

A photograph of several Brightline passenger trains parked in a large industrial facility. The trains are white with yellow and blue accents. One train has 'brightline' and 'gobrightline.com' written on its side. Another train has 'SELECT COACH' written on its side. In the background, a large building with a sign that says 'workshop b' is visible. The sky is blue with some clouds.

Passenger Rail Workshop Presentations and Activities

April 27, 2022

Today's Agenda

1. Presentations 1:35 PM – 2:30 PM



U.S. Department
of Transportation
Federal Railroad
Administration



**FREIGHT
& RAIL**



1971 – 2021

The future rides with us

2. Activities 2:30 PM – 3:00 PM

- **Breakout Groups** – Theme Prioritization from Passenger Rail Best Practices Report
- **Full Committee** – Live Vote on Potential Committee Actions for Incorporating Passenger Rail into Committee Business

Themes from Open-Ended Questions



FRA Presentation





RAIL

MOVING AMERICA FORWARD

Bipartisan Infrastructure Law Overview

Federal Railroad Administration

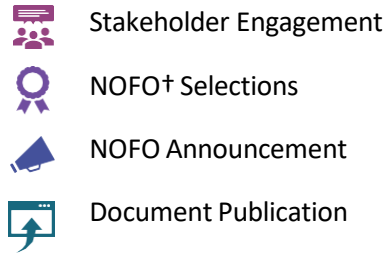
FRA Grant Program Opportunities Under BIL

Programs	Purpose	Appropriated	Additional Authorized Over Five Years	Total
Consolidated Rail Infrastructure and Safety Improvements (CRISI)	To fund projects that improve the safety, efficiency, or reliability of intercity passenger and freight rail.	\$5 billion (\$1 billion annually)	\$5 billion (\$1 billion annually)	\$10 billion
Railroad Crossing Elimination <i>(New)</i>	To promote highway rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.	\$3 billion (\$600 million annually)	\$2.5 billion (\$500 million annually)	\$5.5 billion
Federal-State Partnership for Intercity Passenger Rail <i>(Significantly Changed)</i>	To fund capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service, including privately operated intercity passenger rail service if an eligible applicant is involved.	\$36 billion (\$7.2 billion annually)	\$7.5 billion (\$1.5 billion annually)	\$43.5 billion
Restoration & Enhancement	To provide operating assistance to initiate, restore, or enhance intercity passenger rail service.	\$250 million (\$50 million annually from Amtrak National Network fund)	\$250 million (\$50 million annually)	\$500 million
Interstate Rail Compacts <i>(New)</i>	This program will provide funding for interstate rail compacts' administrative costs and to conduct railroad systems planning, promotion of intercity passenger rail operations, and the preparation of grant applications.	\$15 million (\$3 million annually)	\$15 million (\$3 million annually)	\$30 million

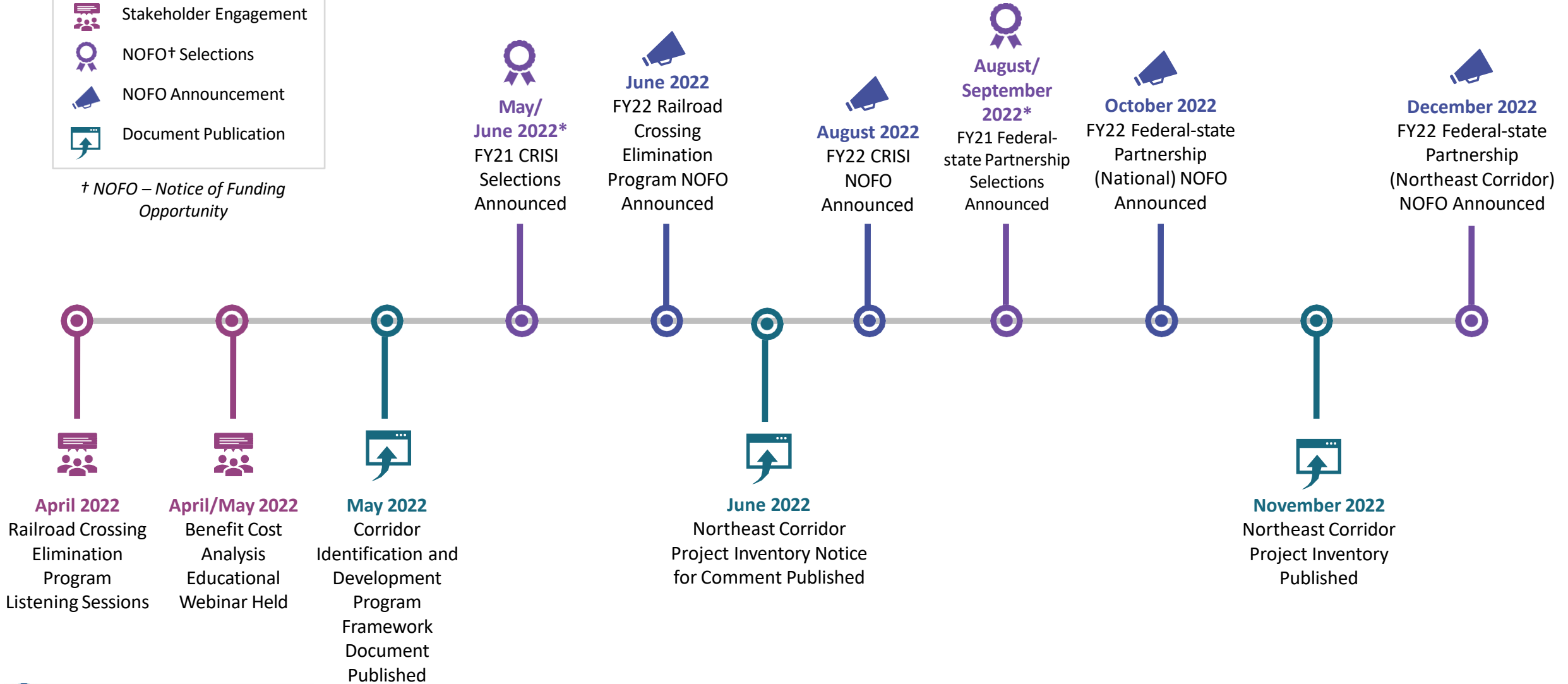


Calendar of Upcoming FRA

* Targeted selection period, subject to change



† NOFO – Notice of Funding Opportunity



Railroad Crossing Elimination – Program Overview

PROGRAM PURPOSE

- To fund highway-rail or pathway-rail grade crossing improvement projects that focus on **improving the safety and mobility of people and goods.**

Upcoming Funding Opportunities

BIL Authorization & Appropriations in millions (M)

	FY22
Advanced Appropriations	\$600
Authorized Funding (Fully Authorized Levels)	\$500

Status of Funding Opportunities

Year	Currently Available Funding (M)	Status
FY22	\$600	NOFO Expected Late Spring 2022

Railroad Crossing Elimination – Eligible Applicants

ELIGIBLE APPLICANTS

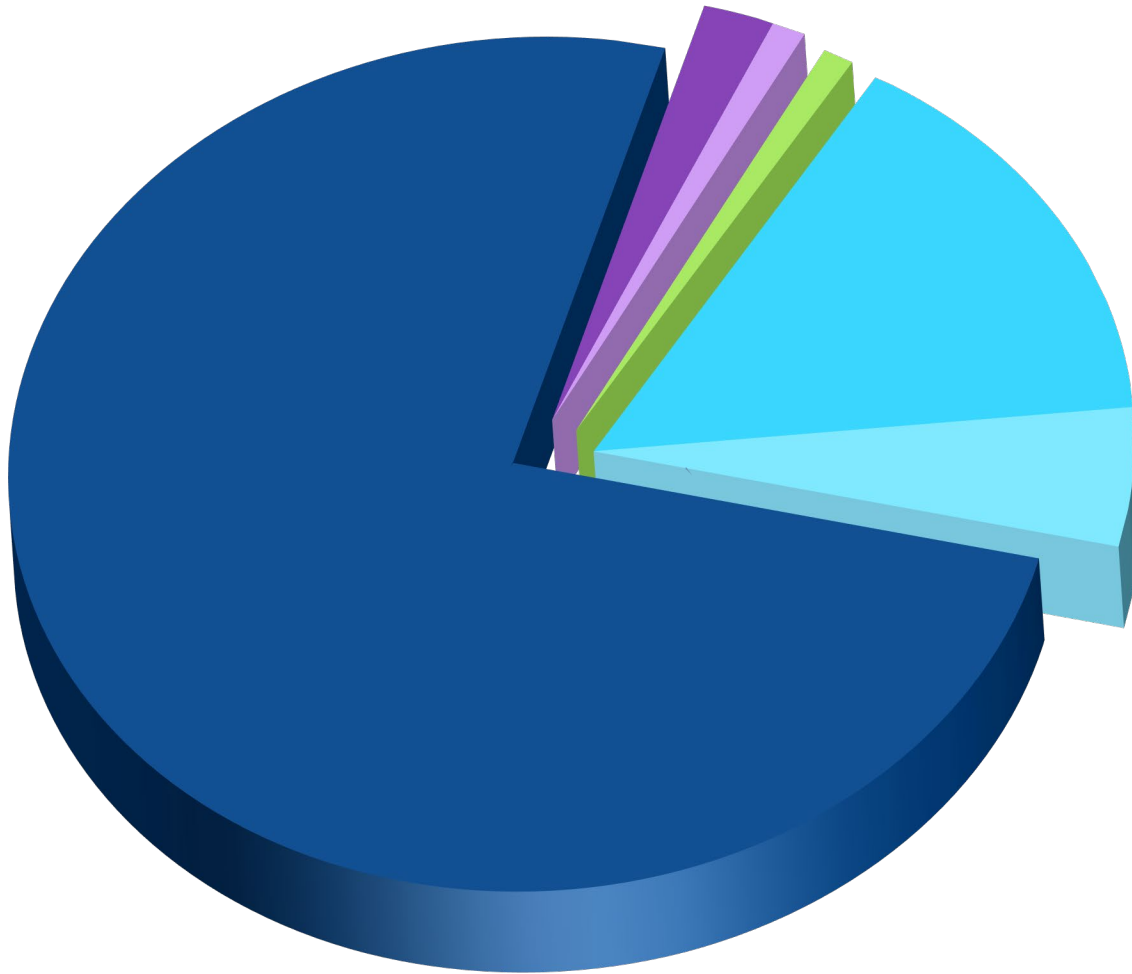
- States, including the District of Columbia, Puerto Rico, and other U.S. territories and possessions.
- Political subdivision of a State.
- Federally recognized Indian Tribe.
- A unit of local government or a group of local governments.
- A public port authority.
- A metropolitan planning organization.
- A group of the entities described above.

Railroad Crossing Elimination – Eligible Projects

ELIGIBLE PROJECT CRITERIA

- Grade separation or closure including through use of a bridge, embankment, tunnel or combination thereof.
- Track relocation.
- Improvement or installation of protective devices, signals, signs, or other measures to improve safety related to a separation, closure, or track relocation project.
- Other means to improve the safety if related to the mobility of people and goods at highway-rail grade crossings (including technological solutions).
- The planning, environmental review, and design of an eligible project type.

Railroad Crossing Elimination – Program Conditions



Planning

- Not less than 3% of total funding is for planning projects
 - Not less than 25% of these funds is for planning projects in rural areas or on Tribal lands.

Crossing Safety Information and Education Program

- 0.25% of total funding shall be for highway-rail grade crossing safety information and education programs to help prevent and reduce pedestrian, motor vehicle, and other accidents, incidents, injuries, and fatalities; and to improve awareness along railroad rights-of-way and at highway-rail grade crossings.

Rural and Tribal Set Aside

- Not less than 20% of total funding is reserved for projects located in rural areas or on Tribal lands
 - Not less than 5% of these funds are reserved for projects in counties with 20 or fewer residents per square mile

Grant Conditions

- Minimum 20% Non-Federal matching share
- No grant awarded shall be smaller than \$1M, except for planning grants

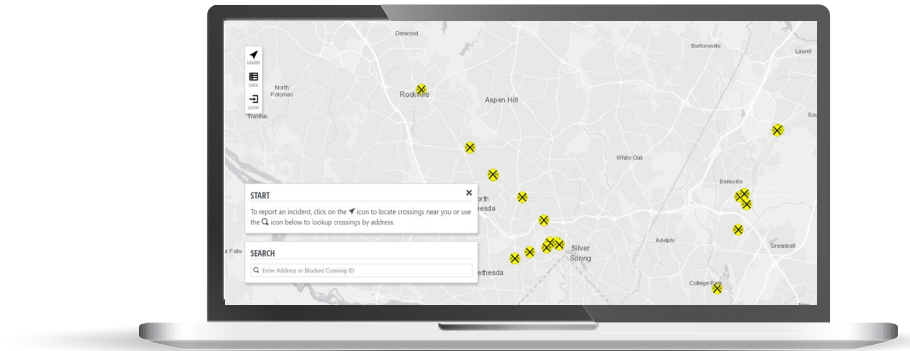
State Limitation

- No more than 20% of total funding in any fiscal year may be selected for projects in a single State.

Grade Crossing Safety Information

BLOCKED CROSSING PORTAL

- Blocked crossings pose potential safety risks, specifically in locations where trains routinely hinder roadway and pedestrian movement for extended periods.
- To address this potential safety risk, FRA established the Blocked Crossing Portal in 2019.
- Portal requests specific information from users reporting blocked crossings—including **date, time, location** and **duration that crossing is blocked**.



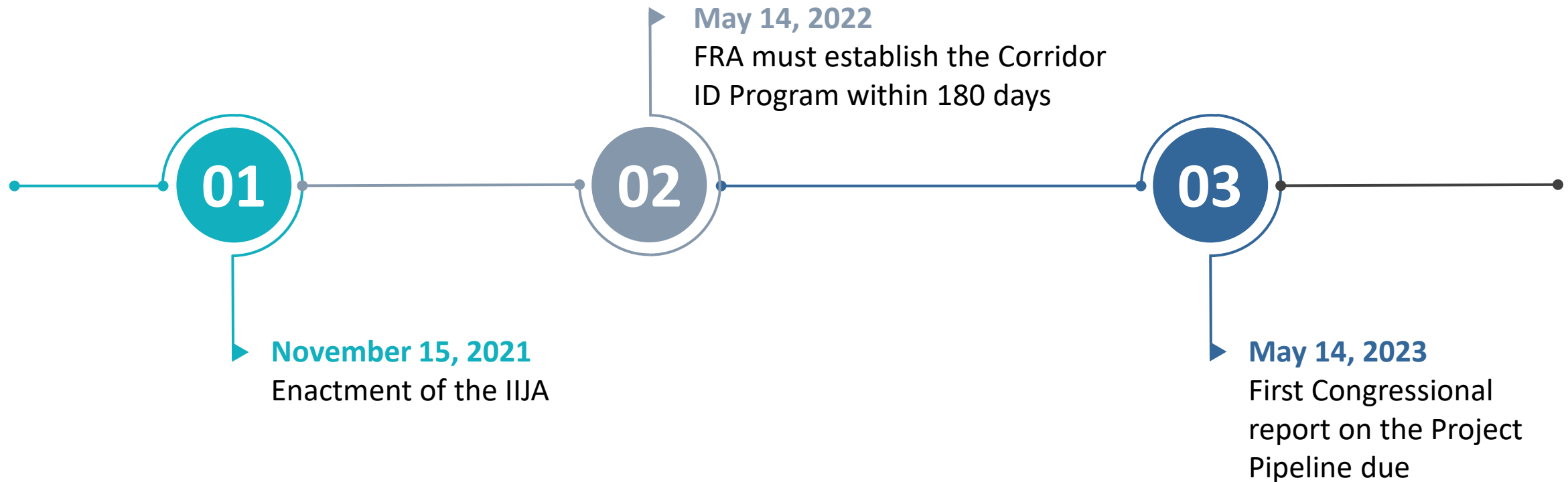
<http://www.fra.dot.gov/blockedcrossings>

Program Overview

- Creates a foundational framework for identifying and developing new or improved intercity passenger services.
- Requires FRA (under delegation from the Secretary) to:
 1. Solicit proposals for implementing new or improving existing intercity passenger rail service;
 2. Select proposals for development under the Program;
 3. For each selected proposal, partner with the entity that submitted the proposal to prepare or update an existing Service Development Plan (SDP), which must include a “corridor project inventory”; and
 4. Establish a prioritized “pipeline” of projects that may be implemented with funding provided under FRA’s (and potentially other Federal) capital investment financial assistance programs.
- Eligibility includes both short-distance (<750 miles) services, along with increasing the frequency of long-distance service, and restoring service over any route formerly operated by Amtrak.



Statutory Deadlines and Considerations



Establishing the Corridor ID Program

2-Part Approach

1. May, 14, 2022 – “Establish” the Program
 - Basic framework for the Program
 - Tie together statutory provisions
 - Answer most basic/frequent questions
 - 1-2 levels greater detail than statutory text
 - Request for “Expressions of Interest”

2. Late-2022 – Initial Solicitation of Proposals
 - Support “selection” of corridors for development under the Program
 - Additional guidance on Program structure, proposal requirements

CRISI – Program Overview

GRANT PURPOSE

- To fund projects that improve the safety, efficiency, and/or reliability of intercity passenger and freight rail systems

CRISI – Recent & Upcoming Funding Opportunities

Authorization & Appropriations (M)

	FY18	FY19	FY20	FY21
Authorization	\$230	\$255	\$330	\$330
Appropriation	\$592.5	\$255	\$325	\$375

Status of Funding Opportunities

Year	Available Funding (M)	Status	
FY18 (PTC)	\$250	☒	Awards announced August and December 2018
FY18	\$318	☒	Awards announced June 2019
FY19	\$244	☒	Awards announced March 12, 2020
FY20	\$311	☒	Awards announced September 23, 2020
FY21	\$362	☐	Awards expected Spring 2022
FY22	\$1,000	☐	Notice of Funding Opportunity expected Summer 2022

CRISI – Program Overview

ELIGIBLE APPLICANTS

- A State (including the District of Columbia) or group of States.
- An Interstate Compact.
- Public agencies or publicly chartered authorities established by 1 or more States.
- Political subdivision of a State.
- Amtrak or other intercity passenger rail carrier.
- Class II or III railroads and associations that represent a Class II or III railroad.
- Any rail carrier or equipment manufacturer in partnership with at least one state entity, public agency, and/or local government.
- Federally recognized Indian Tribe.
- The Transportation Research Board (TRB) together with any entity with which it contracts in the development of rail-related research, including cooperative research programs.
- A university transportation center engaged in rail-related research.
- A non-profit labor organization representing a class or craft of employees of rail carriers or rail carrier contractors.

CRISI – Program Overview

ELIGIBLE PROJECT CRITERIA

- **Wide Range of Rail Capital Projects**
 - Congestion mitigation
 - Ridership growth facilitation
 - Enhancements to multimodal connections
 - Improvements to short-line or regional railroad infrastructure
- **Railroad Safety Technology**
- **Track, Station, and Equipment Improvements for Intercity Passenger Rail**
- **Grade Crossing Improvements**
- **Rail Line Relocation and Improvement**
- **Regional and Corridor Service Planning and corresponding Environmental Analyses**
- **Safety Programs and Institutes**
- **Research**
- **Workforce Development and Training**
- **New in BIL:**
 - Measures that prevent trespassing
 - Preparation of emergency plans for hazardous materials are transported by rail
 - Rehab or procurement of locomotives, provided that such activities result in a significant reduction of emissions.

At least 25% of funds is reserved for rural projects

Federal-State Partnership (non-NEC) – Program Overview

GRANT PURPOSE

- To fund capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service, including privately operated intercity passenger rail service if an eligible applicant is involved.

CRISI – Recent & Upcoming Funding Opportunities

Authorization & Appropriations (B)

	FY22	FY23	FY24	FY25	FY26
Appropriation	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4
Authorization	\$.75*	\$.75	\$.75	\$.75	\$.75

Status of Funding Opportunities

Year	Available Funding (B)	Status
FY21	\$	☐ Awards expected Summer 2022
FY22	\$2.4	Notice of Funding Opportunity expected Fall 2022

* \$7,500 million authorized over 5 years with at least 45% for NEC projects and 45% for non-NEC projects. For illustrative purposes, a 50% split is shown.

Federal-State Partnership (non-NEC) – Program Overview

ELIGIBLE APPLICANTS

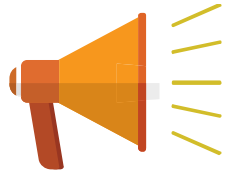
- A State (including the District of Columbia) or group of States.
- An Interstate Compact.
- Public agencies or publicly chartered authorities established by 1 or more States.
- Political subdivision of a State.
- Amtrak, acting on its own behalf or under a cooperative agreement with 1 or more States.
- Class II or III railroads and associations that represent a Class II or III railroad.
- Federally recognized Indian Tribe.
- Any combination of the entities above.

Federal-State Partnership (non-NEC) – Program Overview

ELIGIBLE PROJECT CRITERIA

- A project to replace, rehabilitate, or repair infrastructure, equipment, or a facility used for providing intercity passenger rail service to bring such assets into a state of good repair.
- A project to improve intercity passenger rail service performance, including reduced trip times, increased train frequencies, higher operating speeds, improved reliability, expanded capacity, reduced congestion, electrification, and other improvements, as determined by the Secretary.
- A project to expand or establish new intercity passenger rail service.
- A group of related projects as described above.
- The planning, environmental review, and final design of an eligible project or group of projects described above.

Competitive Grants Application Process



**NOTICE OF FUNDING
OPPORTUNITY (NOFO)
ANNOUNCED**

PHASE 1

TYPICAL TIMEFRAME: UP TO 1 MONTH

STEP
1

Get a Dun&Bradstreet
Number (DUNS)



866-705-5711

OR



fedgov.dnb.com

Register with System for
Award Management (SAM)



**To register, go to
www.sam.gov**

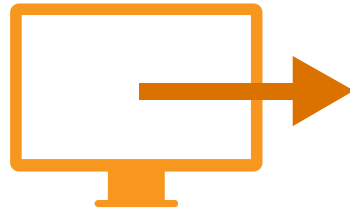
STEP
2

After registering, send SAM:

- A notarized letter
- An Employer Identification Number (EIN)/
Tax Identification Number (TIN)

STEP
3

Create an Authorized Organization Representative (AOR) profile on Grants.gov



Grants.gov will send email containing a temporary registration code to AOR

AOR must respond to the registration email to complete the registration process

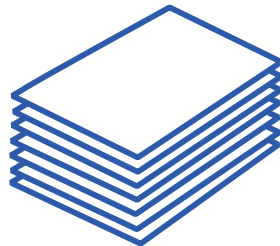


PHASE 2

TYPICAL TIMEFRAME: 1 MONTH

STEP
4

Complete and submit application to Grants.gov addressing all NOFO requirements



APPLICATION RESOURCES

- FRA NOFO
- Workspace on Grants.gov
- FRA Training and Guidance

Best Practices – From Grant Application to Award



*Understanding the
NOFO*



*Getting agreements and
prerequisites in place*



How ready is the project?



Budgeting for your project

How to Apply and Available Grant Resources

Information on how to apply:

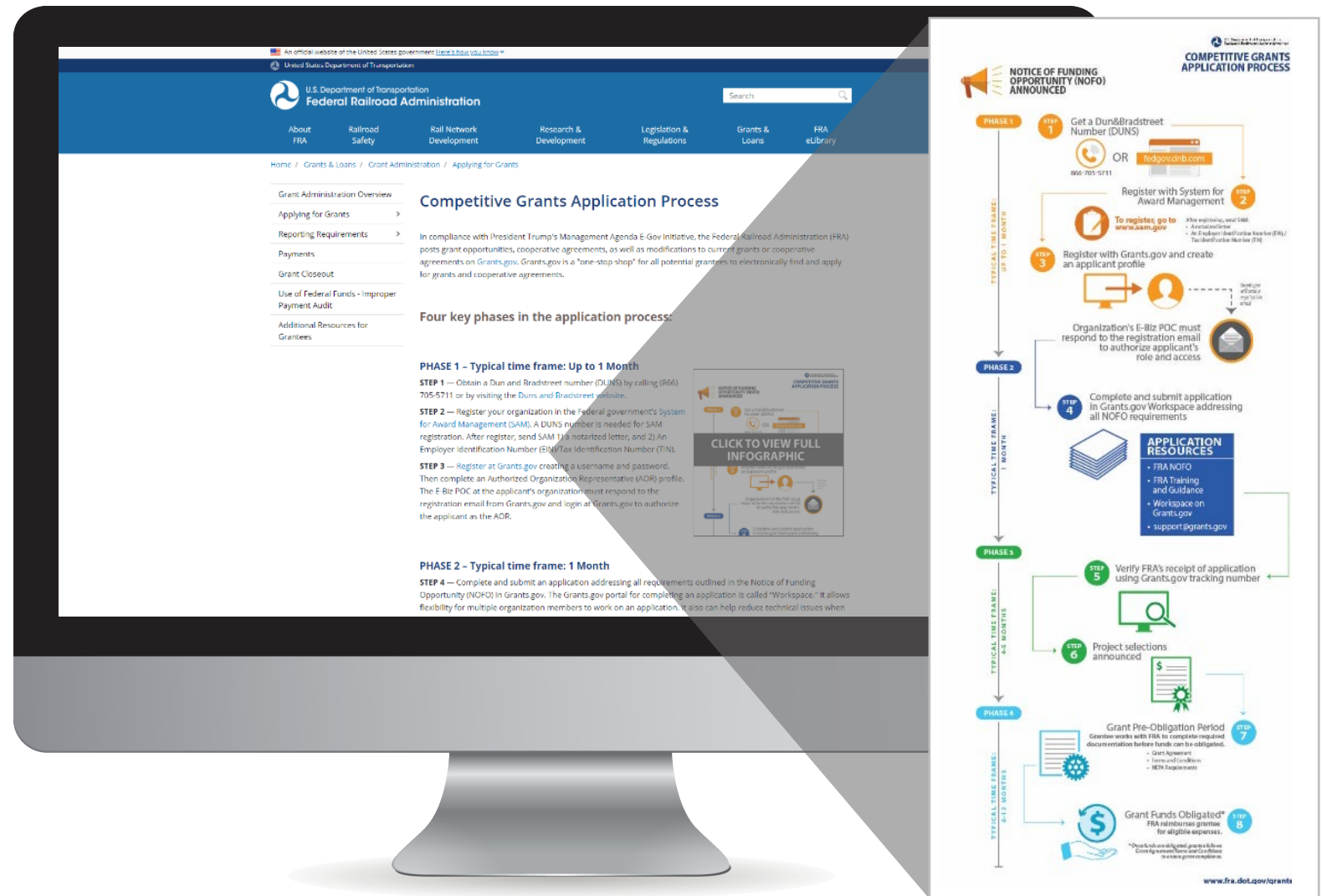
<https://railroads.dot.gov/grant-administration/applying-grants/competitive-grants-application-process>

Webinars and Technical Assistance:

<https://railroads.dot.gov/rail-network-development/training-guidance/webinars-0>

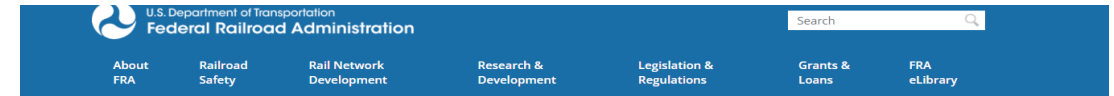
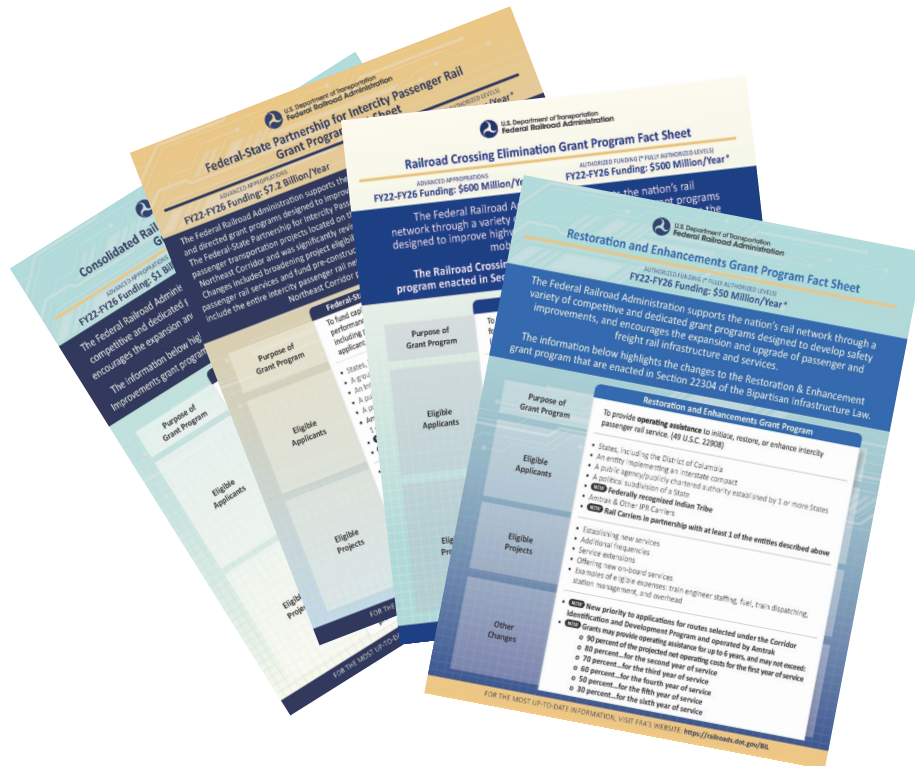
White House Guidebook:

https://www.whitehouse.gov/wp-content/uploads/2022/01/BUILDING-A-BETTER-AMERICA_FINAL.pdf#page=55



FRA Bipartisan Infrastructure Law Website

- For more information about the Bipartisan Infrastructure Law and rail, please visit our website.



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[Resource Center](#)

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[Governmental Affairs](#)

Contact Us

FRA Public Affairs

Email:
FRAPA@dot.gov

Bipartisan Infrastructure Law Information from FRA

On November 15, 2021, President Joseph R. Biden signed the Bipartisan Infrastructure Law—a generational investment in America's intermodal transportation system of which freight and passenger rail is an integral part and an engine of our economy. The investments will:

- Help make our nation's rail network safer, more reliable, resilient, sustainable, and equitable.
- Improve the lives of Americans, create good paying jobs, and lay the foundation for America to compete in the 21st Century.

What Does This Mean For FRA?

The Bipartisan Infrastructure Law will provide unprecedented Federal funding for rail improvement projects in America. Over the next five years, that means greatly expanding existing FRA programs and creating new programs to enhance our nation's rail network. The Bipartisan Infrastructure Law includes \$102 billion in total rail funding, including \$66 billion from advanced appropriations, and \$36 billion in authorized funding.

Learn More

To learn more about the Bipartisan Infrastructure Law and rail, watch the video from FRA Deputy Administrator Amit Bose and view the links for additional information about FRA's programs.



[Expand All](#)

[Collapse All](#)

[FRA Bipartisan Infrastructure Law Information](#)

[Other Government Resources](#)

Last updated: Monday, November 15, 2021

<https://railroads.dot.gov/BIL>

Contact Us

Federal Railroad Administration
1200 New Jersey Avenue, SE
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Connect with us [USDOTFRA](#)

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U.S. Department of Transportation
Federal Railroad Administration

FDOT Presentation

Rail and Transit



Regional Listening Sessions



Rail and Transit



Regional Listening Sessions



PURPOSE



Gather input on how rail and transit should function as part of an integrated, statewide and regional transportation system



Gather input on the roles and responsibilities of FDOT and other partners

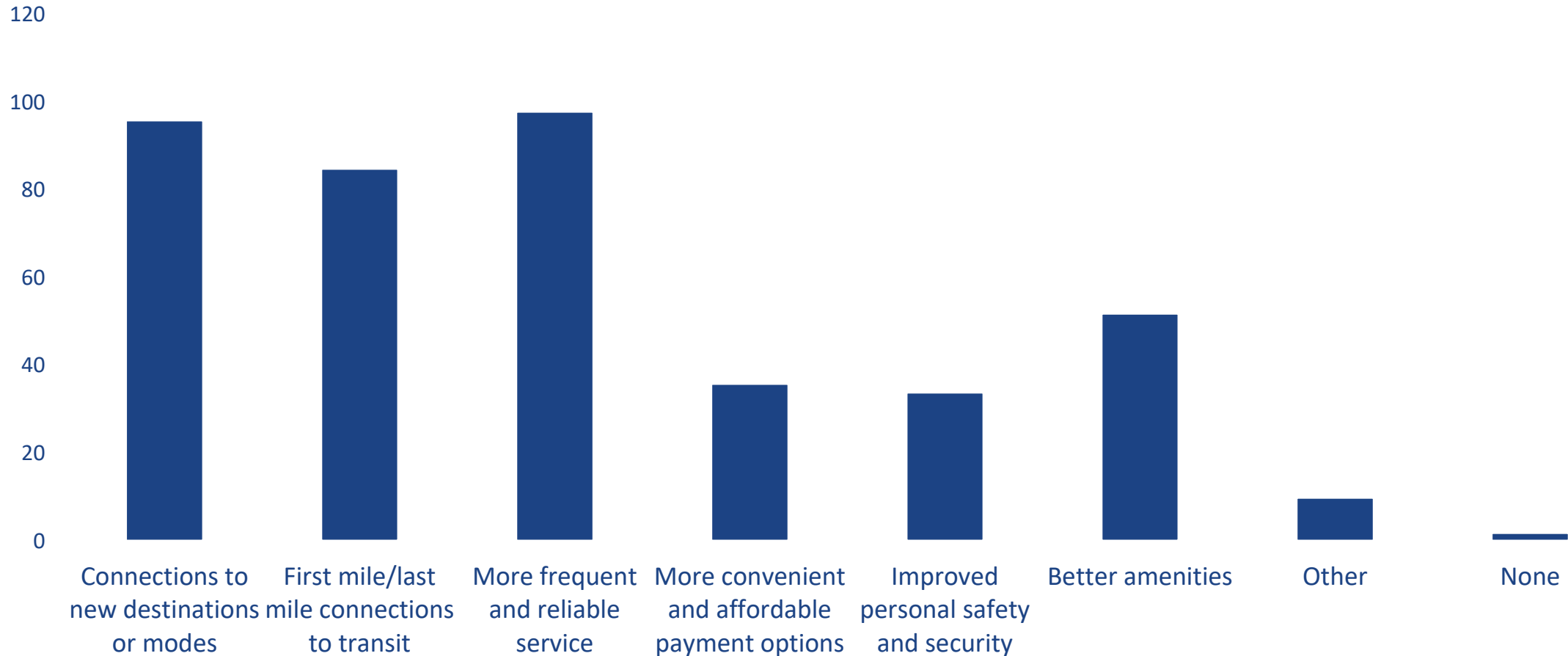


Strengthen collaboration to advance rail and transit priorities



TRANSIT LIVE POLLING RESULTS

What would encourage you to use transit?



TRANSIT RECURRING THEMES

Specific routes suggestions

Frequency/reliability of service/shorter headways/more efficiency

Connectivity (new routes, regional hubs, connections to other modes, first/last mile connections)

Technology (info sharing, mobility on demand, ticket interoperability, coordinated statewide app, electrification of BRT)

Partnerships/coordinated planning efforts (transit agencies, local governments, RPCs, human service agencies)

Prioritizing transit/dedicated bus lanes/express bus routes/disincentives for driving & parking

Planning/land use guidance/growth management

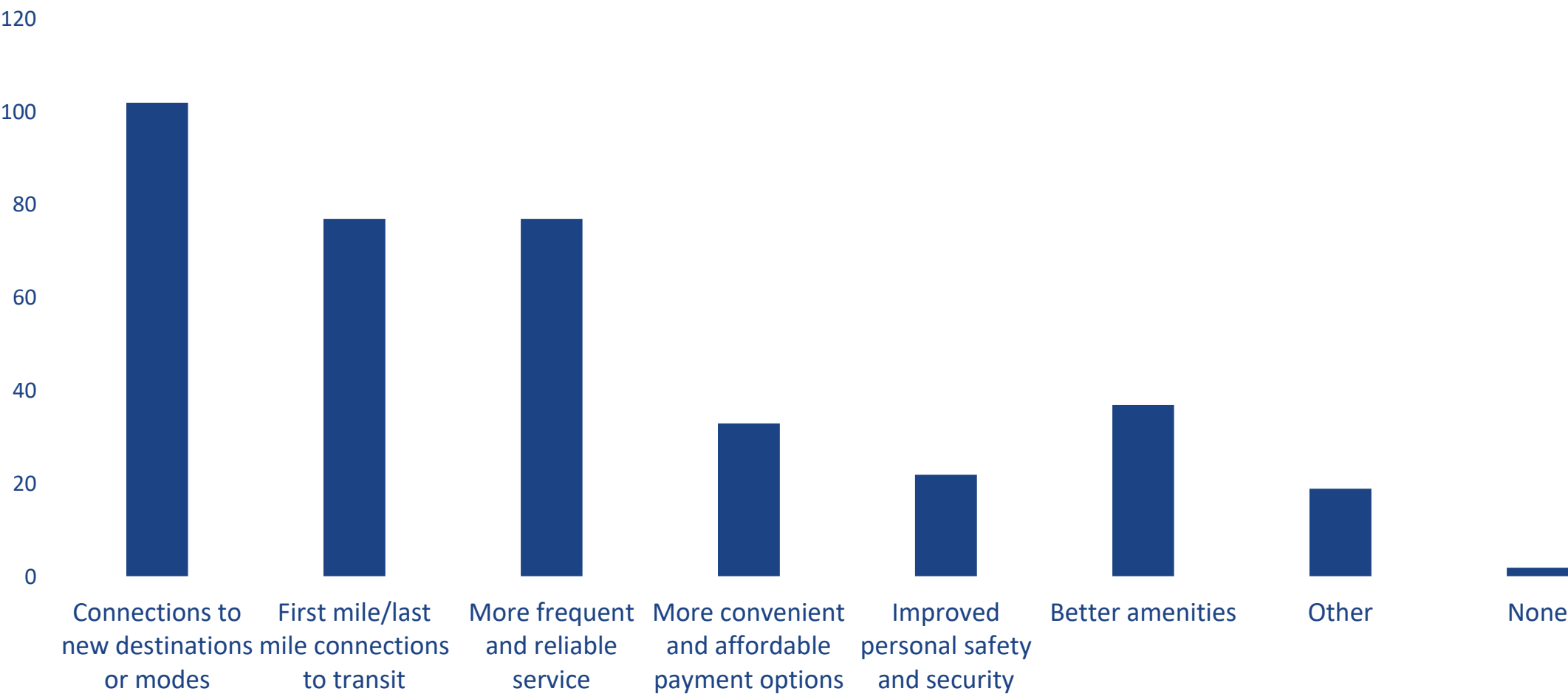
Accessibility (Paratransit/ADA accessibility, shuttles, easy fare system, options for elderly)

Addressing perception of transit (civic education, awareness, marketing)

More funding options

PASSENGER RAIL LIVE POLLING RESULTS

What would encourage you to use passenger rail?



PASSENGER RAIL RECURRING THEMES

Specific routes and station suggestions

Connectivity (new routes, regional/mobility hubs, TODs, connections to other modes, connections to airports, first/last mile connections)

Consistency & frequency of service

Convenience & speed

Rail corridor preservation for expansion & capacity

Technology (information sharing, ticket interoperability, coordinated statewide transit/transportation app,)

Safety (grade crossing elimination/separation, safety campaigns/messaging, safe waiting areas)

Accessibility (for disabled, reduced fares for commuters,

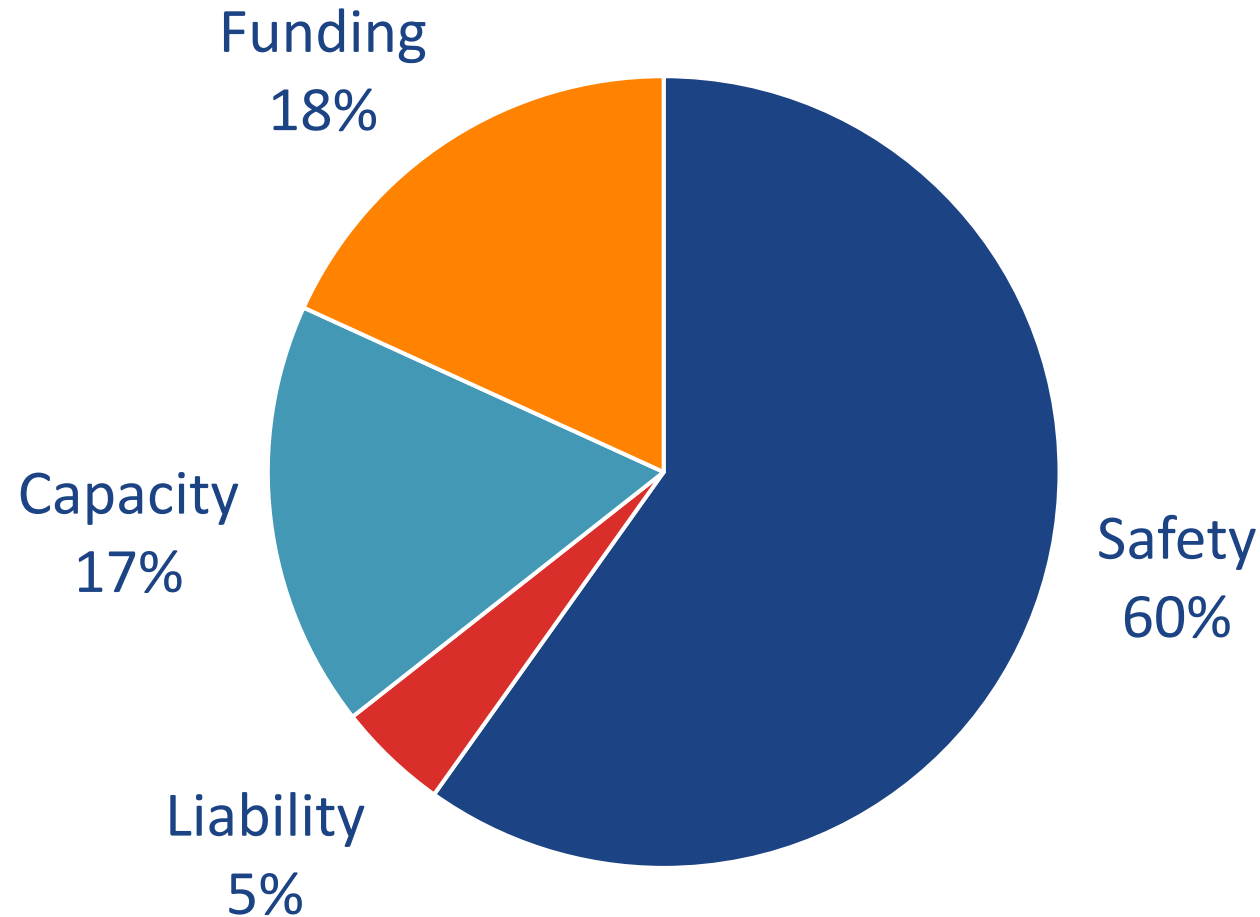
Education/awareness (promote benefits)

Partnership (FDOT, RRs, local jurisdictions, etc.)

Funding (less funding for cars/highway, more for multimodal transportation)

FREIGHT RAIL LIVE POLLING RESULTS

Which of the following is your top freight rail priority?



FREIGHT RAIL RECURRING THEMES

New freight rail corridor suggestions

Maintenance needs at specific crossings/sections of track

Intermodal facilities/ILCs/connections to ports

Dedicated freight corridors

Double tracking to increase capacity

Getting trucks off the road

Safety (address rail/roadway conflicts - eliminating crossings & building grade separations, humped crossing concerns)

Alignments / facilities / new capacity must have a valid business case

Incentivize Class I railroad into Florida market

Workforce retention

Coordination/track sharing (rail relationships with FDOT, ports, passenger rail companies, etc.)

NEXT STEPS



**Send Additional
Comments to**

RAIL@dot.state.fl.us
fdot.transit@dot.state.fl.us



**Continue the
Conversation**

[FDOT.gov/rail/plans/railplan](https://www.fdot.gov/rail/plans/railplan)



Amtrak Presentation



1971 – 2021

The future rides with us



The future rides with us

Options for Expanding Amtrak Service in Florida

Presentation to Florida MPOAC - F&RC Passenger Rail Workshop

April 27, 2022

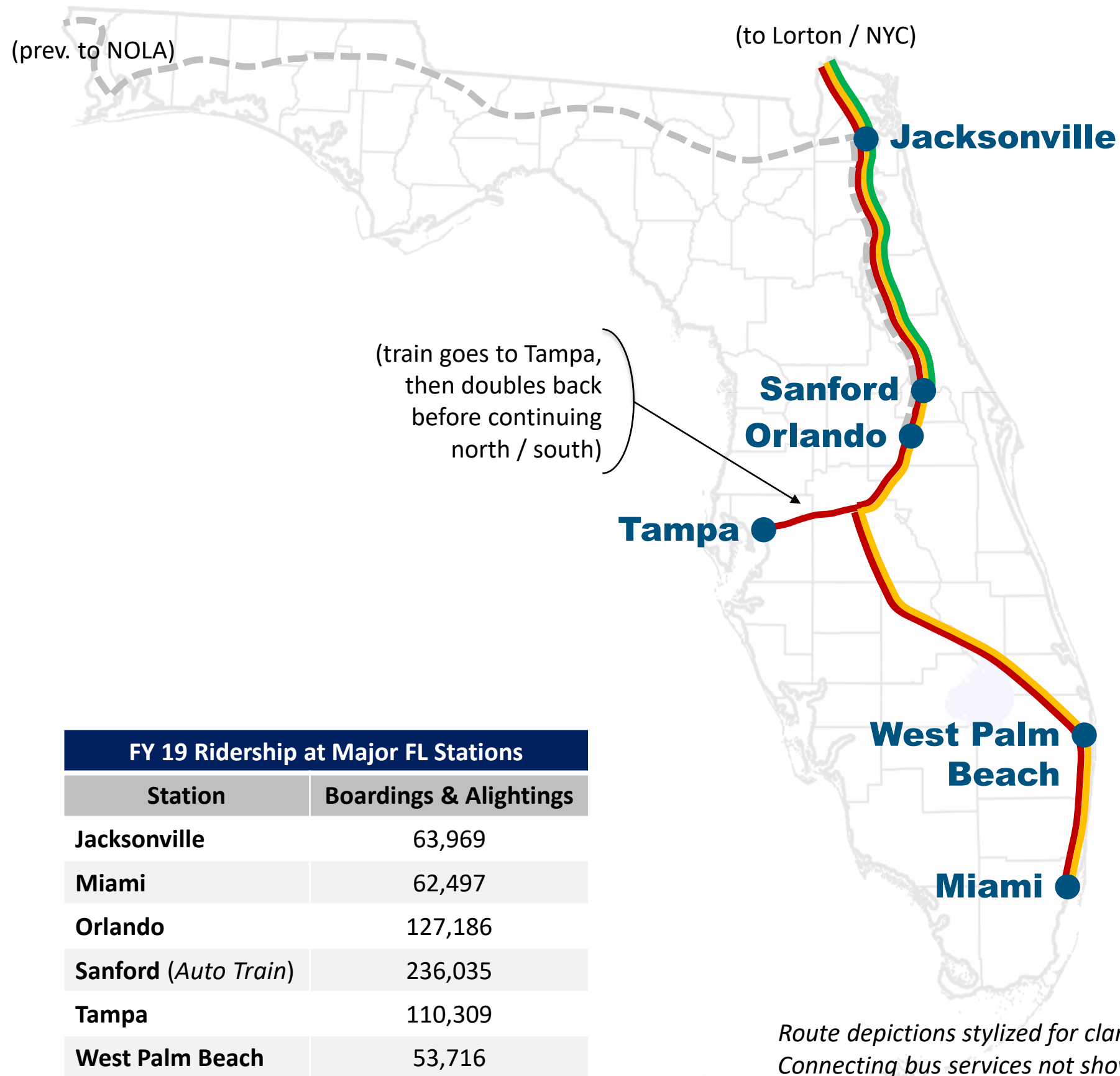
What Is Amtrak?

- Before Amtrak, railroads were obliged to offer passenger service—even if their primary business was freight. Over time, travel habits changed; by 1970, many railroads wanted to be relieved of that obligation.
- In part at the railroads' request, Congress created Amtrak to provide intercity passenger service—enabling those railroads to focus on freight operations. In exchange, the railroads were required to allow Amtrak to use their tracks and facilities at incremental cost.
- Amtrak has a public purpose. Our mission, defined by statute, is “to provide efficient and effective intercity passenger rail mobility consisting of high-quality service that is trip-time competitive with other intercity travel options...” In practice, that means:
 - **Providing retail commercial transportation** across three service lines (State-Supported, Long-Distance, and Northeast Corridor)
 - **Operating and maintaining critical rail infrastructure** used by Amtrak and other railroads (e.g., the Northeast Corridor and major stations)
 - **Operating or funding adjacent enterprises**, including contract commuter services (e.g., Metrolink), a bus network that connects to Amtrak routes (Thruway), charter trains, etc.

Amtrak Quick Facts

- More than 40 routes
- Approx. 21,400 route-miles
- Approx. 300 weekday trains (pre-pandemic)
- Service to 500+ stations in 46 states, plus DC & Canada
- Approx. 17,000 employees
- More than 32 million riders per year (pre-pandemic)
- Service partnerships with seventeen states sponsoring twenty-eight corridor routes

Amtrak in Florida Today



- Amtrak operates three once-daily Long-Distance routes that serve Florida:
 - The Silver Star** (Miami to NYC via Tampa, Orlando, and CSX's "S-Line" (goes through Columbia, SC))
 - The Silver Meteor** (Miami to NYC via Orlando and CSX's "A-Line" (goes through Savannah and Charleston))
 - The Auto Train** (Sanford to Lorton, VA (DC area))
- A fourth Long-Distance route, the *Sunset Limited*, previously connected Orlando with Los Angeles; service east of New Orleans was suspended following Hurricane Katrina in 2005.
- Amtrak does not currently operate any State-Supported corridor routes in Florida.

Amtrak Connects US

- **Amtrak Connects US (ACUS)** is Amtrak's **vision** for growing rail service in currently unserved and under-served communities across America, in close partnership with states and other stakeholders.
- The proposal calls for expanding service in dozens of high-potential "corridors": relatively densely-populated clusters of communities that are less than 500 miles from end to end.
- Rail is trip time-competitive with other modes at these distances, and the corridors' high population bases mean that well-planned, well-resourced routes could recoup a large share of their operating costs.
- Service expansions would be operated as elements of Amtrak's State-Supported Service, meaning Amtrak would typically provide the equipment and crews, and would operate trains in accordance with the sponsoring states' wishes.
- Routes' long-term operating losses (if any) would largely be covered by the relevant states. However, Amtrak is seeking significant new federal support for the up-front capital costs and early-year operating costs associated with service expansions.

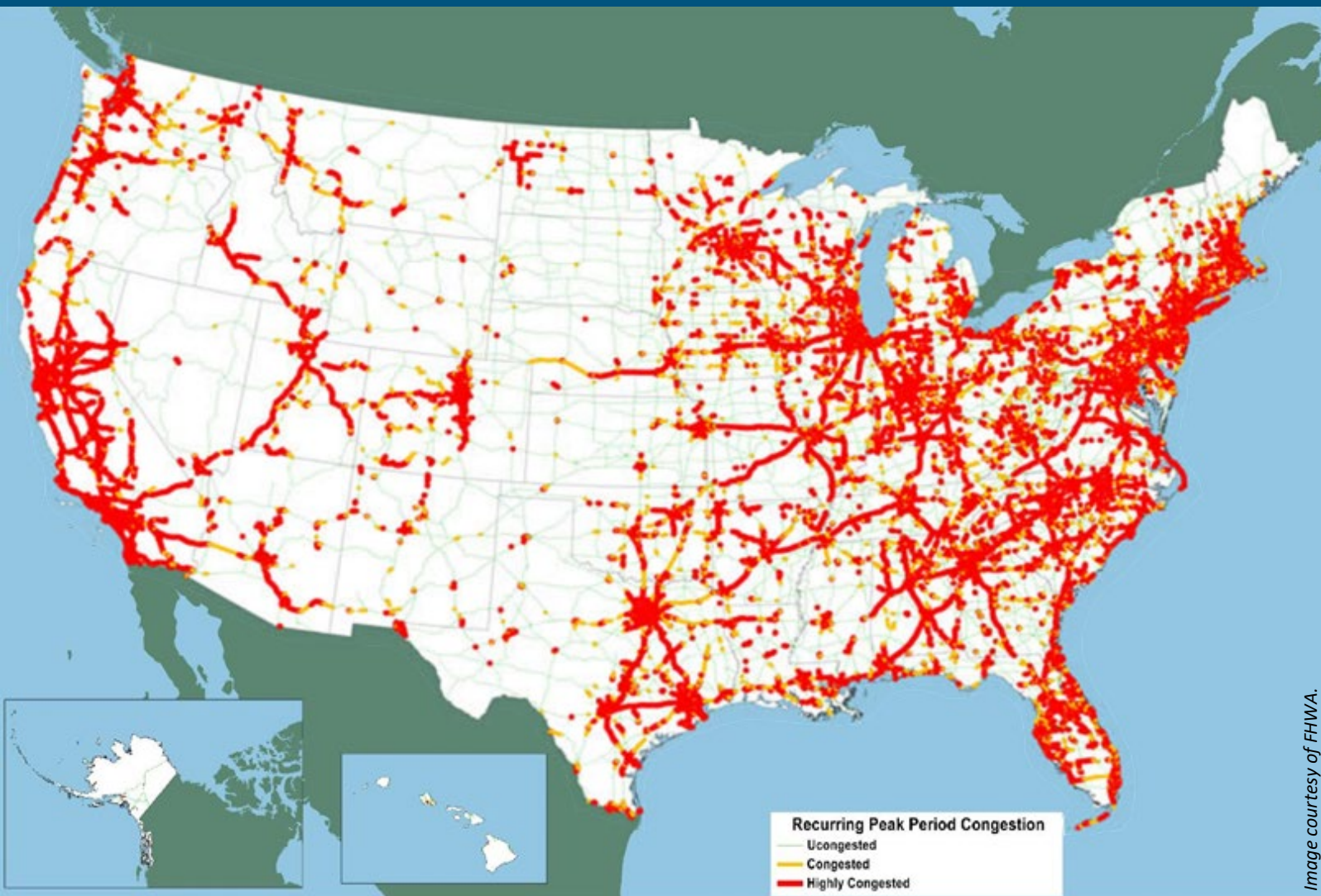


Amtrak Connects US will transform passenger rail as we know it. Our plan will:

- **Bring service to 160+ new communities**
- **Create 10,000 permanent new jobs**, and temporarily support thousands more (e.g., during construction)
- **Provide \$150 billion in new economic benefits by 2035**
- **Greatly reduce greenhouse gas emissions** relative to existing travel options

Why Develop Corridor Service?

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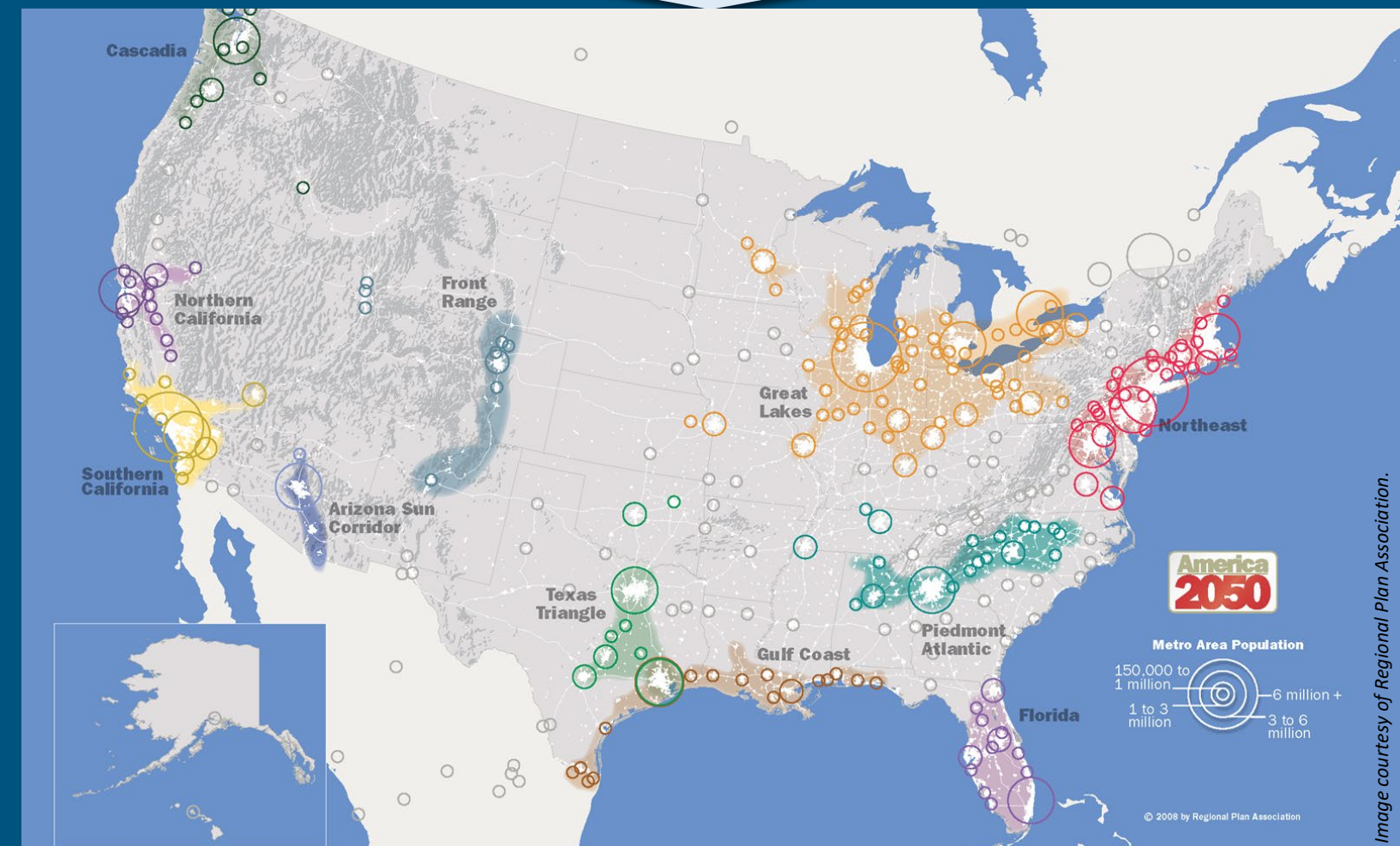


Worsening Congestion

Map shows projected peak-period highway congestion in 2045. Red “highly congested” segments indicate “stop-and-go conditions with volume/service flow ratios greater than 0.95,” as estimated using Highway Performance Monitoring System field manual procedures.

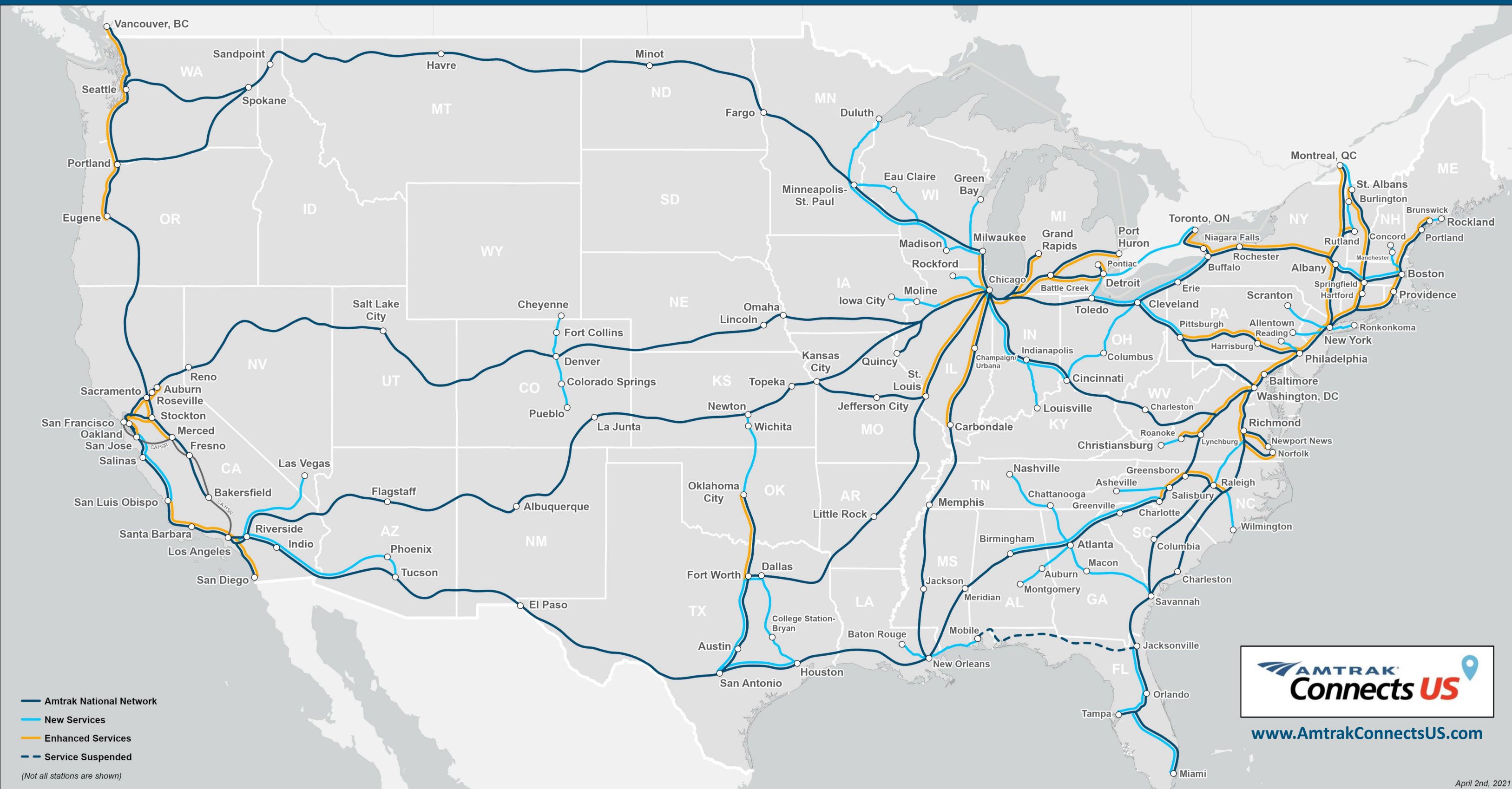
Population Shifts

The U.S. population is increasingly concentrated in megaregions—densely-populated city-clusters that can be efficiently served by intercity passenger rail. Yet Amtrak’s network looks much the same as it did in 1971. **As a result, there is a mismatch between large, growing populations and sparse, infrequent service across much of the South (including Florida) and the West.**



Amtrak's Vision for Corridor Development

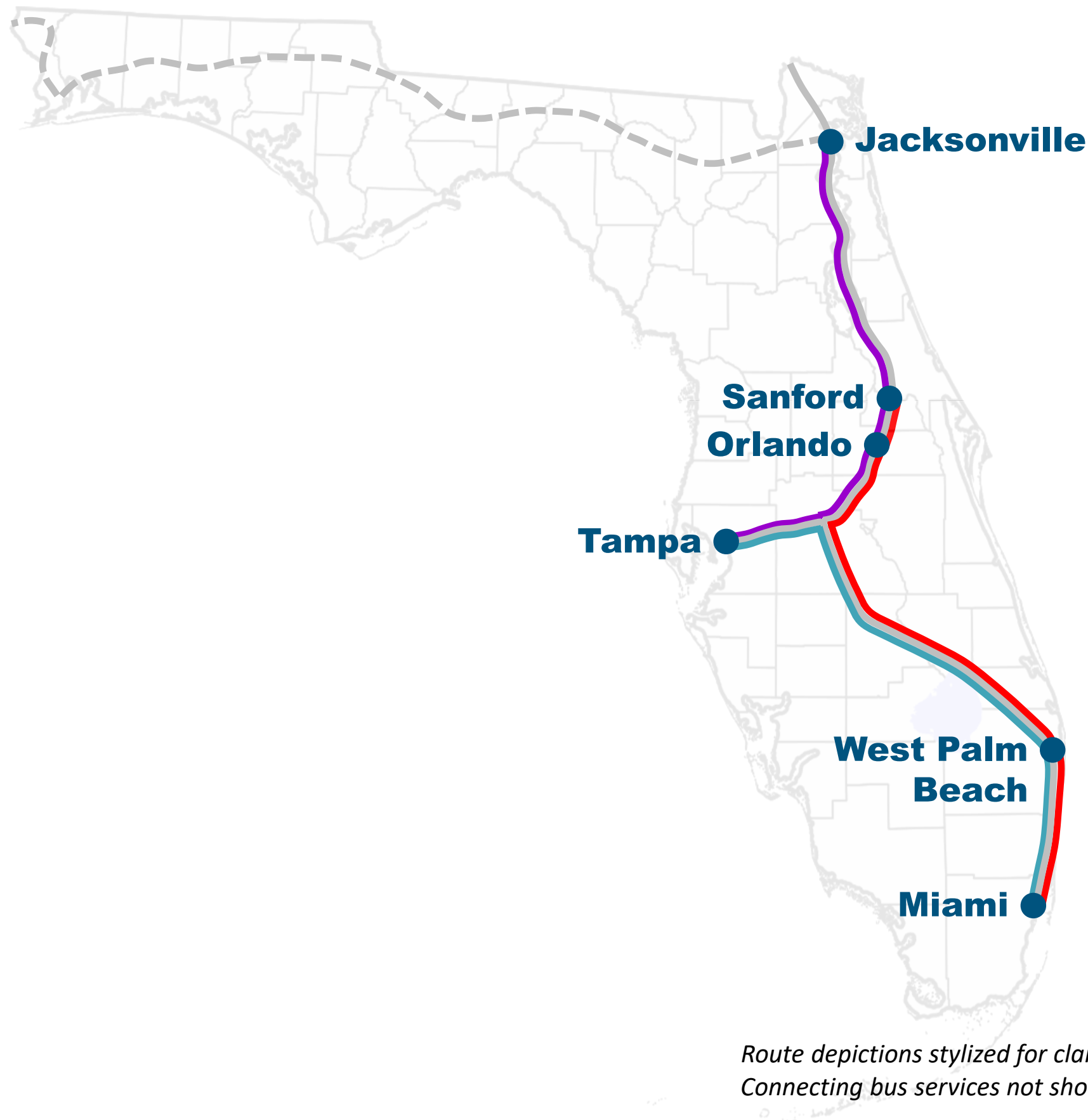
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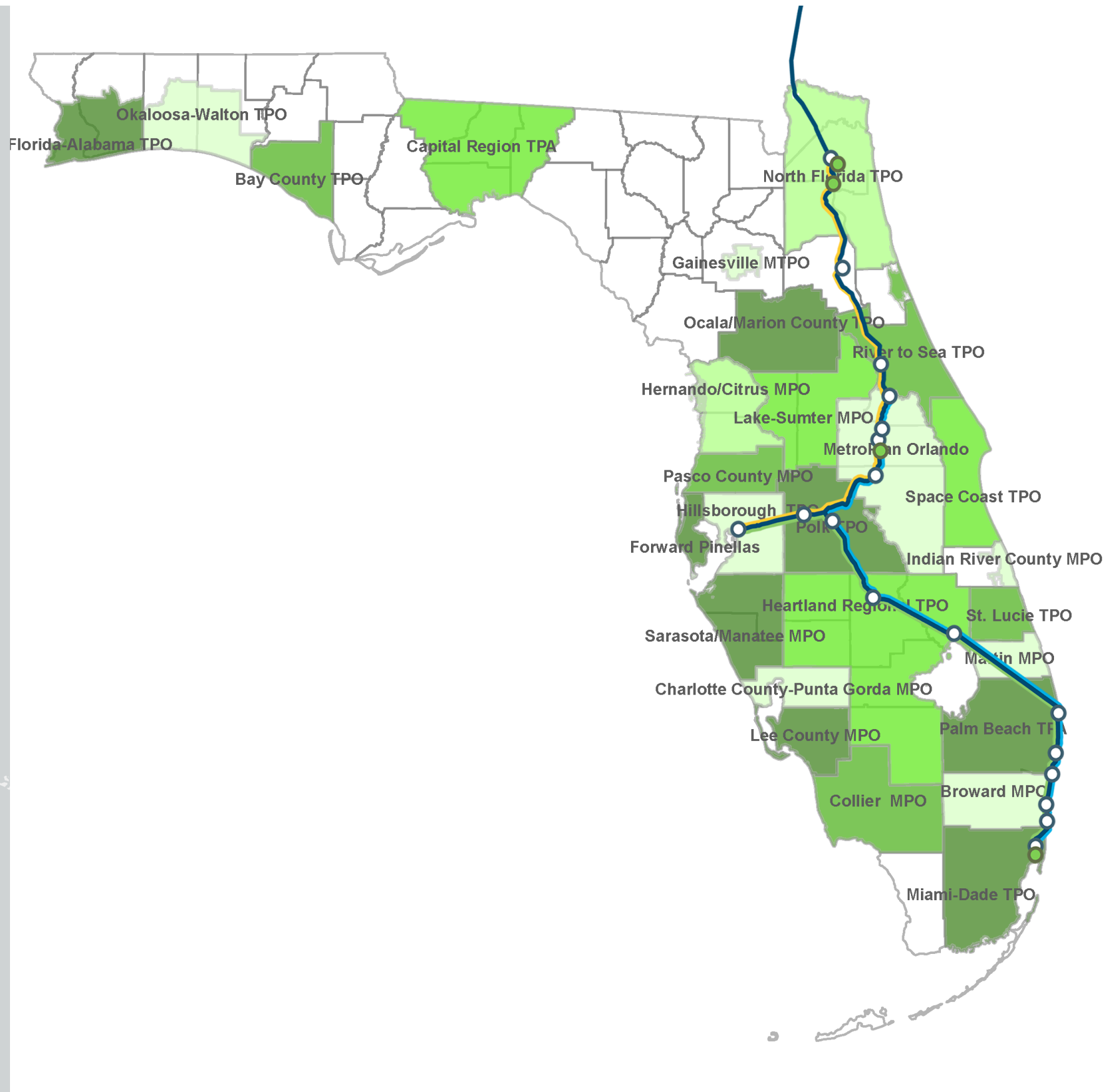
Map is for illustrative purposes only, and depicts one of many possible scenarios for what service could look like in 2035. Amtrak remains interested in working with any state that wishes to expand service.

Amtrak Connects US: Possible Florida Routes

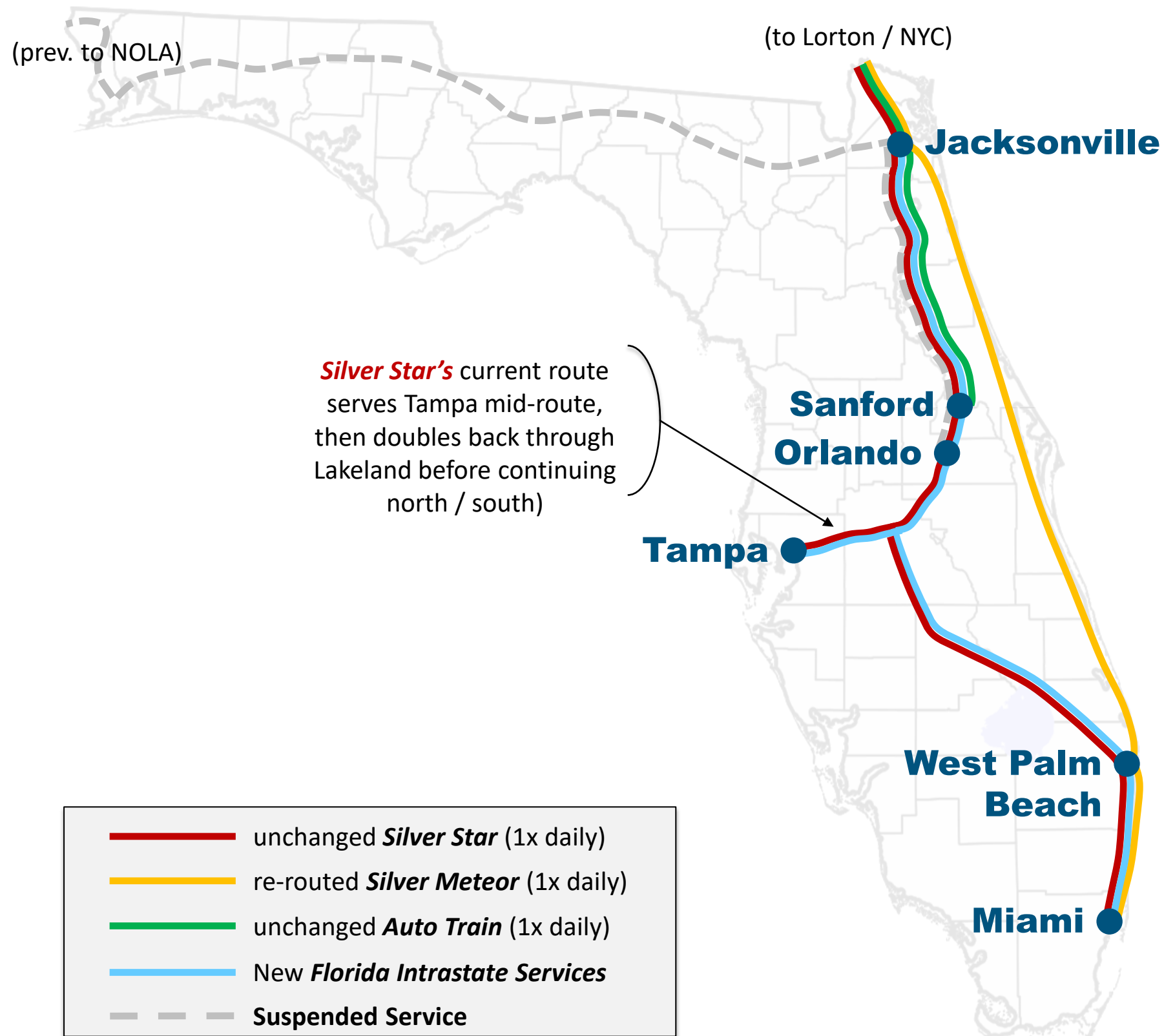
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- If supported by FRA and state of Florida, ACUS proposal would provide **new, dedicated corridor rail service** linking Florida metro areas along three routes:
 - **Tampa – Orlando – Jacksonville**
2+ RT/day Jacksonville – Tampa
4+ RT/day Sanford – Orl.—Tampa
 - **Tampa – Miami**
3+ RT/day
 - **Sanford – Orlando – Miami**
2+ round trips/day
- These new corridor trains would be complemented by **continued operation of all current Long-Distance** trains.
- Amtrak is committed to help state partners and regional authorities to realize their visions for **intercity** and **commuter/regional** passenger rail.



Possible New Long-Distance Configurations – Options TBD



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

Long-Distance service in Florida could be enhanced and improved through a reconfiguration of existing routes, for example:

- The Virginia-Florida *Auto Train* remains unchanged in all scenarios.

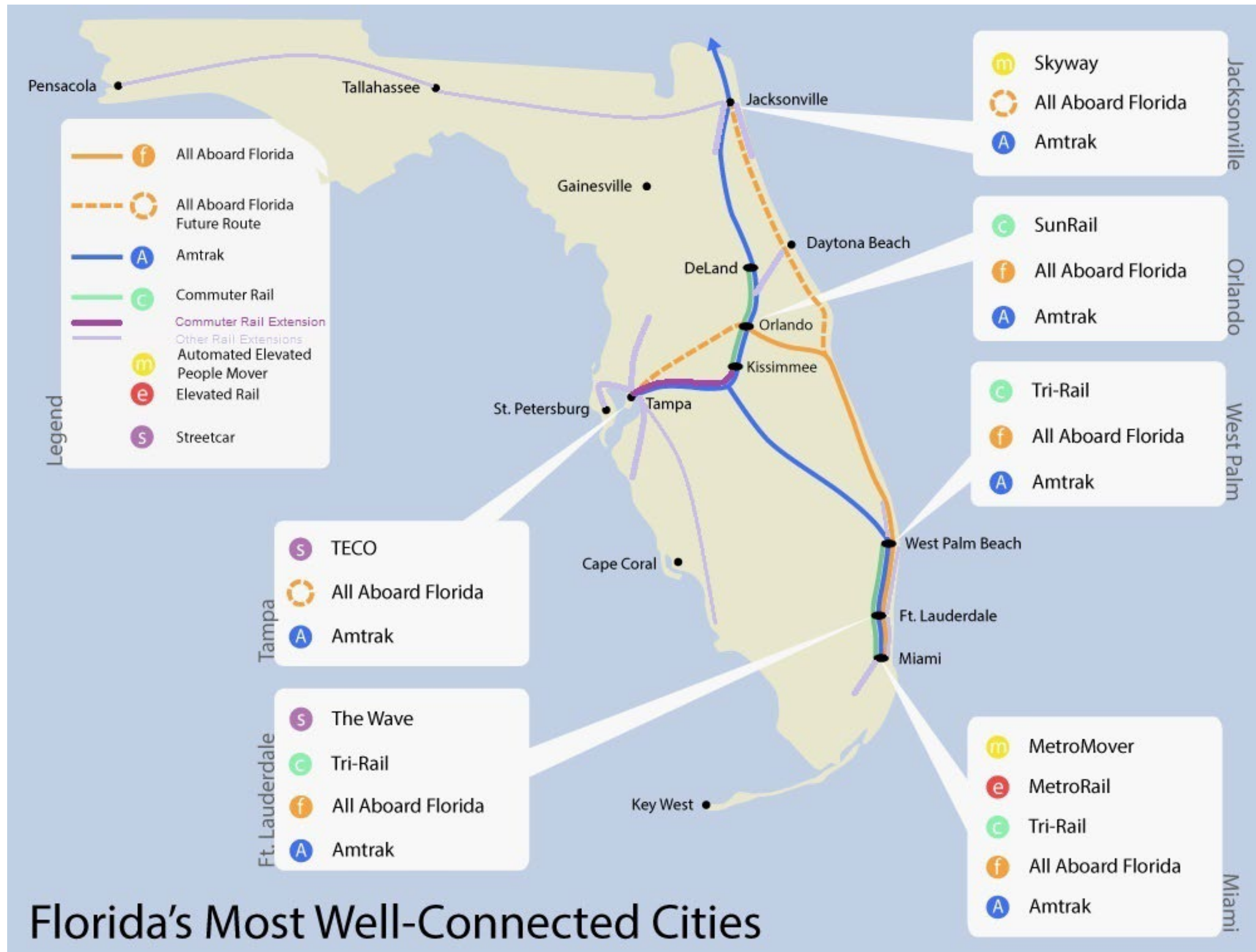
Option 1 (depicted on map):

- The route of the NY-Tampa-Miami *Silver Star* remains unchanged.
- The NY-Miami *Silver Meteor* reroutes to the Florida East Coast Railway (parallel to I-95), returning to its present route in West Palm Beach. This route shortens NY-Miami trip times by over two hours.

Option 2 (not depicted):

- Split both the NY-Florida *Silver Meteor* and *Silver Star* trains in Jacksonville, separate Jax-Orlando-Tampa and Jax-Daytona-Miami trains continue to/from Central/South Florida terminals.

Future Options for Intercity/Regional Rail Expansion



Florida's Most Well-Connected Cities



Breakout Session: Theme Prioritization



Efficient
Administration



Advocacy



Safety



Prioritization



Collaboration



Funding

BEST PRACTICES & ACTIVITIES

in Promoting the
Expansion of
Passenger Rail
Systems

MPOAC



Breakout Session: Theme Prioritization

Workshop Registration identified initial rankings:

#1  Prioritization

#2  Collaboration

#3  Advocacy

#4  Funding

#5  Safety

#6  Efficient Administration

Breakout Groups: Strategize 5 minutes

Group 1:  Prioritization &  Efficient Administration

Group 2:  Collaboration &  Safety

Group 3:  Advocacy &  Funding

Breakout Groups: Report 5 minutes

Voting: <https://bit.ly/mpoacbpt>

Results: <https://survey.typeform.com/report/rfnVQrUv/idSAyvuQgcsiaKDa>

Next Steps for the Committee

