



RAIL

MOVING AMERICA FORWARD

Corridor Identification and Development (CID) Program Greater Northwest Rail Summit

Date: Monday, October 08, 2024

Presentation Overview

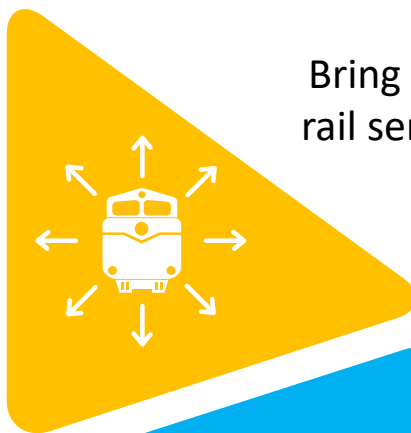
- Program Overview
- Obligated Corridors by Region

Bipartisan Infrastructure Law: Rail Development Goals

Modernize the Northeast Corridor



Bring world-class passenger rail service to regions across the country



Grow a safer, cleaner, more equitable rail system



Renew Amtrak's fleet & facilities and deliver high-quality intercity passenger rail service



Build the foundation for a long-term rail program



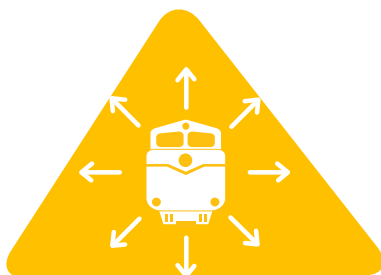
Corridor ID Program Overview

Build the foundation for a long-term rail program



Corridor ID creates a foundational framework for identifying and developing new or improved intercity passenger rail (IPR) services. Under the program, FRA will:

Bring world-class passenger rail service to regions across the country



Solicit proposal for implementing new or improving existing IPR services

Select corridors for development

Partner with corridor sponsor to prepare (or update) a Service Development Plan (SDP)

Grow a safer, cleaner, more equitable rail system

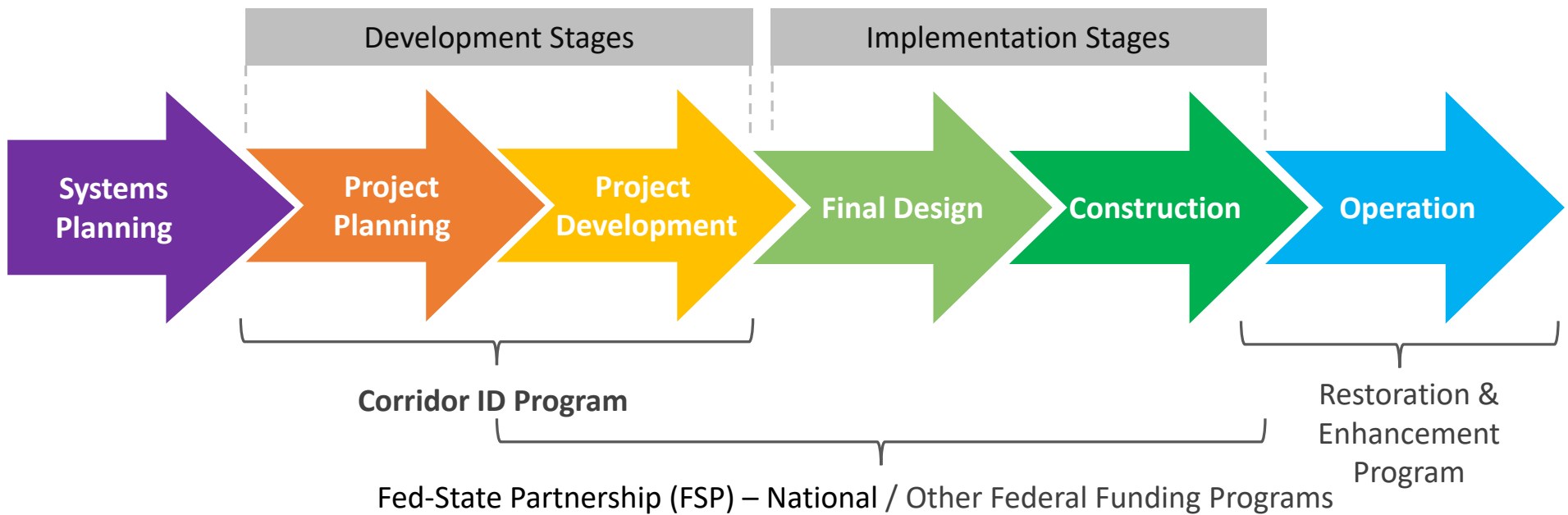


SDP includes a "corridor project inventory"

Corridor project inventories populate a prioritized "pipeline" of projects

Projects in the Corridor ID Pipeline are eligible for funding under FRA's financial assistance programs

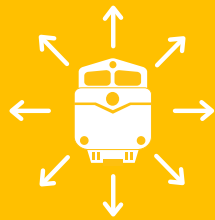
FRA Project Lifecycle Stages – Corresponding FRA Funding Programs



Why is CID Important?



Partnership with corridor sponsors to develop a strategic plan for improving / expanding passenger rail in America



Corridor ID provides **sustained support** of selected corridors through the Planning and Project Development Stages

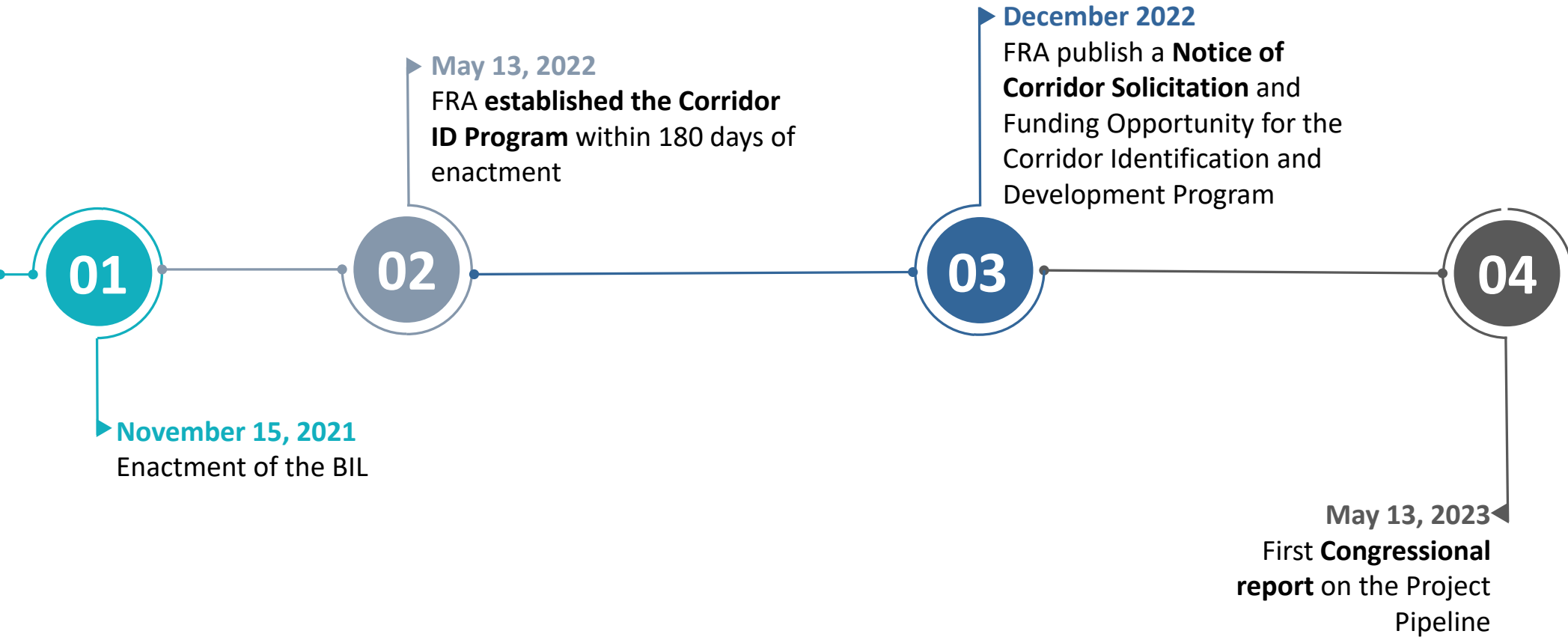


Projects on the **Project Pipeline** fully developed through the CID Program will benefit from **priority selection** under Federal-State Partnership National program

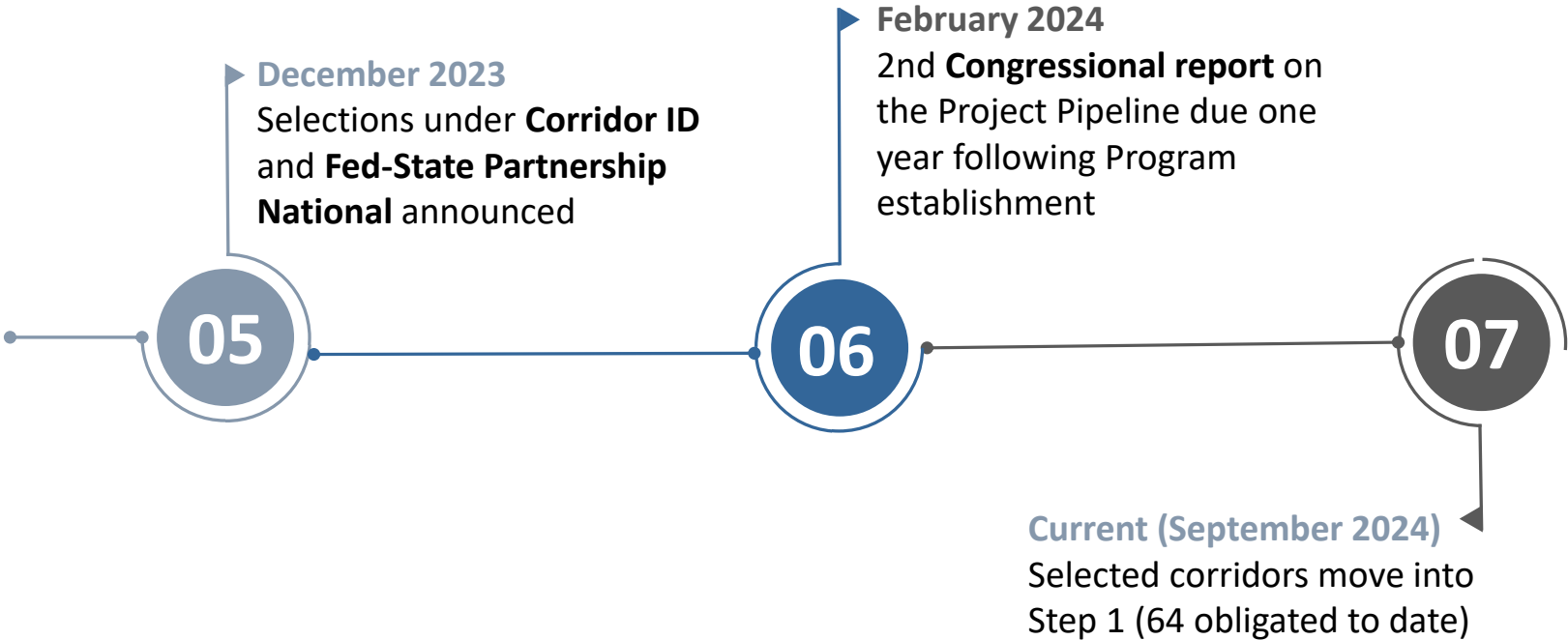


Pipeline of projects that show the **untapped potential investment**—we can show how continued investment in passenger rail will result in tangible benefits nation-wide

Corridor ID Timeline



Corridor ID Timeline

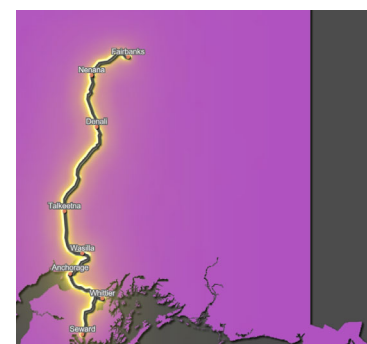
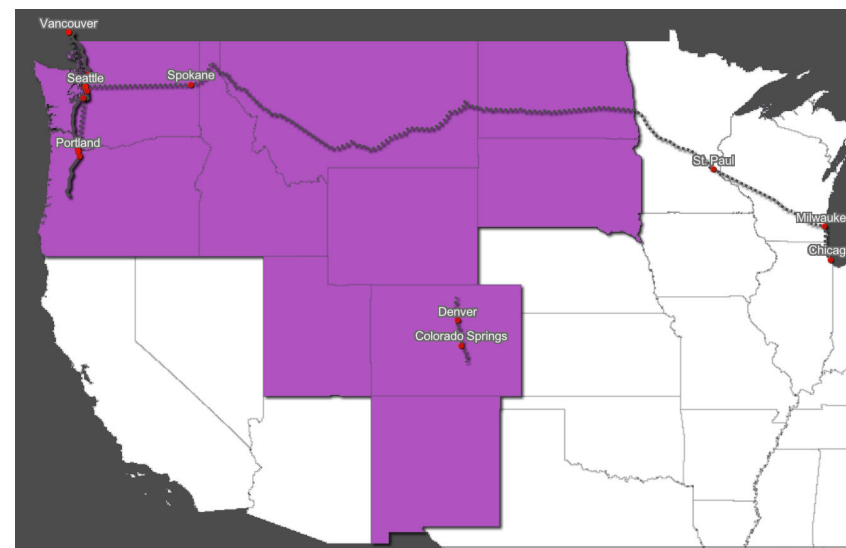


Overview of Selections

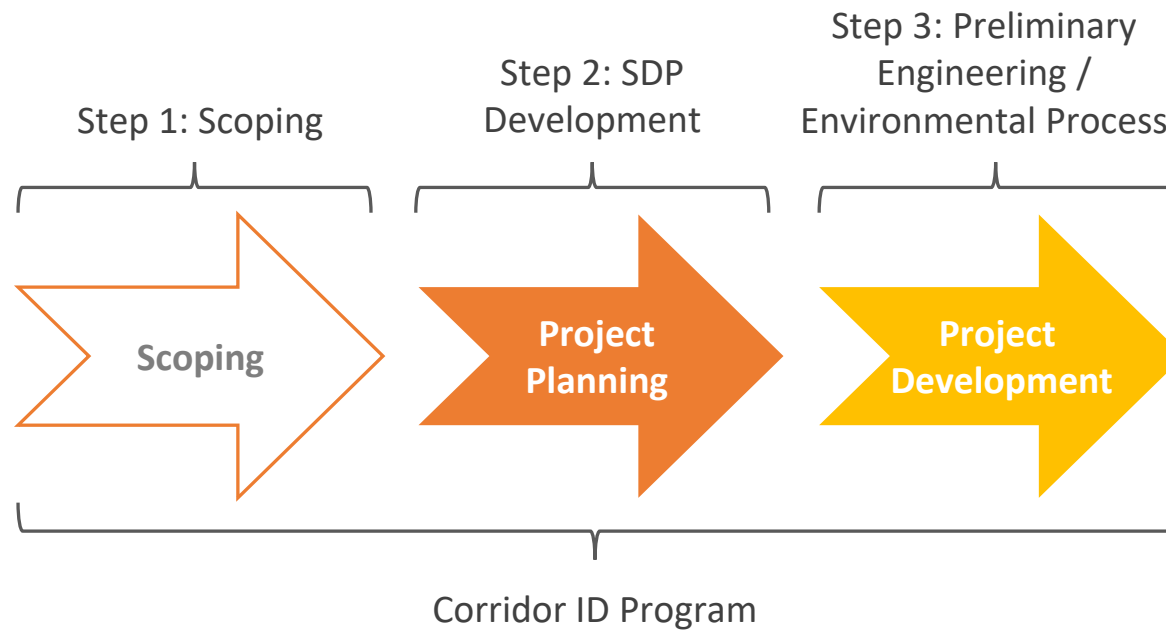


Corridors by Region - West

Corridor Sponsor	Corridor Name	Corridor Category
Washington DOT	Amtrak Cascades Corridor	Existing Route
Alaska Railroad Corporation	Anchorage North & South Corridor	Existing Route
Colorado Front Range Corridor	Front Range Passenger Rail District	New Conventional Rail
Big Sky North Coast Corridor	Big Sky Passenger Rail Authority	New Conventional Rail
Washington DOT	Cascadia High-Speed Rail	New High-Speed Rail



Corridor ID Program = Development Stages for Passenger Rail Programs



Each step will have a separate grant agreement

For more information on the funding levels and activities for each step, you can refer to the CID Webinars located: railroads.dot.gov/webinars

Corridor ID Steps 1, 2, and 3

Grant	Step 1: Scoping the Service Development Plan	Step 2: Preparing or Updating Service Development Plan	Step 3: NEPA / Preliminary Engineering
Funding	Up to \$500k / 0% non-Federal match	\$X / 10% non-Federal match <i>(\$X determined during Step 1)</i>	\$X / 20% non-Federal match <i>(\$X determined during Step 2)</i>
Scope	<ul style="list-style-type: none"> Using Service Development Plan (SDP) Statement of Work (SOW) framework, sponsor develops scope, schedule, and budget for Corridor SDP, accounting for work ongoing and/or undertaken to date 	<ul style="list-style-type: none"> Sponsor develops an SDP in accordance with Step 2 SOW 	<ul style="list-style-type: none"> In coordination with FRA, sponsor completes preliminary engineering for capital projects Sponsor completes environmental review in coordination with FRA for capital projects
Notes	<ul style="list-style-type: none"> After Step 1 grant obligation, FRA will review work undertaken to date Step 1 grant deliverable is corridor-specific scope, schedule, and budget for service development plan 	<ul style="list-style-type: none"> Final SDP includes a Capital Project Inventory as part of the Phased Implementation Plan Capital projects identified in SDP may advance into Step 3 Project Development, at FRA's discretion based on a project's readiness (i.e., funding, governance, risk assessment, etc.). 	<ul style="list-style-type: none"> Capital projects that complete Step 3 will move to Project Pipeline and may be prioritized for funding under Fed-State Partnership Program

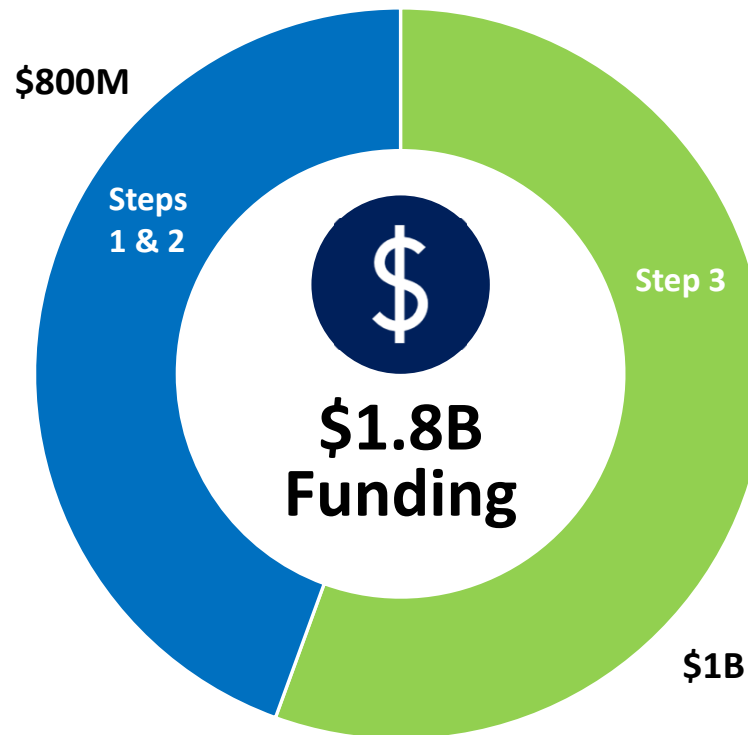


CID Funding Availability and Allocation

FRA is authorized to use up to 5% of FSP. Appropriation for FSP is \$36 billion, which allows for up to **\$1.8 billion** (\$36 billion x 5% = \$1.8 billion) (plus annual appropriations)

Step 1 and Step 2 Funding Allocation

- For Corridors already selected; includes funding reserved for Corridors selected under future funding notices (*next NOFO planned for 2025*).
- For the development and refinement of intercity passenger rail systems planning analytical tools and models.



Step 3 Funding Allocation

- Four categories of selections:
 - New high-speed rail
 - New conventional rail
 - Extensions to existing service
 - Improvements to existing service
- Funding allocated evenly between the four categories
- Allocation is at the sole discretion of FRA; may change depending on how corridors progress through the program and depends on future appropriations.

Long-Distance Service Considerations

- Existing Long-Distance routes should be included and assessed under relevant SDP efforts.
- New and enhanced Long-Distance routes selected into CIDP should be included and assessed as an overlapping corridor effort in corresponding SDPs. These corridors include:
 - Daily Sunset Limited
 - Daily Cardinal
 - Big Sky North Coast Corridor
- Other Long-Distance routes identified under FRA's Long-Distance Service Study are not required to be assessed in CIDP SDP efforts.



ArcGIS Story



<https://storymaps.arcgis.com/stories/e1f1bd55cfad489a859cc8905d0dad16>

