Corridor Identification and Development Program—Solicitation Preview

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Presentation Overview

• Corridor ID Introduction
• Significant Program Policies
• Program Eligibility and Reach
• Why Pursue Corridor ID?
• Corridor ID Funding and Structure
• Application Requirements
• Eligibility & Selection
• Questions
Corridor ID Timeline

**November 15, 2021**
Enactment of the BIL

**May 13, 2022**
FRA established the Corridor ID Program within 180 days of enactment

**September 2022**
AASHTO CORT Conference Opportunity to communicate and solicit feedback from program stakeholders; Webinar for broader audience week of 9/26

**December 2022**
FRA to publish a Notice of Corridor Solicitation and Funding Opportunity for the Corridor Identification and Development Program

**May 13, 2023**
First Congressional report on the Project Pipeline due one year following Program establishment
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 creates a foundational framework for identifying and developing new or improved intercity passenger rail (IPR) services. Under the program, FRA will:

1. Solicit proposals for implementing new or improving existing IPR services
2. Select corridors for development
3. Partner with corridor sponsor to prepare (or update) a Service Development Plan (SDP)

SDP includes a “corridor project inventory”
Corridor project inventories populate a prioritized “pipeline” of projects
Projects in the Corridor ID Pipeline prioritized for funding under FRA’s financial assistance programs
Corridor ID Program
Fed State Partnership / Other Federal Funding Programs
Restoration & Enhancement Program

Development Stages
- Systems Planning
- Project Planning
- Project Development

Implementation Stages
- Final Design
- Construction
- Operation

Regional Rail Plans & State Rail Plans*
Corridor ID Program
Fed State Partnership / Other Federal Funding Programs

*Regional Rail Planning and State Rail Plans may be funded through other FRA funding programs.
Establishing the Program – Significant Policy Positions

Corridor ID will be the primary mechanism for developing off-Northeast Corridor intercity passenger rail corridors and projects for subsequent implementation.

Corridor ID is a home for all types of Intercity Passenger Rail corridors—new, significant improvements, and modest improvements to existing service are all welcome.

Corridor ID will regularly solicit proposals for additional corridors to enter the program—this is not a one-time opportunity.

Level of non-Federal commitment may be modest at the beginning but must grow as a corridor advances through the Program.

Corridors/Projects that advance to the Project Pipeline should be ready for immediate implementation (Final Design/Construction).
Applicant Eligibility

Nearly any public entity with a role in transportation...

- Amtrak
- States
- Groups of States
- Entities implementing interstate compacts
- Regional passenger rail authorities
- Regional planning organizations
- Political subdivisions of a State
- Federally recognized Indian Tribes
## Corridor Eligibility

<table>
<thead>
<tr>
<th>Eligible Corridors</th>
<th>Ineligible Corridors</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Short-distance (&lt;750 miles) IPR services</td>
<td>• Commuter rail</td>
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<tr>
<td>• Restoring service over any route formerly operated by Amtrak</td>
<td>• Increments of an IPR corridor that if advanced alone, would not meet the definition of a stand-alone IPR corridor</td>
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<tr>
<td>• Increasing frequencies of long-distance service (will be analyzed as part of the FRA-led Long-Distance Study)</td>
<td>• Technology that is under development but not yet proven</td>
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What Kind of Corridor Proposals Could Have a Home in Corridor ID?

- Entirely New Service
  - New Service
    - New Rail Line
  - New Service
    - Existing Rail Line
- Significant Improvement Existing Service
  - Extensions
- Increased Frequencies
- Significant Trip Time Reduction
- Incremental Improvement Existing Service
  - Existing Service
Level of Effort

- New Service
  - High
  - High
- New Rail Line
  - Medium
- Existing Rail Line
  - Medium
- Extensions
  - Medium
- Increased Frequencies
  - Medium
- Significant Trip Time Reduction
  - Medium
- Existing Service
  - Low
FRA will Consider Work Undertaken to Date

FRA will meet you where you are in the project development lifecycle

Corridor A
- Corridor may have little to no development work completed

Corridor B
- Corridor may have on-going FRA funded development efforts

Corridor C
- May have completed FRA-funded efforts / environmental review
- May have development efforts independent from FRA

Corridor D & E
- Existing corridors are already under operation

Corridor F
- Existing corridors are already under operation
Why Corridor ID?

- Funding for next stages of development
- Relationship with FRA
- Get on the map
- Preliminary narrowing of corridor alternatives pre-NEPA
## Corridor ID Funding—Development Stages

<table>
<thead>
<tr>
<th>Expression of Interest</th>
<th>Submission of Corridor Proposal</th>
<th>Project Planning Step 1: SDP Scoping &amp; Program Initiation</th>
<th>Project Planning Step 2: Service Development Planning</th>
<th>Project Development Step 3</th>
</tr>
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<tbody>
<tr>
<td><strong>Key Activities</strong></td>
<td></td>
<td>• Sponsor creates the capacity necessary to undertake the service planning effort</td>
<td>• Sponsor, in collaboration with FRA, prepares service development plan for corridor</td>
<td>For a Phase of Implementing Corridor</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Sponsor develops scope, schedule, and budget for planning effort</td>
<td></td>
<td>• Sponsor completes environmental review</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>• Sponsor completes PE</td>
</tr>
<tr>
<td><strong>Prerequisites</strong></td>
<td>None</td>
<td>• Selection of Corridor</td>
<td>• Completion of Step 1</td>
<td>Completion of Step 2</td>
</tr>
<tr>
<td></td>
<td>None</td>
<td></td>
<td></td>
<td>Phase likely to be implemented</td>
</tr>
<tr>
<td></td>
<td>None</td>
<td></td>
<td></td>
<td>Phase likely to benefit IPR Service</td>
</tr>
<tr>
<td><strong>Binding Commitment</strong></td>
<td>None</td>
<td>Delivery of scope and cost estimate for SDP</td>
<td>Completion of SDP, approved by FRA</td>
<td>Completion of PE / NEPA for phase</td>
</tr>
<tr>
<td></td>
<td>None</td>
<td></td>
<td></td>
<td>$XX determined through SDP, 20% match</td>
</tr>
<tr>
<td><strong>Funding</strong></td>
<td>None</td>
<td>~$500k “seed money,” 0% match (Unspent funds carry forward)</td>
<td>$XX determined through scoping effort, 10% match</td>
<td>$XX determined through SDP, 20% match</td>
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</table>
Corridor Proposals

Characteristics of the Corridor

Readiness to enter the Program

Statutory and Other Evaluation and Selection Criteria

FRA will NOT require service development planning outputs as part of the corridor proposal
Scaling of Corridor Proposal

• Applicants are encouraged to submit proposals that encompass the full scope of their interest
• FRA will engage the corridor sponsor to jointly determine what to advance into the program
• Potential elements for discussion:
  - Need to focus on narrower selection or combine corridors
  - Service characteristics too ambitious or not ambitious enough
  - Geographic scope too broad or too narrow
  - Scope of improvements too ambitious or not ambitious enough
Outreach

• FRA will conduct outreach with potential sponsors and other interested parties who submitted Expressions of Interest in response to the May 13 Federal Register Notice.

• FRA will also meet with current corridor sponsors that have not yet submitted Expressions of Interest.

• Outreach focused on dialogue between FRA and sponsors on Corridor ID program.

• In Q4, FRA will conduct a webinar related to applications for Corridor ID.