A recent Tampa Bay Times editorial on the private sector All Aboard Florida project contained a number of statements that warrant a Setting the Record Straight.

CLAIM: “Thanks to the 2014-15 state budget Scott signed, the rail plan is set to benefit from $230 million in state investments, including money set aside for rail "quiet zones" along its route and a new multimodal terminal at Orlando International Airport.”

FACTS:
- Quiet zone funding is a state grant program which the Florida Legislature requested and appropriated funds for.
- The quiet zone funds would be provided to local governments, not All Aboard Florida.
- In fact, the funds are to be used by local governments across the state for any rail crossing, not crossings impacted by All Aboard Florida.

FACTS:
- The funding is for the Orlando International Airport, not All Aboard Florida.
- The project that the state is helping fund has been planned by the airport since the 1990s.
- The airport will reimburse the state for the portion of funding related to the rail connection, whether it is All Aboard Florida or another private rail provider.
- The facility being built is an intermodal center that includes parking, rental car and rail – it is not simply a station for All Aboard Florida.
- FDOT also helped fund a similar project - the Miami Intermodal Center.
- The facility will be built regardless of whether the All Aboard Florida rail proposal ever comes to fruition.

CLAIM: “It is so desperate to maintain that fiction that the transportation department recently warned All Aboard Florida not to apply for the state grants because it would be rejected.”

FACTS:
- All Aboard Florida is a private sector project which is designed to construct and operate a passenger rail line from Miami to Orlando.
- FDOT Secretary Ananth Prasad made it clear to All Aboard Florida President Michael Reininger in a July 15 letter that “the department will not invest state dollars in your project.”

CLAIM:  “Meanwhile, state transportation officials have enabled All Aboard Florida to hide behind exemptions in the public records law to avoid releasing some documents, including a ridership survey that was part of its loan application process.”

FACTS:
- In this case, the question of whether those documents should be released will be decided by a judge.
- The department will abide by whatever decision the judge makes.