

**Tampa Bay Transportation Management Area (TMA) Leadership Group**

*A Subcommittee of the SCTPA*

*Representing the MPOs in Hillsborough, Pasco & Pinellas Counties*

**LIVE STREAMING WILL BE AVAILABLE VIA ZOOM**

<https://us02web.zoom.us/j/82373440596?pwd=aDlaM095U1RkL3ZIWE9lQmtxTmFZUT09>

Meeting ID: 823 7344 0596

Passcode: 100200

**Chair:** Kimberly Overmann, Hillsborough MPO

**Vice-Chairs:** Kathryn Starkey, Pasco MPO/ Dave Eggers, Forward Pinellas

**Meeting Objectives:**

- Discuss passenger rail planning and coordination opportunities with Amtrak
- Review SIS Cost Feasible Plan and Process
- Discuss how each MPO/TPO addresses safety projects

1. **9:30 Welcome and Introductions**  
**Public Comment**
2. **9:45 Update on Passenger Rail Planning**– Elizabeth Watkins, Hillsborough TPO
3. **10:15 District 7 Perspectives on SIS Cost Feasible Plan Draft**- FDOT Representative
4. **10:45 Regional Roundtable on Safety** – Staff Directors
5. **11:30 Adjourn**

*Next Meeting: December 9, 2022 9:30am  
Tampa Bay Regional Planning Council*

*Appeals: Certain public meetings result in actions taken by the public board, commission or agency that may be appealed; in such case persons are advised that, if they decide to appeal any decision made at a public meeting/hearing, they will need a record of the proceedings, and, for such purposes, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.*

*Nondiscrimination: Forward Pinellas, Plan Hillsborough, and the Pasco MPO do not discriminate in any of their programs or services. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.*

*Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Joshua Barber, (813) 576-2313 or [barberj@plancom.org](mailto:barberj@plancom.org), three business days in advance of the meeting. We cannot ensure 508 accessibility for documents produced by other agencies or organizations.*

*Se recomienda a las personas que necesiten servicios de interpretación o adaptaciones por una discapacidad para participar en esta reunión, o ayuda para leer o interpretar los temas de esta agenda, sin costo alguno, que se pongan en contacto con Joshua Barber, (813) 576-2313 o [barberj@plancom.org](mailto:barberj@plancom.org), tres días hábiles antes de la reunión. Si sólo habla español, por favor llame a la línea de ayuda en español al (813) 272-5940 o (813) 273-3774 ext. 1.*

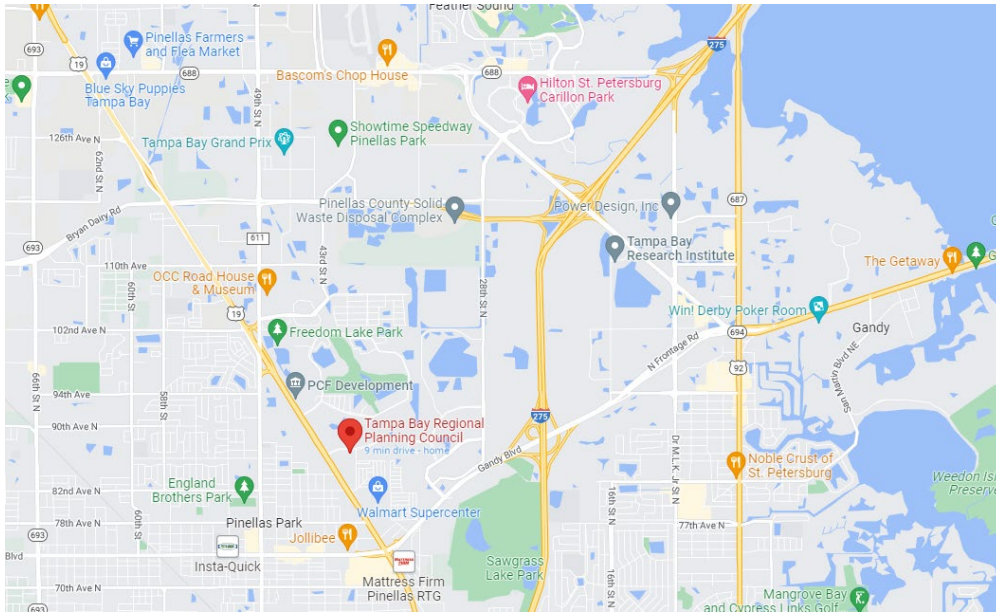
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# MEETING LOCATION MAP

Tampa Bay Regional Planning Council

4000 Gateway Centre Blvd., #100

Pinellas Park, FL 33782



**AGENDA ITEM:**

UPDATE ON PASSENGER RAIL PLANNING

**Presenter:**

Elizabeth Watkins, Hillsborough TPO

**SUMMARY:**

Staff has undertaken a few activities to advance passenger rail planning in the transportation management area:

- MPOs, FDOT, TBARTA, and Amtrak staff held several conversations, in which Amtrak shared an overview of its Connect US vision to grow passenger rail service and connect new city pairs across America. Additional information was shared on State Supported Amtrak Services in other states, leading to the recommended action below.
- The Federal Railroad Administration (FRA) established the Corridor Identification and Development Program by publishing a notice in the Federal Register. The FRA expects to solicit proposals for the program by the end of 2022.
- TBARTA published a Request for Proposals for a CSX Passenger Rail Feasibility Study. A decision of whether to proceed with the study is still pending.

Staff will provide a brief overview of the Amtrak Connects US Vision, FRA's Corridor Identification and Development Program, and background of State Supported Amtrak service.

**RECOMMENDED ACTION:**

AUTHORIZE TMA CHAIR TO SIGN LETTER INVITING FDOT TO ENGAGE WITH AMTRAK

**PREPARED BY:**

Elizabeth Watkins, Hillsborough TPO

**ATTACHMENTS:**

Presentation

Letter

[Establishment of the Corridor Identification and Development Program FRN](#)

Assistant Secretary Brad Thoburn  
FDOT Strategic Development Office  
605 Suwannee St Tallahassee, FL 32399

RE: FDOT Participation in State Supported Amtrak Service

Dear Secretary Gwynn,

On behalf of the Sun Coast Transportation Planning Alliance (SCTPA), the Transportation Management Area Leadership Group formally invites FDOT to engage with Amtrak to help identify and support to improve passenger rail service in West Central Florida. Specifically, we request FDOT undertake a formal assessment of state financial participation in State Supported Amtrak Service under [29 U.S.C. 24712](#). This action is consistent with SCTPA's regional transit vision of providing transportation alternatives to congested highways.

FDOT's participation in State Supported Amtrak Service would improve existing passenger rail service and serve as a catalyst for future expansion of the passenger rail network. Currently, there are 17 state departments of transportation that financially support passenger rail service across 28 routes nationwide. As the third largest State in the Nation, the investment in passenger rail is critical for mitigating congestion and providing transportation options. Additionally, FDOT's participation in State Supported Amtrak Service broadens eligibility to apply for federal grants.

Thank you for your attention to this request. We look forward to assisting FDOT in assessing the State of Florida's participation in State Supported Amtrak Service.

Sincerely,

Commissioner Kimberly Overman  
TMA Leadership Group Chair



Cc: MPO Staff Directors  
Alison Stettner, FDOT Office of Policy Planning  
Kenyatta Lee, FDOT Modal Development

# Passenger Rail Planning Updates

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SEPTEMBER 23, 2022, TMA LEADERSHIP GROUP

# A quick recap

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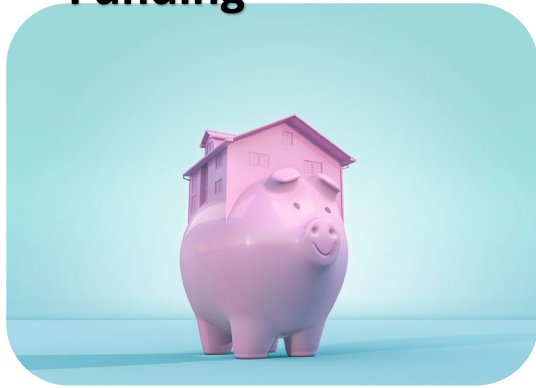
- Dec '21- TMA & SCTPA host a workshop and public engagement “listening session” for FDOT’s State Rail Plan update
- Apr '22- Amtrak and FRA present new funding opportunities and Amtrak’s Connect Us Plan to the Florida MPO Advisory Council
- Jun '22 - TBARTA issues RFP for CSX Passenger Rail Feasibility Study
- Jul-Aug '22 - Staff-level conversations between MPOs, FDOT, TBARTA, and Amtrak about submitting joint letter of interest for FRA’s new Corridor Identification and Development Program
- Oct '22 – FDOT to release draft Needs Assessment for State Rail Plan





# Federal Railroad Administration Corridor Identification & Development Program

## Funding



- 80% Federal-share with 20% match required
- Eligible activities:
  - Planning
  - Capital
- \$1.8B available over 5 years

## Eligible Entities



- Amtrak
- States
- MPOs
- Regional passenger rail authorities, etc.



# Federal Railroad Administration Corridor Identification & Development Program

## Eligible Routes



- Short-distance (<750 miles) services
- Increasing the frequency of long-distance service
- Restoration of former Amtrak routes

## Selection Criteria



- Consistent with plans
- Promising ridership and financial projections
- Community & environmental benefits
- Support from rail operator



# Federal Railroad Administration Corridor Identification & Development Program

May 2022

Establishment  
of CIDP



Summer/Fall 2022

Submit  
Statement of  
Interest



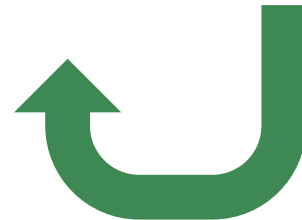
Late 2022

Request for  
Proposals



May 2023

FRA prepare  
Project  
Pipeline Report





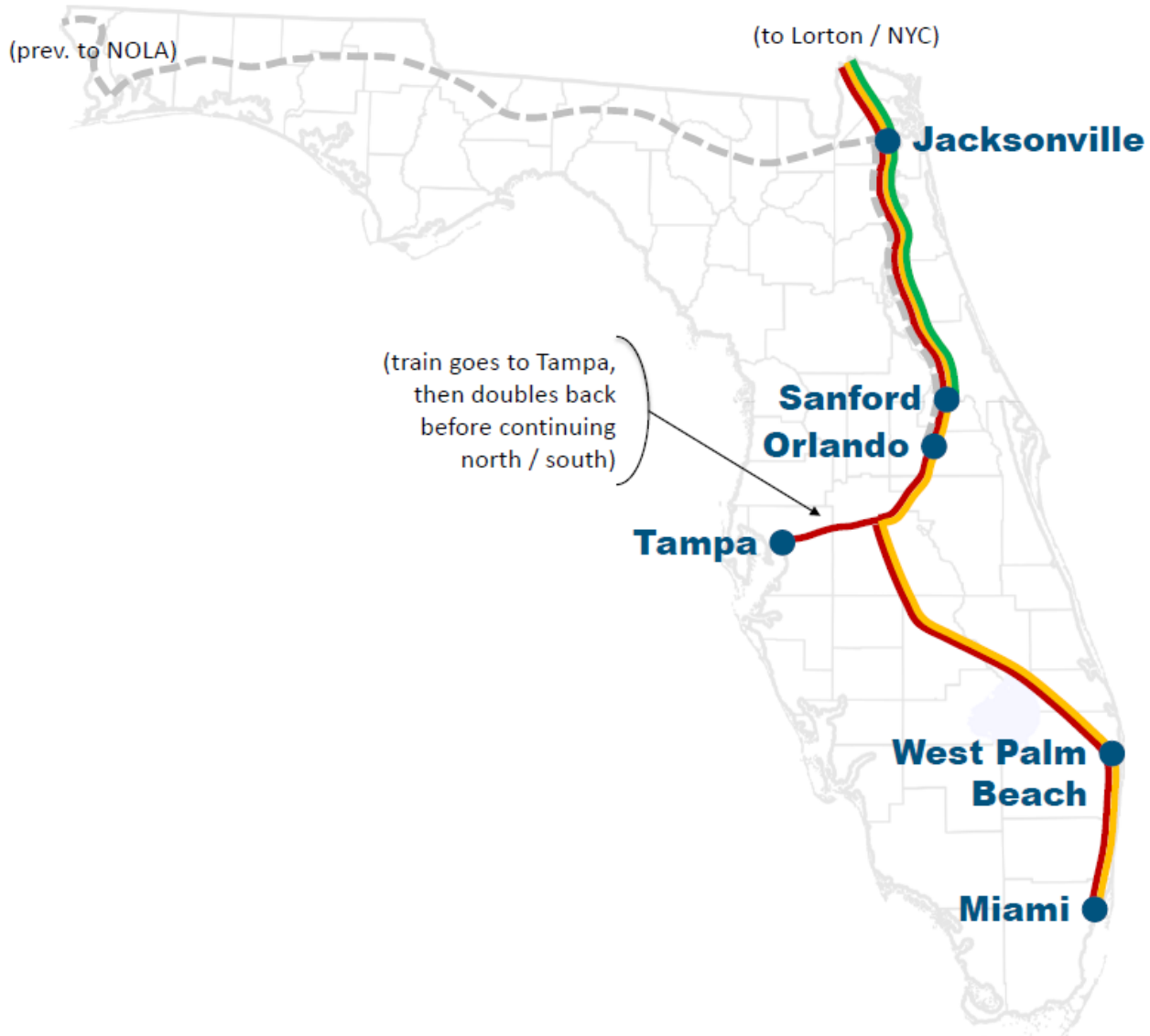

# AMTRAK

- In creating Amtrak in the 1970s, Congress relieved rail companies of obligation to operate passenger service and in turn required passenger rail prioritization on freight lines.
- Freight rail companies concern about impact on goods movement.
- Pending decision from the Surface Transportation Board to determine what is an unreasonable impairment to freight rail operations.

	Host Railroad	2021 Grade
1	Canadian Pacific	A
2	Canadian National	A
3	BNSF	B+
4	CSX	B
5	Union Pacific	C+
6	Norfolk Southern	D-

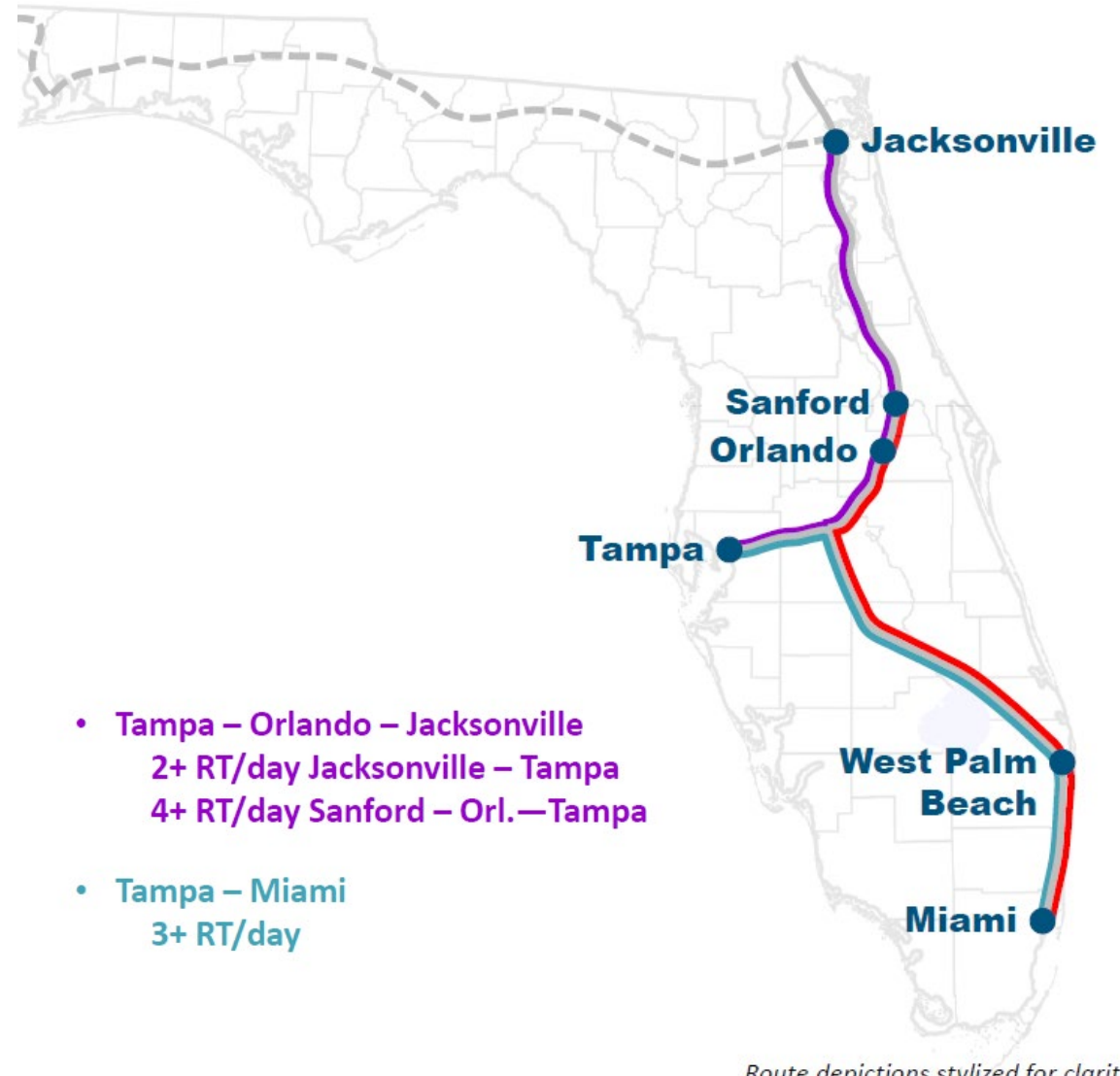
Source: Amtrak 2021 Host Railroad Report Card

## Amtrak Service Today



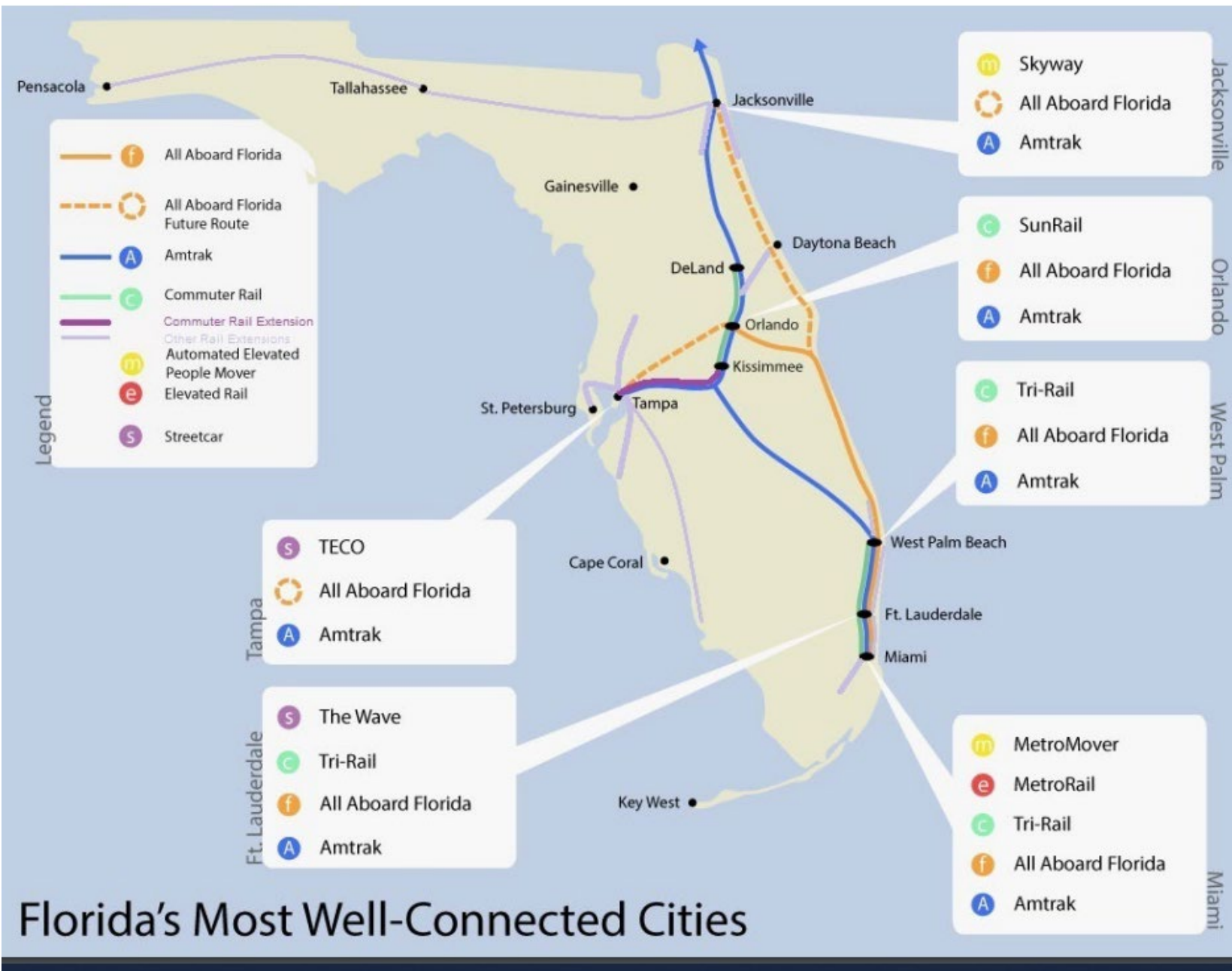
Route depictions stylized for clarity.  
Connecting bus services not shown.

## Future Service in Amtrak Connect US



- Tampa – Orlando – Jacksonville  
2+ RT/day Jacksonville – Tampa  
4+ RT/day Sanford – Orl.—Tampa
- Tampa – Miami  
3+ RT/day

Route depictions stylized for clarity.  
Connecting bus services not shown.



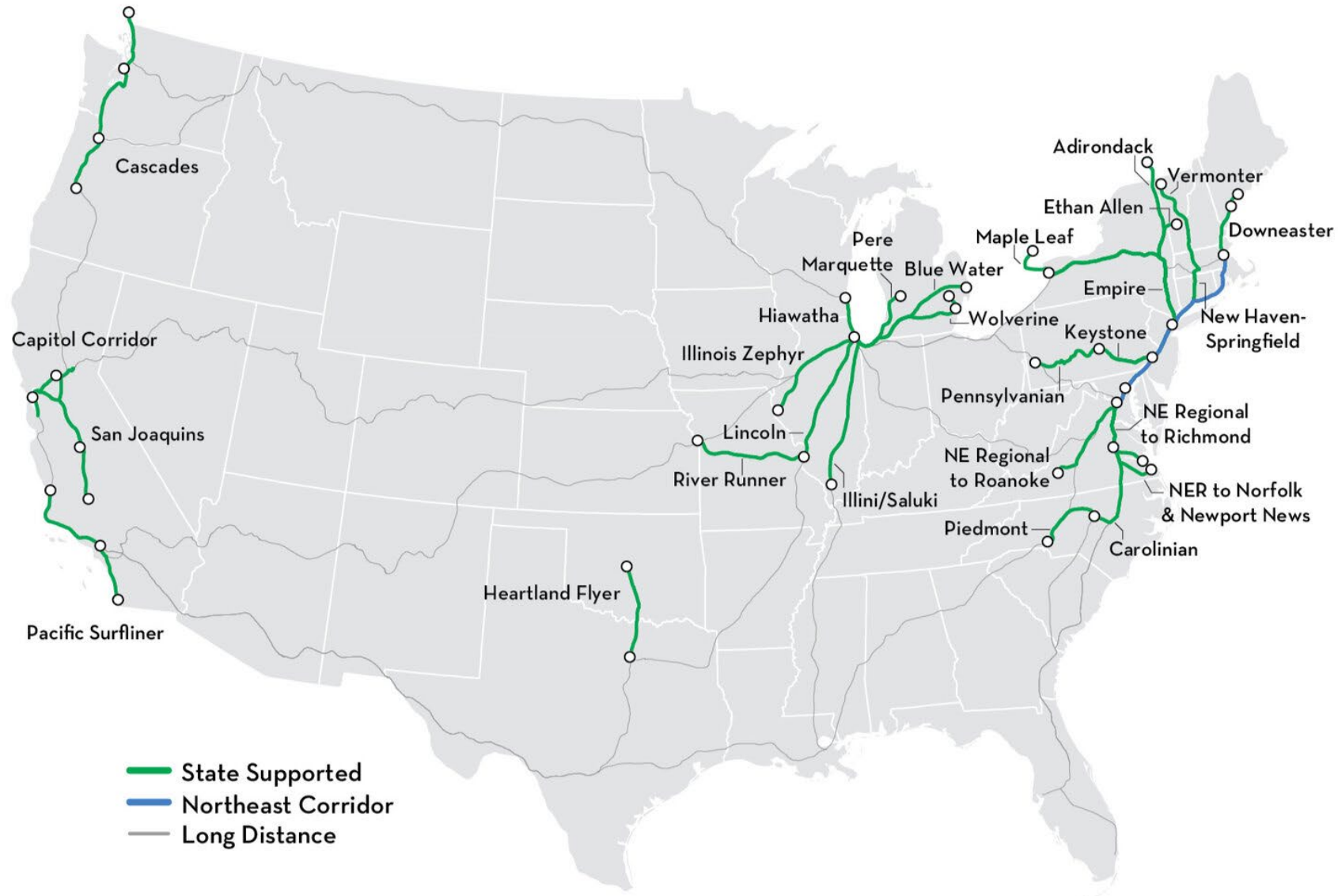
Amtrak Connects  
US vision:

Future Options  
for Intercity/  
Regional Rail  
Expansion

# Feedback from Amtrak

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- ❖ Amtrak prioritizes partnerships with State DOTs (including FDOT) on service, federal funding opportunities, etc.
- ❖ Amtrak provides three types of service:
  - (1) Intercity and long-distance service, per Congress' priorities;
  - (2) State Supported Services (more info below);
  - (3) Commuter Rail, typically operated under contract with a regional authority
- ❖ Amtrak focus in Florida is on service triangle between Miami-Tampa-Orlando
  - Interested in collaborations with us towards improving Tampa-Orlando service
  - Interested in investments in Tampa Union Station
  - Could coexist with Brightline, targeting different travel markets
- ❖ Passenger rail service on the Brooksville and Clearwater subdivisions may not compete well in FRA's new Corridor Identification & Deployment Program. But-- may be interested in operating such regional commuter service if funded through FTA grants with local/regional leadership.



# State Supported Amtrak Service

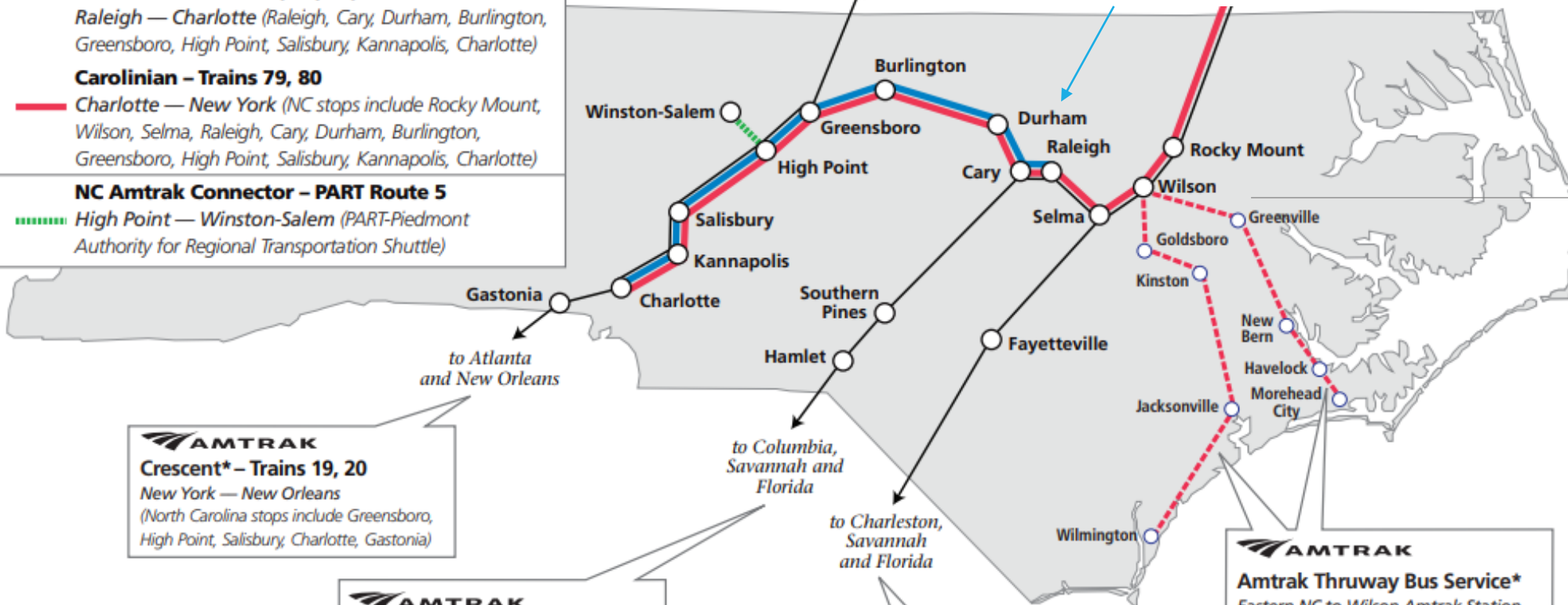


North Carolina's  
**AMTRAK**

- Piedmont – Trains 73, 74, 75, 76**  
Raleigh — Charlotte (Raleigh, Cary, Durham, Burlington, Greensboro, High Point, Salisbury, Kannapolis, Charlotte)
- Carolinian – Trains 79, 80**  
Charlotte — New York (NC stops include Rocky Mount, Wilson, Selma, Raleigh, Cary, Durham, Burlington, Greensboro, High Point, Salisbury, Kannapolis, Charlotte)
- NC Amtrak Connector – PART Route 5**  
High Point — Winston-Salem (PART-Piedmont Authority for Regional Transportation Shuttle)

Four round trips/day  
through Research  
Triangle region

North  
Carolina  
DOT  
Example



- ❖ Established in 1980s
- ❖ Two routes
  - ❖ Carolinian
  - ❖ Piedmont

❖ Amtrak also connects to other communities with its Thruway Bus Service connections

**AMTRAK**  
**Crescent\* – Trains 19, 20**  
New York — New Orleans  
(North Carolina stops include Greensboro, High Point, Salisbury, Charlotte, Gastonia)

**AMTRAK**  
**Silver Star\* – Trains 91, 92**  
New York — Florida  
(North Carolina stops include Rocky Mount, Raleigh, Cary, Southern Pines, Hamlet)

**AMTRAK**  
**Silver Meteor\* – Trains 97, 98**  
New York — Florida  
(North Carolina stops include Rocky Mount, Fayetteville)

**Palmetto\* – Trains 89, 90**  
New York — Savannah  
(North Carolina stops include Rocky Mount, Wilson, Selma, Fayetteville)

**AMTRAK**  
**Amtrak Thruway Bus Service\***  
Eastern NC to Wilson Amtrak Station  
(NC Stops include Greenville, New Bern, Havelock, Morehead City, Goldsboro, Kinston, Jacksonville, Wilmington)

# North Carolina DOT Example

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- ❖ NCDOT performs marketing and operations for its state-subsidized services
- ❖ NCDOT owns some of the railcars
- ❖ Connects with 13 participating transit systems along the routes
- ❖ 2015 study found that passengers benefited from \$47.4 million annually in transportation cost savings and affordable mobility benefits





# Key Takeaways & Next Steps

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- ❖ Opportunities for passenger rail
- ❖ State-support essential in competing for passenger rail discretionary grants
- ❖ Request that FDOT assess feasibility of State financial participation in the State Supported Amtrak service
- ❖ Next steps: Regional LRTP Needs Assessment

**AGENDA ITEM:**

FDOT DISTRICT 7 PERSPECTIVES ON SIS COST FEASIBLE PLAN DRAFT

**Presenter:**

FDOT District 7 Representative and MPO/TPO Directors

**SUMMARY:**

This agenda item is to follow up on the letter of comment the TMA sent a year ago about the FDOT Strategic Intermodal System Policy Plan. The TMA indicated its support for the Policy Plan’s new types of eligible projects, such as projects to improve safety, advanced traffic management systems, resilience, and parallel facilities. The TMA requested further dialogue about these opportunities.

In another development since last year, the FDOT has also established a new funding path for supporting operational costs for fixed-guideway transit facilities. The new policy, attached, offers a state match for local operational dollars for new fixed-guideway transit through the first five years. This funding opportunity is not part of FDOT’s SIS program.

**RECOMMENDED ACTION:**

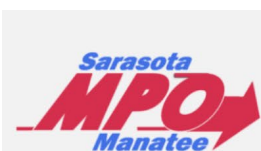
NONE; FOR INFORMATION AND DISCUSSION

**PREPARED BY:**

Beth Alden and Elizabeth Watkins, Hillsborough TPO

**ATTACHMENTS:**

- TMA 2021 Letter of Comment on SIS Policy Plan
- New FDOT policy concerning transit operational support





# SCTPA

Sun Coast Transportation Planning Alliance

**ONE REGION, ONE VOICE**

September 17, 2021

Ms. Lori Marable, Strategic Intermodal System Coordinator  
FDOT District Seven, MS 7-500  
11201 N. McKinley Dr.  
Tampa, FL 33563

**Re: Strategic Intermodal System (SIS) Policy Plan Update**

Dear Lori,

Thank you for providing an update on FDOT’s SIS Policy Plan. We would like to stay closely involved as the Department updates the Plan, and want to offer the following comments for the Department’s consideration now:

- We support the Plan’s focus on resilience, technology and innovation, urban mobility, and connectivity.
- We are especially pleased to see that SIS funds may be used to support safety improvements. We encourage the Department to prepare a Vision Zero Action Plan for the SIS.
- We are also very pleased at the growing flexibility for use of SIS funds on parallel and connecting roads and on transit. For example, interconnected traffic management systems can improve safety and operations across jurisdictions. Growing use of transit modes is also essential as metropolitan populations continue to rapidly increase and space for lanes does not.
- We ask that the SIS Plan include not just “interregional” transit, such as connections between the Tampa Bay region and the greater Orlando region, but regionally significant transit in general, including corridors and not just stations. This would be consistent with the Plan’s stated focus on urban mobility, which is essential for Florida’s economy, with the majority of state gross domestic product coming from metropolitan areas.



Thank you again for the opportunity to comment. We look forward to continued dialogue between the Department and the MPOs/TPOs. Please contact any of the MPOs/TPOs of the Tampa Bay TMA Leadership Group – Forward Pinellas, Pasco MPO, and Hillsborough TPO – with any questions you may have.

Sincerely,

DocuSigned by:  
*Commissioner Kimberly Overman*  
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Hillsborough County Commissioner Kimberly Overman  
Chair, Tampa Bay TMA Leadership Group  
A committee of the Sun Coast Transportation Planning Alliance



## *Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.  
SECRETARY

### **POLICY**

Effective:  
Review Date:  
Office: Transit  
Topic No.:  
Reference: s. 341.051, Florida Statutes

## **District Dedicated Revenue for Transit Operations & Maintenance**

Several of Florida's heavily urbanized areas have expressed an interest in obtaining additional state investment in transit, specifically related to major capital investment projects. The Department has long been a partner in the capital portion of investments supporting new premium transit service. Under the appropriate circumstances a District may desire to make a short-term, start-up investment in the operation and maintenance costs associated with the implementation of a new premium transit service. Premium transit refers to transit modes that provide higher comfort, capacity, speed, and frequency than typical local bus operations, creating a positive perception to users.

When a transit agency implements a new premium service, it typically results in an increase in operating and maintenance (O&M) costs. Additionally, the transit provider is required to operate that service for the useful life of the associated assets. If the transit agency is seeking federal funding through the Federal Transit Administration Capital Investment Grants Program, availability of state funds to support operations will make these projects more competitive and ease the transition to a higher level of O&M support.

District Dedicated Revenue (DDR) state allocations are one of the most flexible Department fund sources. It is currently used in supporting various statutorily required programs, including highway resurfacing and public transportation.

A Metropolitan Planning Organization (MPO) may request up to 15% of the District's annual DDR be allocated for transit operating costs of new premium transit projects under the guidelines listed below. The Department's concurrence may be dependent on the availability of other funding (including, but not limited to federal funds) to replace the DDR funds allocated for transit operating costs. This will ensure the Department can meet statutory requirements, other commitments and the District's priorities.

These guidelines do not apply to any District approved transfers to the Transit Block Grant Program as authorized under **Chapter 341.052(8), Florida Statutes**.

*Improve Safety, Enhance Mobility, Inspire Innovation*

[www.fdot.gov](http://www.fdot.gov)

## Requirements

- Project must be a new, premium transit project that either meets the Department's definition of Enhanced Bus Transit or FTA's definition of a major transit capital investment as defined in **49 CFR § 633.5 – Definitions**. The Department defines Enhanced Bus Transit as service that provides an increase in person throughput capacity that is characterized by high-frequency bus service on arterial streets with enhanced physical and operational characteristics, such as: substantial transit stations, traffic signal priority or preemption, low-floor vehicles or level platform boarding, separate branding of the service, and longer stop spacing, aimed at improving efficiency, reliability, and customer experience. An increase in person throughput capacity on a corridor is generally defined as the percentage increase in throughput capacity between the No Build and the Build at the maximum load point in the peak hour and peak direction. Additionally, a funding request should include benefit/cost analysis. A typical analysis could be the projected annual operating cost/projected annual ridership. Operations and maintenance funds will be allocated from the existing DDR available to address MPO priorities. Any funds allocated for this purpose will result in less funding available for other MPO priorities. Funding will be programmed in the new fifth year of the Department's work program. **Other fund sources, including federal transfer funds, may need to be programmed on District identified projects for the DDR funds to be available for transit operating costs.**
- Any commitment of DDR funds for transit operations, under this policy, shall be for a period not to exceed five (5) years. A sliding scale for decreasing Department participation, not to exceed 25% in the fifth year, shall be included in the required operating finance plan to be submitted by the transit agency operating the project. To align funding availability with the start of revenue service, requests for O&M assistance should be made concurrently with the request for capital assistance.
- The project must be included in the MPO's adopted prioritized project list.
- The operating assistance request must be prioritized annually by the MPO. The priority must be clear and specific, documenting that the MPO understands approval of the request may lead to another MPO priority not receiving funding and other fund types may be programmed on District priorities to release funds needed for the operating assistance request.

## Mechanisms and Processes

- Funding shall be provided through Program 16, State Transit Capital/Operating Assistance, by means of a public transportation grant agreement (PTGA).
- Prior to programming funds, the transit agency must certify, in writing, the availability of the required local match and commit to starting operations in the year the DDR funds are requested. Additionally, the agency will certify compliance with all DOT operating and safety requirements.
- The transit agency shall submit draft service performance measures to the Department for approval and shall report back to the Department on a quarterly basis for the duration of state participation in funding the project operations.
- Performance targets will, at a minimum, include baseline targets for safety and service reliability and may include targets for service efficiency and effectiveness. Baseline operating requirement will include service frequency and hours of operation. The agreement will include a process and remedy for addressing substandard performance, including the potential withdrawal of funding.



- The Department may withdraw funding at any time, and the agency must accept full responsibility for ongoing operations and maintenance of the premium transit project.

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Jared W. Perdue, P.E.  
Secretary

**AGENDA ITEM:**  
REGIONAL ROUNDTABLE ON SAFETY

**Presenter:**  
MPO/TPO Directors

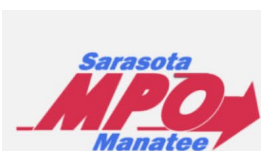
**SUMMARY:**

Each of the MPO/TPOs in the region have been focused on addressing transportation safety challenges in ways that meet the unique contexts of their communities. The development of Vision Zero plans, project prioritization criteria adjustments and the pursuit of grant funding are just a few of the many tools being utilized to improve the safety of our regional transportation network. The MPO/TPO directors will provide a brief overview of the tools being used in each county to address safety concerns and invite questions and comments from TMA members.

**RECOMMENDED ACTION:**  
NONE; FOR INFORMATION AND DISCUSSION

**PREPARED BY:**  
Chelsea Favero, Forward Pinellas

**ATTACHMENTS:**  
N/A





REGISTER  
**TODAY**



**GULF COAST**  
Safe Streets Summit

MOVING  
**SAFETY**  
FORWARD

TOGETHER  
AGAIN.

**Nov. 3, 2022**

R.P. Funding Center  
Lakeland, Florida

The Central Florida region is consistently listed as one of the **most dangerous places to drive, walk and ride.**

**Be a part of the solution.**

After two years as a virtual event, we are excited to come back together as a community to **make our roads and cities a safer place to live, work and play.** The 2022 Safe Streets Summit is a regional conference celebrating five years of providing top speakers, the latest in safety information and invaluable networking opportunities.

## CONFERENCE SCHEDULE

**9:30 to 1 p.m.** - Fair Activities and Lunch

Experience more than 14 immersive activities including an **ADA Awareness Trail, motorcycle riding simulators, seatbelt convincer, truck blind spot experience and car crash demonstrations.** Interactive mobile tours will be available on a limited basis. Requires RSVP.

**1 to 5 p.m.** - Afternoon Session

Hear speakers cover a wide range of safety-related topics. Speakers include Keynote **Melissa Wandell, President of the National Coalition of Safer Roads** and **Polk County Sheriff Grady Judd.** An awards ceremony recognizing leaders in transportation safety will also be held.

Visit [GulfCoastSafeStreetsSummit.org](http://GulfCoastSafeStreetsSummit.org) for more information.

[GulfCoastSafeStreetsSummit.org](http://GulfCoastSafeStreetsSummit.org)  
(863) 534-6486



**SCTPA**  
Sun Coast Transportation Planning Alliance



Polk Transportation  
Planning Organization