lines, and others as appropriate. FMLC will aggressively coordinate efforts with Delta Air Lines and its partner, Certified Vacations, to help in this effort.

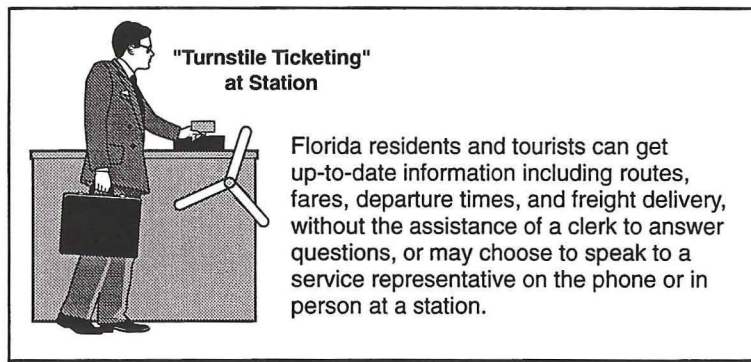
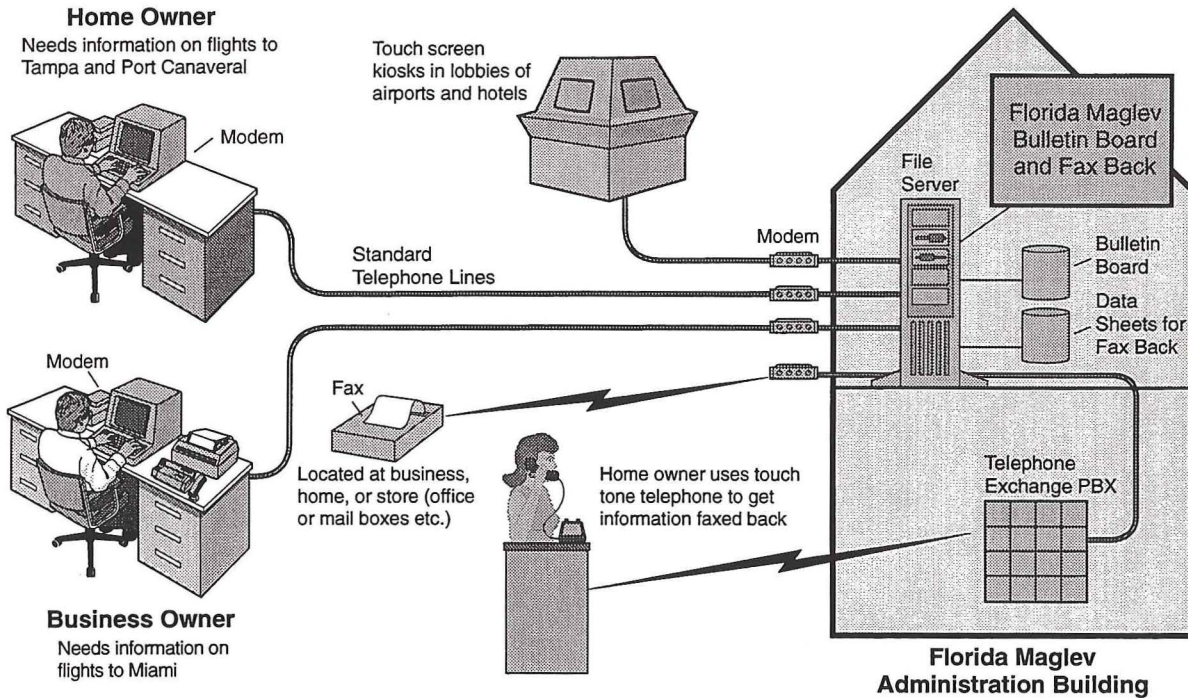


Figure B.4-1. Passengers may purchase tickets at stations or terminals, through airline and travel agent systems, or by using a home/office computer.

Penetration into the wholesale tour operators offers many opportunities to increase ridership through the expanded reach such operators have into the overall leisure segment. FMLC is confident it can reach independent travelers with its sales and distribution strategy, needing relationships with the operators to expand that reach for both the inbound and outbound leisure traveler.

And with sales efforts to fully penetrate the retail travel agent channel, which actually sells the tour packages, FMLC will have all the bases covered to capture the package leisure segment and enhance ridership. FMLC will employ an aggressive and experienced sales force to penetrate, negotiate, and deliver this wholesale business.

c. INCENTIVE ARRANGEMENTS

Incentives arrangements include pricing differentials to entities that can drive volume. It is our market intent to drive pricing through the fundamental superior value as we think FMLC will create in the market. We believe it will be fair, reasonable, simple, and understandable pricing that reflects a superior value.

With that, it is not our intent, at least at the outset, to create pricing differentials for those who can drive volume, such as major corporations, wholesale tour operators, consolidators, cruise lines, government entities, etc. Whether we capture traffic at the individual level, the retail level, or the wholesale level, our goal is to keep pricing above board and simple, driving cost out of our system and striving to deliver greater value to the end customer.

Promotional incentives have been described, segment-by-segment, in Section A.2 of this chapter include the many promotional, sponsorship, partner loyalty program tie-ins, direct mail, and partnership opportunities FMLC will pursue to attract and grow ridership. Once again, we will employ experienced professionals and our affiliation with Delta to develop and implement creative and comprehensive promotional incentive programs.

d. IMPACT ON RIDERSHIP

Ticketing incentives will build loyalty to the Florida Maglev. They create a greater awareness of the *fast, frequent, and flexible* aspects of the service, and they induce demand from sources that cannot be otherwise calculated in estimates of ridership.

The FMLC ridership estimates are based on the FDOT-funded KPMG Ridership Studies, with appropriate augmentation for intra-city service that was not included in this study. The study anticipates an induced demand of 125 thousand riders in 2010, or 14.5 percent of all estimated intra-city travel. FMLC will use the above referenced incentive programs to create a greater awareness and loyalty to FMLC's FHSTS service. FMLC expects that incentivization of ridership will induce even more of the public to use Florida Maglev and will increase ridership beyond the conservative estimates included herein.

C. SERVICE PLAN

FMLC's service plan draws features from some of the most heavily traveled carriers in the US—the Delta Shuttle and Amtrak's Metro liner—while adding the advantages that can only be drawn from the Florida Maglev's efficiency and speed.

1. STATION SERVICES

a. SHORT HEADWAYS DICTATE THE SERVICE OFFERINGS

FMLC intends to operate at headways that will be demanded for advanced transportation in the next century—10 to 15 minutes—as opposed to typical for

90 to 180 minute headways conventional wheels-on-steel foreign technology conventional wheels-on-steel foreign technology. The increased level of service will build traffic and further hasten the arrival of passengers at their ultimate destination, rather than add significant wait time to their overall commute or flight. It is the fast, frequent, and flexible service that will draw riders out of their cars and into Florida Maglev's system.

The shorter headways dictate that terminal services be completely visible and within a short distance of boarding gates. Food courts, news stands, coffee shops, bars, bank card machines, fax and business services, hair stylists, shoe shine stations and other amenities will all be within easy reach as passengers enter the station at the higher guideway level.

b. TICKET MACHINES FOR SPEED, TICKET AGENTS FOR TRANSFERS AND SUPPORT

Ticketing will be fast and efficient, with card machines similar to those used for subway systems or the Delta shuttle. Fully two-thirds of the passengers will be likely to use this type of easy walk-up system, which will accept either credit or debit cards and be as easy to operate as point of purchase systems in gasoline stations and convenience stores today. Ultimately, a *ticketless* world is envisioned.

For those needing interline transfers, FMLC's DELTA affiliation could provide full scale reservations, booking and ticketing for air, cruise and other transportation service beyond the Florida Maglev system with the support and comfort of a seasoned Delta ticket agent. This mature system adds value to Florida Maglev and is a proven passenger service commitment that cannot be matched by any other applicant.

c. PAPERLESS TICKETS

Paper will be virtually eliminated, with advanced computer reservations and electronic ticketing machines. Boarding will be handled with a minimum of paper collection and line waiting, drawing on the best elements of the systems successfully pioneered by Southwest Airlines and ValuJet and adding the convenience of point-of-purchase gateways to the pre-board areas (similar to the Delta shuttles).

d. HUMAN-SCALE TERMINALS WITH FULL-SCALE AMENITIES

Florida Maglev terminals will feel more like small community airport terminals than large city airports or train stations. Light, airy, fast, safe, efficient—these are the important design features.

Car rentals (including station cars available through national car rental agencies), shuttle buses and other transfers will occur on lower street levels to facilitate quick removal of peak traffic flows. New services will be attracted because of the nature of the type of traveler, including convenience stores, clothing boutiques and other 'community' outlets.

Minimized walking distances from ingress to egress will be via smooth boarding and exiting, hasten the completion of trips and add to the sense of security within the station. Checked baggage will be loaded street side, as is now typical with major airlines, and will be automatically transferred to other carriers (air, cruise or rail).

e. **AGGRESSIVE VEHICLE PLANNING AND MANAGEMENT**

Shuttles to parking areas will run at high frequency to keep passenger cars away from the terminal area unless picking up or disembarking passengers in 'kiss and go' lanes. Shuttles including zero-emission electric buses, station cars and other transfers to the terminal will disembark at premier locations to private passenger vehicles, again encouraging intermodal use and passenger handling of baggage for non-connecting traffic.

Ample baggage storage and hanging space will be situated on board Florida Maglev vehicles to reduce checked baggage to either interline transfers or those with oversized bags. Passengers who can quickly move their bags will find no impediments to doing so and thus will reduce the need for baggage handling delays on ramps or in the terminal (similar to Amtrak's discovery on its Metro liner service).

Because of the high volume of passengers terminal, increased emphasis will be made on properly controlling vehicles approaching the terminal to avoid the gridlock that is so common at large airports today. Again, the frequency of the Florida Maglev schedule will reduce the massive passenger peaks so typical of airline hub operations but build the overall capacity of the terminal, increasing the real value of the terminal to the state of Florida as a transportation center.

f. **APPLYING TECHNOLOGY TO SERVE FLORIDA'S HUMAN AND NATURAL RESOURCES**

Terminal designs will incorporate the latest in energy efficiency, ADA and other building codes to assure safe, efficient structures for years to come. The latest in energy technologies will be examined, including photo voltaic charge systems and battery or flywheel storage for electric vehicle charge stations, electric baggage tractors and people movers.

Overall, the terminal will be a pleasant oasis for the busy traveler, for the relatively brief period of the trip where the traveler is in the station.

2. ON-BOARD SERVICES

Florida Maglev on-board services are designed to complement the systems greatest advantage for both the business and leisure traveler: the efficiency of the travel mode. With trip times averaging less than an hour, all on-board services must be precise and prompt.

a. A COMFORTABLE CABIN

A smooth, quiet ride, plenty of leg room and working space for the business traveler. Room for families to sit together and plan the rest of their trip for leisure travelers.

These two extremes are easily accommodated in the Florida Maglev service. First of all the trip is faster than a commercial jet could provide point to point. The cabins are quiet and roomy, with seat sizes, leg room and pitch all at first-class airline levels. The ends of the cabin accommodate beverage service storage and small seating groups, similar to Metro liner service designs. The quiet nature of Florida Maglev's system will bring cabin noise levels significantly below current air or rail standards.

The brief nature of the trip will eliminate the need to segregate business and leisure class, although business travelers will find a full complement of phones and fax services on board. Televised news from CNN and even local television channels will be available live on overhead monitors, as opposed to the taped services which airlines must use. Sound ports in the headrests will allow music as well as TV audio.

The flexibility of the seating will allow families to stay together, or to move about the cabin safely, while still in sight of each other (a significant factor to comfort international travelers in a strange, new setting).

Rest rooms and bottled water fountains will allow passengers to freshen up during the brief trip, which might be the first or last leg in an international journey.

Cabin storage space will permit luggage and hang-up bags to be safely, yet neatly stored. Access to luggage during the trip will help business travelers and leisure travelers alike.

b. ON-BOARD: A PASSENGER SERVICE AGENT

Cabin service will be provided by a passenger service agent fully trained in both safety and passenger assistance procedures. Full beverage service will be provided, along with complimentary snacks.

The attendant-to-passenger ratio will be one of the best in the transportation business, far better than passenger rails standards and similar or better than airline coach service or commuter airlines.

c. LOCALLY CATERED MEALS

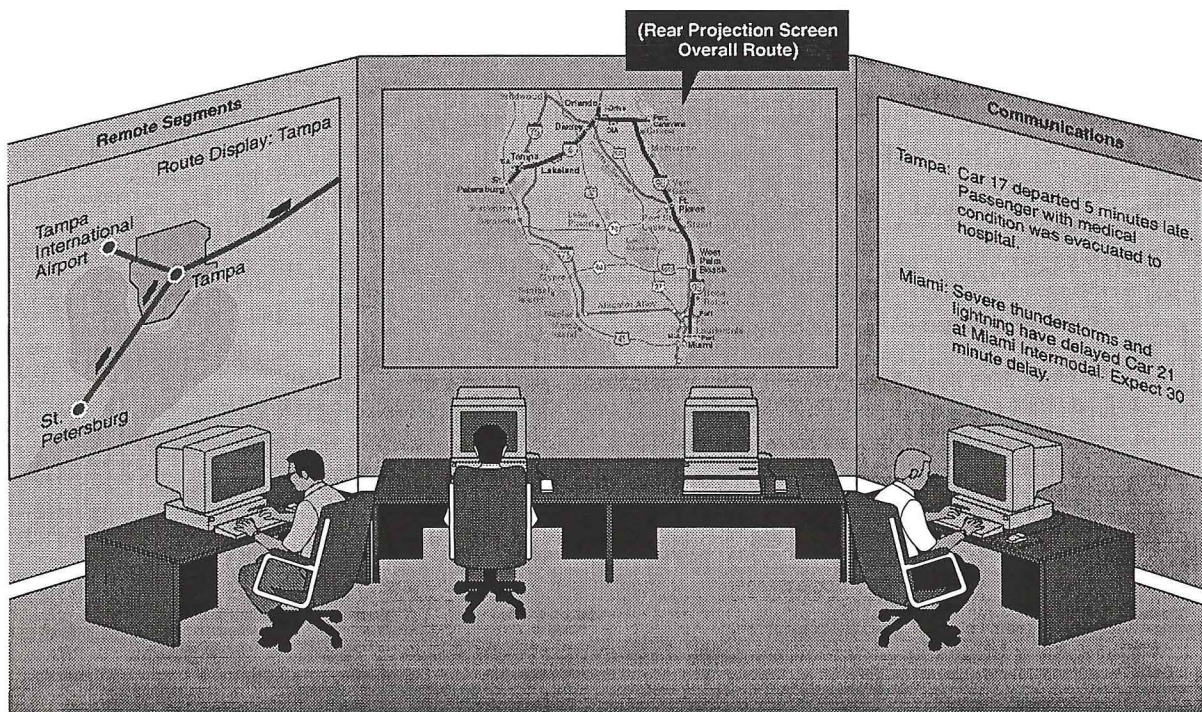
Complete food service will be provided by carts at boarding areas, offering high-end locally catered meals with desserts, fresh fruits, and specialty beverages at market prices. Marketing research for the New York shuttle and rail markets proved that busy travelers prefer the options of picking their snacks or meals from this type of service.

Because the on-board attendant is freed from food preparation, service and dish collection, and since many passengers will board with their first beverage, the attendant is freed to attend to individual requests, more in the style of traditional first-class cabin service.

3. PASSENGER INFORMATION SYSTEM

a. TERMINAL SYSTEMS

State-of-the-art electronic display systems that clearly show all arrivals and departures by number, time, origin and destination will be located at ticket sales counters as well as in kiosk-type arrangements with ATM machines for electronic ticket sales and other information available via touch screen. These display systems will interact dynamically with the operation control systems (Figure C.3-1), feeding real time operation data to the displays.



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Figure C.3-1. The central control interacts with various display systems to provide data.

In addition, we will provide audio public address systems to communicate car arrival, departure, origin, destination, location, and other important information. For the disabled traveler, we will provide personalized staff assistance as needed.

Information directing travelers to intermodal connections and information, such as for car rentals, cruises, airlines, busses, etc. will be available electronically at the kiosks, displayed electronically on overhead signs, and communicated audibly via the public address system.

We envision placing general tourism touch screen display systems common at airports to inform travelers about directions, activities, attractions, hotels, etc.

Ticket sales systems will interact with the reservations system and update the historical demand files through the reservations system for future demand forecasting, capacity planning, and yield management functions.

Baggage check-in will interact with baggage handling systems and the ability to check bags through to final destinations across multiple modes with necessary tracking capabilities will be provided. These systems will interact with security systems to ensure safety.

b. ON-BOARD SYSTEMS

On board Florida Maglev vehicles, passengers will have both audio and electronic visual systems tracking car *en route* destinations and departure/arrival times. The visual display will be readily visible from any seat on the vehicle. As the longer services come on line, business class cabins will have 'in-seat' information/entertainment systems in place providing a wide variety of information.

Due to the relatively short transit times, on-board information would be kept simple and convey straightforward transit information, but in an efficient, high tech, yet sensory friendly way.

APPENDIX I
RIDERSHIP PROJECTIONS

Florida Maglev Consortium
Ridership Projections

Station Pair	1999			2000			2001			2002		
	Business	Recreation	Total	Business	Recreation	Total	Business	Recreation	Total	Business	Recreation	Total
Orlando Airport-International Drive	250,000	750,000	1,000,000	1,000,000	3,000,000	4,000,000	1,020,000	3,060,000	4,080,000	1,040,400	3,121,200	4,161,600
Orlando Airport-Disney World	0	0	0	1,000,000	3,400,000	4,400,000	1,020,000	3,468,000	4,488,000	1,040,400	3,537,360	4,577,760
Orlando Airport-Canaveral	0	0	0	0	0	0	0	0	0	300,000	2,700,000	3,000,000
Orlando Downtown-Canaveral	0	0	0	0	0	0	0	0	0	0	0	0
Orlando Downtown-Orlando Intl Airport	0	0	0	0	0	0	0	0	0	0	0	0
Orlando Downtown-International Drive	0	0	0	0	0	0	0	0	0	0	0	0
Orlando Downtown-Disney World	0	0	0	0	0	0	0	0	0	0	0	0
International Drive-Disney World	0	0	0	100,000	900,000	1,000,000	102,000	918,000	1,020,000	104,040	936,360	1,040,400
Canaveral-International Drive	0	0	0	0	0	0	0	0	0	50,000	200,000	250,000
Canaveral-Disney World	0	0	0	0	0	0	0	0	0	50,000	700,000	750,000
Port Everglades-Fort Lauderdale	0	0	0	0	0	0	12,500	175,000	187,500	51,000	714,000	765,000
Fort Lauderdale- Miami Intermodal Center	0	0	0	0	0	0	500,000	500,000	1,000,000	510,000	510,000	1,020,000
Tampa Downtown-Tampa Intl Airport	0	0	0	0	0	0	125,000	125,000	250,000	510,000	510,000	1,020,000
Tampa Downtown-St. Petersburg	0	0	0	0	0	0	0	0	0	450,000	150,000	600,000
St. Petersburg-Tampa Intl Airport	0	0	0	0	0	0	0	0	0	225,000	225,000	450,000
Lakeland-Canaveral	0	0	0	0	0	0	0	0	0	5,548	3,841	9,388
Lakeland-Orlando Intl Airport	0	0	0	0	0	0	2,133	640	2,773	8,706	2,612	11,317
Lakeland-International Drive	0	0	0	0	0	0	3,200	854	4,054	13,058	3,482	16,541
Lakeland-Orlando Downtown	0	0	0	0	0	0	0	0	0	0	0	0
Lakeland-Disney World	0	0	0	0	0	0	14,616	3,948	18,564	59,633	16,105	75,739
Tampa Downtown-Canaveral	0	0	0	0	0	0	0	0	0	25,464	4,135	29,599
Tampa Downtown-Orlando Intl Airport	0	0	0	0	0	0	0	0	0	9,359	2,830	12,189
Tampa Downtown-International Drive	0	0	0	0	0	0	0	0	0	49,839	5,006	54,845
Tampa Downtown-Disney World	0	0	0	0	0	0	0	0	0	82,703	47,881	130,584
Tampa Downtown-Orlando Downtown	0	0	0	0	0	0	0	0	0	0	0	0
Tampa Downtown- Lakeland	0	0	0	0	0	0	0	0	0	58,110	11,099	69,209
Tampa Intl Airport-Disney World	0	0	0	0	0	0	0	0	0	8,705	10,882	19,587
Tampa Intl Airport-Lakeland	0	0	0	0	0	0	0	0	0	3,918	3,482	7,400
Tampa Intl Airport-International Drive	0	0	0	0	0	0	0	0	0	3,047	1,741	4,788
Tampa Intl Airport-Orlando Intl Airport	0	0	0	0	0	0	0	0	0	1,959	2,830	4,789
Tampa Intl Airport-Orlando Downtown	0	0	0	0	0	0	0	0	0	0	0	0
Tampa Intl Airport-West Palm Beach	0	0	0	0	0	0	0	0	0	0	0	0
Tampa Intl Airport-Fort Lauderdale	0	0	0	0	0	0	0	0	0	0	0	0
Tampa Intl Airport-Miami Intermodal	0	0	0	0	0	0	0	0	0	0	0	0
Tampa Intl Airport-Canaveral	0	0	0	0	0	0	0	0	0	8,923	1,524	10,447
St. Petersburg- Canaveral	0	0	0	0	0	0	0	0	0	14,364	1,741	16,105
St. Petersburg- Orlando Intl Airport	0	0	0	0	0	0	0	0	0	5,441	4,571	10,012
St. Petersburg- International Drive	0	0	0	0	0	0	0	0	0	433	2,612	3,045
St. Petersburg- Orlando Downtown	0	0	0	0	0	0	0	0	0	0	0	0
St. Petersburg- Disney World	0	0	0	0	0	0	0	0	0	34,169	24,158	58,327
St. Petersburg- Lakeland	0	0	0	0	0	0	0	0	0	9,141	3,482	12,623
West Palm Beach- Fort Lauderdale	0	0	0	0	0	0	0	0	0	0	0	0
West Palm Beach- Miami Intermodal	0	0	0	0	0	0	0	0	0	0	0	0
Port St.Lucie- West Palm Beach	0	0	0	0	0	0	0	0	0	0	0	0
Port St. Lucie- Fort Lauderdale	0	0	0	0	0	0	0	0	0	0	0	0
Port St. Lucie- Miami Intermodal Center	0	0	0	0	0	0	0	0	0	0	0	0
Miami Intermodal- Canaveral	0	0	0	0	0	0	0	0	0	0	0	0
Miami Intermodal- Orlando Intl Airport	0	0	0	0	0	0	0	0	0	0	0	0
Miami Intermodal- International Drive	0	0	0	0	0	0	0	0	0	0	0	0
Miami Intermodal- Orlando Downtown	0	0	0	0	0	0	0	0	0	0	0	0
Miami Intermodal- Disney World	0	0	0	0	0	0	0	0	0	0	0	0

Florida Maglev Consortium
Ridership Projections

Station Pair	1999			2000			2001			2002		
	Business	Recreation	Total	Business	Recreation	Total	Business	Recreation	Total	Business	Recreation	Total
Miami Intermodal- Lakeland	0	0	0	0	0	0	0	0	0	0	0	0
Miami Intermodal- Tampa Downtown	0	0	0	0	0	0	0	0	0	0	0	0
Miami Intermodal- St. Petersburg	0	0	0	0	0	0	0	0	0	0	0	0
Fort Lauderdale- Canaveral	0	0	0	0	0	0	0	0	0	0	0	0
Fort Lauderdale- Orlando Intl Airport	0	0	0	0	0	0	0	0	0	0	0	0
Fort Lauderdale- International Drive	0	0	0	0	0	0	0	0	0	0	0	0
Fort Lauderdale- Orlando Downtown	0	0	0	0	0	0	0	0	0	0	0	0
Fort Lauderdale- Disney World	0	0	0	0	0	0	0	0	0	0	0	0
Fort Lauderdale- Lakeland	0	0	0	0	0	0	0	0	0	0	0	0
Fort Lauderdale- Tampa Downtown	0	0	0	0	0	0	0	0	0	0	0	0
Fort Lauderdale- St. Petersburg	0	0	0	0	0	0	0	0	0	0	0	0
West Palm Beach- Canaveral	0	0	0	0	0	0	0	0	0	0	0	0
West Palm Beach- Orlando Intl Airport	0	0	0	0	0	0	0	0	0	0	0	0
West Palm Beach- International Drive	0	0	0	0	0	0	0	0	0	0	0	0
West Palm Beach- Orlando Downtown	0	0	0	0	0	0	0	0	0	0	0	0
West Palm Beach- Disney World	0	0	0	0	0	0	0	0	0	0	0	0
West Palm Beach- Lakeland	0	0	0	0	0	0	0	0	0	0	0	0
West Palm Beach- Tampa Downtown	0	0	0	0	0	0	0	0	0	0	0	0
West Palm Beach- St. Petersburg	0	0	0	0	0	0	0	0	0	0	0	0
Port St. Lucie- Canaveral	0	0	0	0	0	0	0	0	0	0	0	0
Port St. Lucie- Orlando Intl Airport	0	0	0	0	0	0	0	0	0	0	0	0
Port St. Lucie- International Drive	0	0	0	0	0	0	0	0	0	0	0	0
Port St. Lucie- Orlando Downtown	0	0	0	0	0	0	0	0	0	0	0	0
Port St. Lucie- Disney World	0	0	0	0	0	0	0	0	0	0	0	0
Port St. Lucie- Lakeland	0	0	0	0	0	0	0	0	0	0	0	0
Port St. Lucie- Tampa Downtown	0	0	0	0	0	0	0	0	0	0	0	0
Port St. Lucie-Tampa Intl Airport	0	0	0	0	0	0	0	0	0	0	0	0
Port St. Lucie- St. Petersburg	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	250,000	750,000	1,000,000	2,100,000	7,300,000	9,400,000	2,799,449	8,251,442	11,050,891	4,733,360	13,457,934	18,191,294

Florida Maglev Consortium
Ridership Projections

Station Pair	2003			2004			2005			2006		
	Business	Recreation	Total	Business	Recreation	Total	Business	Recreation	Total	Business	Recreation	Total
Orlando Airport-International Drive	1,061,208	3,183,624	4,244,832	1,082,432	3,247,296	4,329,729	1,104,081	3,312,242	4,416,323	1,126,162	3,378,487	4,504,650
Orlando Airport-Disney World	1,061,208	3,608,107	4,669,315	1,082,432	3,680,269	4,762,702	1,104,081	3,753,875	4,857,956	1,126,162	3,828,952	4,955,115
Orlando Airport-Canaveral	306,000	2,754,000	3,060,000	312,120	2,809,080	3,121,200	318,362	2,865,262	3,183,624	324,730	2,922,567	3,247,296
Orlando Downtown-Canaveral	0	0	0	45,843	28,350	74,193	63,593	39,327	102,921	64,865	40,114	104,979
Orlando Downtown-Orlando Intl Airport	0	0	0	112,500	112,500	225,000	153,000	153,000	306,000	156,060	156,060	312,120
Orlando Downtown-International Drive	0	0	0	112,500	112,500	225,000	153,000	153,000	306,000	156,060	156,060	312,120
Orlando Downtown-Disney World	0	0	0	84,375	187,500	271,875	51,000	255,000	306,000	52,020	260,100	312,120
International Drive-Disney World	106,121	955,087	1,061,208	108,243	974,189	1,082,432	110,408	993,673	1,104,081	112,616	1,013,546	1,126,162
Canaveral-International Drive	1,255	7,112	8,368	1,280	7,255	8,535	1,306	7,400	8,706	1,332	7,548	8,880
Canaveral-Disney World	51,000	714,000	765,000	52,020	728,280	780,300	53,060	742,846	795,906	54,122	757,703	811,824
Port Everglades-Fort Lauderdale	52,020	728,280	780,300	53,060	742,846	795,906	54,122	757,703	811,824	55,204	772,857	828,061
Fort Lauderdale- Miami Intermodal Center	520,200	520,200	1,040,400	530,604	530,604	1,061,208	541,216	541,216	1,082,432	552,040	552,040	1,104,081
Tampa Downtown-Tampa Intl Airport	520,200	520,200	1,040,400	530,604	530,604	1,061,208	541,216	541,216	1,082,432	552,040	552,040	1,104,081
Tampa Downtown-St. Petersburg	612,000	204,000	816,000	624,240	208,080	832,320	636,725	212,242	848,966	649,459	216,486	865,946
St. Petersburg-Tampa Intl Airport	426,745	426,745	853,490	435,280	435,280	870,560	443,986	443,986	887,971	452,865	452,865	905,731
Lakeland-Canaveral	5,659	3,918	9,576	5,772	3,996	9,768	5,887	4,076	9,963	6,005	4,157	10,162
Lakeland-Orlando Intl Airport	8,880	2,664	11,544	9,057	2,717	11,775	9,238	2,772	12,010	9,423	2,827	12,250
Lakeland-International Drive	13,320	3,552	16,871	13,586	3,623	17,209	13,858	3,695	17,553	14,135	3,769	17,904
Lakeland-Orlando Downtown	0	0	0	166,110	13,123	179,233	225,910	17,846	243,757	230,429	18,203	248,632
Lakeland-Disney World	60,826	16,427	77,254	62,043	16,756	78,799	63,283	17,091	80,375	64,549	17,433	81,982
Tampa Downtown-Canaveral	51,946	8,436	60,382	52,985	8,604	61,590	54,045	8,777	62,821	55,126	8,952	64,078
Tampa Downtown-Orlando Intl Airport	19,091	5,772	24,863	19,473	5,887	25,360	19,863	6,005	25,868	20,260	6,125	26,385
Tampa Downtown-International Drive	101,673	10,212	111,884	103,706	10,416	114,122	105,780	10,624	116,405	107,896	10,837	118,733
Tampa Downtown-Disney World	168,715	97,677	266,391	172,089	99,630	271,719	175,531	101,623	277,154	179,041	103,655	282,697
Tampa Downtown-Orlando Downtown	0	0	0	599,380	50,275	649,655	815,158	68,374	883,532	831,461	69,741	901,202
Tampa Downtown- Lakeland	118,544	22,643	141,187	120,915	23,096	144,011	123,333	23,558	146,891	125,800	24,029	149,829
Tampa Intl Airport-Disney World	17,759	22,199	39,959	18,115	22,643	40,758	18,477	23,096	41,573	18,846	23,558	42,405
Tampa Intl Airport-Lakeland	7,992	7,104	15,096	8,152	7,246	15,397	8,315	7,391	15,705	8,481	7,539	16,019
Tampa Intl Airport-International Drive	6,216	3,552	9,768	6,340	3,623	9,963	6,467	3,695	10,162	6,596	3,769	10,366
Tampa Intl Airport-Orlando Intl Airport	3,996	5,772	9,768	4,076	5,887	9,963	4,157	6,005	10,162	4,240	6,125	10,366
Tampa Intl Airport-Orlando Downtown	0	0	0	96,958	10,773	107,731	131,864	14,652	146,515	134,501	14,945	149,446
Tampa Intl Airport-West Palm Beach	0	0	0	0	0	0	30,342	21,285	51,627	30,949	21,710	52,659
Tampa Intl Airport-Fort Lauderdale	0	0	0	0	0	0	52,985	24,908	77,893	54,045	25,406	79,451
Tampa Intl Airport-Miami Intermodal	0	0	0	0	0	0	39,399	33,965	73,364	40,187	34,644	74,831
Tampa Intl Airport-Canaveral	18,203	3,108	21,311	18,567	3,170	21,738	18,939	3,233	22,172	19,318	3,298	22,616
St. Petersburg- Canaveral	29,303	3,552	32,855	29,889	3,623	33,512	30,487	3,695	34,182	31,097	3,769	34,866
St. Petersburg- Orlando Intl Airport	11,100	9,324	20,423	11,322	9,510	20,832	11,548	9,700	21,248	11,779	9,894	21,673
St. Petersburg- International Drive	8,880	5,328	14,208	9,057	5,434	14,492	9,238	5,543	14,782	9,423	5,654	15,077
St. Petersburg- Orlando Downtown	0	0	0	136,460	44,399	180,859	185,586	60,382	245,968	189,298	61,590	250,887
St. Petersburg- Disney World	69,706	49,282	118,988	71,100	50,268	121,368	72,522	51,273	123,795	73,972	52,299	126,271
St. Petersburg- Lakeland	18,647	7,104	25,751	19,020	7,246	26,266	19,401	7,391	26,792	19,789	7,539	27,327
West Palm Beach- Fort Lauderdale	0	0	0	250,000	250,000	500,000	255,000	255,000	510,000	260,100	260,100	520,200
West Palm Beach- Miami Intermodal	0	0	0	250,000	250,000	500,000	255,000	255,000	510,000	260,100	260,100	520,200
Port St.Lucie- West Palm Beach	0	0	0	0	0	0	111,884	31,079	142,963	114,122	31,701	145,823
Port St. Lucie- Fort Lauderdale	0	0	0	0	0	0	75,922	18,203	94,125	77,440	18,567	96,007
Port St. Lucie- Miami Intermodal Center	0	0	0	0	0	0	79,917	10,656	90,573	81,516	10,869	92,385
Miami Intermodal- Canaveral	0	0	0	0	0	0	53,438	18,115	71,553	54,507	18,477	72,984
Miami Intermodal- Orlando Intl Airport	0	0	0	0	0	0	42,116	53,891	96,007	42,959	54,969	97,928
Miami Intermodal- International Drive	0	0	0	0	0	0	0	3,623	3,623	0	3,695	3,695
Miami Intermodal- Orlando Downtown	0	0	0	0	0	0	518,984	163,032	682,015	529,363	166,292	695,656
Miami Intermodal- Disney World	0	0	0	0	0	0	97,819	168,466	266,285	99,775	171,835	271,611

Florida Maglev Consortium
Ridership Projections

Station Pair	2003			2004			2005			2006			
	Business	Recreation	Total	Business	Recreation	Total	Business	Recreation	Total	Business	Recreation	Total	
Miami Intermodal- Lakeland	0	0	0	0	0	0	0	26,266	8,152	34,418	26,792	8,315	35,106
Miami Intermodal- Tampa Downtown	0	0	0	0	0	0	0	363,198	107,782	470,980	370,462	109,938	480,400
Miami Intermodal- St. Petersburg	0	0	0	0	0	0	0	29,436	17,662	47,098	30,025	18,015	48,040
Fort Lauderdale- Canaveral	0	0	0	0	0	0	0	134,954	20,832	155,786	137,653	21,248	158,901
Fort Lauderdale- Orlando Intl Airport	0	0	0	0	0	0	0	30,342	16,756	47,098	30,949	17,091	48,040
Fort Lauderdale- International Drive	0	0	0	0	0	0	0	906	906	1,811	924	924	1,848
Fort Lauderdale- Orlando Downtown	0	0	0	0	0	0	0	411,202	93,290	504,492	419,426	95,156	514,582
Fort Lauderdale- Disney World	0	0	0	0	0	0	0	79,251	69,288	148,540	80,836	70,674	151,511
Fort Lauderdale- Lakeland	0	0	0	0	0	0	0	26,719	3,170	29,889	27,253	3,233	30,487
Fort Lauderdale- Tampa Downtown	0	0	0	0	0	0	0	251,793	34,418	286,211	256,829	35,106	291,935
Fort Lauderdale- St. Petersburg	0	0	0	0	0	0	0	22,190	22,190	44,381	22,634	22,634	45,268
West Palm Beach- Canaveral	0	0	0	0	0	0	0	72,911	14,039	86,950	74,370	14,320	88,689
West Palm Beach- Orlando Intl Airport	0	0	0	0	0	0	0	14,039	3,170	17,209	14,320	3,233	17,553
West Palm Beach- International Drive	0	0	0	0	0	0	0	0	0	0	0	0	0
West Palm Beach- Orlando Downtown	0	0	0	0	0	0	0	220,093	39,852	259,945	224,494	40,649	265,144
West Palm Beach- Disney World	0	0	0	0	0	0	0	23,096	36,682	59,778	23,558	37,416	60,974
West Palm Beach- Lakeland	0	0	0	0	0	0	0	26,266	1,811	28,078	26,792	1,848	28,639
West Palm Beach- Tampa Downtown	0	0	0	0	0	0	0	141,294	17,209	158,503	144,120	17,553	161,673
West Palm Beach- St. Petersburg	0	0	0	0	0	0	0	29,889	8,152	38,041	30,487	8,315	38,802
Port St. Lucie- Canaveral	0	0	0	0	0	0	0	17,209	8,152	25,360	17,553	8,315	25,868
Port St. Lucie- Orlando Intl Airport	0	0	0	0	0	0	0	9,057	4,529	13,586	9,238	4,619	13,858
Port St. Lucie- International Drive	0	0	0	0	0	0	0	2,717	3,623	6,340	2,772	3,695	6,467
Port St. Lucie- Orlando Downtown	0	0	0	0	0	0	0	83,780	12,227	96,007	85,456	12,472	97,928
Port St. Lucie- Disney World	0	0	0	0	0	0	0	5,434	10,869	16,303	5,543	11,086	16,629
Port St. Lucie- Lakeland	0	0	0	0	0	0	0	6,340	906	7,246	6,467	924	7,391
Port St. Lucie- Tampa Downtown	0	0	0	0	0	0	0	7,246	2,717	9,963	7,391	2,772	10,162
Port St. Lucie-Tampa Intl Airport	0	0	0	0	0	0	0	3,170	2,264	5,434	3,233	2,310	5,543
Port St. Lucie- St. Petersburg	0	0	0	0	0	0	0	2,264	3,170	5,434	2,310	3,233	5,543
TOTAL	5,458,412	13,908,980	19,367,392	7,421,706	15,246,580	22,668,286	11,111,915	16,853,523	27,965,438	11,334,153	17,190,594	28,524,747	

Florida Maglev Consortium
Ridership Projections

Station Pair	2007			2008			2009			2010		
	Business	Recreation	Total	Business	Recreation	Total	Business	Recreation	Total	Business	Recreation	Total
Orlando Airport-International Drive	1,148,686	3,446,057	4,594,743	1,171,659	3,514,978	4,686,638	1,195,093	3,585,278	4,780,370	1,218,994	3,656,983	4,875,978
Orlando Airport-Disney World	1,148,686	3,905,531	5,054,217	1,171,659	3,983,642	5,155,301	1,195,093	4,063,315	5,258,407	1,218,994	4,144,581	5,363,575
Orlando Airport-Canaveral	331,224	2,981,018	3,312,242	337,849	3,040,639	3,378,487	344,606	3,101,451	3,446,057	351,498	3,163,480	3,514,978
Orlando Downtown-Canaveral	66,163	40,916	107,079	67,486	41,735	109,220	68,836	42,569	111,405	70,212	43,421	113,633
Orlando Downtown-Orlando Intl Airport	159,181	159,181	318,362	162,365	162,365	324,730	165,612	165,612	331,224	168,924	168,924	337,849
Orlando Downtown-International Drive	159,181	159,181	318,362	162,365	162,365	324,730	165,612	165,612	331,224	168,924	168,924	337,849
Orlando Downtown-Disney World	53,060	265,302	318,362	54,122	270,608	324,730	55,204	276,020	331,224	56,308	281,541	337,849
International Drive-Disney World	114,869	1,033,817	1,148,686	117,166	1,054,493	1,171,659	119,509	1,075,583	1,195,093	121,899	1,097,095	1,218,994
Canaveral-International Drive	1,359	7,699	9,057	1,386	7,853	9,238	1,413	8,010	9,423	1,442	8,170	9,612
Canaveral-Disney World	55,204	772,857	828,061	56,308	788,314	844,622	57,434	804,080	861,514	58,583	820,162	878,745
Port Everglades-Fort Lauderdale	56,308	788,314	844,622	57,434	804,080	861,514	58,583	820,162	878,745	59,755	836,565	896,319
Fort Lauderdale- Miami Intermodal Center	563,081	563,081	1,126,162	574,343	574,343	1,148,686	585,830	585,830	1,171,659	597,546	597,546	1,195,093
Tampa Downtown-Tampa Intl Airport	563,081	563,081	1,126,162	574,343	574,343	1,148,686	585,830	585,830	1,171,659	597,546	597,546	1,195,093
Tampa Downtown-St. Petersburg	662,448	220,816	883,265	675,697	225,232	900,930	689,211	229,737	918,949	702,996	234,332	937,328
St. Petersburg-Tampa Intl Airport	461,923	461,923	923,845	471,161	471,161	942,322	480,584	480,584	961,169	490,196	490,196	980,392
Lakeland-Canaveral	6,125	4,240	10,366	6,248	4,325	10,573	6,373	4,412	10,784	6,500	4,500	11,000
Lakeland-Orlando Intl Airport	9,612	2,884	12,495	9,804	2,941	12,745	10,000	3,000	13,000	10,200	3,060	13,260
Lakeland-International Drive	14,418	3,845	18,262	14,706	3,922	18,627	15,000	4,000	19,000	15,300	4,080	19,380
Lakeland-Orlando Downtown	235,037	18,567	253,605	239,738	18,939	258,677	244,533	19,318	263,850	249,423	19,704	269,127
Lakeland-Disney World	65,840	17,782	83,622	67,157	18,137	85,294	68,500	18,500	87,000	69,870	18,870	88,740
Tampa Downtown-Canaveral	56,228	9,131	65,359	57,353	9,314	66,667	58,500	9,500	68,000	59,670	9,690	69,360
Tampa Downtown-Orlando Intl Airport	20,665	6,248	26,913	21,078	6,373	27,451	21,500	6,500	28,000	21,930	6,630	28,560
Tampa Downtown-International Drive	110,054	11,053	121,107	112,255	11,275	123,529	114,500	11,500	126,000	116,790	11,730	128,520
Tampa Downtown-Disney World	182,622	105,729	288,351	186,275	107,843	294,118	190,000	110,000	300,000	193,800	112,200	306,000
Tampa Downtown-Orlando Downtown	848,090	71,136	919,226	865,052	72,559	937,611	882,353	74,010	956,363	900,000	75,490	975,490
Tampa Downtown- Lakeland	128,316	24,510	152,826	130,882	25,000	155,882	133,500	25,500	159,000	136,170	26,010	162,180
Tampa Intl Airport-Disney World	19,223	24,029	43,253	19,608	24,510	44,118	20,000	25,000	45,000	20,400	25,500	45,900
Tampa Intl Airport-Lakeland	8,651	7,689	16,340	8,824	7,843	16,667	9,000	8,000	17,000	9,180	8,160	17,340
Tampa Intl Airport-International Drive	6,728	3,845	10,573	6,863	3,922	10,784	7,000	4,000	11,000	7,140	4,080	11,220
Tampa Intl Airport-Orlando Intl Airport	4,325	6,248	10,573	4,412	6,373	10,784	4,500	6,500	11,000	4,590	6,630	11,220
Tampa Intl Airport-Orlando Downtown	137,191	15,243	152,434	139,935	15,548	155,483	142,734	15,859	158,593	145,588	16,176	161,765
Tampa Intl Airport-West Palm Beach	31,568	22,145	53,712	32,199	22,587	54,787	32,843	23,039	55,882	33,500	23,500	57,000
Tampa Intl Airport-Fort Lauderdale	55,126	25,914	81,040	56,228	26,432	82,661	57,353	26,961	84,314	58,500	27,500	86,000
Tampa Intl Airport-Miami Intermodal	40,991	35,337	76,328	41,811	36,044	77,855	42,647	36,765	79,412	43,500	37,500	81,000
Tampa Intl Airport-Canaveral	19,704	3,364	23,068	20,098	3,431	23,529	20,500	3,500	24,000	20,910	3,570	24,480
St. Petersburg- Canaveral	31,719	3,845	35,563	32,353	3,922	36,275	33,000	4,000	37,000	33,660	4,080	37,740
St. Petersburg- Orlando Intl Airport	12,015	10,092	22,107	12,255	10,294	22,549	12,500	10,500	23,000	12,750	10,710	23,460
St. Petersburg- International Drive	9,612	5,767	15,379	9,804	5,882	15,686	10,000	6,000	16,000	10,200	6,120	16,320
St. Petersburg- Orlando Downtown	193,084	62,821	255,905	196,945	64,078	261,023	200,884	65,359	266,244	204,902	66,667	271,569
St. Petersburg- Disney World	75,452	53,345	128,797	76,961	54,412	131,373	78,500	55,500	134,000	80,070	56,610	136,680
St. Petersburg- Lakeland	20,185	7,689	27,874	20,588	7,843	28,431	21,000	8,000	29,000	21,420	8,160	29,580
West Palm Beach- Fort Lauderdale	265,302	265,302	530,604	270,608	270,608	541,216	276,020	276,020	552,040	281,541	281,541	563,081
West Palm Beach- Miami Intermodal	265,302	265,302	530,604	270,608	270,608	541,216	276,020	276,020	552,040	281,541	281,541	563,081
Port St.Lucie- West Palm Beach	116,405	32,335	148,739	118,733	32,981	151,714	121,107	33,641	154,748	123,529	34,314	157,843
Port St. Lucie- Fort Lauderdale	78,989	18,939	97,928	80,569	19,318	99,886	82,180	19,704	101,884	83,824	20,098	103,922
Port St. Lucie- Miami Intermodal Center	83,146	11,086	94,232	84,809	11,308	96,117	86,505	11,534	98,039	88,235	11,765	100,000
Miami Intermodal- Canaveral	55,597	18,846	74,443	56,709	19,223	75,932	57,843	19,608	77,451	59,000	20,000	79,000
Miami Intermodal- Orlando Intl Airport	43,818	56,068	99,886	44,694	57,190	101,884	45,588	58,333	103,922	46,500	59,500	106,000
Miami Intermodal- International Drive	0	3,769	3,769	0	3,845	3,845	0	3,922	3,922	0	4,000	4,000
Miami Intermodal- Orlando Downtown	539,951	169,618	709,569	550,750	173,010	723,760	561,765	176,471	738,235	573,000	180,000	753,000
Miami Intermodal- Disney World	101,771	175,272	277,043	103,806	178,777	282,584	105,882	182,353	288,235	108,000	186,000	294,000

Florida Maglev Consortium
Ridership Projections

Station Pair	2007			2008			2009			2010		
	Business	Recreation	Total	Business	Recreation	Total	Business	Recreation	Total	Business	Recreation	Total
Miami Intermodal- Lakeland	27,327	8,481	35,808	27,874	8,651	36,524	28,431	8,824	37,255	29,000	9,000	38,000
Miami Intermodal- Tampa Downtown	377,871	112,136	490,008	385,429	114,379	499,808	393,137	116,667	509,804	401,000	119,000	520,000
Miami Intermodal- St. Petersburg	30,625	18,375	49,001	31,238	18,743	49,981	31,863	19,118	50,980	32,500	19,500	52,000
Fort Lauderdale- Canaveral	140,406	21,673	162,079	143,214	22,107	165,321	146,078	22,549	168,627	149,000	23,000	172,000
Fort Lauderdale- Orlando Intl Airport	31,568	17,433	49,001	32,199	17,782	49,981	32,843	18,137	50,980	33,500	18,500	52,000
Fort Lauderdale- International Drive	942	942	1,885	961	961	1,922	980	980	1,961	1,000	1,000	2,000
Fort Lauderdale- Orlando Downtown	427,814	97,059	524,874	436,371	99,000	535,371	445,098	100,980	546,078	454,000	103,000	557,000
Fort Lauderdale- Disney World	82,453	72,088	154,541	84,102	73,529	157,632	85,784	75,000	160,784	87,500	76,500	164,000
Fort Lauderdale- Lakeland	27,799	3,298	31,097	28,354	3,364	31,719	28,922	3,431	32,353	29,500	3,500	33,000
Fort Lauderdale- Tampa Downtown	261,966	35,808	297,774	267,205	36,524	303,729	272,549	37,255	309,804	278,000	38,000	316,000
Fort Lauderdale- St. Petersburg	23,087	23,087	46,174	23,549	23,549	47,097	24,020	24,020	48,039	24,500	24,500	49,000
West Palm Beach- Canaveral	75,857	14,606	90,463	77,374	14,898	92,272	78,922	15,196	94,118	80,500	15,500	96,000
West Palm Beach- Orlando Intl Airport	14,606	3,298	17,904	14,898	3,364	18,262	15,196	3,431	18,627	15,500	3,500	19,000
West Palm Beach- International Drive	0	0	0	0	0	0	0	0	0	0	0	0
West Palm Beach- Orlando Downtown	228,984	41,462	270,447	233,564	42,291	275,855	238,235	43,137	281,373	243,000	44,000	287,000
West Palm Beach- Disney World	24,029	38,164	62,193	24,510	38,927	63,437	25,000	39,706	64,706	25,500	40,500	66,000
West Palm Beach- Lakeland	27,327	1,885	29,212	27,874	1,922	29,796	28,431	1,961	30,392	29,000	2,000	31,000
West Palm Beach- Tampa Downtown	147,002	17,904	164,906	149,942	18,262	168,205	152,941	18,627	171,569	156,000	19,000	175,000
West Palm Beach- St. Petersburg	31,097	8,481	39,578	31,719	8,651	40,369	32,353	8,824	41,176	33,000	9,000	42,000
Port St. Lucie- Canaveral	17,904	8,481	26,385	18,262	8,651	26,913	18,627	8,824	27,451	19,000	9,000	28,000
Port St. Lucie- Orlando Intl Airport	9,423	4,712	14,135	9,612	4,806	14,418	9,804	4,902	14,706	10,000	5,000	15,000
Port St. Lucie- International Drive	2,827	3,769	6,596	2,884	3,845	6,728	2,941	3,922	6,863	3,000	4,000	7,000
Port St. Lucie- Orlando Downtown	87,165	12,721	99,886	88,908	12,976	101,884	90,686	13,235	103,922	92,500	13,500	106,000
Port St. Lucie- Disney World	5,654	11,308	16,962	5,767	11,534	17,301	5,882	11,765	17,647	6,000	12,000	18,000
Port St. Lucie- Lakeland	6,596	942	7,539	6,728	961	7,689	6,863	980	7,843	7,000	1,000	8,000
Port St. Lucie- Tampa Downtown	7,539	2,827	10,366	7,689	2,884	10,573	7,843	2,941	10,784	8,000	3,000	11,000
Port St. Lucie-Tampa Intl Airport	3,298	2,356	5,654	3,364	2,403	5,767	3,431	2,451	5,882	3,500	2,500	6,000
Port St. Lucie- St. Petersburg	2,356	3,298	5,654	2,403	3,364	5,767	2,451	3,431	5,882	2,500	3,500	6,000
TOTAL	11,560,836	17,534,406	29,095,242	11,792,053	17,885,094	29,677,146	12,027,894	18,242,796	30,270,689	12,268,452	18,607,651	30,876,103

Florida Maglev Consortium
Ridership Projections

Station Pair	2011			2012			2013			2014		
	Business	Recreation	Total	Business	Recreation	Total	Business	Recreation	Total	Business	Recreation	Total
Orlando Airport-International Drive	1,243,374	3,730,123	4,973,497	1,268,242	3,804,725	5,072,967	1,293,607	3,880,820	5,174,427	1,319,479	3,958,436	5,277,915
Orlando Airport-Disney World	1,243,374	4,227,473	5,470,847	1,268,242	4,312,022	5,580,264	1,293,607	4,398,263	5,691,869	1,319,479	4,486,228	5,805,707
Orlando Airport-Canaveral	358,528	3,226,750	3,585,278	365,698	3,291,285	3,656,983	373,012	3,357,111	3,730,123	380,473	3,424,253	3,804,725
Orlando Downtown-Canaveral	71,616	44,289	115,906	73,049	45,175	118,224	74,510	46,078	120,588	76,000	47,000	123,000
Orlando Downtown-Orlando Intl Airport	172,303	172,303	344,606	175,749	175,749	351,498	179,264	179,264	358,528	182,849	182,849	365,698
Orlando Downtown-International Drive	172,303	172,303	344,606	175,749	175,749	351,498	179,264	179,264	358,528	182,849	182,849	365,698
Orlando Downtown-Disney World	57,434	287,171	344,606	58,583	292,915	351,498	59,755	298,773	358,528	60,950	304,749	365,698
International Drive-Disney World	124,337	1,119,037	1,243,374	126,824	1,141,418	1,268,242	129,361	1,164,246	1,293,607	131,948	1,187,531	1,319,479
Canaveral-International Drive	1,471	8,333	9,804	1,500	8,500	10,000	1,530	8,670	10,200	1,561	8,843	10,404
Canaveral-Disney World	59,755	836,565	896,319	60,950	853,296	914,246	62,169	870,362	932,531	63,412	887,769	951,181
Port Everglades-Fort Lauderdale	60,950	853,296	914,246	62,169	870,362	932,531	63,412	887,769	951,181	64,680	905,525	970,205
Fort Lauderdale- Miami Intermodal Center	609,497	609,497	1,218,994	621,687	621,687	1,243,374	634,121	634,121	1,268,242	646,803	646,803	1,293,607
Tampa Downtown-Tampa Intl Airport	609,497	609,497	1,218,994	621,687	621,687	1,243,374	634,121	634,121	1,268,242	646,803	646,803	1,293,607
Tampa Downtown-St. Petersburg	717,056	239,019	956,074	731,397	243,799	975,196	746,025	248,675	994,699	760,945	253,648	1,014,593
St. Petersburg-Tampa Intl Airport	500,000	500,000	1,000,000	510,000	510,000	1,020,000	520,200	520,200	1,040,400	530,604	530,604	1,061,208
Lakeland-Canaveral	6,630	4,590	11,220	6,763	4,682	11,444	6,898	4,775	11,673	7,036	4,871	11,907
Lakeland-Orlando Intl Airport	10,404	3,121	13,525	10,612	3,184	13,796	10,824	3,247	14,072	11,041	3,312	14,353
Lakeland-International Drive	15,606	4,162	19,768	15,918	4,245	20,163	16,236	4,330	20,566	16,561	4,416	20,978
Lakeland-Orlando Downtown	254,412	20,098	274,510	259,500	20,500	280,000	264,690	20,910	285,600	269,984	21,328	291,312
Lakeland-Disney World	71,267	19,247	90,515	72,693	19,632	92,325	74,147	20,025	94,172	75,630	20,425	96,055
Tampa Downtown-Canaveral	60,863	9,884	70,747	62,081	10,081	72,162	63,322	10,283	73,605	64,589	10,489	75,077
Tampa Downtown-Orlando Intl Airport	22,369	6,763	29,131	22,816	6,898	29,714	23,272	7,036	30,308	23,738	7,177	30,914
Tampa Downtown-International Drive	119,126	11,965	131,090	121,508	12,204	133,712	123,938	12,448	136,386	126,417	12,697	139,114
Tampa Downtown-Disney World	197,676	114,444	312,120	201,630	116,733	318,362	205,662	119,068	324,730	209,775	121,449	331,224
Tampa Downtown-Orlando Downtown	918,000	77,000	995,000	936,360	78,540	1,014,900	955,087	80,111	1,035,198	974,189	81,713	1,055,902
Tampa Downtown- Lakeland	138,893	26,530	165,424	141,671	27,061	168,732	144,505	27,602	172,107	147,395	28,154	175,549
Tampa Intl Airport-Disney World	20,808	26,010	46,818	21,224	26,530	47,754	21,649	27,061	48,709	22,082	27,602	49,684
Tampa Intl Airport-Lakeland	9,364	8,323	17,687	9,551	8,490	18,041	9,742	8,659	18,401	9,937	8,833	18,769
Tampa Intl Airport-International Drive	7,283	4,162	11,444	7,428	4,245	11,673	7,577	4,330	11,907	7,729	4,416	12,145
Tampa Intl Airport-Orlando Intl Airport	4,682	6,763	11,444	4,775	6,898	11,673	4,871	7,036	11,907	4,968	7,177	12,145
Tampa Intl Airport-Orlando Downtown	148,500	16,500	165,000	151,470	16,830	168,300	154,499	17,167	171,666	157,589	17,510	175,099
Tampa Intl Airport-West Palm Beach	34,170	23,970	58,140	34,853	24,449	59,303	35,550	24,938	60,489	36,261	25,437	61,699
Tampa Intl Airport-Fort Lauderdale	59,670	28,050	87,720	60,863	28,611	89,474	62,081	29,183	91,264	63,322	29,767	93,089
Tampa Intl Airport-Miami Intermodal	44,370	38,250	82,620	45,257	39,015	84,272	46,163	39,795	85,958	47,086	40,591	87,677
Tampa Intl Airport-Canaveral	21,328	3,641	24,970	21,755	3,714	25,469	22,190	3,789	25,978	22,634	3,864	26,498
St. Petersburg- Canaveral	34,333	4,162	38,495	35,020	4,245	39,265	35,720	4,330	40,050	36,435	4,416	40,851
St. Petersburg- Orlando Intl Airport	13,005	10,924	23,929	13,265	11,143	24,408	13,530	11,366	24,896	13,801	11,593	25,394
St. Petersburg- International Drive	10,404	6,242	16,646	10,612	6,367	16,979	10,824	6,495	17,319	11,041	6,624	17,665
St. Petersburg- Orlando Downtown	209,000	68,000	277,000	213,180	69,360	282,540	217,444	70,747	288,191	221,792	72,162	293,955
St. Petersburg- Disney World	81,671	57,742	139,414	83,305	58,897	142,202	84,971	60,075	145,046	86,670	61,276	147,947
St. Petersburg- Lakeland	21,848	8,323	30,172	22,285	8,490	30,775	22,731	8,659	31,391	23,186	8,833	32,018
West Palm Beach- Fort Lauderdale	287,171	287,171	574,343	292,915	292,915	585,830	298,773	298,773	597,546	304,749	304,749	609,497
West Palm Beach- Miami Intermodal	287,171	287,171	574,343	292,915	292,915	585,830	298,773	298,773	597,546	304,749	304,749	609,497
Port St.Lucie- West Palm Beach	126,000	35,000	161,000	128,520	35,700	164,220	131,090	36,414	167,504	133,712	37,142	170,854
Port St. Lucie- Fort Lauderdale	85,500	20,500	106,000	87,210	20,910	108,120	88,954	21,328	110,282	90,733	21,755	112,488
Port St. Lucie- Miami Intermodal Center	90,000	12,000	102,000	91,800	12,240	104,040	93,636	12,485	106,121	95,509	12,734	108,243
Miami Intermodal- Canaveral	60,180	20,400	80,580	61,384	20,808	82,192	62,611	21,224	83,835	63,863	21,649	85,512
Miami Intermodal- Orlando Intl Airport	47,430	60,690	108,120	48,379	61,904	110,282	49,346	63,142	112,488	50,333	64,405	114,738
Miami Intermodal- International Drive	0	4,080	4,080	0	4,162	4,162	0	4,245	4,245	0	4,330	4,330
Miami Intermodal- Orlando Downtown	584,460	183,600	768,060	596,149	187,272	783,421	608,072	191,017	799,090	620,234	194,838	815,071
Miami Intermodal- Disney World	110,160	189,720	299,880	112,363	193,514	305,878	114,610	197,385	311,995	116,903	201,332	318,235

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Station Pair	2011			2012			2013			2014		
	Business	Recreation	Total	Business	Recreation	Total	Business	Recreation	Total	Business	Recreation	Total
Miami Intermodal- Lakeland	29,580	9,180	38,760	30,172	9,364	39,535	30,775	9,551	40,326	31,391	9,742	41,132
Miami Intermodal- Tampa Downtown	409,020	121,380	530,400	417,200	123,808	541,008	425,544	126,284	551,828	434,055	128,809	562,865
Miami Intermodal- St. Petersburg	33,150	19,890	53,040	33,813	20,288	54,101	34,489	20,694	55,183	35,179	21,107	56,286
Fort Lauderdale- Canaveral	151,980	23,460	175,440	155,020	23,929	178,949	158,120	24,408	182,528	161,282	24,896	186,178
Fort Lauderdale- Orlando Intl Airport	34,170	18,870	53,040	34,853	19,247	54,101	35,550	19,632	55,183	36,261	20,025	56,286
Fort Lauderdale- International Drive	1,020	1,020	2,040	1,040	1,040	2,081	1,061	1,061	2,122	1,082	1,082	2,165
Fort Lauderdale- Orlando Downtown	463,080	105,060	568,140	472,342	107,161	579,503	481,788	109,304	591,093	491,424	111,491	602,915
Fort Lauderdale- Disney World	89,250	78,030	167,280	91,035	79,591	170,626	92,856	81,182	174,038	94,713	82,806	177,519
Fort Lauderdale- Lakeland	30,090	3,570	33,660	30,692	3,641	34,333	31,306	3,714	35,020	31,932	3,789	35,720
Fort Lauderdale- Tampa Downtown	283,560	38,760	322,320	289,231	39,535	328,766	295,016	40,326	335,342	300,916	41,132	342,049
Fort Lauderdale- St. Petersburg	24,990	24,990	49,980	25,490	25,490	50,980	26,000	26,000	51,999	26,520	26,520	53,039
West Palm Beach- Canaveral	82,110	15,810	97,920	83,752	16,126	99,878	85,427	16,449	101,876	87,136	16,778	103,913
West Palm Beach- Orlando Intl Airport	15,810	3,570	19,380	16,126	3,641	19,768	16,449	3,714	20,163	16,778	3,789	20,566
West Palm Beach- International Drive	0	0	0	0	0	0	0	0	0	0	0	0
West Palm Beach- Orlando Downtown	247,860	44,880	292,740	252,817	45,778	298,595	257,874	46,693	304,567	263,031	47,627	310,658
West Palm Beach- Disney World	26,010	41,310	67,320	26,530	42,136	68,666	27,061	42,979	70,040	27,602	43,839	71,441
West Palm Beach- Lakeland	29,580	2,040	31,620	30,172	2,081	32,252	30,775	2,122	32,897	31,391	2,165	33,555
West Palm Beach- Tampa Downtown	159,120	19,380	178,500	162,302	19,768	182,070	165,548	20,163	185,711	168,859	20,566	189,426
West Palm Beach- St. Petersburg	33,660	9,180	42,840	34,333	9,364	43,697	35,020	9,551	44,571	35,720	9,742	45,462
Port St. Lucie- Canaveral	19,380	9,180	28,560	19,768	9,364	29,131	20,163	9,551	29,714	20,566	9,742	30,308
Port St. Lucie- Orlando Intl Airport	10,200	5,100	15,300	10,404	5,202	15,606	10,612	5,306	15,918	10,824	5,412	16,236
Port St. Lucie- International Drive	3,060	4,080	7,140	3,121	4,162	7,283	3,184	4,245	7,428	3,247	4,330	7,577
Port St. Lucie- Orlando Downtown	94,350	13,770	108,120	96,237	14,045	110,282	98,162	14,326	112,488	100,125	14,613	114,738
Port St. Lucie- Disney World	6,120	12,240	18,360	6,242	12,485	18,727	6,367	12,734	19,102	6,495	12,989	19,484
Port St. Lucie- Lakeland	7,140	1,020	8,160	7,283	1,040	8,323	7,428	1,061	8,490	7,577	1,082	8,659
Port St. Lucie- Tampa Downtown	8,160	3,060	11,220	8,323	3,121	11,444	8,490	3,184	11,673	8,659	3,247	11,907
Port St. Lucie- Tampa Intl Airport	3,570	2,550	6,120	3,641	2,601	6,242	3,714	2,653	6,367	3,789	2,706	6,495
Port St. Lucie- St. Petersburg	2,550	3,570	6,120	2,601	3,641	6,242	2,653	3,714	6,367	2,706	3,789	6,495
TOTAL	12,513,821	18,979,804	31,493,625	12,764,097	19,359,401	32,123,498	13,019,379	19,746,589	32,765,968	13,279,767	20,141,520	33,421,287

Florida Maglev Consortium
Ridership Projections

Station Pair	2015			2016			2017			2018		
	Business	Recreation	Total	Business	Recreation	Total	Business	Recreation	Total	Business	Recreation	Total
Orlando Airport-International Drive	1,345,868	4,037,605	5,383,473	1,372,786	4,118,357	5,491,143	1,400,241	4,200,724	5,600,966	1,428,246	4,284,739	5,712,985
Orlando Airport-Disney World	1,345,868	4,575,952	5,921,821	1,372,786	4,667,471	6,040,257	1,400,241	4,760,821	6,161,062	1,428,246	4,856,037	6,284,283
Orlando Airport-Canaveral	388,082	3,492,738	3,880,820	395,844	3,562,593	3,958,436	403,761	3,633,845	4,037,605	411,836	3,706,521	4,118,357
Orlando Downtown-Canaveral	77,520	47,940	125,460	79,070	48,899	127,969	80,652	49,877	130,529	82,265	50,874	133,139
Orlando Downtown-Orlando Intl Airport	186,506	186,506	373,012	190,236	190,236	380,473	194,041	194,041	388,082	197,922	197,922	395,844
Orlando Downtown-International Drive	186,506	186,506	373,012	190,236	190,236	380,473	194,041	194,041	388,082	197,922	197,922	395,844
Orlando Downtown-Disney World	62,169	310,844	373,012	63,412	317,060	380,473	64,680	323,402	388,082	65,974	329,870	395,844
International Drive-Disney World	134,587	1,211,282	1,345,868	137,279	1,235,507	1,372,786	140,024	1,260,217	1,400,241	142,825	1,285,422	1,428,246
Canaveral-International Drive	1,592	9,020	10,612	1,624	9,201	10,824	1,656	9,385	11,041	1,689	9,572	11,262
Canaveral-Disney World	64,680	905,525	970,205	65,974	923,635	989,609	67,293	942,108	1,009,401	68,639	960,950	1,029,589
Port Everglades-Fort Lauderdale	65,974	923,635	989,609	67,293	942,108	1,009,401	68,639	960,950	1,029,589	70,012	980,169	1,050,181
Fort Lauderdale- Miami Intermodal Center	659,739	659,739	1,319,479	672,934	672,934	1,345,868	686,393	686,393	1,372,786	700,121	700,121	1,400,241
Tampa Downtown-Tampa Intl Airport	659,739	659,739	1,319,479	672,934	672,934	1,345,868	686,393	686,393	1,372,786	700,121	700,121	1,400,241
Tampa Downtown-St. Petersburg	776,164	258,721	1,034,885	791,687	263,896	1,055,583	807,521	269,174	1,076,695	823,671	274,557	1,098,229
St. Petersburg-Tampa Intl Airport	541,216	541,216	1,082,432	552,040	552,040	1,104,081	563,081	563,081	1,126,162	574,343	574,343	1,148,686
Lakeland-Canaveral	7,177	4,968	12,145	7,320	5,068	12,388	7,466	5,169	12,636	7,616	5,272	12,888
Lakeland-Orlando Intl Airport	11,262	3,378	14,640	11,487	3,446	14,933	11,717	3,515	15,232	11,951	3,585	15,536
Lakeland-International Drive	16,892	4,505	21,397	17,230	4,595	21,825	17,575	4,687	22,262	17,926	4,780	22,707
Lakeland-Orlando Downtown	275,383	21,755	297,138	280,891	22,190	303,081	286,509	22,634	309,143	292,239	23,086	315,325
Lakeland-Disney World	77,142	20,834	97,976	78,685	21,251	99,936	80,259	21,676	101,934	81,864	22,109	103,973
Tampa Downtown-Canaveral	65,881	10,699	76,579	67,198	10,913	78,111	68,542	11,131	79,673	69,913	11,353	81,266
Tampa Downtown-Orlando Intl Airport	24,212	7,320	31,533	24,697	7,466	32,163	25,191	7,616	32,806	25,694	7,768	33,463
Tampa Downtown-International Drive	128,946	12,951	141,896	131,525	13,210	144,734	134,155	13,474	147,629	136,838	13,744	150,582
Tampa Downtown-Disney World	213,971	123,878	337,849	218,250	126,355	344,606	222,615	128,883	351,498	227,068	131,460	358,528
Tampa Downtown-Orlando Downtown	993,673	83,347	1,077,020	1,013,546	85,014	1,098,560	1,033,817	86,715	1,120,532	1,054,493	88,449	1,142,942
Tampa Downtown- Lakeland	150,343	28,717	179,060	153,350	29,291	182,641	156,417	29,877	186,294	159,545	30,475	190,020
Tampa Intl Airport-Disney World	22,523	28,154	50,677	22,974	28,717	51,691	23,433	29,291	52,725	23,902	29,877	53,779
Tampa Intl Airport-Lakeland	10,135	9,009	19,145	10,338	9,189	19,528	10,545	9,373	19,918	10,756	9,561	20,317
Tampa Intl Airport-International Drive	7,883	4,505	12,388	8,041	4,595	12,636	8,202	4,687	12,888	8,366	4,780	13,146
Tampa Intl Airport-Orlando Intl Airport	5,068	7,320	12,388	5,169	7,466	12,636	5,272	7,616	12,888	5,378	7,768	13,146
Tampa Intl Airport-Orlando Downtown	160,741	17,860	178,601	163,956	18,217	182,173	167,235	18,582	185,817	170,580	18,953	189,533
Tampa Intl Airport-West Palm Beach	36,987	25,946	62,933	37,726	26,465	64,191	38,481	26,994	65,475	39,251	27,534	66,785
Tampa Intl Airport-Fort Lauderdale	64,589	30,362	94,951	65,881	30,969	96,850	67,198	31,589	98,787	68,542	32,221	100,763
Tampa Intl Airport-Miami Intermodal	48,028	41,403	89,431	48,988	42,231	91,219	49,968	43,076	93,044	50,967	43,937	94,904
Tampa Intl Airport-Canaveral	23,086	3,942	27,028	23,548	4,020	27,568	24,019	4,101	28,120	24,499	4,183	28,682
St. Petersburg- Canaveral	37,163	4,505	41,668	37,907	4,595	42,501	38,665	4,687	43,351	39,438	4,780	44,218
St. Petersburg- Orlando Intl Airport	14,077	11,825	25,902	14,359	12,061	26,420	14,646	12,302	26,948	14,939	12,548	27,487
St. Petersburg- International Drive	11,262	6,757	18,019	11,487	6,892	18,379	11,717	7,030	18,747	11,951	7,171	19,121
St. Petersburg- Orlando Downtown	226,228	73,605	299,834	230,753	75,077	305,830	235,368	76,579	311,947	240,075	78,111	318,186
St. Petersburg- Disney World	88,404	62,502	150,906	90,172	63,752	153,924	91,975	65,027	157,002	93,815	66,328	160,142
St. Petersburg- Lakeland	23,649	9,009	32,659	24,122	9,189	33,312	24,605	9,373	33,978	25,097	9,561	34,658
West Palm Beach- Fort Lauderdale	310,844	310,844	621,687	317,060	317,060	634,121	323,402	323,402	646,803	329,870	329,870	659,739
West Palm Beach- Miami Intermodal	310,844	310,844	621,687	317,060	317,060	634,121	323,402	323,402	646,803	329,870	329,870	659,739
Port St.Lucie- West Palm Beach	136,386	37,885	174,272	139,114	38,643	177,757	141,896	39,416	181,312	144,734	40,204	184,938
Port St. Lucie- Fort Lauderdale	92,548	22,190	114,738	94,399	22,634	117,033	96,287	23,086	119,373	98,213	23,548	121,761
Port St. Lucie- Miami Intermodal Center	97,419	12,989	110,408	99,367	13,249	112,616	101,355	13,514	114,869	103,382	13,784	117,166
Miami Intermodal- Canaveral	65,141	22,082	87,222	66,444	22,523	88,967	67,772	22,974	90,746	69,128	23,433	92,561
Miami Intermodal- Orlando Intl Airport	51,340	65,693	117,033	52,367	67,007	119,373	53,414	68,347	121,761	54,482	69,714	124,196
Miami Intermodal- International Drive	0	4,416	4,416	0	4,505	4,505	0	4,595	4,595	0	4,687	4,687
Miami Intermodal- Orlando Downtown	632,638	198,735	831,373	645,291	202,709	848,000	658,197	206,763	864,960	671,361	210,899	882,260
Miami Intermodal- Disney World	119,241	205,359	324,600	121,626	209,466	331,092	124,058	213,656	337,714	126,539	217,929	344,468

Florida Maglev Consortium
Ridership Projections

Station Pair	2019			2020			2021		
	Business	Recreation	Total	Business	Recreation	Total	Business	Recreation	Total
Orlando Airport-International Drive	1,456,811	4,370,434	5,827,245	1,485,947	4,457,842	5,943,790	1,515,666	4,546,999	6,062,665
Orlando Airport-Disney World	1,456,811	4,953,158	6,409,969	1,485,947	5,052,221	6,538,169	1,515,666	5,153,266	6,668,932
Orlando Airport-Canaveral	420,072	3,780,652	4,200,724	428,474	3,856,265	4,284,739	437,043	3,933,390	4,370,434
Orlando Downtown-Canaveral	83,910	51,892	135,802	85,588	52,930	138,518	87,300	53,988	141,288
Orlando Downtown-Orlando Intl Airport	201,880	201,880	403,761	205,918	205,918	411,836	210,036	210,036	420,072
Orlando Downtown-International Drive	201,880	201,880	403,761	205,918	205,918	411,836	210,036	210,036	420,072
Orlando Downtown-Disney World	67,293	336,467	403,761	68,639	343,196	411,836	70,012	350,060	420,072
International Drive-Disney World	145,681	1,311,130	1,456,811	148,595	1,337,353	1,485,947	151,567	1,364,100	1,515,666
Canaveral-International Drive	1,723	9,764	11,487	1,757	9,959	11,717	1,793	10,158	11,951
Canaveral-Disney World	70,012	980,169	1,050,181	71,412	999,772	1,071,185	72,841	1,019,768	1,092,608
Port Everglades-Fort Lauderdale	71,412	999,772	1,071,185	72,841	1,019,768	1,092,608	74,297	1,040,163	1,114,461
Fort Lauderdale- Miami Intermodal Center	714,123	714,123	1,428,246	728,406	728,406	1,456,811	742,974	742,974	1,485,947
Tampa Downtown-Tampa Intl Airport	714,123	714,123	1,428,246	728,406	728,406	1,456,811	742,974	742,974	1,485,947
Tampa Downtown-St. Petersburg	840,145	280,048	1,120,193	856,948	285,649	1,142,597	874,087	291,362	1,165,449
St. Petersburg-Tampa Intl Airport	585,830	585,830	1,171,659	597,546	597,546	1,195,093	609,497	609,497	1,218,994
Lakeland-Canaveral	7,768	5,378	13,146	7,923	5,485	13,409	7,923	5,485	13,409
Lakeland-Orlando Intl Airport	12,190	3,657	15,847	12,190	3,657	15,847	12,190	3,657	15,847
Lakeland-International Drive	18,285	4,876	23,161	18,285	4,876	23,161	18,285	4,876	23,161
Lakeland-Orlando Downtown	298,084	23,548	321,632	304,046	24,019	328,065	310,127	24,499	334,626
Lakeland-Disney World	83,501	22,551	106,053	85,171	23,002	108,174	86,875	23,462	110,337
Tampa Downtown-Canaveral	71,311	11,580	82,892	71,311	11,580	82,892	71,311	11,580	82,892
Tampa Downtown-Orlando Intl Airport	26,208	7,923	34,132	26,208	7,923	34,132	26,208	7,923	34,132
Tampa Downtown-International Drive	139,575	14,018	153,593	139,575	14,018	153,593	139,575	14,018	153,593
Tampa Downtown-Disney World	231,609	134,089	365,698	231,609	134,089	365,698	231,609	134,089	365,698
Tampa Downtown-Orlando Downtown	1,075,583	90,218	1,165,801	1,097,095	92,022	1,189,117	1,119,037	93,863	1,212,899
Tampa Downtown- Lakeland	162,736	31,084	193,820	165,990	31,706	197,697	169,310	32,340	201,650
Tampa Intl Airport-Disney World	24,380	30,475	54,855	24,867	31,084	55,952	25,365	31,706	57,071
Tampa Intl Airport-Lakeland	10,971	9,752	20,723	11,190	9,947	21,137	11,414	10,146	21,560
Tampa Intl Airport-International Drive	8,533	4,876	13,409	8,704	4,973	13,677	8,878	5,073	13,951
Tampa Intl Airport-Orlando Intl Airport	5,485	7,923	13,409	5,595	8,082	13,677	5,707	8,244	13,951
Tampa Intl Airport-Orlando Downtown	173,991	19,332	193,324	177,471	19,719	197,190	181,021	20,113	201,134
Tampa Intl Airport-West Palm Beach	40,036	28,085	68,120	40,836	28,646	69,483	41,653	29,219	70,872
Tampa Intl Airport-Fort Lauderdale	69,913	32,865	102,778	71,311	33,522	104,834	72,737	34,193	106,930
Tampa Intl Airport-Miami Intermodal	51,987	44,816	96,802	53,026	45,712	98,739	54,087	46,627	100,713
Tampa Intl Airport-Canaveral	24,989	4,266	29,256	25,489	4,352	29,841	25,999	4,439	30,438
St. Petersburg- Canaveral	40,227	4,876	45,103	41,031	4,973	46,005	41,852	5,073	46,925
St. Petersburg- Orlando Intl Airport	15,237	12,799	28,037	15,542	13,055	28,598	15,853	13,317	29,170
St. Petersburg- International Drive	12,190	7,314	19,504	12,434	7,460	19,894	12,682	7,609	20,292
St. Petersburg- Orlando Downtown	244,877	79,673	324,550	249,774	81,266	331,041	254,770	82,892	337,661
St. Petersburg- Disney World	95,691	67,654	163,345	97,605	69,007	166,612	99,557	70,387	169,944
St. Petersburg- Lakeland	25,599	9,752	35,351	26,111	9,947	36,058	26,633	10,146	36,779
West Palm Beach- Fort Lauderdale	336,467	336,467	672,934	343,196	343,196	686,393	350,060	350,060	700,121
West Palm Beach- Miami Intermodal	336,467	336,467	672,934	343,196	343,196	686,393	350,060	350,060	700,121
Port St. Lucie- West Palm Beach	147,629	41,008	188,637	150,582	41,828	192,410	153,593	42,665	196,258
Port St. Lucie- Fort Lauderdale	100,177	24,019	124,196	102,180	24,499	126,680	104,224	24,989	129,213
Port St. Lucie- Miami Intermodal Center	105,449	14,060	119,509	107,558	14,341	121,899	109,709	14,628	124,337
Miami Intermodal- Canaveral	70,510	23,902	94,412	71,921	24,380	96,301	73,359	24,867	98,227
Miami Intermodal- Orlando Intl Airport	55,572	71,108	126,680	56,883	72,530	129,213	57,817	73,981	131,798
Miami Intermodal- International Drive	0	4,780	4,780	0	4,876	4,876	0	4,973	4,973
Miami Intermodal- Orlando Downtown	684,788	215,117	899,905	698,484	219,419	917,903	712,453	223,807	936,261
Miami Intermodal- Disney World	129,070	222,287	351,357	131,651	226,733	358,384	134,284	231,268	365,552

Florida Maglev Consortium
Ridership Projections

Station Pair	2019			2020			2021		
	Business	Recreation	Total	Business	Recreation	Total	Business	Recreation	Total
Miami Intermodal- Lakeland	34,658	10,756	45,414	35,351	10,971	46,322	36,058	11,190	47,248
Miami Intermodal- Tampa Downtown	479,232	142,216	621,448	488,817	145,060	633,877	498,593	147,962	646,555
Miami Intermodal- St. Petersburg	38,841	23,304	62,145	39,617	23,770	63,388	40,410	24,246	64,655
Fort Lauderdale- Canaveral	178,069	27,487	205,556	181,630	28,037	209,667	185,263	28,598	213,860
Fort Lauderdale- Orlando Intl Airport	40,036	22,109	62,145	40,836	22,551	63,388	41,653	23,002	64,655
Fort Lauderdale- International Drive	1,195	1,195	2,390	1,219	1,219	2,438	1,243	1,243	2,487
Fort Lauderdale- Orlando Downtown	542,572	123,095	665,667	553,423	125,556	678,980	564,492	128,068	692,559
Fort Lauderdale- Disney World	104,571	91,425	195,995	106,662	93,253	199,915	108,795	95,118	203,913
Fort Lauderdale- Lakeland	35,255	4,183	39,438	35,960	4,266	40,227	36,680	4,352	41,031
Fort Lauderdale- Tampa Downtown	332,236	45,414	377,649	338,890	46,322	385,202	345,658	47,248	392,906
Fort Lauderdale- St. Petersburg	29,280	29,280	58,560	29,865	29,865	59,731	30,463	30,463	60,925
West Palm Beach- Canaveral	96,205	18,524	114,729	98,129	18,894	117,023	100,092	19,272	119,364
West Palm Beach- Orlando Intl Airport	18,524	4,183	22,707	18,894	4,266	23,161	19,272	4,352	23,624
West Palm Beach- International Drive	0	0	0	0	0	0	0	0	0
West Palm Beach- Orlando Downtown	290,407	52,584	342,992	296,216	53,636	349,851	302,140	54,708	356,848
West Palm Beach- Disney World	30,475	48,401	78,876	31,084	49,369	80,454	31,706	50,357	82,063
West Palm Beach- Lakeland	34,658	2,390	37,048	35,351	2,438	37,789	36,058	2,487	38,545
West Palm Beach- Tampa Downtown	186,434	22,707	209,141	190,163	23,161	213,324	193,966	23,624	217,591
West Palm Beach- St. Petersburg	39,438	10,756	50,194	40,227	10,971	51,198	41,031	11,190	52,222
Port St. Lucie- Canaveral	22,707	10,756	33,463	23,161	10,971	34,132	23,624	11,190	34,814
Port St. Lucie- Orlando Intl Airport	11,951	5,975	17,926	12,190	6,095	18,285	12,434	6,217	18,651
Port St. Lucie- International Drive	3,585	4,780	8,366	3,657	4,876	8,533	3,730	4,973	8,704
Port St. Lucie- Orlando Downtown	110,546	16,134	126,680	112,757	16,456	129,213	115,012	16,786	131,798
Port St. Lucie- Disney World	7,171	14,341	21,512	7,314	14,628	21,942	7,460	14,920	22,381
Port St. Lucie- Lakeland	8,366	1,195	9,561	8,533	1,219	9,752	8,704	1,243	9,947
Port St. Lucie- Tampa Downtown	9,561	3,585	13,146	9,752	3,657	13,409	9,947	3,730	13,677
Port St. Lucie-Tampa Intl Airport	4,183	2,988	7,171	4,266	3,047	7,314	4,352	3,108	7,460
Port St. Lucie- St. Petersburg	2,988	4,183	7,171	3,047	4,266	7,314	3,108	4,352	7,460
TOTAL	14,661,936	22,237,866	36,899,802	14,945,191	22,679,100	37,624,291	15,233,952	23,129,050	38,363,002

FARE STRUCTURE

APPENDIX II

Florida Maglev Consortium
Fare Structure

Station Pair	Fares 1999			Fares 2000			Fares 2001			Fares 2002		
	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.
Orlando Airport-International Drive	\$ 8	\$ 8	\$ 10	\$ 8	\$ 8	\$ 10	\$ 8	\$ 8	\$ 10	\$ 8	\$ 8	\$ 11
Orlando Airport-Disney World	\$ 8	\$ 8	\$ 10	\$ 8	\$ 8	\$ 10	\$ 8	\$ 8	\$ 10	\$ 8	\$ 8	\$ 11
Orlando Airport-Canaveral	\$ 25	\$ 20	\$ 30	\$ 26	\$ 20	\$ 31	\$ 26	\$ 21	\$ 31	\$ 27	\$ 21	\$ 32
Orlando Downtown-Canaveral	\$ 30	\$ 25	\$ 35	\$ 31	\$ 26	\$ 36	\$ 31	\$ 26	\$ 36	\$ 32	\$ 27	\$ 37
Orlando Downtown-Orlando Intl Airport	\$ 6	\$ 6	\$ 8	\$ 6	\$ 6	\$ 8	\$ 6	\$ 6	\$ 8	\$ 6	\$ 6	\$ 8
Orlando Downtown-International Drive	\$ 6	\$ 6	\$ 8	\$ 6	\$ 6	\$ 8	\$ 6	\$ 6	\$ 8	\$ 6	\$ 6	\$ 8
Orlando Downtown-Disney World	\$ 6	\$ 6	\$ 8	\$ 6	\$ 6	\$ 8	\$ 6	\$ 6	\$ 8	\$ 6	\$ 6	\$ 8
International Drive-Disney World	\$ 6	\$ 6	\$ 8	\$ 6	\$ 6	\$ 8	\$ 6	\$ 6	\$ 8	\$ 6	\$ 6	\$ 8
Canaveral-International Drive	\$ 30	\$ 25	\$ 35	\$ 31	\$ 26	\$ 36	\$ 31	\$ 26	\$ 36	\$ 32	\$ 27	\$ 37
Canaveral-Disney World	\$ 30	\$ 25	\$ 35	\$ 31	\$ 26	\$ 36	\$ 31	\$ 26	\$ 36	\$ 32	\$ 27	\$ 37
Port Everglades-Fort Lauderdale	\$ 10	\$ 8	\$ 12	\$ 10	\$ 8	\$ 12	\$ 10	\$ 8	\$ 12	\$ 11	\$ 8	\$ 13
Fort Lauderdale- Miami Intermodal Center	\$ 6	\$ 6	\$ 8	\$ 6	\$ 6	\$ 8	\$ 6	\$ 6	\$ 8	\$ 6	\$ 6	\$ 8
Tampa Downtown-Tampa Intl Airport	\$ 6	\$ 6	\$ 8	\$ 6	\$ 6	\$ 8	\$ 6	\$ 6	\$ 8	\$ 6	\$ 6	\$ 8
Tampa Downtown-St. Petersburg	\$ 6	\$ 6	\$ 8	\$ 6	\$ 6	\$ 8	\$ 6	\$ 6	\$ 8	\$ 6	\$ 6	\$ 8
St. Petersburg-Tampa Intl Airport	\$ 6	\$ 6	\$ 8	\$ 6	\$ 6	\$ 8	\$ 6	\$ 6	\$ 8	\$ 6	\$ 6	\$ 8
Lakeland-Canaveral	\$ 30	\$ 20	\$ 35	\$ 31	\$ 20	\$ 36	\$ 31	\$ 21	\$ 36	\$ 32	\$ 21	\$ 37
Lakeland-Orlando Intl Airport	\$ 20	\$ 15	\$ 30	\$ 20	\$ 15	\$ 31	\$ 21	\$ 16	\$ 31	\$ 21	\$ 16	\$ 32
Lakeland-International Drive	\$ 20	\$ 15	\$ 30	\$ 20	\$ 15	\$ 31	\$ 21	\$ 16	\$ 31	\$ 21	\$ 16	\$ 32
Lakeland-Orlando Downtown	\$ 20	\$ 15	\$ 30	\$ 20	\$ 15	\$ 31	\$ 21	\$ 16	\$ 31	\$ 21	\$ 16	\$ 32
Lakeland-Disney World	\$ 20	\$ 15	\$ 30	\$ 20	\$ 15	\$ 31	\$ 21	\$ 16	\$ 31	\$ 21	\$ 16	\$ 32
Tampa Downtown-Canaveral	\$ 49	\$ 34	\$ 59	\$ 50	\$ 35	\$ 60	\$ 51	\$ 35	\$ 61	\$ 52	\$ 36	\$ 63
Tampa Downtown-Orlando Intl Airport	\$ 29	\$ 24	\$ 39	\$ 30	\$ 24	\$ 40	\$ 30	\$ 25	\$ 41	\$ 31	\$ 25	\$ 41
Tampa Downtown-International Drive	\$ 29	\$ 24	\$ 39	\$ 30	\$ 24	\$ 40	\$ 30	\$ 25	\$ 41	\$ 31	\$ 25	\$ 41
Tampa Downtown-Disney World	\$ 29	\$ 24	\$ 39	\$ 30	\$ 24	\$ 40	\$ 30	\$ 25	\$ 41	\$ 31	\$ 25	\$ 41
Tampa Downtown-Orlando Downtown	\$ 29	\$ 24	\$ 39	\$ 30	\$ 24	\$ 40	\$ 30	\$ 25	\$ 41	\$ 31	\$ 25	\$ 41
Tampa Downtown- Lakeland	\$ 19	\$ 12	\$ 19	\$ 19	\$ 12	\$ 19	\$ 20	\$ 12	\$ 20	\$ 20	\$ 13	\$ 20
Tampa Intl Airport-Disney World	\$ 29	\$ 24	\$ 39	\$ 30	\$ 24	\$ 40	\$ 30	\$ 25	\$ 41	\$ 31	\$ 25	\$ 41
Tampa Intl Airport-Lakeland	\$ 19	\$ 12	\$ 19	\$ 19	\$ 12	\$ 19	\$ 20	\$ 12	\$ 20	\$ 20	\$ 13	\$ 20
Tampa Intl Airport-International Drive	\$ 34	\$ 29	\$ 44	\$ 35	\$ 30	\$ 45	\$ 35	\$ 30	\$ 46	\$ 36	\$ 31	\$ 47
Tampa Intl Airport-Orlando Intl Airport	\$ 29	\$ 24	\$ 39	\$ 30	\$ 24	\$ 40	\$ 30	\$ 25	\$ 41	\$ 31	\$ 25	\$ 41
Tampa Intl Airport-Orlando Downtown	\$ 34	\$ 29	\$ 44	\$ 35	\$ 30	\$ 45	\$ 35	\$ 30	\$ 46	\$ 36	\$ 31	\$ 47
Tampa Intl Airport-West Palm Beach	\$ 59	\$ 39	\$ 69	\$ 60	\$ 40	\$ 70	\$ 61	\$ 41	\$ 72	\$ 63	\$ 41	\$ 73
Tampa Intl Airport-Fort Lauderdale	\$ 59	\$ 39	\$ 69	\$ 60	\$ 40	\$ 70	\$ 61	\$ 41	\$ 72	\$ 63	\$ 41	\$ 73
Tampa Intl Airport-Miami Intermodal	\$ 65	\$ 45	\$ 75	\$ 66	\$ 46	\$ 77	\$ 68	\$ 47	\$ 78	\$ 69	\$ 48	\$ 80
Tampa Intl Airport-Canaveral	\$ 49	\$ 34	\$ 59	\$ 50	\$ 35	\$ 60	\$ 51	\$ 35	\$ 61	\$ 52	\$ 36	\$ 63
St. Petersburg- Canaveral	\$ 49	\$ 34	\$ 59	\$ 50	\$ 35	\$ 60	\$ 51	\$ 35	\$ 61	\$ 52	\$ 36	\$ 63
St. Petersburg- Orlando Intl Airport	\$ 29	\$ 24	\$ 39	\$ 30	\$ 24	\$ 40	\$ 30	\$ 25	\$ 41	\$ 31	\$ 25	\$ 41
St. Petersburg- International Drive	\$ 29	\$ 24	\$ 39	\$ 30	\$ 24	\$ 40	\$ 30	\$ 25	\$ 41	\$ 31	\$ 25	\$ 41
St. Petersburg- Orlando Downtown	\$ 29	\$ 24	\$ 39	\$ 30	\$ 24	\$ 40	\$ 30	\$ 25	\$ 41	\$ 31	\$ 25	\$ 41
St. Petersburg- Disney World	\$ 29	\$ 24	\$ 39	\$ 30	\$ 24	\$ 40	\$ 30	\$ 25	\$ 41	\$ 31	\$ 25	\$ 41
St. Petersburg- Lakeland	\$ 24	\$ 17	\$ 24	\$ 24	\$ 17	\$ 24	\$ 25	\$ 18	\$ 25	\$ 25	\$ 18	\$ 25
West Palm Beach- Fort Lauderdale	\$ 6	\$ 6	\$ 10	\$ 6	\$ 6	\$ 10	\$ 6	\$ 6	\$ 10	\$ 6	\$ 6	\$ 11
West Palm Beach- Miami Intermodal	\$ 8	\$ 8	\$ 12	\$ 8	\$ 8	\$ 12	\$ 8	\$ 8	\$ 12	\$ 8	\$ 8	\$ 13
Port St. Lucie- West Palm Beach	\$ 15	\$ 12	\$ 20	\$ 15	\$ 12	\$ 20	\$ 16	\$ 12	\$ 21	\$ 16	\$ 13	\$ 21
Port St. Lucie- Fort Lauderdale	\$ 20	\$ 17	\$ 25	\$ 20	\$ 17	\$ 26	\$ 21	\$ 18	\$ 26	\$ 21	\$ 18	\$ 27
Port St. Lucie- Miami Intermodal Center	\$ 25	\$ 20	\$ 30	\$ 26	\$ 20	\$ 31	\$ 26	\$ 21	\$ 31	\$ 27	\$ 21	\$ 32
Miami Intermodal- Canaveral	\$ 55	\$ 39	\$ 60	\$ 56	\$ 40	\$ 61	\$ 57	\$ 41	\$ 62	\$ 58	\$ 41	\$ 64
Miami Intermodal- Orlando Intl Airport	\$ 60	\$ 40	\$ 75	\$ 61	\$ 41	\$ 77	\$ 62	\$ 42	\$ 78	\$ 64	\$ 42	\$ 80
Miami Intermodal- International Drive	\$ 65	\$ 45	\$ 65	\$ 66	\$ 46	\$ 66	\$ 68	\$ 47	\$ 68	\$ 69	\$ 48	\$ 69
Miami Intermodal- Orlando Downtown	\$ 65	\$ 45	\$ 65	\$ 66	\$ 46	\$ 66	\$ 68	\$ 47	\$ 68	\$ 69	\$ 48	\$ 69
Miami Intermodal- Disney World	\$ 65	\$ 45	\$ 65	\$ 66	\$ 46	\$ 66	\$ 68	\$ 47	\$ 68	\$ 69	\$ 48	\$ 69

Florida Maglev Consortium
Fare Structure

Station Pair	Fares 1999			Fares 2000			Fares 2001			Fares 2002		
	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.
Miami Intermodal- Lakeland	\$ 69	\$ 49	\$ 79	\$ 70	\$ 50	\$ 81	\$ 72	\$ 51	\$ 82	\$ 73	\$ 52	\$ 84
Miami Intermodal- Tampa Downtown	\$ 69	\$ 49	\$ 79	\$ 70	\$ 50	\$ 81	\$ 72	\$ 51	\$ 82	\$ 73	\$ 52	\$ 84
Miami Intermodal- St. Petersburg	\$ 69	\$ 49	\$ 79	\$ 70	\$ 50	\$ 81	\$ 72	\$ 51	\$ 82	\$ 73	\$ 52	\$ 84
Fort Lauderdale- Canaveral	\$ 55	\$ 39	\$ 60	\$ 56	\$ 40	\$ 61	\$ 57	\$ 41	\$ 62	\$ 58	\$ 41	\$ 64
Fort Lauderdale- Orlando Intl Airport	\$ 59	\$ 39	\$ 59	\$ 60	\$ 40	\$ 60	\$ 61	\$ 41	\$ 61	\$ 63	\$ 41	\$ 63
Fort Lauderdale- International Drive	\$ 64	\$ 44	\$ 64	\$ 65	\$ 45	\$ 65	\$ 67	\$ 46	\$ 67	\$ 68	\$ 47	\$ 68
Fort Lauderdale- Orlando Downtown	\$ 64	\$ 44	\$ 64	\$ 65	\$ 45	\$ 65	\$ 67	\$ 46	\$ 67	\$ 68	\$ 47	\$ 68
Fort Lauderdale- Disney World	\$ 64	\$ 44	\$ 64	\$ 65	\$ 45	\$ 65	\$ 67	\$ 46	\$ 67	\$ 68	\$ 47	\$ 68
Fort Lauderdale- Lakeland	\$ 69	\$ 49	\$ 69	\$ 70	\$ 50	\$ 70	\$ 72	\$ 51	\$ 72	\$ 73	\$ 52	\$ 73
Fort Lauderdale- Tampa Downtown	\$ 64	\$ 44	\$ 64	\$ 65	\$ 45	\$ 65	\$ 67	\$ 46	\$ 67	\$ 68	\$ 47	\$ 68
Fort Lauderdale- St. Petersburg	\$ 64	\$ 44	\$ 64	\$ 65	\$ 45	\$ 65	\$ 67	\$ 46	\$ 67	\$ 68	\$ 47	\$ 68
West Palm Beach- Canaveral	\$ 50	\$ 34	\$ 55	\$ 51	\$ 35	\$ 56	\$ 52	\$ 35	\$ 57	\$ 53	\$ 36	\$ 58
West Palm Beach- Orlando Intl Airport	\$ 59	\$ 39	\$ 59	\$ 60	\$ 40	\$ 60	\$ 61	\$ 41	\$ 61	\$ 63	\$ 41	\$ 63
West Palm Beach- International Drive	\$ 64	\$ 44	\$ 64	\$ 65	\$ 45	\$ 65	\$ 67	\$ 46	\$ 67	\$ 68	\$ 47	\$ 68
West Palm Beach- Orlando Downtown	\$ 64	\$ 44	\$ 64	\$ 65	\$ 45	\$ 65	\$ 67	\$ 46	\$ 67	\$ 68	\$ 47	\$ 68
West Palm Beach- Disney World	\$ 64	\$ 44	\$ 64	\$ 65	\$ 45	\$ 65	\$ 67	\$ 46	\$ 67	\$ 68	\$ 47	\$ 68
West Palm Beach- Lakeland	\$ 69	\$ 49	\$ 69	\$ 70	\$ 50	\$ 70	\$ 72	\$ 51	\$ 72	\$ 73	\$ 52	\$ 73
West Palm Beach- Tampa Downtown	\$ 69	\$ 49	\$ 69	\$ 70	\$ 50	\$ 70	\$ 72	\$ 51	\$ 72	\$ 73	\$ 52	\$ 73
West Palm Beach- St. Petersburg	\$ 69	\$ 49	\$ 69	\$ 70	\$ 50	\$ 70	\$ 72	\$ 51	\$ 72	\$ 73	\$ 52	\$ 73
Port St. Lucie- Canaveral	\$ 21	\$ 15	\$ 25	\$ 21	\$ 15	\$ 26	\$ 22	\$ 16	\$ 26	\$ 22	\$ 16	\$ 27
Port St. Lucie- Orlando Intl Airport	\$ 49	\$ 39	\$ 59	\$ 50	\$ 40	\$ 60	\$ 51	\$ 41	\$ 61	\$ 52	\$ 41	\$ 63
Port St. Lucie- International Drive	\$ 49	\$ 39	\$ 59	\$ 50	\$ 40	\$ 60	\$ 51	\$ 41	\$ 61	\$ 52	\$ 41	\$ 63
Port St. Lucie- Orlando Downtown	\$ 49	\$ 39	\$ 59	\$ 50	\$ 40	\$ 60	\$ 51	\$ 41	\$ 61	\$ 52	\$ 41	\$ 63
Port St. Lucie- Disney World	\$ 49	\$ 39	\$ 59	\$ 50	\$ 40	\$ 60	\$ 51	\$ 41	\$ 61	\$ 52	\$ 41	\$ 63
Port St. Lucie- Lakeland	\$ 55	\$ 45	\$ 65	\$ 56	\$ 46	\$ 66	\$ 57	\$ 47	\$ 68	\$ 58	\$ 48	\$ 69
Port St. Lucie- Tampa Downtown	\$ 59	\$ 49	\$ 69	\$ 60	\$ 50	\$ 70	\$ 61	\$ 51	\$ 72	\$ 63	\$ 52	\$ 73
Port St. Lucie-Tampa Intl Airport	\$ 59	\$ 49	\$ 69	\$ 60	\$ 50	\$ 70	\$ 61	\$ 51	\$ 72	\$ 63	\$ 52	\$ 73
Port St. Lucie- St. Petersburg	\$ 59	\$ 49	\$ 69	\$ 60	\$ 50	\$ 70	\$ 61	\$ 51	\$ 72	\$ 63	\$ 52	\$ 73

Florida Maglev Consortium
Fare Structure

Station Pair	Fares 2003			Fares 2004			Fares 2005			Fares 2006		
	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.
Orlando Airport-International Drive	\$ 9	\$ 9	\$ 11	\$ 9	\$ 9	\$ 11	\$ 9	\$ 9	\$ 11	\$ 9	\$ 9	\$ 11
Orlando Airport-Disney World	\$ 9	\$ 9	\$ 11	\$ 9	\$ 9	\$ 11	\$ 9	\$ 9	\$ 11	\$ 9	\$ 9	\$ 11
Orlando Airport-Canaveral	\$ 27	\$ 22	\$ 32	\$ 28	\$ 22	\$ 33	\$ 28	\$ 23	\$ 34	\$ 29	\$ 23	\$ 34
Orlando Downtown-Canaveral	\$ 32	\$ 27	\$ 38	\$ 33	\$ 28	\$ 39	\$ 34	\$ 28	\$ 39	\$ 34	\$ 29	\$ 40
Orlando Downtown-Orlando Intl Airport	\$ 6	\$ 6	\$ 9	\$ 7	\$ 7	\$ 9	\$ 7	\$ 7	\$ 9	\$ 7	\$ 7	\$ 9
Orlando Downtown-International Drive	\$ 6	\$ 6	\$ 9	\$ 7	\$ 7	\$ 9	\$ 7	\$ 7	\$ 9	\$ 7	\$ 7	\$ 9
Orlando Downtown-Disney World	\$ 6	\$ 6	\$ 9	\$ 7	\$ 7	\$ 9	\$ 7	\$ 7	\$ 9	\$ 7	\$ 7	\$ 9
International Drive-Disney World	\$ 6	\$ 6	\$ 9	\$ 7	\$ 7	\$ 9	\$ 7	\$ 7	\$ 9	\$ 7	\$ 7	\$ 9
Canaveral-International Drive	\$ 32	\$ 27	\$ 38	\$ 33	\$ 28	\$ 39	\$ 34	\$ 28	\$ 39	\$ 34	\$ 29	\$ 40
Canaveral-Disney World	\$ 32	\$ 27	\$ 38	\$ 33	\$ 28	\$ 39	\$ 34	\$ 28	\$ 39	\$ 34	\$ 29	\$ 40
Port Everglades-Fort Lauderdale	\$ 11	\$ 9	\$ 13	\$ 11	\$ 9	\$ 13	\$ 11	\$ 9	\$ 14	\$ 11	\$ 9	\$ 14
Fort Lauderdale- Miami Intermodal Center	\$ 6	\$ 6	\$ 9	\$ 7	\$ 7	\$ 9	\$ 7	\$ 7	\$ 9	\$ 7	\$ 7	\$ 9
Tampa Downtown-Tampa Intl Airport	\$ 6	\$ 6	\$ 9	\$ 7	\$ 7	\$ 9	\$ 7	\$ 7	\$ 9	\$ 7	\$ 7	\$ 9
Tampa Downtown-St. Petersburg	\$ 6	\$ 6	\$ 9	\$ 7	\$ 7	\$ 9	\$ 7	\$ 7	\$ 9	\$ 7	\$ 7	\$ 9
St. Petersburg-Tampa Intl Airport	\$ 6	\$ 6	\$ 9	\$ 7	\$ 7	\$ 9	\$ 7	\$ 7	\$ 9	\$ 7	\$ 7	\$ 9
Lakeland-Canaveral	\$ 32	\$ 22	\$ 38	\$ 33	\$ 22	\$ 39	\$ 34	\$ 23	\$ 39	\$ 34	\$ 23	\$ 40
Lakeland-Orlando Intl Airport	\$ 22	\$ 16	\$ 32	\$ 22	\$ 17	\$ 33	\$ 23	\$ 17	\$ 34	\$ 23	\$ 17	\$ 34
Lakeland-International Drive	\$ 22	\$ 16	\$ 32	\$ 22	\$ 17	\$ 33	\$ 23	\$ 17	\$ 34	\$ 23	\$ 17	\$ 34
Lakeland-Orlando Downtown	\$ 22	\$ 16	\$ 32	\$ 22	\$ 17	\$ 33	\$ 23	\$ 17	\$ 34	\$ 23	\$ 17	\$ 34
Lakeland-Disney World	\$ 22	\$ 16	\$ 32	\$ 22	\$ 17	\$ 33	\$ 23	\$ 17	\$ 34	\$ 23	\$ 17	\$ 34
Tampa Downtown-Canaveral	\$ 53	\$ 37	\$ 64	\$ 54	\$ 38	\$ 65	\$ 55	\$ 38	\$ 66	\$ 56	\$ 39	\$ 68
Tampa Downtown-Orlando Intl Airport	\$ 31	\$ 26	\$ 42	\$ 32	\$ 26	\$ 43	\$ 33	\$ 27	\$ 44	\$ 33	\$ 28	\$ 45
Tampa Downtown-International Drive	\$ 31	\$ 26	\$ 42	\$ 32	\$ 26	\$ 43	\$ 33	\$ 27	\$ 44	\$ 33	\$ 28	\$ 45
Tampa Downtown-Disney World	\$ 31	\$ 26	\$ 42	\$ 32	\$ 26	\$ 43	\$ 33	\$ 27	\$ 44	\$ 33	\$ 28	\$ 45
Tampa Downtown-Orlando Downtown	\$ 31	\$ 26	\$ 42	\$ 32	\$ 26	\$ 43	\$ 33	\$ 27	\$ 44	\$ 33	\$ 28	\$ 45
Tampa Downtown- Lakeland	\$ 21	\$ 13	\$ 21	\$ 21	\$ 13	\$ 21	\$ 21	\$ 14	\$ 21	\$ 22	\$ 14	\$ 22
Tampa Intl Airport-Disney World	\$ 31	\$ 26	\$ 42	\$ 32	\$ 26	\$ 43	\$ 33	\$ 27	\$ 44	\$ 33	\$ 28	\$ 45
Tampa Intl Airport-Lakeland	\$ 21	\$ 13	\$ 21	\$ 21	\$ 13	\$ 21	\$ 21	\$ 14	\$ 21	\$ 22	\$ 14	\$ 22
Tampa Intl Airport-International Drive	\$ 37	\$ 31	\$ 48	\$ 38	\$ 32	\$ 49	\$ 38	\$ 33	\$ 50	\$ 39	\$ 33	\$ 51
Tampa Intl Airport-Orlando Intl Airport	\$ 31	\$ 26	\$ 42	\$ 32	\$ 26	\$ 43	\$ 33	\$ 27	\$ 44	\$ 33	\$ 28	\$ 45
Tampa Intl Airport-Orlando Downtown	\$ 37	\$ 31	\$ 48	\$ 38	\$ 32	\$ 49	\$ 38	\$ 33	\$ 50	\$ 39	\$ 33	\$ 51
Tampa Intl Airport-West Palm Beach	\$ 64	\$ 42	\$ 75	\$ 65	\$ 43	\$ 76	\$ 66	\$ 44	\$ 78	\$ 68	\$ 45	\$ 79
Tampa Intl Airport-Fort Lauderdale	\$ 64	\$ 42	\$ 75	\$ 65	\$ 43	\$ 76	\$ 66	\$ 44	\$ 78	\$ 68	\$ 45	\$ 79
Tampa Intl Airport-Miami Intermodal	\$ 70	\$ 49	\$ 81	\$ 72	\$ 50	\$ 83	\$ 73	\$ 51	\$ 84	\$ 75	\$ 52	\$ 86
Tampa Intl Airport-Canaveral	\$ 53	\$ 37	\$ 64	\$ 54	\$ 38	\$ 65	\$ 55	\$ 38	\$ 66	\$ 56	\$ 39	\$ 68
St. Petersburg- Canaveral	\$ 53	\$ 37	\$ 64	\$ 54	\$ 38	\$ 65	\$ 55	\$ 38	\$ 66	\$ 56	\$ 39	\$ 68
St. Petersburg- Orlando Intl Airport	\$ 31	\$ 26	\$ 42	\$ 32	\$ 26	\$ 43	\$ 33	\$ 27	\$ 44	\$ 33	\$ 28	\$ 45
St. Petersburg- International Drive	\$ 31	\$ 26	\$ 42	\$ 32	\$ 26	\$ 43	\$ 33	\$ 27	\$ 44	\$ 33	\$ 28	\$ 45
St. Petersburg- Orlando Downtown	\$ 31	\$ 26	\$ 42	\$ 32	\$ 26	\$ 43	\$ 33	\$ 27	\$ 44	\$ 33	\$ 28	\$ 45
St. Petersburg- Disney World	\$ 31	\$ 26	\$ 42	\$ 32	\$ 26	\$ 43	\$ 33	\$ 27	\$ 44	\$ 33	\$ 28	\$ 45
St. Petersburg- Lakeland	\$ 26	\$ 18	\$ 26	\$ 26	\$ 19	\$ 26	\$ 27	\$ 19	\$ 27	\$ 28	\$ 20	\$ 28
West Palm Beach- Fort Lauderdale	\$ 6	\$ 6	\$ 11	\$ 7	\$ 7	\$ 11	\$ 7	\$ 7	\$ 11	\$ 7	\$ 7	\$ 11
West Palm Beach- Miami Intermodal	\$ 9	\$ 9	\$ 13	\$ 9	\$ 9	\$ 13	\$ 9	\$ 9	\$ 14	\$ 9	\$ 9	\$ 14
Port St.Lucie- West Palm Beach	\$ 16	\$ 13	\$ 22	\$ 17	\$ 13	\$ 22	\$ 17	\$ 14	\$ 23	\$ 17	\$ 14	\$ 23
Port St. Lucie- Fort Lauderdale	\$ 22	\$ 18	\$ 27	\$ 22	\$ 19	\$ 28	\$ 23	\$ 19	\$ 28	\$ 23	\$ 20	\$ 29
Port St. Lucie- Miami Intermodal Center	\$ 27	\$ 22	\$ 32	\$ 28	\$ 22	\$ 33	\$ 28	\$ 23	\$ 34	\$ 29	\$ 23	\$ 34
Miami Intermodal- Canaveral	\$ 60	\$ 42	\$ 65	\$ 61	\$ 43	\$ 66	\$ 62	\$ 44	\$ 68	\$ 63	\$ 45	\$ 69
Miami Intermodal- Orlando Intl Airport	\$ 65	\$ 43	\$ 81	\$ 66	\$ 44	\$ 83	\$ 68	\$ 45	\$ 84	\$ 69	\$ 46	\$ 86
Miami Intermodal- International Drive	\$ 70	\$ 49	\$ 70	\$ 72	\$ 50	\$ 72	\$ 73	\$ 51	\$ 73	\$ 75	\$ 52	\$ 75
Miami Intermodal- Orlando Downtown	\$ 70	\$ 49	\$ 70	\$ 72	\$ 50	\$ 72	\$ 73	\$ 51	\$ 73	\$ 75	\$ 52	\$ 75
Miami Intermodal- Disney World	\$ 70	\$ 49	\$ 70	\$ 72	\$ 50	\$ 72	\$ 73	\$ 51	\$ 73	\$ 75	\$ 52	\$ 75

Florida Maglev Consortium
Fare Structure

Station Pair	Fares 2003			Fares 2004			Fares 2005			Fares 2006		
	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.
Miami Intermodal- Lakeland	\$ 75	\$ 53	\$ 86	\$ 76	\$ 54	\$ 87	\$ 78	\$ 55	\$ 89	\$ 79	\$ 56	\$ 91
Miami Intermodal- Tampa Downtown	\$ 75	\$ 53	\$ 86	\$ 76	\$ 54	\$ 87	\$ 78	\$ 55	\$ 89	\$ 79	\$ 56	\$ 91
Miami Intermodal- St. Petersburg	\$ 75	\$ 53	\$ 86	\$ 76	\$ 54	\$ 87	\$ 78	\$ 55	\$ 89	\$ 79	\$ 56	\$ 91
Fort Lauderdale- Canaveral	\$ 60	\$ 42	\$ 65	\$ 61	\$ 43	\$ 66	\$ 62	\$ 44	\$ 68	\$ 63	\$ 45	\$ 69
Fort Lauderdale- Orlando Intl Airport	\$ 64	\$ 42	\$ 64	\$ 65	\$ 43	\$ 65	\$ 66	\$ 44	\$ 66	\$ 68	\$ 45	\$ 68
Fort Lauderdale- International Drive	\$ 69	\$ 48	\$ 69	\$ 71	\$ 49	\$ 71	\$ 72	\$ 50	\$ 72	\$ 74	\$ 51	\$ 74
Fort Lauderdale- Orlando Downtown	\$ 69	\$ 48	\$ 69	\$ 71	\$ 49	\$ 71	\$ 72	\$ 50	\$ 72	\$ 74	\$ 51	\$ 74
Fort Lauderdale- Disney World	\$ 69	\$ 48	\$ 69	\$ 71	\$ 49	\$ 71	\$ 72	\$ 50	\$ 72	\$ 74	\$ 51	\$ 74
Fort Lauderdale- Lakeland	\$ 75	\$ 53	\$ 75	\$ 76	\$ 54	\$ 76	\$ 78	\$ 55	\$ 78	\$ 79	\$ 56	\$ 79
Fort Lauderdale- Tampa Downtown	\$ 69	\$ 48	\$ 69	\$ 71	\$ 49	\$ 71	\$ 72	\$ 50	\$ 72	\$ 74	\$ 51	\$ 74
Fort Lauderdale- St. Petersburg	\$ 69	\$ 48	\$ 69	\$ 71	\$ 49	\$ 71	\$ 72	\$ 50	\$ 72	\$ 74	\$ 51	\$ 74
West Palm Beach- Canaveral	\$ 54	\$ 37	\$ 60	\$ 55	\$ 38	\$ 61	\$ 56	\$ 38	\$ 62	\$ 57	\$ 39	\$ 63
West Palm Beach- Orlando Intl Airport	\$ 64	\$ 42	\$ 64	\$ 65	\$ 43	\$ 65	\$ 66	\$ 44	\$ 66	\$ 68	\$ 45	\$ 68
West Palm Beach- International Drive	\$ 69	\$ 48	\$ 69	\$ 71	\$ 49	\$ 71	\$ 72	\$ 50	\$ 72	\$ 74	\$ 51	\$ 74
West Palm Beach- Orlando Downtown	\$ 69	\$ 48	\$ 69	\$ 71	\$ 49	\$ 71	\$ 72	\$ 50	\$ 72	\$ 74	\$ 51	\$ 74
West Palm Beach- Disney World	\$ 69	\$ 48	\$ 69	\$ 71	\$ 49	\$ 71	\$ 72	\$ 50	\$ 72	\$ 74	\$ 51	\$ 74
West Palm Beach- Lakeland	\$ 75	\$ 53	\$ 75	\$ 76	\$ 54	\$ 76	\$ 78	\$ 55	\$ 78	\$ 79	\$ 56	\$ 79
West Palm Beach- Tampa Downtown	\$ 75	\$ 53	\$ 75	\$ 76	\$ 54	\$ 76	\$ 78	\$ 55	\$ 78	\$ 79	\$ 56	\$ 79
West Palm Beach- St. Petersburg	\$ 75	\$ 53	\$ 75	\$ 76	\$ 54	\$ 76	\$ 78	\$ 55	\$ 78	\$ 79	\$ 56	\$ 79
Port St. Lucie- Canaveral	\$ 23	\$ 16	\$ 27	\$ 23	\$ 17	\$ 28	\$ 24	\$ 17	\$ 28	\$ 24	\$ 17	\$ 29
Port St. Lucie- Orlando Intl Airport	\$ 53	\$ 42	\$ 64	\$ 54	\$ 43	\$ 65	\$ 55	\$ 44	\$ 66	\$ 56	\$ 45	\$ 68
Port St. Lucie- International Drive	\$ 53	\$ 42	\$ 64	\$ 54	\$ 43	\$ 65	\$ 55	\$ 44	\$ 66	\$ 56	\$ 45	\$ 68
Port St. Lucie- Orlando Downtown	\$ 53	\$ 42	\$ 64	\$ 54	\$ 43	\$ 65	\$ 55	\$ 44	\$ 66	\$ 56	\$ 45	\$ 68
Port St. Lucie- Disney World	\$ 53	\$ 42	\$ 64	\$ 54	\$ 43	\$ 65	\$ 55	\$ 44	\$ 66	\$ 56	\$ 45	\$ 68
Port St. Lucie- Lakeland	\$ 60	\$ 49	\$ 70	\$ 61	\$ 50	\$ 72	\$ 62	\$ 51	\$ 73	\$ 63	\$ 52	\$ 75
Port St. Lucie- Tampa Downtown	\$ 64	\$ 53	\$ 75	\$ 65	\$ 54	\$ 76	\$ 66	\$ 55	\$ 78	\$ 68	\$ 56	\$ 79
Port St. Lucie-Tampa Intl Airport	\$ 64	\$ 53	\$ 75	\$ 65	\$ 54	\$ 76	\$ 66	\$ 55	\$ 78	\$ 68	\$ 56	\$ 79
Port St. Lucie- St. Petersburg	\$ 64	\$ 53	\$ 75	\$ 65	\$ 54	\$ 76	\$ 66	\$ 55	\$ 78	\$ 68	\$ 56	\$ 79

Florida Maglev Consortium
Fare Structure

Station Pair	Fares 2007			Fares 2008			Fares 2009			Fares 2010		
	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.
Orlando Airport-International Drive	\$ 9	\$ 9	\$ 12	\$ 10	\$ 10	\$ 12	\$ 10	\$ 10	\$ 12	\$ 10	\$ 10	\$ 12
Orlando Airport-Disney World	\$ 9	\$ 9	\$ 12	\$ 10	\$ 10	\$ 12	\$ 10	\$ 10	\$ 12	\$ 10	\$ 10	\$ 12
Orlando Airport-Canaveral	\$ 29	\$ 23	\$ 35	\$ 30	\$ 24	\$ 36	\$ 30	\$ 24	\$ 37	\$ 31	\$ 25	\$ 37
Orlando Downtown-Canaveral	\$ 35	\$ 29	\$ 41	\$ 36	\$ 30	\$ 42	\$ 37	\$ 30	\$ 43	\$ 37	\$ 31	\$ 44
Orlando Downtown-Orlando Intl Airport	\$ 7	\$ 7	\$ 9	\$ 7	\$ 7	\$ 10	\$ 7	\$ 7	\$ 10	\$ 7	\$ 7	\$ 10
Orlando Downtown-International Drive	\$ 7	\$ 7	\$ 9	\$ 7	\$ 7	\$ 10	\$ 7	\$ 7	\$ 10	\$ 7	\$ 7	\$ 10
Orlando Downtown-Disney World	\$ 7	\$ 7	\$ 9	\$ 7	\$ 7	\$ 10	\$ 7	\$ 7	\$ 10	\$ 7	\$ 7	\$ 10
International Drive-Disney World	\$ 7	\$ 7	\$ 9	\$ 7	\$ 7	\$ 10	\$ 7	\$ 7	\$ 10	\$ 7	\$ 7	\$ 10
Canaveral-International Drive	\$ 35	\$ 29	\$ 41	\$ 36	\$ 30	\$ 42	\$ 37	\$ 30	\$ 43	\$ 37	\$ 31	\$ 44
Canaveral-Disney World	\$ 35	\$ 29	\$ 41	\$ 36	\$ 30	\$ 42	\$ 37	\$ 30	\$ 43	\$ 37	\$ 31	\$ 44
Port Everglades-Fort Lauderdale	\$ 12	\$ 9	\$ 14	\$ 12	\$ 10	\$ 14	\$ 12	\$ 10	\$ 15	\$ 12	\$ 10	\$ 15
Fort Lauderdale- Miami Intermodal Center	\$ 7	\$ 7	\$ 9	\$ 7	\$ 7	\$ 10	\$ 7	\$ 7	\$ 10	\$ 7	\$ 7	\$ 10
Tampa Downtown-Tampa Intl Airport	\$ 7	\$ 7	\$ 9	\$ 7	\$ 7	\$ 10	\$ 7	\$ 7	\$ 10	\$ 7	\$ 7	\$ 10
Tampa Downtown-St. Petersburg	\$ 7	\$ 7	\$ 9	\$ 7	\$ 7	\$ 10	\$ 7	\$ 7	\$ 10	\$ 7	\$ 7	\$ 10
St. Petersburg-Tampa Intl Airport	\$ 7	\$ 7	\$ 9	\$ 7	\$ 7	\$ 10	\$ 7	\$ 7	\$ 10	\$ 7	\$ 7	\$ 10
Lakeland-Canaveral	\$ 35	\$ 23	\$ 41	\$ 36	\$ 24	\$ 42	\$ 37	\$ 24	\$ 43	\$ 37	\$ 25	\$ 44
Lakeland-Orlando Intl Airport	\$ 23	\$ 18	\$ 35	\$ 24	\$ 18	\$ 36	\$ 24	\$ 18	\$ 37	\$ 25	\$ 19	\$ 37
Lakeland-International Drive	\$ 23	\$ 18	\$ 35	\$ 24	\$ 18	\$ 36	\$ 24	\$ 18	\$ 37	\$ 25	\$ 19	\$ 37
Lakeland-Orlando Downtown	\$ 23	\$ 18	\$ 35	\$ 24	\$ 18	\$ 36	\$ 24	\$ 18	\$ 37	\$ 25	\$ 19	\$ 37
Lakeland-Disney World	\$ 23	\$ 18	\$ 35	\$ 24	\$ 18	\$ 36	\$ 24	\$ 18	\$ 37	\$ 25	\$ 19	\$ 37
Tampa Downtown-Canaveral	\$ 57	\$ 40	\$ 69	\$ 59	\$ 41	\$ 71	\$ 60	\$ 41	\$ 72	\$ 61	\$ 42	\$ 73
Tampa Downtown-Orlando Intl Airport	\$ 34	\$ 28	\$ 46	\$ 35	\$ 29	\$ 47	\$ 35	\$ 29	\$ 48	\$ 36	\$ 30	\$ 48
Tampa Downtown-International Drive	\$ 34	\$ 28	\$ 46	\$ 35	\$ 29	\$ 47	\$ 35	\$ 29	\$ 48	\$ 36	\$ 30	\$ 48
Tampa Downtown-Disney World	\$ 34	\$ 28	\$ 46	\$ 35	\$ 29	\$ 47	\$ 35	\$ 29	\$ 48	\$ 36	\$ 30	\$ 48
Tampa Downtown-Orlando Downtown	\$ 34	\$ 28	\$ 46	\$ 35	\$ 29	\$ 47	\$ 35	\$ 29	\$ 48	\$ 36	\$ 30	\$ 48
Tampa Downtown- Lakeland	\$ 22	\$ 14	\$ 22	\$ 23	\$ 14	\$ 23	\$ 23	\$ 15	\$ 23	\$ 24	\$ 15	\$ 24
Tampa Intl Airport-Disney World	\$ 34	\$ 28	\$ 46	\$ 35	\$ 29	\$ 47	\$ 35	\$ 29	\$ 48	\$ 36	\$ 30	\$ 48
Tampa Intl Airport-Lakeland	\$ 22	\$ 14	\$ 22	\$ 23	\$ 14	\$ 23	\$ 23	\$ 15	\$ 23	\$ 24	\$ 15	\$ 24
Tampa Intl Airport-International Drive	\$ 40	\$ 34	\$ 52	\$ 41	\$ 35	\$ 53	\$ 41	\$ 35	\$ 54	\$ 42	\$ 36	\$ 55
Tampa Intl Airport-Orlando Intl Airport	\$ 34	\$ 28	\$ 46	\$ 35	\$ 29	\$ 47	\$ 35	\$ 29	\$ 48	\$ 36	\$ 30	\$ 48
Tampa Intl Airport-Orlando Downtown	\$ 40	\$ 34	\$ 52	\$ 41	\$ 35	\$ 53	\$ 41	\$ 35	\$ 54	\$ 42	\$ 36	\$ 55
Tampa Intl Airport-West Palm Beach	\$ 69	\$ 46	\$ 81	\$ 71	\$ 47	\$ 82	\$ 72	\$ 48	\$ 84	\$ 73	\$ 48	\$ 86
Tampa Intl Airport-Fort Lauderdale	\$ 69	\$ 46	\$ 81	\$ 71	\$ 47	\$ 82	\$ 72	\$ 48	\$ 84	\$ 73	\$ 48	\$ 86
Tampa Intl Airport-Miami Intermodal	\$ 76	\$ 53	\$ 88	\$ 78	\$ 54	\$ 90	\$ 79	\$ 55	\$ 91	\$ 81	\$ 56	\$ 93
Tampa Intl Airport-Canaveral	\$ 57	\$ 40	\$ 69	\$ 59	\$ 41	\$ 71	\$ 60	\$ 41	\$ 72	\$ 61	\$ 42	\$ 73
St. Petersburg- Canaveral	\$ 57	\$ 40	\$ 69	\$ 59	\$ 41	\$ 71	\$ 60	\$ 41	\$ 72	\$ 61	\$ 42	\$ 73
St. Petersburg- Orlando Intl Airport	\$ 34	\$ 28	\$ 46	\$ 35	\$ 29	\$ 47	\$ 35	\$ 29	\$ 48	\$ 36	\$ 30	\$ 48
St. Petersburg- International Drive	\$ 34	\$ 28	\$ 46	\$ 35	\$ 29	\$ 47	\$ 35	\$ 29	\$ 48	\$ 36	\$ 30	\$ 48
St. Petersburg- Orlando Downtown	\$ 34	\$ 28	\$ 46	\$ 35	\$ 29	\$ 47	\$ 35	\$ 29	\$ 48	\$ 36	\$ 30	\$ 48
St. Petersburg- Disney World	\$ 34	\$ 28	\$ 46	\$ 35	\$ 29	\$ 47	\$ 35	\$ 29	\$ 48	\$ 36	\$ 30	\$ 48
St. Petersburg- Lakeland	\$ 28	\$ 20	\$ 28	\$ 29	\$ 20	\$ 29	\$ 29	\$ 21	\$ 29	\$ 30	\$ 21	\$ 30
West Palm Beach- Fort Lauderdale	\$ 7	\$ 7	\$ 12	\$ 7	\$ 7	\$ 12	\$ 7	\$ 7	\$ 12	\$ 7	\$ 7	\$ 12
West Palm Beach- Miami Intermodal	\$ 9	\$ 9	\$ 14	\$ 10	\$ 10	\$ 14	\$ 10	\$ 10	\$ 15	\$ 10	\$ 10	\$ 15
Port St. Lucie- West Palm Beach	\$ 18	\$ 14	\$ 23	\$ 18	\$ 14	\$ 24	\$ 18	\$ 15	\$ 24	\$ 19	\$ 15	\$ 25
Port St. Lucie- Fort Lauderdale	\$ 23	\$ 20	\$ 29	\$ 24	\$ 20	\$ 30	\$ 24	\$ 21	\$ 30	\$ 25	\$ 21	\$ 31
Port St. Lucie- Miami Intermodal Center	\$ 29	\$ 23	\$ 35	\$ 30	\$ 24	\$ 36	\$ 30	\$ 24	\$ 37	\$ 31	\$ 25	\$ 37
Miami Intermodal- Canaveral	\$ 64	\$ 46	\$ 70	\$ 66	\$ 47	\$ 72	\$ 67	\$ 48	\$ 73	\$ 68	\$ 48	\$ 75
Miami Intermodal- Orlando Intl Airport	\$ 70	\$ 47	\$ 88	\$ 72	\$ 48	\$ 90	\$ 73	\$ 49	\$ 91	\$ 75	\$ 50	\$ 93
Miami Intermodal- International Drive	\$ 76	\$ 53	\$ 76	\$ 78	\$ 54	\$ 78	\$ 79	\$ 55	\$ 79	\$ 81	\$ 56	\$ 81
Miami Intermodal- Orlando Downtown	\$ 76	\$ 53	\$ 76	\$ 78	\$ 54	\$ 78	\$ 79	\$ 55	\$ 79	\$ 81	\$ 56	\$ 81
Miami Intermodal- Disney World	\$ 76	\$ 53	\$ 76	\$ 78	\$ 54	\$ 78	\$ 79	\$ 55	\$ 79	\$ 81	\$ 56	\$ 81

Florida Maglev Consortium
Fare Structure

Station Pair	Fares 2007			Fares 2008			Fares 2009			Fares 2010		
	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.
Miami Intermodal- Lakeland	\$ 81	\$ 57	\$ 93	\$ 82	\$ 59	\$ 94	\$ 84	\$ 60	\$ 96	\$ 86	\$ 61	\$ 98
Miami Intermodal- Tampa Downtown	\$ 81	\$ 57	\$ 93	\$ 82	\$ 59	\$ 94	\$ 84	\$ 60	\$ 96	\$ 86	\$ 61	\$ 98
Miami Intermodal- St. Petersburg	\$ 81	\$ 57	\$ 93	\$ 82	\$ 59	\$ 94	\$ 84	\$ 60	\$ 96	\$ 86	\$ 61	\$ 98
Fort Lauderdale- Canaveral	\$ 64	\$ 46	\$ 70	\$ 66	\$ 47	\$ 72	\$ 67	\$ 48	\$ 73	\$ 68	\$ 48	\$ 75
Fort Lauderdale- Orlando Intl Airport	\$ 69	\$ 46	\$ 69	\$ 71	\$ 47	\$ 71	\$ 72	\$ 48	\$ 72	\$ 73	\$ 48	\$ 73
Fort Lauderdale- International Drive	\$ 75	\$ 52	\$ 75	\$ 76	\$ 53	\$ 76	\$ 78	\$ 54	\$ 78	\$ 80	\$ 55	\$ 80
Fort Lauderdale- Orlando Downtown	\$ 75	\$ 52	\$ 75	\$ 76	\$ 53	\$ 76	\$ 78	\$ 54	\$ 78	\$ 80	\$ 55	\$ 80
Fort Lauderdale- Disney World	\$ 75	\$ 52	\$ 75	\$ 76	\$ 53	\$ 76	\$ 78	\$ 54	\$ 78	\$ 80	\$ 55	\$ 80
Fort Lauderdale- Lakeland	\$ 81	\$ 57	\$ 81	\$ 82	\$ 59	\$ 82	\$ 84	\$ 60	\$ 84	\$ 86	\$ 61	\$ 86
Fort Lauderdale- Tampa Downtown	\$ 75	\$ 52	\$ 75	\$ 76	\$ 53	\$ 76	\$ 78	\$ 54	\$ 78	\$ 80	\$ 55	\$ 80
Fort Lauderdale- St. Petersburg	\$ 75	\$ 52	\$ 75	\$ 76	\$ 53	\$ 76	\$ 78	\$ 54	\$ 78	\$ 80	\$ 55	\$ 80
West Palm Beach- Canaveral	\$ 59	\$ 40	\$ 64	\$ 60	\$ 41	\$ 66	\$ 61	\$ 41	\$ 67	\$ 62	\$ 42	\$ 68
West Palm Beach- Orlando Intl Airport	\$ 69	\$ 46	\$ 69	\$ 71	\$ 47	\$ 71	\$ 72	\$ 48	\$ 72	\$ 73	\$ 48	\$ 73
West Palm Beach- International Drive	\$ 75	\$ 52	\$ 75	\$ 76	\$ 53	\$ 76	\$ 78	\$ 54	\$ 78	\$ 80	\$ 55	\$ 80
West Palm Beach- Orlando Downtown	\$ 75	\$ 52	\$ 75	\$ 76	\$ 53	\$ 76	\$ 78	\$ 54	\$ 78	\$ 80	\$ 55	\$ 80
West Palm Beach- Disney World	\$ 75	\$ 52	\$ 75	\$ 76	\$ 53	\$ 76	\$ 78	\$ 54	\$ 78	\$ 80	\$ 55	\$ 80
West Palm Beach- Lakeland	\$ 81	\$ 57	\$ 81	\$ 82	\$ 59	\$ 82	\$ 84	\$ 60	\$ 84	\$ 86	\$ 61	\$ 86
West Palm Beach- Tampa Downtown	\$ 81	\$ 57	\$ 81	\$ 82	\$ 59	\$ 82	\$ 84	\$ 60	\$ 84	\$ 86	\$ 61	\$ 86
West Palm Beach- St. Petersburg	\$ 81	\$ 57	\$ 81	\$ 82	\$ 59	\$ 82	\$ 84	\$ 60	\$ 84	\$ 86	\$ 61	\$ 86
Port St. Lucie- Canaveral	\$ 25	\$ 18	\$ 29	\$ 25	\$ 18	\$ 30	\$ 26	\$ 18	\$ 30	\$ 26	\$ 19	\$ 31
Port St. Lucie- Orlando Intl Airport	\$ 57	\$ 46	\$ 69	\$ 59	\$ 47	\$ 71	\$ 60	\$ 48	\$ 72	\$ 61	\$ 48	\$ 73
Port St. Lucie- International Drive	\$ 57	\$ 46	\$ 69	\$ 59	\$ 47	\$ 71	\$ 60	\$ 48	\$ 72	\$ 61	\$ 48	\$ 73
Port St. Lucie- Orlando Downtown	\$ 57	\$ 46	\$ 69	\$ 59	\$ 47	\$ 71	\$ 60	\$ 48	\$ 72	\$ 61	\$ 48	\$ 73
Port St. Lucie- Disney World	\$ 57	\$ 46	\$ 69	\$ 59	\$ 47	\$ 71	\$ 60	\$ 48	\$ 72	\$ 61	\$ 48	\$ 73
Port St. Lucie- Lakeland	\$ 64	\$ 53	\$ 76	\$ 66	\$ 54	\$ 78	\$ 67	\$ 55	\$ 79	\$ 68	\$ 56	\$ 81
Port St. Lucie- Tampa Downtown	\$ 69	\$ 57	\$ 81	\$ 71	\$ 59	\$ 82	\$ 72	\$ 60	\$ 84	\$ 73	\$ 61	\$ 86
Port St. Lucie- Tampa Intl Airport	\$ 69	\$ 57	\$ 81	\$ 71	\$ 59	\$ 82	\$ 72	\$ 60	\$ 84	\$ 73	\$ 61	\$ 86
Port St. Lucie- St. Petersburg	\$ 69	\$ 57	\$ 81	\$ 71	\$ 59	\$ 82	\$ 72	\$ 60	\$ 84	\$ 73	\$ 61	\$ 86

Florida Maglev Consortium
Fare Structure

Station Pair	Fares 2011			Fares 2012			Fares 2013			Fares 2014		
	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.
Orlando Airport-International Drive	\$ 10	\$ 10	\$ 13	\$ 10	\$ 10	\$ 13	\$ 11	\$ 11	\$ 13	\$ 11	\$ 11	\$ 13
Orlando Airport-Disney World	\$ 10	\$ 10	\$ 13	\$ 10	\$ 10	\$ 13	\$ 11	\$ 11	\$ 13	\$ 11	\$ 11	\$ 13
Orlando Airport-Canaveral	\$ 32	\$ 25	\$ 38	\$ 32	\$ 26	\$ 39	\$ 33	\$ 26	\$ 40	\$ 34	\$ 27	\$ 40
Orlando Downtown-Canaveral	\$ 38	\$ 32	\$ 44	\$ 39	\$ 32	\$ 45	\$ 40	\$ 33	\$ 46	\$ 40	\$ 34	\$ 47
Orlando Downtown-Orlando Intl Airport	\$ 8	\$ 8	\$ 10	\$ 8	\$ 8	\$ 10	\$ 8	\$ 8	\$ 11	\$ 8	\$ 8	\$ 11
Orlando Downtown-International Drive	\$ 8	\$ 8	\$ 10	\$ 8	\$ 8	\$ 10	\$ 8	\$ 8	\$ 11	\$ 8	\$ 8	\$ 11
Orlando Downtown-Disney World	\$ 8	\$ 8	\$ 10	\$ 8	\$ 8	\$ 10	\$ 8	\$ 8	\$ 11	\$ 8	\$ 8	\$ 11
International Drive-Disney World	\$ 8	\$ 8	\$ 10	\$ 8	\$ 8	\$ 10	\$ 8	\$ 8	\$ 11	\$ 8	\$ 8	\$ 11
Canaveral-International Drive	\$ 38	\$ 32	\$ 44	\$ 39	\$ 32	\$ 45	\$ 40	\$ 33	\$ 46	\$ 40	\$ 34	\$ 47
Canaveral-Disney World	\$ 38	\$ 32	\$ 44	\$ 39	\$ 32	\$ 45	\$ 40	\$ 33	\$ 46	\$ 40	\$ 34	\$ 47
Port Everglades-Fort Lauderdale	\$ 13	\$ 10	\$ 15	\$ 13	\$ 10	\$ 16	\$ 13	\$ 11	\$ 16	\$ 13	\$ 11	\$ 16
Fort Lauderdale- Miami Intermodal Center	\$ 8	\$ 8	\$ 10	\$ 8	\$ 8	\$ 10	\$ 8	\$ 8	\$ 11	\$ 8	\$ 8	\$ 11
Tampa Downtown-Tampa Intl Airport	\$ 8	\$ 8	\$ 10	\$ 8	\$ 8	\$ 10	\$ 8	\$ 8	\$ 11	\$ 8	\$ 8	\$ 11
Tampa Downtown-St. Petersburg	\$ 8	\$ 8	\$ 10	\$ 8	\$ 8	\$ 10	\$ 8	\$ 8	\$ 11	\$ 8	\$ 8	\$ 11
St. Petersburg-Tampa Intl Airport	\$ 8	\$ 8	\$ 10	\$ 8	\$ 8	\$ 10	\$ 8	\$ 8	\$ 11	\$ 8	\$ 8	\$ 11
Lakeland-Canaveral	\$ 38	\$ 25	\$ 44	\$ 39	\$ 26	\$ 45	\$ 40	\$ 26	\$ 46	\$ 40	\$ 27	\$ 47
Lakeland-Orlando Intl Airport	\$ 25	\$ 19	\$ 38	\$ 26	\$ 19	\$ 39	\$ 26	\$ 20	\$ 40	\$ 27	\$ 20	\$ 40
Lakeland-International Drive	\$ 25	\$ 19	\$ 38	\$ 26	\$ 19	\$ 39	\$ 26	\$ 20	\$ 40	\$ 27	\$ 20	\$ 40
Lakeland-Orlando Downtown	\$ 25	\$ 19	\$ 38	\$ 26	\$ 19	\$ 39	\$ 26	\$ 20	\$ 40	\$ 27	\$ 20	\$ 40
Lakeland-Disney World	\$ 25	\$ 19	\$ 38	\$ 26	\$ 19	\$ 39	\$ 26	\$ 20	\$ 40	\$ 27	\$ 20	\$ 40
Tampa Downtown-Canaveral	\$ 62	\$ 43	\$ 75	\$ 63	\$ 44	\$ 76	\$ 65	\$ 45	\$ 78	\$ 66	\$ 46	\$ 79
Tampa Downtown-Orlando Intl Airport	\$ 37	\$ 30	\$ 49	\$ 38	\$ 31	\$ 50	\$ 38	\$ 32	\$ 51	\$ 39	\$ 32	\$ 52
Tampa Downtown-International Drive	\$ 37	\$ 30	\$ 49	\$ 38	\$ 31	\$ 50	\$ 38	\$ 32	\$ 51	\$ 39	\$ 32	\$ 52
Tampa Downtown-Disney World	\$ 37	\$ 30	\$ 49	\$ 38	\$ 31	\$ 50	\$ 38	\$ 32	\$ 51	\$ 39	\$ 32	\$ 52
Tampa Downtown-Orlando Downtown	\$ 37	\$ 30	\$ 49	\$ 38	\$ 31	\$ 50	\$ 38	\$ 32	\$ 51	\$ 39	\$ 32	\$ 52
Tampa Downtown- Lakeland	\$ 24	\$ 15	\$ 24	\$ 25	\$ 16	\$ 25	\$ 25	\$ 16	\$ 25	\$ 26	\$ 16	\$ 26
Tampa Intl Airport-Disney World	\$ 37	\$ 30	\$ 49	\$ 38	\$ 31	\$ 50	\$ 38	\$ 32	\$ 51	\$ 39	\$ 32	\$ 52
Tampa Intl Airport-Lakeland	\$ 24	\$ 15	\$ 24	\$ 25	\$ 16	\$ 25	\$ 25	\$ 16	\$ 25	\$ 26	\$ 16	\$ 26
Tampa Intl Airport-International Drive	\$ 43	\$ 37	\$ 56	\$ 44	\$ 38	\$ 57	\$ 45	\$ 38	\$ 58	\$ 46	\$ 39	\$ 59
Tampa Intl Airport-Orlando Intl Airport	\$ 37	\$ 30	\$ 49	\$ 38	\$ 31	\$ 50	\$ 38	\$ 32	\$ 51	\$ 39	\$ 32	\$ 52
Tampa Intl Airport-Orlando Downtown	\$ 43	\$ 37	\$ 56	\$ 44	\$ 38	\$ 57	\$ 45	\$ 38	\$ 58	\$ 46	\$ 39	\$ 59
Tampa Intl Airport-West Palm Beach	\$ 75	\$ 49	\$ 88	\$ 76	\$ 50	\$ 89	\$ 78	\$ 51	\$ 91	\$ 79	\$ 52	\$ 93
Tampa Intl Airport-Fort Lauderdale	\$ 75	\$ 49	\$ 88	\$ 76	\$ 50	\$ 89	\$ 78	\$ 51	\$ 91	\$ 79	\$ 52	\$ 93
Tampa Intl Airport-Miami Intermodal	\$ 82	\$ 57	\$ 95	\$ 84	\$ 58	\$ 97	\$ 86	\$ 59	\$ 99	\$ 87	\$ 61	\$ 101
Tampa Intl Airport-Canaveral	\$ 62	\$ 43	\$ 75	\$ 63	\$ 44	\$ 76	\$ 65	\$ 45	\$ 78	\$ 66	\$ 46	\$ 79
St. Petersburg- Canaveral	\$ 62	\$ 43	\$ 75	\$ 63	\$ 44	\$ 76	\$ 65	\$ 45	\$ 78	\$ 66	\$ 46	\$ 79
St. Petersburg- Orlando Intl Airport	\$ 37	\$ 30	\$ 49	\$ 38	\$ 31	\$ 50	\$ 38	\$ 32	\$ 51	\$ 39	\$ 32	\$ 52
St. Petersburg- International Drive	\$ 37	\$ 30	\$ 49	\$ 38	\$ 31	\$ 50	\$ 38	\$ 32	\$ 51	\$ 39	\$ 32	\$ 52
St. Petersburg- Orlando Downtown	\$ 37	\$ 30	\$ 49	\$ 38	\$ 31	\$ 50	\$ 38	\$ 32	\$ 51	\$ 39	\$ 32	\$ 52
St. Petersburg- Disney World	\$ 37	\$ 30	\$ 49	\$ 38	\$ 31	\$ 50	\$ 38	\$ 32	\$ 51	\$ 39	\$ 32	\$ 52
St. Petersburg- Lakeland	\$ 30	\$ 22	\$ 30	\$ 31	\$ 22	\$ 31	\$ 32	\$ 22	\$ 32	\$ 32	\$ 23	\$ 32
West Palm Beach- Fort Lauderdale	\$ 8	\$ 8	\$ 13	\$ 8	\$ 8	\$ 13	\$ 8	\$ 8	\$ 13	\$ 8	\$ 8	\$ 13
West Palm Beach- Miami Intermodal	\$ 10	\$ 10	\$ 15	\$ 10	\$ 10	\$ 16	\$ 11	\$ 11	\$ 16	\$ 11	\$ 11	\$ 16
Port St.Lucie- West Palm Beach	\$ 19	\$ 15	\$ 25	\$ 19	\$ 16	\$ 26	\$ 20	\$ 16	\$ 26	\$ 20	\$ 16	\$ 27
Port St. Lucie- Fort Lauderdale	\$ 25	\$ 22	\$ 32	\$ 26	\$ 22	\$ 32	\$ 26	\$ 22	\$ 33	\$ 27	\$ 23	\$ 34
Port St. Lucie- Miami Intermodal Center	\$ 32	\$ 25	\$ 38	\$ 32	\$ 26	\$ 39	\$ 33	\$ 26	\$ 40	\$ 34	\$ 27	\$ 40
Miami Intermodal- Canaveral	\$ 70	\$ 49	\$ 76	\$ 71	\$ 50	\$ 78	\$ 73	\$ 51	\$ 79	\$ 74	\$ 52	\$ 81
Miami Intermodal- Orlando Intl Airport	\$ 76	\$ 51	\$ 95	\$ 78	\$ 52	\$ 97	\$ 79	\$ 53	\$ 99	\$ 81	\$ 54	\$ 101
Miami Intermodal- International Drive	\$ 82	\$ 57	\$ 82	\$ 84	\$ 58	\$ 84	\$ 86	\$ 59	\$ 86	\$ 87	\$ 61	\$ 87
Miami Intermodal- Orlando Downtown	\$ 82	\$ 57	\$ 82	\$ 84	\$ 58	\$ 84	\$ 86	\$ 59	\$ 86	\$ 87	\$ 61	\$ 87
Miami Intermodal- Disney World	\$ 82	\$ 57	\$ 82	\$ 84	\$ 58	\$ 84	\$ 86	\$ 59	\$ 86	\$ 87	\$ 61	\$ 87

Florida Maglev Consortium
Fare Structure

Station Pair	Fares 2011			Fares 2012			Fares 2013			Fares 2014		
	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.
Miami Intermodal- Lakeland	\$ 88	\$ 62	\$ 100	\$ 89	\$ 63	\$ 102	\$ 91	\$ 65	\$ 104	\$ 93	\$ 66	\$ 106
Miami Intermodal- Tampa Downtown	\$ 88	\$ 62	\$ 100	\$ 89	\$ 63	\$ 102	\$ 91	\$ 65	\$ 104	\$ 93	\$ 66	\$ 106
Miami Intermodal- St. Petersburg	\$ 88	\$ 62	\$ 100	\$ 89	\$ 63	\$ 102	\$ 91	\$ 65	\$ 104	\$ 93	\$ 66	\$ 106
Fort Lauderdale- Canaveral	\$ 70	\$ 49	\$ 76	\$ 71	\$ 50	\$ 78	\$ 73	\$ 51	\$ 79	\$ 74	\$ 52	\$ 81
Fort Lauderdale- Orlando Intl Airport	\$ 75	\$ 49	\$ 75	\$ 76	\$ 50	\$ 76	\$ 78	\$ 51	\$ 78	\$ 79	\$ 52	\$ 79
Fort Lauderdale- International Drive	\$ 81	\$ 56	\$ 81	\$ 83	\$ 57	\$ 83	\$ 84	\$ 58	\$ 84	\$ 86	\$ 59	\$ 86
Fort Lauderdale- Orlando Downtown	\$ 81	\$ 56	\$ 81	\$ 83	\$ 57	\$ 83	\$ 84	\$ 58	\$ 84	\$ 86	\$ 59	\$ 86
Fort Lauderdale- Disney World	\$ 81	\$ 56	\$ 81	\$ 83	\$ 57	\$ 83	\$ 84	\$ 58	\$ 84	\$ 86	\$ 59	\$ 86
Fort Lauderdale- Lakeland	\$ 88	\$ 62	\$ 88	\$ 89	\$ 63	\$ 89	\$ 91	\$ 65	\$ 91	\$ 93	\$ 66	\$ 93
Fort Lauderdale- Tampa Downtown	\$ 81	\$ 56	\$ 81	\$ 83	\$ 57	\$ 83	\$ 84	\$ 58	\$ 84	\$ 86	\$ 59	\$ 86
Fort Lauderdale- St. Petersburg	\$ 81	\$ 56	\$ 81	\$ 83	\$ 57	\$ 83	\$ 84	\$ 58	\$ 84	\$ 86	\$ 59	\$ 86
West Palm Beach- Canaveral	\$ 63	\$ 43	\$ 70	\$ 65	\$ 44	\$ 71	\$ 66	\$ 45	\$ 73	\$ 67	\$ 46	\$ 74
West Palm Beach- Orlando Intl Airport	\$ 75	\$ 49	\$ 75	\$ 76	\$ 50	\$ 76	\$ 78	\$ 51	\$ 78	\$ 79	\$ 52	\$ 79
West Palm Beach- International Drive	\$ 81	\$ 56	\$ 81	\$ 83	\$ 57	\$ 83	\$ 84	\$ 58	\$ 84	\$ 86	\$ 59	\$ 86
West Palm Beach- Orlando Downtown	\$ 81	\$ 56	\$ 81	\$ 83	\$ 57	\$ 83	\$ 84	\$ 58	\$ 84	\$ 86	\$ 59	\$ 86
West Palm Beach- Disney World	\$ 81	\$ 56	\$ 81	\$ 83	\$ 57	\$ 83	\$ 84	\$ 58	\$ 84	\$ 86	\$ 59	\$ 86
West Palm Beach- Lakeland	\$ 88	\$ 62	\$ 88	\$ 89	\$ 63	\$ 89	\$ 91	\$ 65	\$ 91	\$ 93	\$ 66	\$ 93
West Palm Beach- Tampa Downtown	\$ 88	\$ 62	\$ 88	\$ 89	\$ 63	\$ 89	\$ 91	\$ 65	\$ 91	\$ 93	\$ 66	\$ 93
West Palm Beach- St. Petersburg	\$ 88	\$ 62	\$ 88	\$ 89	\$ 63	\$ 89	\$ 91	\$ 65	\$ 91	\$ 93	\$ 66	\$ 93
Port St. Lucie- Canaveral	\$ 27	\$ 19	\$ 32	\$ 27	\$ 19	\$ 32	\$ 28	\$ 20	\$ 33	\$ 28	\$ 20	\$ 34
Port St. Lucie- Orlando Intl Airport	\$ 62	\$ 49	\$ 75	\$ 63	\$ 50	\$ 76	\$ 65	\$ 51	\$ 78	\$ 66	\$ 52	\$ 79
Port St. Lucie- International Drive	\$ 62	\$ 49	\$ 75	\$ 63	\$ 50	\$ 76	\$ 65	\$ 51	\$ 78	\$ 66	\$ 52	\$ 79
Port St. Lucie- Orlando Downtown	\$ 62	\$ 49	\$ 75	\$ 63	\$ 50	\$ 76	\$ 65	\$ 51	\$ 78	\$ 66	\$ 52	\$ 79
Port St. Lucie- Disney World	\$ 62	\$ 49	\$ 75	\$ 63	\$ 50	\$ 76	\$ 65	\$ 51	\$ 78	\$ 66	\$ 52	\$ 79
Port St. Lucie- Lakeland	\$ 70	\$ 57	\$ 82	\$ 71	\$ 58	\$ 84	\$ 73	\$ 59	\$ 86	\$ 74	\$ 61	\$ 87
Port St. Lucie- Tampa Downtown	\$ 75	\$ 62	\$ 88	\$ 76	\$ 63	\$ 89	\$ 78	\$ 65	\$ 91	\$ 79	\$ 66	\$ 93
Port St. Lucie- Tampa Intl Airport	\$ 75	\$ 62	\$ 88	\$ 76	\$ 63	\$ 89	\$ 78	\$ 65	\$ 91	\$ 79	\$ 66	\$ 93
Port St. Lucie- St. Petersburg	\$ 75	\$ 62	\$ 88	\$ 76	\$ 63	\$ 89	\$ 78	\$ 65	\$ 91	\$ 79	\$ 66	\$ 93

Florida Maglev Consortium
Fare Structure

Station Pair	Fares 2015			Fares 2016			Fares 2017			Fares 2018		
	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.
Orlando Airport-International Drive	\$ 11	\$ 11	\$ 14	\$ 11	\$ 11	\$ 14	\$ 11	\$ 11	\$ 14	\$ 12	\$ 12	\$ 15
Orlando Airport-Disney World	\$ 11	\$ 11	\$ 14	\$ 11	\$ 11	\$ 14	\$ 11	\$ 11	\$ 14	\$ 12	\$ 12	\$ 15
Orlando Airport-Canaveral	\$ 34	\$ 27	\$ 41	\$ 35	\$ 28	\$ 42	\$ 36	\$ 29	\$ 43	\$ 36	\$ 29	\$ 44
Orlando Downtown-Canaveral	\$ 41	\$ 34	\$ 48	\$ 42	\$ 35	\$ 49	\$ 43	\$ 36	\$ 50	\$ 44	\$ 36	\$ 51
Orlando Downtown-Orlando Intl Airport	\$ 8	\$ 8	\$ 11	\$ 8	\$ 8	\$ 11	\$ 9	\$ 9	\$ 11	\$ 9	\$ 9	\$ 12
Orlando Downtown-International Drive	\$ 8	\$ 8	\$ 11	\$ 8	\$ 8	\$ 11	\$ 9	\$ 9	\$ 11	\$ 9	\$ 9	\$ 12
Orlando Downtown-Disney World	\$ 8	\$ 8	\$ 11	\$ 8	\$ 8	\$ 11	\$ 9	\$ 9	\$ 11	\$ 9	\$ 9	\$ 12
International Drive-Disney World	\$ 8	\$ 8	\$ 11	\$ 8	\$ 8	\$ 11	\$ 9	\$ 9	\$ 11	\$ 9	\$ 9	\$ 12
Canaveral-International Drive	\$ 41	\$ 34	\$ 48	\$ 42	\$ 35	\$ 49	\$ 43	\$ 36	\$ 50	\$ 44	\$ 36	\$ 51
Canaveral-Disney World	\$ 41	\$ 34	\$ 48	\$ 42	\$ 35	\$ 49	\$ 43	\$ 36	\$ 50	\$ 44	\$ 36	\$ 51
Port Everglades-Fort Lauderdale	\$ 14	\$ 11	\$ 16	\$ 14	\$ 11	\$ 17	\$ 14	\$ 11	\$ 17	\$ 15	\$ 12	\$ 17
Fort Lauderdale- Miami Intermodal Center	\$ 8	\$ 8	\$ 11	\$ 8	\$ 8	\$ 11	\$ 9	\$ 9	\$ 11	\$ 9	\$ 9	\$ 12
Tampa Downtown-Tampa Intl Airport	\$ 8	\$ 8	\$ 11	\$ 8	\$ 8	\$ 11	\$ 9	\$ 9	\$ 11	\$ 9	\$ 9	\$ 12
Tampa Downtown-St. Petersburg	\$ 8	\$ 8	\$ 11	\$ 8	\$ 8	\$ 11	\$ 9	\$ 9	\$ 11	\$ 9	\$ 9	\$ 12
St. Petersburg-Tampa Intl Airport	\$ 8	\$ 8	\$ 11	\$ 8	\$ 8	\$ 11	\$ 9	\$ 9	\$ 11	\$ 9	\$ 9	\$ 12
Lakeland-Canaveral	\$ 41	\$ 27	\$ 48	\$ 42	\$ 28	\$ 49	\$ 43	\$ 29	\$ 50	\$ 44	\$ 29	\$ 51
Lakeland-Orlando Intl Airport	\$ 27	\$ 21	\$ 41	\$ 28	\$ 21	\$ 42	\$ 29	\$ 21	\$ 43	\$ 29	\$ 22	\$ 44
Lakeland-International Drive	\$ 27	\$ 21	\$ 41	\$ 28	\$ 21	\$ 42	\$ 29	\$ 21	\$ 43	\$ 29	\$ 22	\$ 44
Lakeland-Orlando Downtown	\$ 27	\$ 21	\$ 41	\$ 28	\$ 21	\$ 42	\$ 29	\$ 21	\$ 43	\$ 29	\$ 22	\$ 44
Lakeland-Disney World	\$ 27	\$ 21	\$ 41	\$ 28	\$ 21	\$ 42	\$ 29	\$ 21	\$ 43	\$ 29	\$ 22	\$ 44
Tampa Downtown-Canaveral	\$ 67	\$ 47	\$ 81	\$ 69	\$ 48	\$ 83	\$ 70	\$ 49	\$ 84	\$ 71	\$ 50	\$ 86
Tampa Downtown-Orlando Intl Airport	\$ 40	\$ 33	\$ 54	\$ 41	\$ 34	\$ 55	\$ 41	\$ 34	\$ 56	\$ 42	\$ 35	\$ 57
Tampa Downtown-International Drive	\$ 40	\$ 33	\$ 54	\$ 41	\$ 34	\$ 55	\$ 41	\$ 34	\$ 56	\$ 42	\$ 35	\$ 57
Tampa Downtown-Disney World	\$ 40	\$ 33	\$ 54	\$ 41	\$ 34	\$ 55	\$ 41	\$ 34	\$ 56	\$ 42	\$ 35	\$ 57
Tampa Downtown-Orlando Downtown	\$ 40	\$ 33	\$ 54	\$ 41	\$ 34	\$ 55	\$ 41	\$ 34	\$ 56	\$ 42	\$ 35	\$ 57
Tampa Downtown- Lakeland	\$ 26	\$ 16	\$ 26	\$ 27	\$ 17	\$ 27	\$ 27	\$ 17	\$ 27	\$ 28	\$ 17	\$ 28
Tampa Intl Airport-Disney World	\$ 40	\$ 33	\$ 54	\$ 41	\$ 34	\$ 55	\$ 41	\$ 34	\$ 56	\$ 42	\$ 35	\$ 57
Tampa Intl Airport-Lakeland	\$ 26	\$ 16	\$ 26	\$ 27	\$ 17	\$ 27	\$ 27	\$ 17	\$ 27	\$ 28	\$ 17	\$ 28
Tampa Intl Airport-International Drive	\$ 47	\$ 40	\$ 60	\$ 48	\$ 41	\$ 62	\$ 49	\$ 41	\$ 63	\$ 50	\$ 42	\$ 64
Tampa Intl Airport-Orlando Intl Airport	\$ 40	\$ 33	\$ 54	\$ 41	\$ 34	\$ 55	\$ 41	\$ 34	\$ 56	\$ 42	\$ 35	\$ 57
Tampa Intl Airport-Orlando Downtown	\$ 47	\$ 40	\$ 60	\$ 48	\$ 41	\$ 62	\$ 49	\$ 41	\$ 63	\$ 50	\$ 42	\$ 64
Tampa Intl Airport-West Palm Beach	\$ 81	\$ 54	\$ 95	\$ 83	\$ 55	\$ 97	\$ 84	\$ 56	\$ 99	\$ 86	\$ 57	\$ 101
Tampa Intl Airport-Fort Lauderdale	\$ 81	\$ 54	\$ 95	\$ 83	\$ 55	\$ 97	\$ 84	\$ 56	\$ 99	\$ 86	\$ 57	\$ 101
Tampa Intl Airport-Miami Intermodal	\$ 89	\$ 62	\$ 103	\$ 91	\$ 63	\$ 105	\$ 93	\$ 64	\$ 107	\$ 95	\$ 66	\$ 109
Tampa Intl Airport-Canaveral	\$ 67	\$ 47	\$ 81	\$ 69	\$ 48	\$ 83	\$ 70	\$ 49	\$ 84	\$ 71	\$ 50	\$ 86
St. Petersburg- Canaveral	\$ 67	\$ 47	\$ 81	\$ 69	\$ 48	\$ 83	\$ 70	\$ 49	\$ 84	\$ 71	\$ 50	\$ 86
St. Petersburg- Orlando Intl Airport	\$ 40	\$ 33	\$ 54	\$ 41	\$ 34	\$ 55	\$ 41	\$ 34	\$ 56	\$ 42	\$ 35	\$ 57
St. Petersburg- International Drive	\$ 40	\$ 33	\$ 54	\$ 41	\$ 34	\$ 55	\$ 41	\$ 34	\$ 56	\$ 42	\$ 35	\$ 57
St. Petersburg- Orlando Downtown	\$ 40	\$ 33	\$ 54	\$ 41	\$ 34	\$ 55	\$ 41	\$ 34	\$ 56	\$ 42	\$ 35	\$ 57
St. Petersburg- Disney World	\$ 40	\$ 33	\$ 54	\$ 41	\$ 34	\$ 55	\$ 41	\$ 34	\$ 56	\$ 42	\$ 35	\$ 57
St. Petersburg- Lakeland	\$ 33	\$ 23	\$ 33	\$ 34	\$ 24	\$ 34	\$ 34	\$ 24	\$ 34	\$ 35	\$ 25	\$ 35
West Palm Beach- Fort Lauderdale	\$ 8	\$ 8	\$ 14	\$ 8	\$ 8	\$ 14	\$ 9	\$ 9	\$ 14	\$ 9	\$ 9	\$ 15
West Palm Beach- Miami Intermodal	\$ 11	\$ 11	\$ 16	\$ 11	\$ 11	\$ 17	\$ 11	\$ 11	\$ 17	\$ 12	\$ 12	\$ 17
Port St.Lucie- West Palm Beach	\$ 21	\$ 16	\$ 27	\$ 21	\$ 17	\$ 28	\$ 21	\$ 17	\$ 29	\$ 22	\$ 17	\$ 29
Port St. Lucie- Fort Lauderdale	\$ 27	\$ 23	\$ 34	\$ 28	\$ 24	\$ 35	\$ 29	\$ 24	\$ 36	\$ 29	\$ 25	\$ 36
Port St. Lucie- Miami Intermodal Center	\$ 34	\$ 27	\$ 41	\$ 35	\$ 28	\$ 42	\$ 36	\$ 29	\$ 43	\$ 36	\$ 29	\$ 44
Miami Intermodal- Canaveral	\$ 76	\$ 54	\$ 82	\$ 77	\$ 55	\$ 84	\$ 79	\$ 56	\$ 86	\$ 80	\$ 57	\$ 87
Miami Intermodal- Orlando Intl Airport	\$ 82	\$ 55	\$ 103	\$ 84	\$ 56	\$ 105	\$ 86	\$ 57	\$ 107	\$ 87	\$ 58	\$ 109
Miami Intermodal- International Drive	\$ 89	\$ 62	\$ 89	\$ 91	\$ 63	\$ 91	\$ 93	\$ 64	\$ 93	\$ 95	\$ 66	\$ 95
Miami Intermodal- Orlando Downtown	\$ 89	\$ 62	\$ 89	\$ 91	\$ 63	\$ 91	\$ 93	\$ 64	\$ 93	\$ 95	\$ 66	\$ 95
Miami Intermodal- Disney World	\$ 89	\$ 62	\$ 89	\$ 91	\$ 63	\$ 91	\$ 93	\$ 64	\$ 93	\$ 95	\$ 66	\$ 95

Florida Maglev Consortium
Fare Structure

Station Pair	Fares 2015			Fares 2016			Fares 2017			Fares 2018		
	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.
Miami Intermodal- Lakeland	\$ 95	\$ 67	\$ 108	\$ 97	\$ 69	\$ 111	\$ 99	\$ 70	\$ 113	\$ 101	\$ 71	\$ 115
Miami Intermodal- Tampa Downtown	\$ 95	\$ 67	\$ 108	\$ 97	\$ 69	\$ 111	\$ 99	\$ 70	\$ 113	\$ 101	\$ 71	\$ 115
Miami Intermodal- St. Petersburg	\$ 95	\$ 67	\$ 108	\$ 97	\$ 69	\$ 111	\$ 99	\$ 70	\$ 113	\$ 101	\$ 71	\$ 115
Fort Lauderdale- Canaveral	\$ 76	\$ 54	\$ 82	\$ 77	\$ 55	\$ 84	\$ 79	\$ 56	\$ 86	\$ 80	\$ 57	\$ 87
Fort Lauderdale- Orlando Intl Airport	\$ 81	\$ 54	\$ 81	\$ 83	\$ 55	\$ 83	\$ 84	\$ 56	\$ 84	\$ 86	\$ 57	\$ 86
Fort Lauderdale- International Drive	\$ 88	\$ 60	\$ 88	\$ 90	\$ 62	\$ 90	\$ 91	\$ 63	\$ 91	\$ 93	\$ 64	\$ 93
Fort Lauderdale- Orlando Downtown	\$ 88	\$ 60	\$ 88	\$ 90	\$ 62	\$ 90	\$ 91	\$ 63	\$ 91	\$ 93	\$ 64	\$ 93
Fort Lauderdale- Disney World	\$ 88	\$ 60	\$ 88	\$ 90	\$ 62	\$ 90	\$ 91	\$ 63	\$ 91	\$ 93	\$ 64	\$ 93
Fort Lauderdale- Lakeland	\$ 95	\$ 67	\$ 95	\$ 97	\$ 69	\$ 97	\$ 99	\$ 70	\$ 99	\$ 101	\$ 71	\$ 101
Fort Lauderdale- Tampa Downtown	\$ 88	\$ 60	\$ 88	\$ 90	\$ 62	\$ 90	\$ 91	\$ 63	\$ 91	\$ 93	\$ 64	\$ 93
Fort Lauderdale- St. Petersburg	\$ 88	\$ 60	\$ 88	\$ 90	\$ 62	\$ 90	\$ 91	\$ 63	\$ 91	\$ 93	\$ 64	\$ 93
West Palm Beach- Canaveral	\$ 69	\$ 47	\$ 76	\$ 70	\$ 48	\$ 77	\$ 71	\$ 49	\$ 79	\$ 73	\$ 50	\$ 80
West Palm Beach- Orlando Intl Airport	\$ 81	\$ 54	\$ 81	\$ 83	\$ 55	\$ 83	\$ 84	\$ 56	\$ 84	\$ 86	\$ 57	\$ 86
West Palm Beach- International Drive	\$ 88	\$ 60	\$ 88	\$ 90	\$ 62	\$ 90	\$ 91	\$ 63	\$ 91	\$ 93	\$ 64	\$ 93
West Palm Beach- Orlando Downtown	\$ 88	\$ 60	\$ 88	\$ 90	\$ 62	\$ 90	\$ 91	\$ 63	\$ 91	\$ 93	\$ 64	\$ 93
West Palm Beach- Disney World	\$ 88	\$ 60	\$ 88	\$ 90	\$ 62	\$ 90	\$ 91	\$ 63	\$ 91	\$ 93	\$ 64	\$ 93
West Palm Beach- Lakeland	\$ 95	\$ 67	\$ 95	\$ 97	\$ 69	\$ 97	\$ 99	\$ 70	\$ 99	\$ 101	\$ 71	\$ 101
West Palm Beach- Tampa Downtown	\$ 95	\$ 67	\$ 95	\$ 97	\$ 69	\$ 97	\$ 99	\$ 70	\$ 99	\$ 101	\$ 71	\$ 101
West Palm Beach- St. Petersburg	\$ 95	\$ 67	\$ 95	\$ 97	\$ 69	\$ 97	\$ 99	\$ 70	\$ 99	\$ 101	\$ 71	\$ 101
Port St. Lucie- Canaveral	\$ 29	\$ 21	\$ 34	\$ 29	\$ 21	\$ 35	\$ 30	\$ 21	\$ 36	\$ 31	\$ 22	\$ 36
Port St. Lucie- Orlando Intl Airport	\$ 67	\$ 54	\$ 81	\$ 69	\$ 55	\$ 83	\$ 70	\$ 56	\$ 84	\$ 71	\$ 57	\$ 86
Port St. Lucie- International Drive	\$ 67	\$ 54	\$ 81	\$ 69	\$ 55	\$ 83	\$ 70	\$ 56	\$ 84	\$ 71	\$ 57	\$ 86
Port St. Lucie- Orlando Downtown	\$ 67	\$ 54	\$ 81	\$ 69	\$ 55	\$ 83	\$ 70	\$ 56	\$ 84	\$ 71	\$ 57	\$ 86
Port St. Lucie- Disney World	\$ 67	\$ 54	\$ 81	\$ 69	\$ 55	\$ 83	\$ 70	\$ 56	\$ 84	\$ 71	\$ 57	\$ 86
Port St. Lucie- Lakeland	\$ 76	\$ 62	\$ 89	\$ 77	\$ 63	\$ 91	\$ 79	\$ 64	\$ 93	\$ 80	\$ 66	\$ 95
Port St. Lucie- Tampa Downtown	\$ 81	\$ 67	\$ 95	\$ 83	\$ 69	\$ 97	\$ 84	\$ 70	\$ 99	\$ 86	\$ 71	\$ 101
Port St. Lucie-Tampa Intl Airport	\$ 81	\$ 67	\$ 95	\$ 83	\$ 69	\$ 97	\$ 84	\$ 70	\$ 99	\$ 86	\$ 71	\$ 101
Port St. Lucie- St. Petersburg	\$ 81	\$ 67	\$ 95	\$ 83	\$ 69	\$ 97	\$ 84	\$ 70	\$ 99	\$ 86	\$ 71	\$ 101

Florida Maglev Consortium
Fare Structure

Station Pair	Fares 2019			Fares 2020			Fares 2021		
	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.
Orlando Airport-International Drive	\$ 12	\$ 12	\$ 15	\$ 12	\$ 12	\$ 15	\$ 12	\$ 12	\$ 15
Orlando Airport-Disney World	\$ 12	\$ 12	\$ 15	\$ 12	\$ 12	\$ 15	\$ 12	\$ 12	\$ 15
Orlando Airport-Canaveral	\$ 37	\$ 30	\$ 45	\$ 38	\$ 30	\$ 45	\$ 39	\$ 31	\$ 46
Orlando Downtown-Canaveral	\$ 45	\$ 37	\$ 52	\$ 45	\$ 38	\$ 53	\$ 46	\$ 39	\$ 54
Orlando Downtown-Orlando Intl Airport	\$ 9	\$ 9	\$ 12	\$ 9	\$ 9	\$ 12	\$ 9	\$ 9	\$ 12
Orlando Downtown-International Drive	\$ 9	\$ 9	\$ 12	\$ 9	\$ 9	\$ 12	\$ 9	\$ 9	\$ 12
Orlando Downtown-Disney World	\$ 9	\$ 9	\$ 12	\$ 9	\$ 9	\$ 12	\$ 9	\$ 9	\$ 12
International Drive-Disney World	\$ 9	\$ 9	\$ 12	\$ 9	\$ 9	\$ 12	\$ 9	\$ 9	\$ 12
Canaveral-International Drive	\$ 45	\$ 37	\$ 52	\$ 45	\$ 38	\$ 53	\$ 46	\$ 39	\$ 54
Canaveral-Disney World	\$ 45	\$ 37	\$ 52	\$ 45	\$ 38	\$ 53	\$ 46	\$ 39	\$ 54
Port Everglades-Fort Lauderdale	\$ 15	\$ 12	\$ 18	\$ 15	\$ 12	\$ 18	\$ 15	\$ 12	\$ 19
Fort Lauderdale- Miami Intermodal Center	\$ 9	\$ 9	\$ 12	\$ 9	\$ 9	\$ 12	\$ 9	\$ 9	\$ 12
Tampa Downtown-Tampa Intl Airport	\$ 9	\$ 9	\$ 12	\$ 9	\$ 9	\$ 12	\$ 9	\$ 9	\$ 12
Tampa Downtown-St. Petersburg	\$ 9	\$ 9	\$ 12	\$ 9	\$ 9	\$ 12	\$ 9	\$ 9	\$ 12
St. Petersburg-Tampa Intl Airport	\$ 9	\$ 9	\$ 12	\$ 9	\$ 9	\$ 12	\$ 9	\$ 9	\$ 12
Lakeland-Canaveral	\$ 45	\$ 30	\$ 52	\$ 45	\$ 30	\$ 53	\$ 46	\$ 31	\$ 54
Lakeland-Orlando Intl Airport	\$ 30	\$ 22	\$ 45	\$ 30	\$ 23	\$ 45	\$ 31	\$ 23	\$ 46
Lakeland-International Drive	\$ 30	\$ 22	\$ 45	\$ 30	\$ 23	\$ 45	\$ 31	\$ 23	\$ 46
Lakeland-Orlando Downtown	\$ 30	\$ 22	\$ 45	\$ 30	\$ 23	\$ 45	\$ 31	\$ 23	\$ 46
Lakeland-Disney World	\$ 30	\$ 22	\$ 45	\$ 30	\$ 23	\$ 45	\$ 31	\$ 23	\$ 46
Tampa Downtown-Canaveral	\$ 73	\$ 51	\$ 88	\$ 74	\$ 52	\$ 89	\$ 76	\$ 53	\$ 91
Tampa Downtown-Orlando Intl Airport	\$ 43	\$ 36	\$ 58	\$ 44	\$ 36	\$ 59	\$ 45	\$ 37	\$ 60
Tampa Downtown-International Drive	\$ 43	\$ 36	\$ 58	\$ 44	\$ 36	\$ 59	\$ 45	\$ 37	\$ 60
Tampa Downtown-Disney World	\$ 43	\$ 36	\$ 58	\$ 44	\$ 36	\$ 59	\$ 45	\$ 37	\$ 60
Tampa Downtown-Orlando Downtown	\$ 43	\$ 36	\$ 58	\$ 44	\$ 36	\$ 59	\$ 45	\$ 37	\$ 60
Tampa Downtown- Lakeland	\$ 28	\$ 18	\$ 28	\$ 29	\$ 18	\$ 29	\$ 29	\$ 19	\$ 29
Tampa Intl Airport-Disney World	\$ 43	\$ 36	\$ 58	\$ 44	\$ 36	\$ 59	\$ 45	\$ 37	\$ 60
Tampa Intl Airport-Lakeland	\$ 28	\$ 18	\$ 28	\$ 29	\$ 18	\$ 29	\$ 29	\$ 19	\$ 29
Tampa Intl Airport-International Drive	\$ 51	\$ 43	\$ 65	\$ 52	\$ 44	\$ 67	\$ 53	\$ 45	\$ 68
Tampa Intl Airport-Orlando Intl Airport	\$ 43	\$ 36	\$ 58	\$ 44	\$ 36	\$ 59	\$ 45	\$ 37	\$ 60
Tampa Intl Airport-Orlando Downtown	\$ 51	\$ 43	\$ 65	\$ 52	\$ 44	\$ 67	\$ 53	\$ 45	\$ 68
Tampa Intl Airport-West Palm Beach	\$ 88	\$ 58	\$ 103	\$ 89	\$ 59	\$ 105	\$ 91	\$ 60	\$ 107
Tampa Intl Airport-Fort Lauderdale	\$ 88	\$ 58	\$ 103	\$ 89	\$ 59	\$ 105	\$ 91	\$ 60	\$ 107
Tampa Intl Airport-Miami Intermodal	\$ 97	\$ 67	\$ 111	\$ 99	\$ 68	\$ 114	\$ 100	\$ 70	\$ 116
Tampa Intl Airport-Canaveral	\$ 73	\$ 51	\$ 88	\$ 74	\$ 52	\$ 89	\$ 76	\$ 53	\$ 91
St. Petersburg- Canaveral	\$ 73	\$ 51	\$ 88	\$ 74	\$ 52	\$ 89	\$ 76	\$ 53	\$ 91
St. Petersburg- Orlando Intl Airport	\$ 43	\$ 36	\$ 58	\$ 44	\$ 36	\$ 59	\$ 45	\$ 37	\$ 60
St. Petersburg- International Drive	\$ 43	\$ 36	\$ 58	\$ 44	\$ 36	\$ 59	\$ 45	\$ 37	\$ 60
St. Petersburg- Orlando Downtown	\$ 43	\$ 36	\$ 58	\$ 44	\$ 36	\$ 59	\$ 45	\$ 37	\$ 60
St. Petersburg- Disney World	\$ 43	\$ 36	\$ 58	\$ 44	\$ 36	\$ 59	\$ 45	\$ 37	\$ 60
St. Petersburg- Lakeland	\$ 36	\$ 25	\$ 36	\$ 36	\$ 26	\$ 36	\$ 37	\$ 26	\$ 37
West Palm Beach- Fort Lauderdale	\$ 9	\$ 9	\$ 15	\$ 9	\$ 9	\$ 15	\$ 9	\$ 9	\$ 15
West Palm Beach- Miami Intermodal	\$ 12	\$ 12	\$ 18	\$ 12	\$ 12	\$ 18	\$ 12	\$ 12	\$ 19
Port St.Lucie- West Palm Beach	\$ 22	\$ 18	\$ 30	\$ 23	\$ 18	\$ 30	\$ 23	\$ 19	\$ 31
Port St. Lucie- Fort Lauderdale	\$ 30	\$ 25	\$ 37	\$ 30	\$ 26	\$ 38	\$ 31	\$ 26	\$ 39
Port St. Lucie- Miami Intermodal Center	\$ 37	\$ 30	\$ 45	\$ 38	\$ 30	\$ 45	\$ 39	\$ 31	\$ 46
Miami Intermodal- Canaveral	\$ 82	\$ 58	\$ 89	\$ 83	\$ 59	\$ 91	\$ 85	\$ 60	\$ 93
Miami Intermodal- Orlando Intl Airport	\$ 89	\$ 59	\$ 111	\$ 91	\$ 61	\$ 114	\$ 93	\$ 62	\$ 116
Miami Intermodal- International Drive	\$ 97	\$ 67	\$ 97	\$ 99	\$ 68	\$ 99	\$ 100	\$ 70	\$ 100
Miami Intermodal- Orlando Downtown	\$ 97	\$ 67	\$ 97	\$ 99	\$ 68	\$ 99	\$ 100	\$ 70	\$ 100
Miami Intermodal- Disney World	\$ 97	\$ 67	\$ 97	\$ 99	\$ 68	\$ 99	\$ 100	\$ 70	\$ 100

Florida Maglev Consortium
Fare Structure

Station Pair	Fares 2019			Fares 2020			Fares 2021		
	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.	Peak	OffPeak	Comp.
Miami Intermodal- Lakeland	\$ 103	\$ 73	\$ 117	\$ 105	\$ 74	\$ 120	\$ 107	\$ 76	\$ 122
Miami Intermodal- Tampa Downtown	\$ 103	\$ 73	\$ 117	\$ 105	\$ 74	\$ 120	\$ 107	\$ 76	\$ 122
Miami Intermodal- St. Petersburg	\$ 103	\$ 73	\$ 117	\$ 105	\$ 74	\$ 120	\$ 107	\$ 76	\$ 122
Fort Lauderdale- Canaveral	\$ 82	\$ 58	\$ 89	\$ 83	\$ 59	\$ 91	\$ 85	\$ 60	\$ 93
Fort Lauderdale- Orlando Intl Airport	\$ 88	\$ 58	\$ 88	\$ 89	\$ 59	\$ 89	\$ 91	\$ 60	\$ 91
Fort Lauderdale- International Drive	\$ 95	\$ 65	\$ 95	\$ 97	\$ 67	\$ 97	\$ 99	\$ 68	\$ 99
Fort Lauderdale- Orlando Downtown	\$ 95	\$ 65	\$ 95	\$ 97	\$ 67	\$ 97	\$ 99	\$ 68	\$ 99
Fort Lauderdale- Disney World	\$ 95	\$ 65	\$ 95	\$ 97	\$ 67	\$ 97	\$ 99	\$ 68	\$ 99
Fort Lauderdale- Lakeland	\$ 103	\$ 73	\$ 103	\$ 105	\$ 74	\$ 105	\$ 107	\$ 76	\$ 107
Fort Lauderdale- Tampa Downtown	\$ 95	\$ 65	\$ 95	\$ 97	\$ 67	\$ 97	\$ 99	\$ 68	\$ 99
Fort Lauderdale- St. Petersburg	\$ 95	\$ 65	\$ 95	\$ 97	\$ 67	\$ 97	\$ 99	\$ 68	\$ 99
West Palm Beach- Canaveral	\$ 74	\$ 51	\$ 82	\$ 76	\$ 52	\$ 83	\$ 77	\$ 53	\$ 85
West Palm Beach- Orlando Intl Airport	\$ 88	\$ 58	\$ 88	\$ 89	\$ 59	\$ 89	\$ 91	\$ 60	\$ 91
West Palm Beach- International Drive	\$ 95	\$ 65	\$ 95	\$ 97	\$ 67	\$ 97	\$ 99	\$ 68	\$ 99
West Palm Beach- Orlando Downtown	\$ 95	\$ 65	\$ 95	\$ 97	\$ 67	\$ 97	\$ 99	\$ 68	\$ 99
West Palm Beach- Disney World	\$ 95	\$ 65	\$ 95	\$ 97	\$ 67	\$ 97	\$ 99	\$ 68	\$ 99
West Palm Beach- Lakeland	\$ 103	\$ 73	\$ 103	\$ 105	\$ 74	\$ 105	\$ 107	\$ 76	\$ 107
West Palm Beach- Tampa Downtown	\$ 103	\$ 73	\$ 103	\$ 105	\$ 74	\$ 105	\$ 107	\$ 76	\$ 107
West Palm Beach- St. Petersburg	\$ 103	\$ 73	\$ 103	\$ 105	\$ 74	\$ 105	\$ 107	\$ 76	\$ 107
Port St. Lucie- Canaveral	\$ 31	\$ 22	\$ 37	\$ 32	\$ 23	\$ 38	\$ 32	\$ 23	\$ 39
Port St. Lucie- Orlando Intl Airport	\$ 73	\$ 58	\$ 88	\$ 74	\$ 59	\$ 89	\$ 76	\$ 60	\$ 91
Port St. Lucie- International Drive	\$ 73	\$ 58	\$ 88	\$ 74	\$ 59	\$ 89	\$ 76	\$ 60	\$ 91
Port St. Lucie- Orlando Downtown	\$ 73	\$ 58	\$ 88	\$ 74	\$ 59	\$ 89	\$ 76	\$ 60	\$ 91
Port St. Lucie- Disney World	\$ 73	\$ 58	\$ 88	\$ 74	\$ 59	\$ 89	\$ 76	\$ 60	\$ 91
Port St. Lucie- Lakeland	\$ 82	\$ 67	\$ 97	\$ 83	\$ 68	\$ 99	\$ 85	\$ 70	\$ 100
Port St. Lucie- Tampa Downtown	\$ 88	\$ 73	\$ 103	\$ 89	\$ 74	\$ 105	\$ 91	\$ 76	\$ 107
Port St. Lucie-Tampa Intl Airport	\$ 88	\$ 73	\$ 103	\$ 89	\$ 74	\$ 105	\$ 91	\$ 76	\$ 107
Port St. Lucie- St. Petersburg	\$ 88	\$ 73	\$ 103	\$ 89	\$ 74	\$ 105	\$ 91	\$ 76	\$ 107

GLOSSARY

Glossary

at-grade – when a railway roadbed is at the same level as the surrounding terrain or surface roadways

banking – tilt of the track and or the vehicle to *lean into the turn*, avoiding lateral loads due to centrifugal force

bogie – the vehicle undercarriage assembly which includes the permanent magnets, the brush assemblies, the secondary suspension and tilt systems, the landing wheels and disk brakes and the structure that integrates all of these components with the vehicle and interfaces with the guideways

box girders – a very stiff and attractive type of pre-formed concrete construction girder whose cross section resembles a box

camber – built-in curvature

chassis – the main structural backbone of the vehicle; the chassis is supported by the bogies and, in turn, supports the cabin

commutate – to turn electric power on and off in a controlled manner as when the brushes on the vehicle pass over successive conductive strips on the tops of the guideways, thereby completing the circuit

critical damping – the minimum amount of energy dissipation that, in a spring-mass-damper systems, allows the mass to return to its undisturbed position from an initial displacement, without vibration

dap – to cut a corner from a beam to ensure that it fit down flush on the cap without sticking up above it

diaphragm – transverse member on a beam that transfers loads between beams

dynamic braking – a method of braking the vehicle by using the coils in the guideways and the magnets in the vehicle to act as a linear generator, with a resistive load on the circuit

EM actuator – an electromechanical actuator, such as a motor with or without a gear train

electromotive force (EMF) – a difference in electrical potential

Ethernet – a fast, local interconnect system for computers

fenestration – ventilation; windows

flanges – protrusions used as attachment points

gantry – a moveable structure used to support elevated construction material, equipment, and personnel

guiderail – a pair of vertical concrete rails which have coils of wire embedded in them; upon which the vehicle is supported in the vertical direction and "guided" in the horizontal direction by magnetic fields, and which has no physical contact with the vehicle other than by sets of electric brushes on a commutator strip

guideway – an elevated structure that consist of vertical supports approximately every 100 feet and a continuous high precision horizontal surface, that includes two sets of guiderails and electric power rails

headway – time between station departures; the time elapsed between passage of two vehicle over the same spot

induced demand – the major influence of changes on total travel demand in the geographic region due to changes in the level of service provided by modes of transportation with the service area

load profile – the variation in usage level relative to capacity

maglev – shorthand for various types of magnetic levitation, which means to support and object in space without physical contact by using a combination of magnets and a means to vary the magnetic forces

riparian – relating to, or living or located on the bank of a natural watercourse

rolling stock – the vehicles

sidings – a local segment of guideway used when vehicles are removed from the main route

sintered – material shapes, usually metals, formed by heating and fusing powdered material onto a solid

substructure - the lower parts of the elevated guideway including the foundation and the vertical supports or columns

superstructure – the upper portion of the elevated guideway including the girders or horizontal beams

tee – a lower cost type of pre-formed concrete construction girder whose cross section resembles a "T"

tensile – in a direction to induce stresses that tend to pull and object apart

weldment – a structural assembly composed of welded substructures or components