

# RAIL

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## Corridor ID Program: Post-Selection Next Steps and Service Development Plan Statement of Work Framework and Scenarios

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# Presenters



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# Presentation Overview

- Timeline
- Purpose and objective
- Corridor ID Overview
- Current status
- Step 1, Step 2, Step 3 Process
- Service Development Plan (SDP) Overview and Statement of Work (SOW) Framework
- Step 2 SDP Scenarios
- Questions

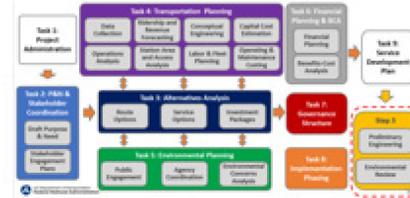
# Purpose of Today's Presentation



Provide status



Explain Step 1, Step 2, Step 3 process in more detail



Provide an overview of SDP process

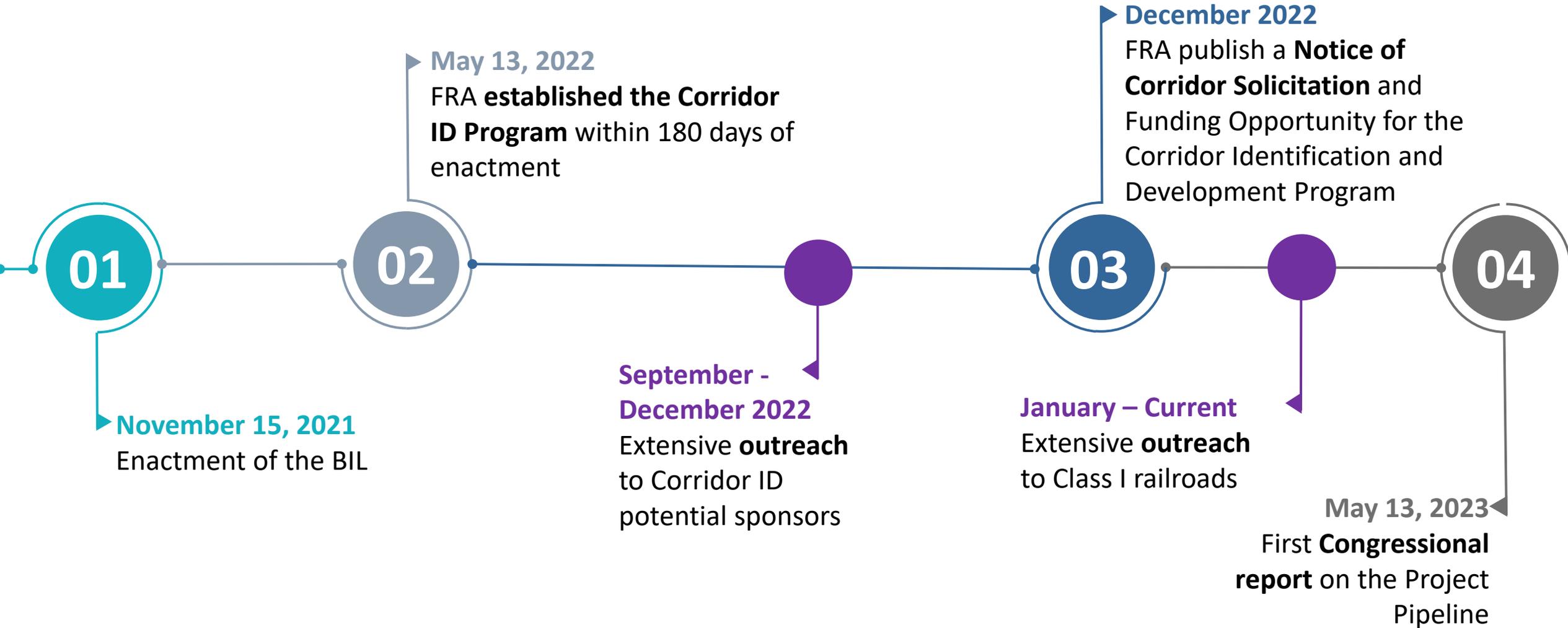
Introduce Service Development Plan SOW Framework

Describe various SDP scenarios for different corridors

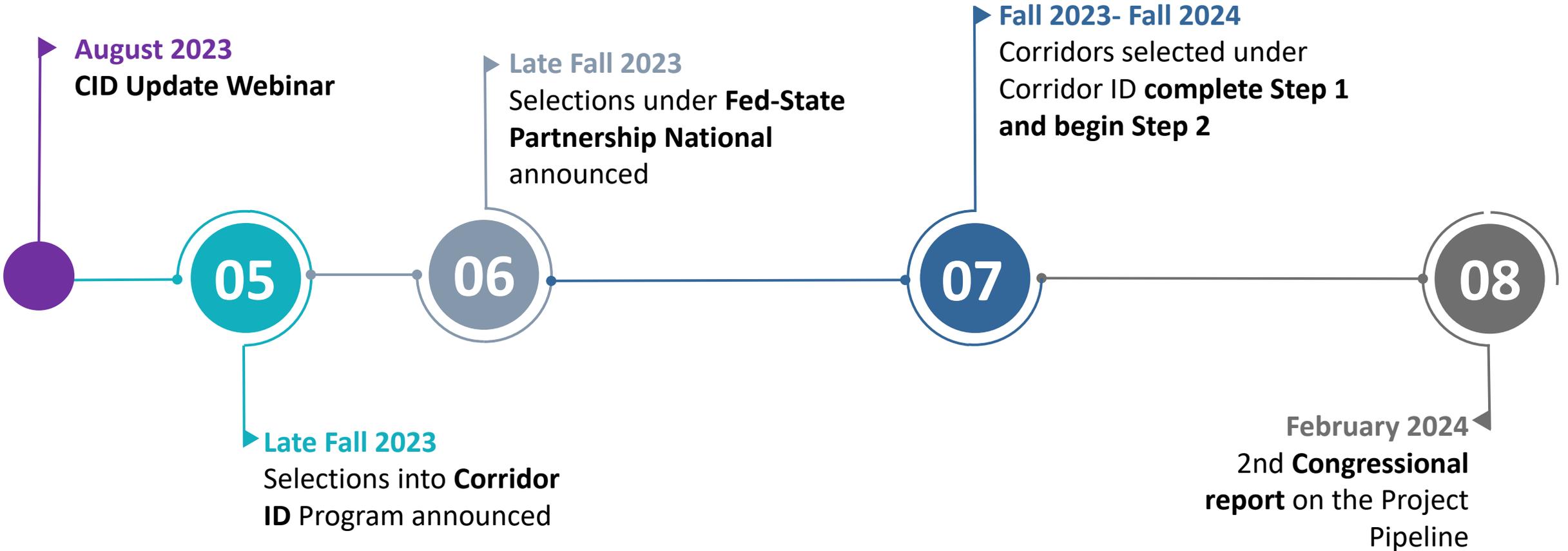


Give potential corridor sponsors information to consider in preparation for selection announcements

# Corridor ID Timeline



# Corridor ID Timeline



# Corridor ID Overview

# 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

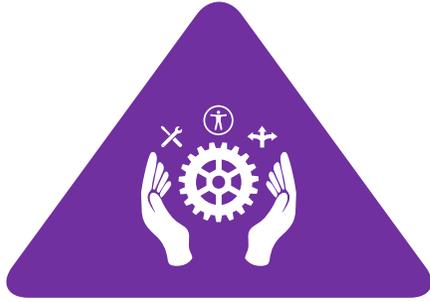


Build the foundation for a long-term rail program



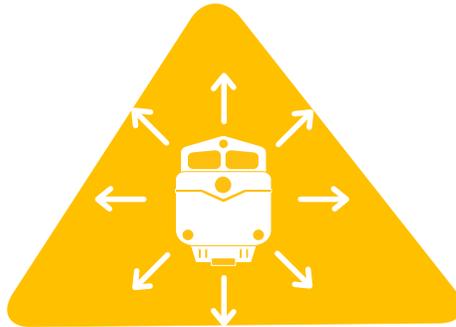
# Corridor ID Program Overview

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

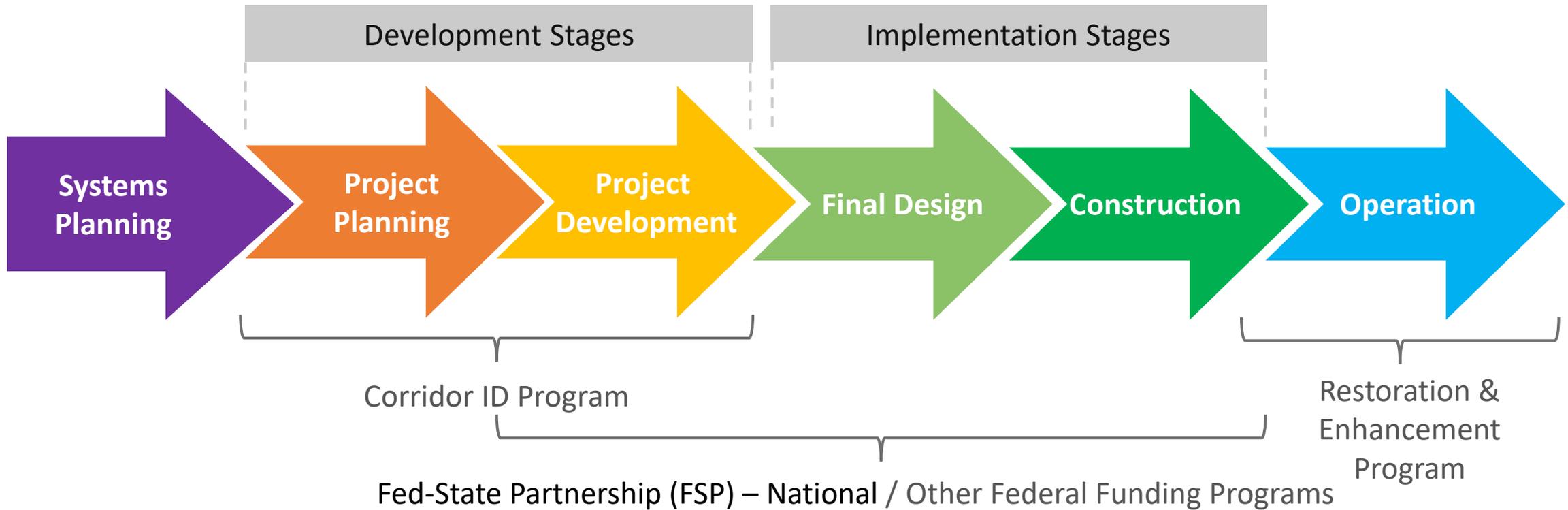


SDP includes a “corridor project inventory”

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



# Establishing the Program – Significant Policy Positions



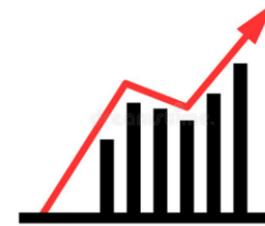
Corridor ID will be **the primary mechanism for developing off-Northeast Corridor intercity passenger rail corridors and projects** for subsequent implementation



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

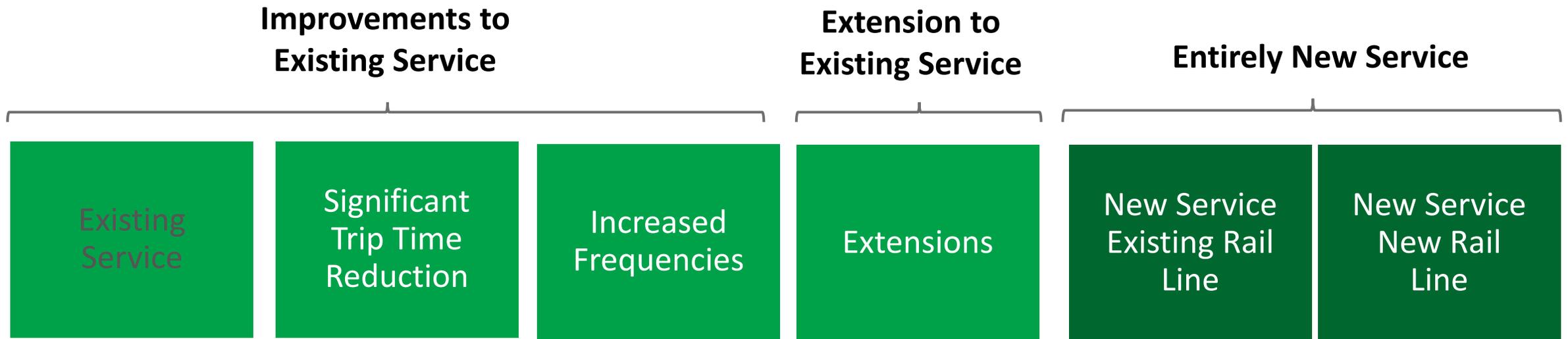


**Level of non-Federal commitment may be modest at the beginning but must grow** as a corridor advances through the Program

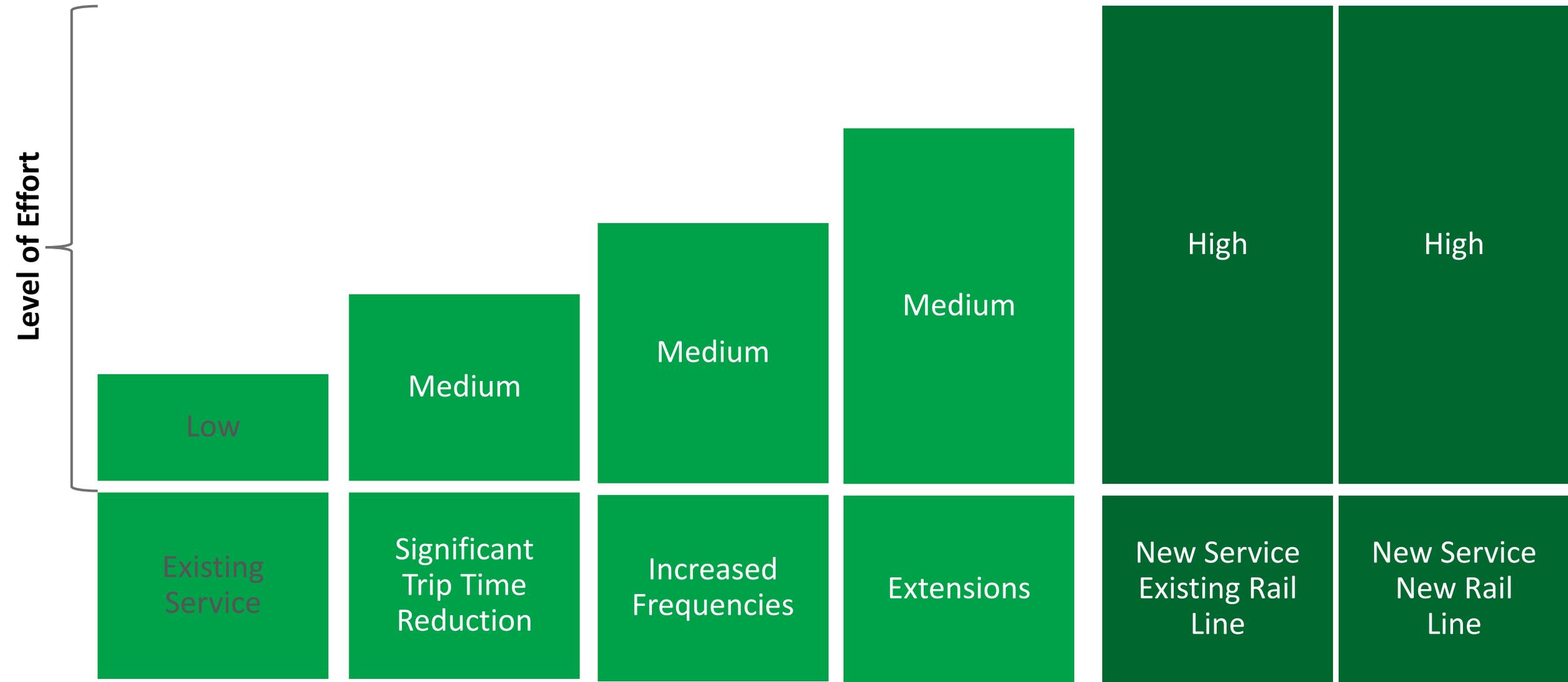


Corridors/Projects that advance to the Project Pipeline should be **ready for immediate implementation** (Final Design/Construction)

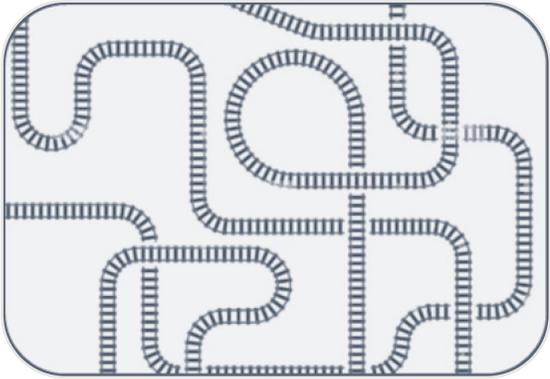
# What Are the Different Types of Corridors?



# What Does This Mean for the Different Types of Corridors?



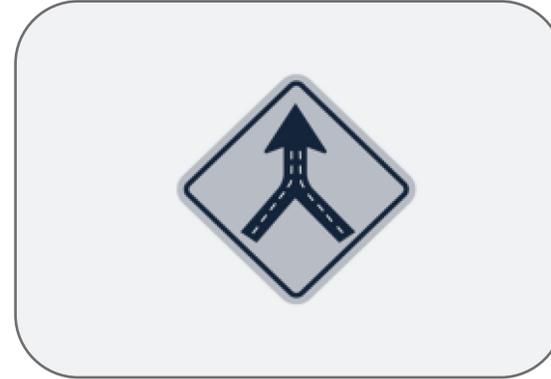
# FY 2022 Selections—A Baseline Year for Corridor ID



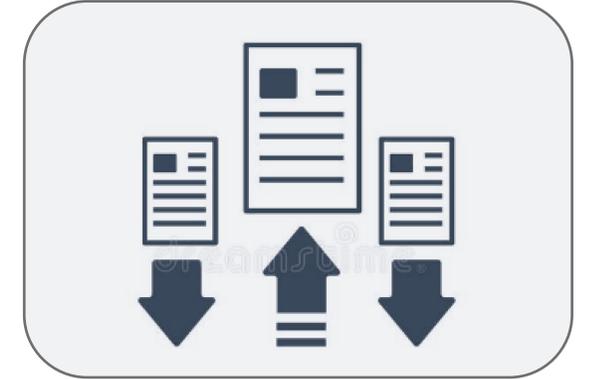
Selections made later this year will set the “baseline” for Corridor ID



Corridor ID map of selected corridors will illustrate FRA’s plan for passenger rail development across the country for new AND existing corridors



FRA’s goal is to align the two programs—Corridor ID produces the Project Pipeline for Fed-State Partnership – National (FSP-N) Program



In future funding cycles, projects included in the Project Pipeline will receive priority funding under FSP-N

# Corridor ID Selection and Beyond

# Where Are We Now?



FRA received more than 90 eligible applications under the program

Applications are currently under review



Several applications were ineligible

Debrief for ineligible and unselected corridors will follow announcements



Selection announcement planned for November



Selections into the program will fall into the three categories presented earlier (slide 12)

# Scaling and Prioritization Discussions

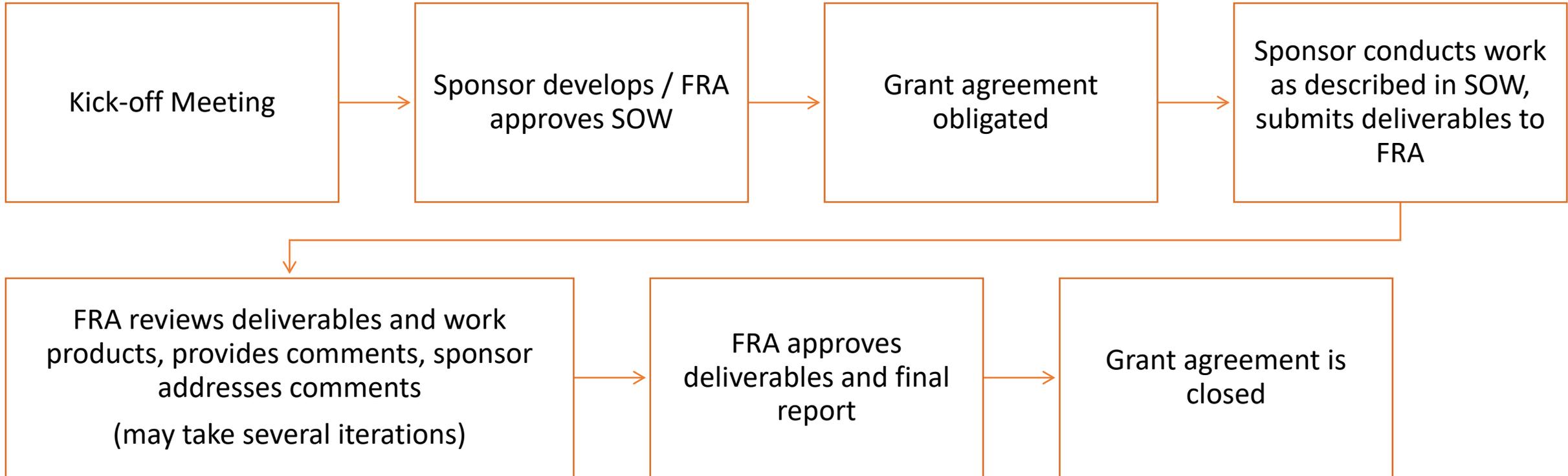
- Following the initial evaluation of proposals but prior to selection, it is possible for an applicant to engage FRA and discuss the “scaling and prioritization” of the applicant’s proposal (or multiple proposals).
- Discussions are held at FRA’s sole discretion, and FRA will not select a modified Corridor proposal to participate in the Program without an applicant’s concurrence.
- Discussions with applicants will inform FRA’s understanding of the proposal, as well as ensure that FRA and the applicant agree on the scope and scale of the corridor.
- Discussions were held for three reasons:
  1. Prioritization of Multiple Corridors,
  2. Geographic Scope or Overlap of Corridors
  3. Key Service Characteristics.

# What Happens Next—Steps 1, 2, and 3

Grant	Step 1: Scoping	Step 2: Service Development Plan	Step 3: Preliminary Engineering / NEPA
Funding	\$500k / 0% match	\$X / 10% match <i>(\$X determined during Step 1)</i>	\$X / 20% match <i>(\$X determined during Step 2)</i>
Scope	<ul style="list-style-type: none"> <li>Using SDP SOW framework, <b>sponsor develops scope, schedule, and budget for Corridor SDP</b>, accounting for work ongoing and/or undertaken to date</li> </ul>	<ul style="list-style-type: none"> <li>Sponsor <b>develops a service development plan</b> in accordance with Corridor SOW and in coordination with FRA</li> </ul>	<ul style="list-style-type: none"> <li>In coordination with FRA, sponsor completes <b>preliminary engineering</b> for capital projects</li> <li>Sponsor completes <b>environmental review in coordination with FRA</b> for capital projects</li> </ul>
Notes	<ul style="list-style-type: none"> <li>After kick-off meeting, <b>FRA will review work undertaken to date</b></li> <li><b>Step 1 grant deliverable is SDP SOW</b> to include corridor-specific scope, schedule, and budget for service development planning</li> </ul>	<ul style="list-style-type: none"> <li>Final service development plan includes a <b>Capital Project Inventory</b> as part of the <b>Phased Implementation Plan</b></li> <li>If readiness criteria are met, capital projects identified in <b>SDP may be advanced into Step 3</b> Project Development, at FRA's discretion and subject to funding availability</li> </ul>	<ul style="list-style-type: none"> <li>Capital projects that complete Step 3 will move to <b>Project Pipeline</b> and may be prioritized for funding under Fed-State Partnership Program</li> </ul>

# Corridor ID Grant Process Overview for Step 1, Step 2, and Step 3 Grants

Each step will have a separate grant agreement



# Step 2: Service Development Plan Draft SOW Framework Overview

## Step 2: Service Development Plans—Why is the SDP Important?

- **Statutorily Required** – 49 USC 25101(d)
- **Creates a Planning Framework** – Sets the stage for the next stage of development
  - Relationship-building
  - Improved project delivery timeframes
  - On-the-ground outcome benefits
- **Demonstrates Feasibility** – Corridor sponsor’s strategic plan for improving, expanding or initiating a corridor, and identifies:
  - An operating plan
  - A capital plan
  - An investment case
- **Organizational Tool** – Develops consistency through standardizing analyses and processes to achieve similar set of outcomes across various corridors

# Service Development Plan Draft SOW Framework

- FRA released a Service Development Plan Framework on the Corridor ID Program webpage on August 24
- Potential corridor sponsors are encouraged to review SOW framework and begin identifying elements in the SOW to specific corridors
- FRA will continue to engage the community pre- and post-program selections

[https://railroads.dot.gov/sites/fra.dot.gov/files/2023-08/CIDP%20Step%202\\_SDP\\_SOW\\_Template\\_Draft\\_082224\\_PD\\_Fa.pdf](https://railroads.dot.gov/sites/fra.dot.gov/files/2023-08/CIDP%20Step%202_SDP_SOW_Template_Draft_082224_PD_Fa.pdf)

## DRAFT STATEMENT OF WORK FRAMEWORK

*Corridor Identification and Development Program*

*Step 2 Service Development Plan*

### **B. SOW FRAMEWORK**

#### **I. BACKGROUND**

*Instructions: In this section, the Recipient will provide a high-level background of the corridor history/status to inform the SDP preparation (approximately ½ page). Information may include, but is not limited to:*

*Information may include, but is not limited to:*

- *Identifying existing corridor service characteristics (if applicable) or identifying high-level characteristics of proposed corridor*
- *If an existing corridor, provide a high-level statement of intent for service development planning effort, such as “to improve reliability” or “extend current corridor from X to Y” or “to increase frequencies from X to Y”*
- *Identifying relevant stakeholders in the development of the proposed corridor*
- *Identifying relevant preceding efforts which may have been completed to date (which would be validated by FRA under Step 1)*

#### **II. OBJECTIVE**

This grant will fund the completion of a SDP for **“Insert Corridor Name”** Corridor in partnership with FRA. The main objectives of a SDP are to identify the draft Purpose and Need Statement for intercity passenger rail development; incorporate an analysis of alternatives supported by technical transportation planning and conceptual engineering; incorporate a high-level analysis and consideration of environmental factors associated with the alternatives; include input provided through public involvement and relevant public agencies; and identify the governance structure for the implementation and operation of the Corridor.

The SDP results in a corridor project inventory that identifies the capital projects necessary to achieve the proposed service. The SDP serves as the foundation for Step 3 Project Development activities under the CIDP.

#### **III. PROJECT LOCATION**

*Instructions: In this section, the Recipient will describe and identify the **“Insert Corridor Name”** project’s study area and provide a map identifying at a minimum the major markets the corridor is intending to serve. The description may include identifying existing rail corridors that are relevant to the SDP.*

## Step 2: SDPs Answer Important Questions

### Task 2: Draft Purpose & Need Stakeholder Coordination

What is the corridor and who does it serve?

What are the goals for new or improved service?

Who are the relevant stakeholders?

### Task 3: Alternatives Analysis

What are the alternatives to achieve the goals?

### Task 4: Transportation Planning

What alternatives make sense and why from a transportation perspective?

### Task 5: Environmental Planning

What alternatives make sense from an environmental perspective?

### Task 6: Financial Planning & BCA

What are the improvements required for service, how much do they cost, and how do we pay for it?

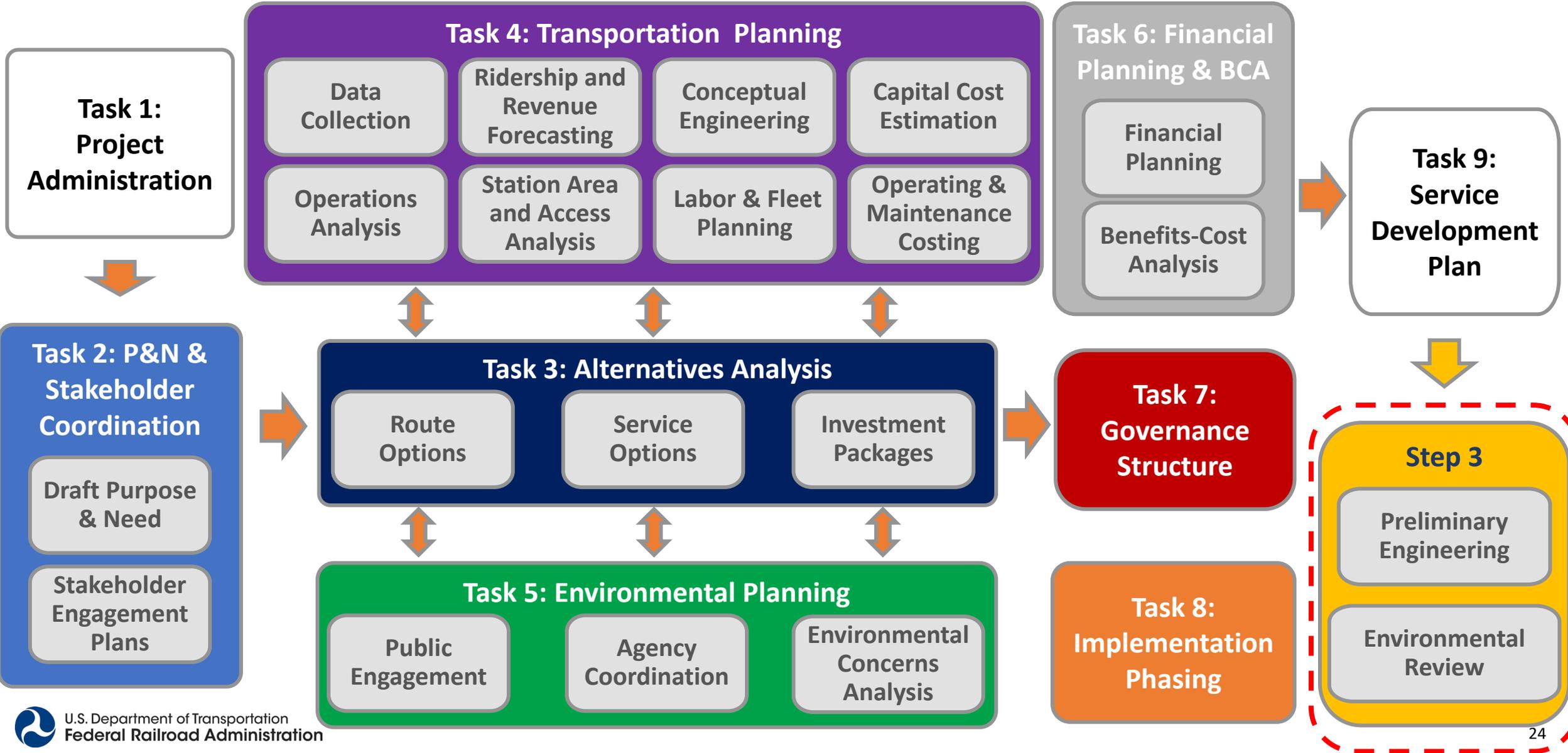
### Task 7: Governance

Who's in charge of which aspects of the program?

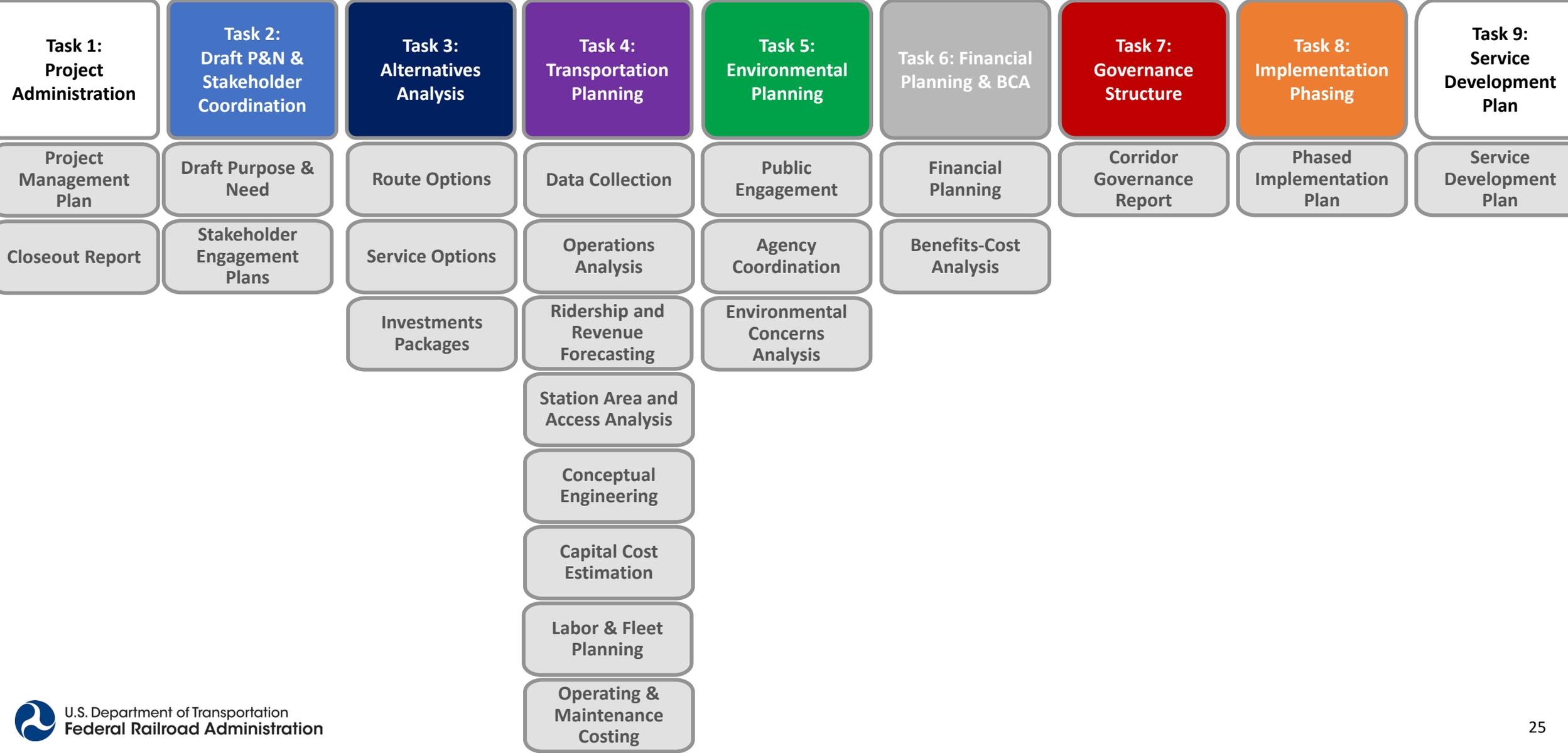
### Task 8: Implementation Phasing

What order should improvements advance and be constructed?

# Step 2: Service Development Plans Are an Iterative Process

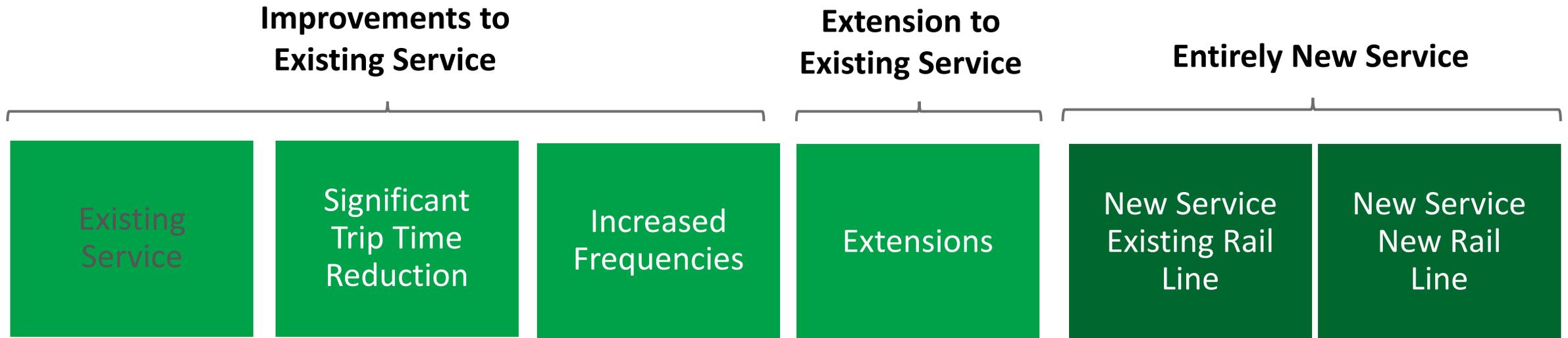


# Step 2: Service Development Plan Draft SOW Framework

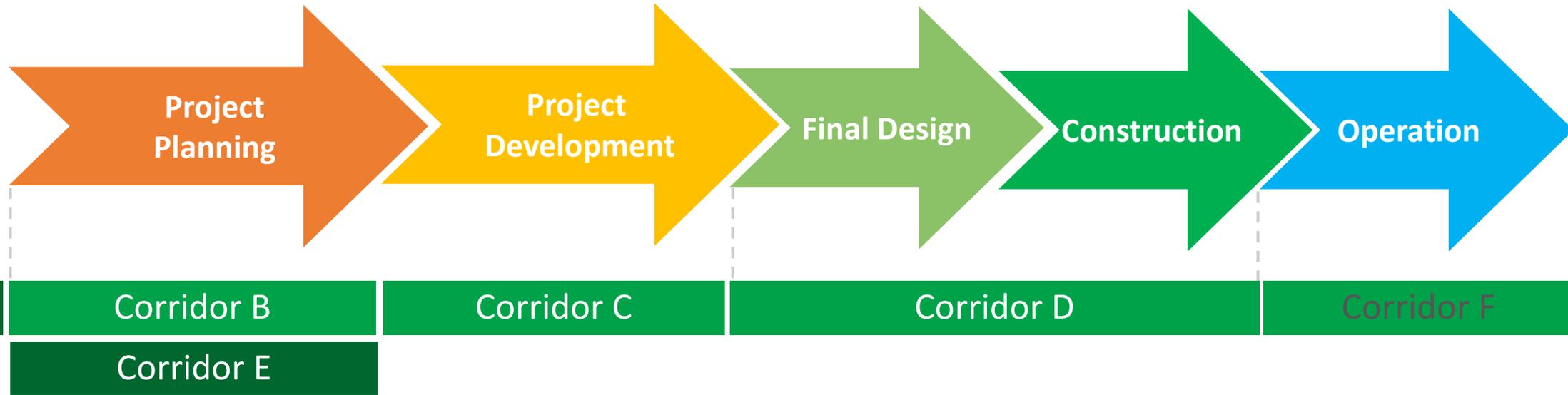


# Step 2 SDP Scenarios

# What Might the SDP Look Like for the Different Types of Corridors?



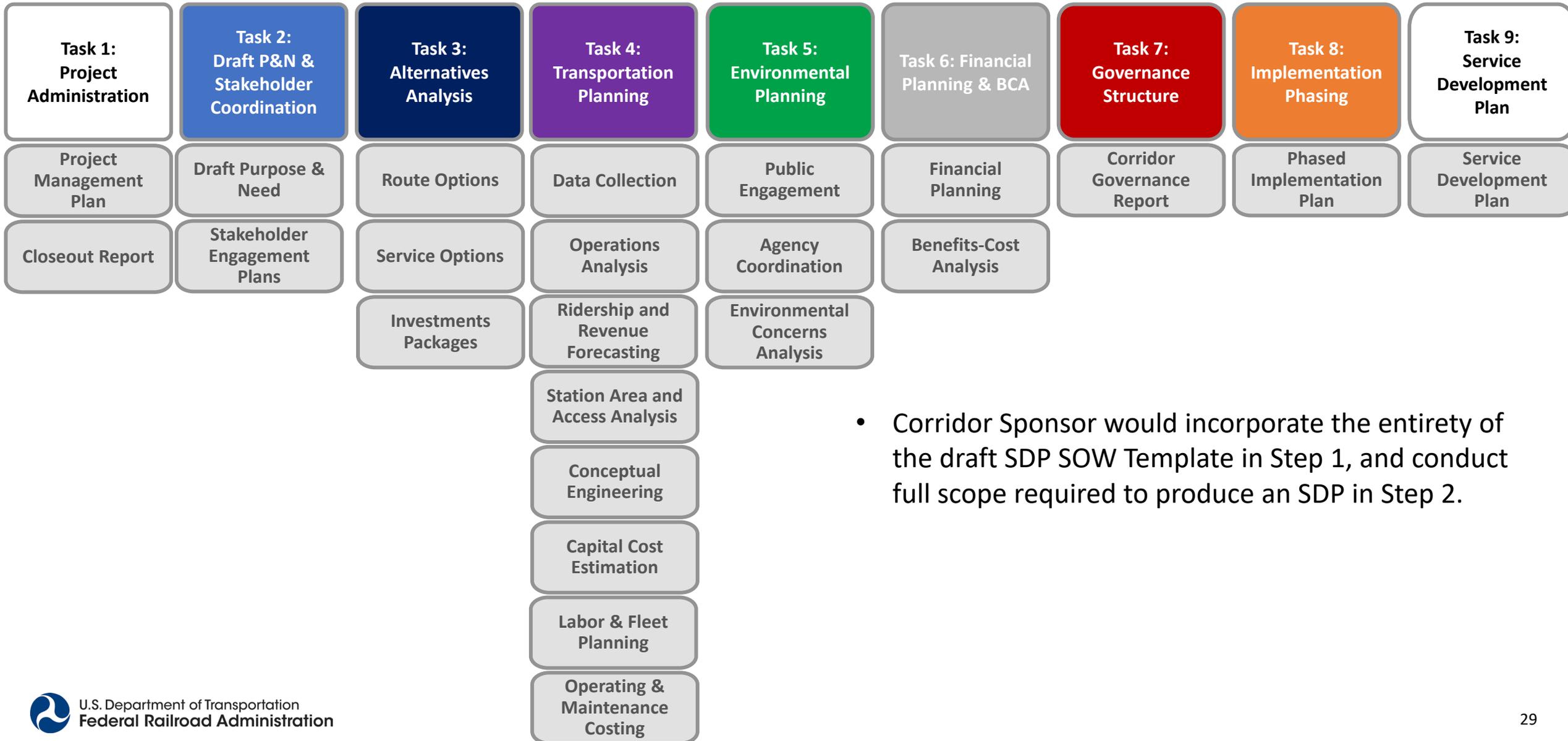
# FRA will Consider Work Undertaken to Date



- A** Corridor may have little to no development work completed
- B** Corridor may have on-going FRA funded planning efforts
- C** May have completed FRA-funded efforts / environmental review
- D & E** May have development efforts independent from FRA
- F** Existing corridors are already under operation

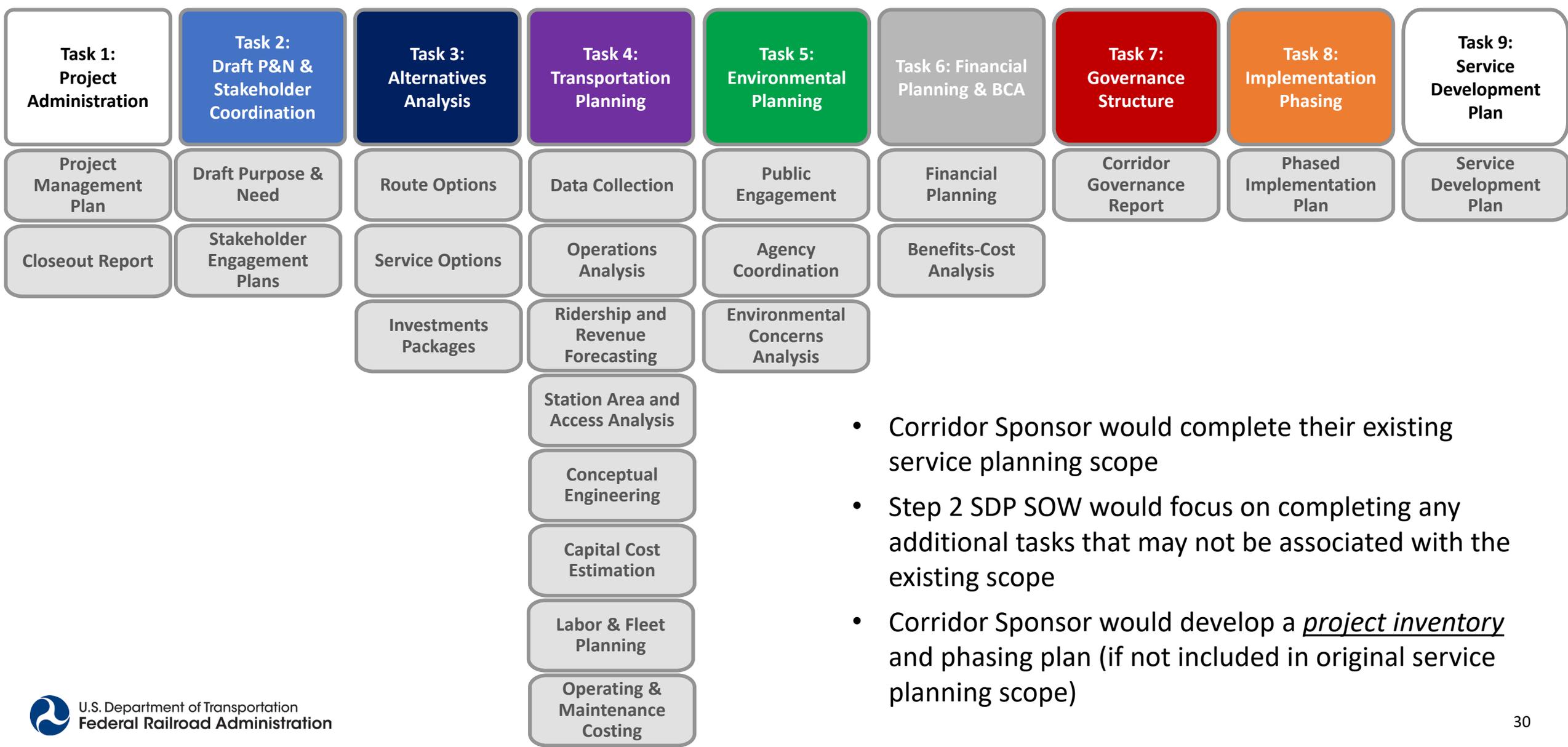
*FRA will meet you  
where you are in  
the project  
development  
lifecycle*

# Corridor A: New Corridor with No Previous Development



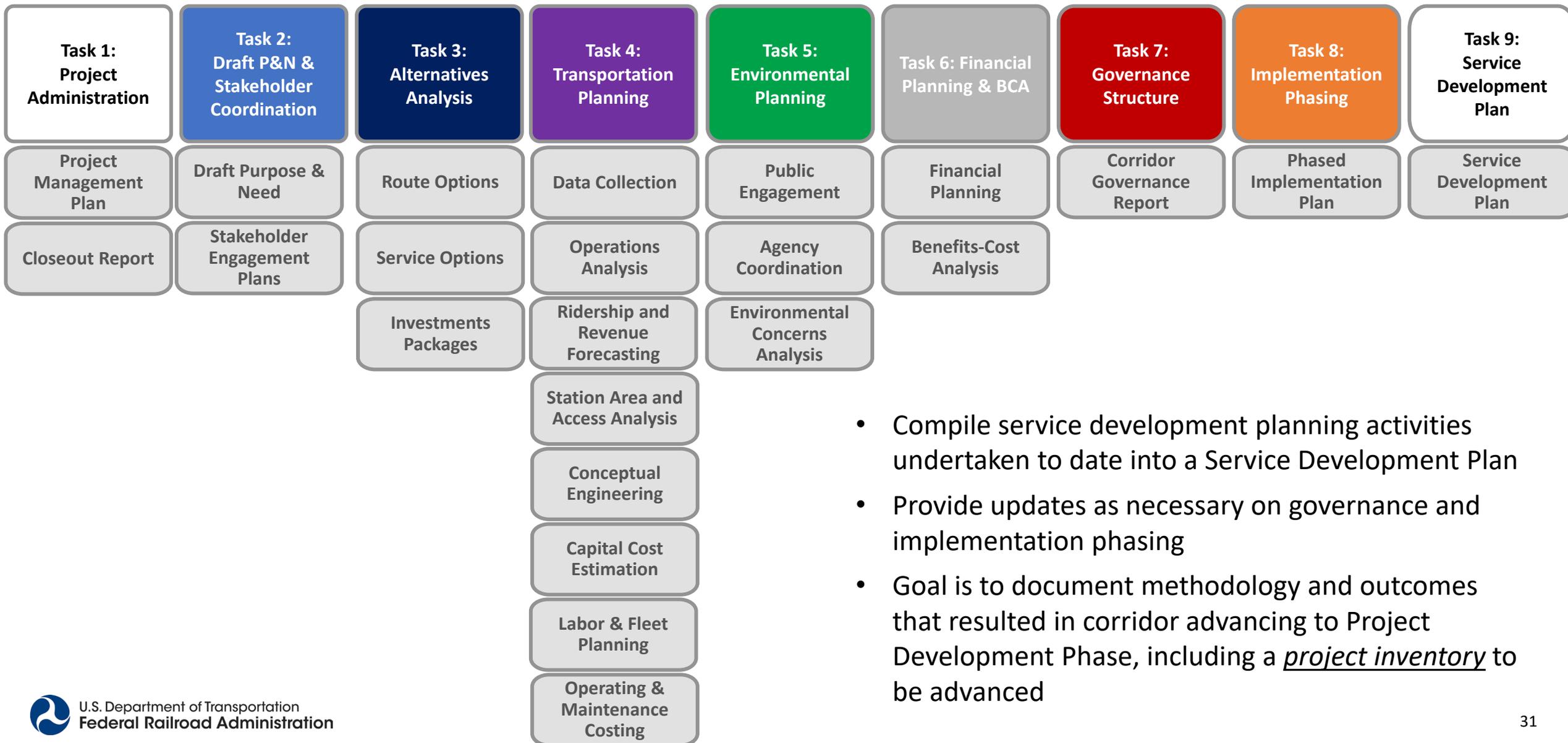
- Corridor Sponsor would incorporate the entirety of the draft SDP SOW Template in Step 1, and conduct full scope required to produce an SDP in Step 2.

# Corridor B: Corridor Currently with Active FRA-Funded Service Planning Efforts



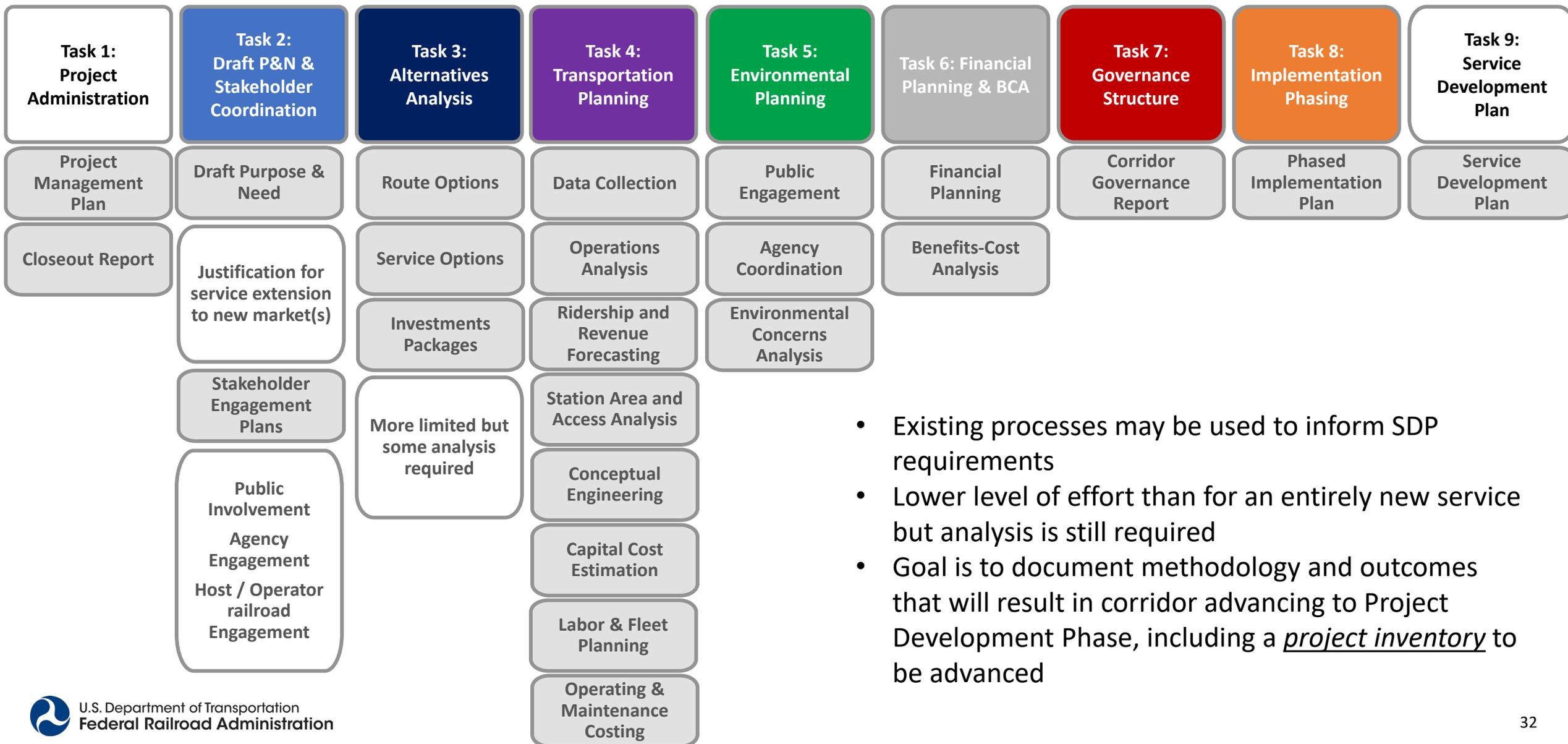
- Corridor Sponsor would complete their existing service planning scope
- Step 2 SDP SOW would focus on completing any additional tasks that may not be associated with the existing scope
- Corridor Sponsor would develop a *project inventory* and phasing plan (if not included in original service planning scope)

# Corridors C & D: Corridor Already In Project Development, FD, or Construction



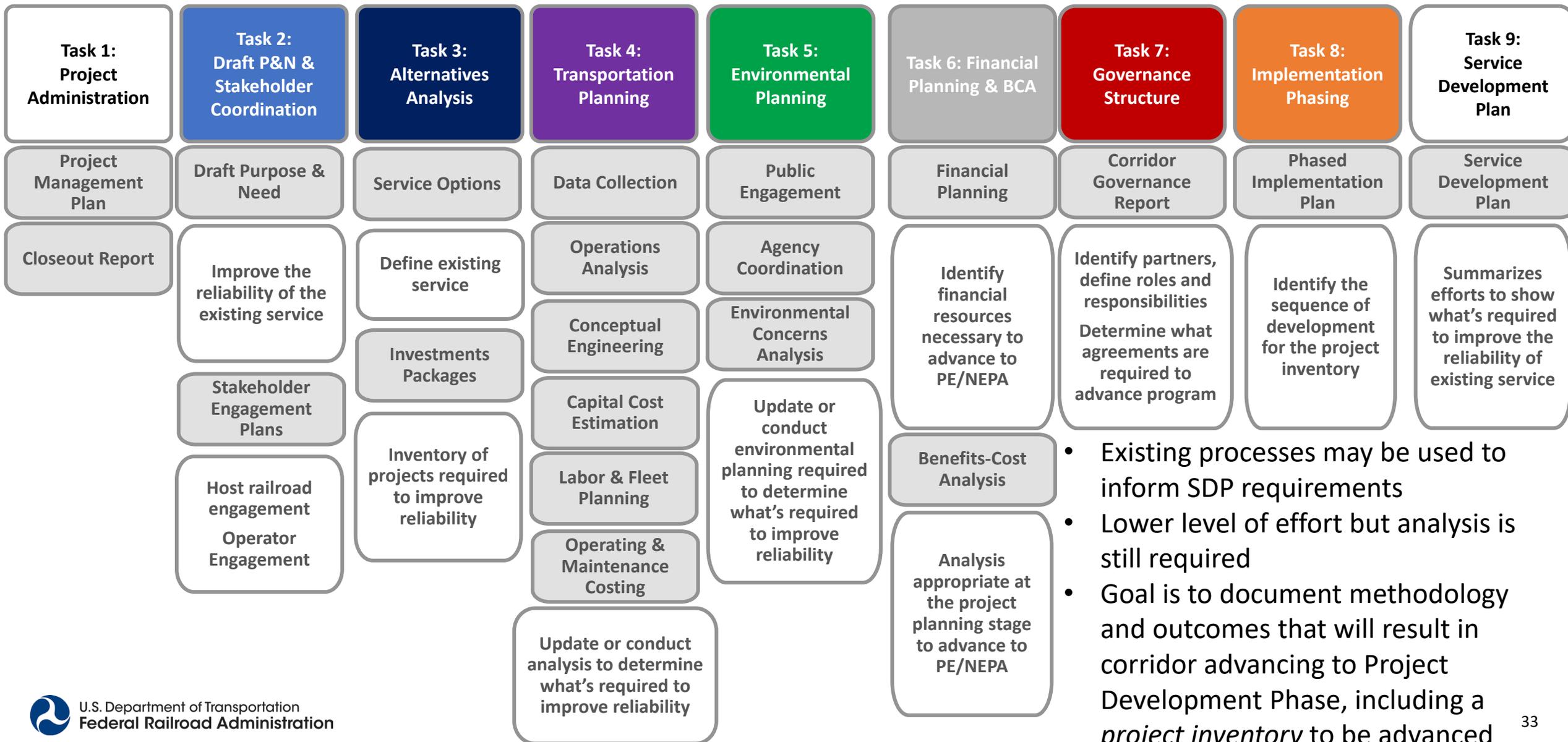
- Compile service development planning activities undertaken to date into a Service Development Plan
- Provide updates as necessary on governance and implementation phasing
- Goal is to document methodology and outcomes that resulted in corridor advancing to Project Development Phase, including a *project inventory* to be advanced

# Corridor E: Extension to Existing Service with Little Work Undertaken to Date



- Existing processes may be used to inform SDP requirements
- Lower level of effort than for an entirely new service but analysis is still required
- Goal is to document methodology and outcomes that will result in corridor advancing to Project Development Phase, including a *project inventory* to be advanced

# Corridor F: Reliability Improvements to Existing Service



- Existing processes may be used to inform SDP requirements
- Lower level of effort but analysis is still required
- Goal is to document methodology and outcomes that will result in corridor advancing to Project Development Phase, including a *project inventory* to be advanced

# Overlapping Corridors / Terminal Areas

Overlapping corridors will require coordination during the Corridor ID Program.

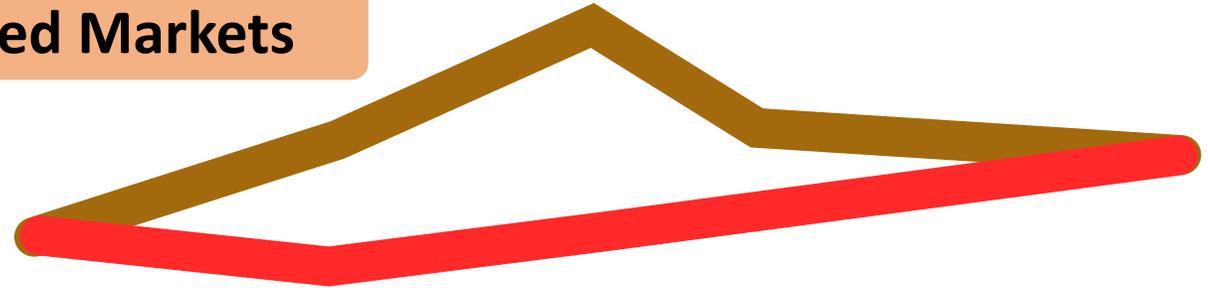
## Step 1

- Identification of roles and responsibilities related to the geographic overlap
- Concurrence on frequencies and initial schedules

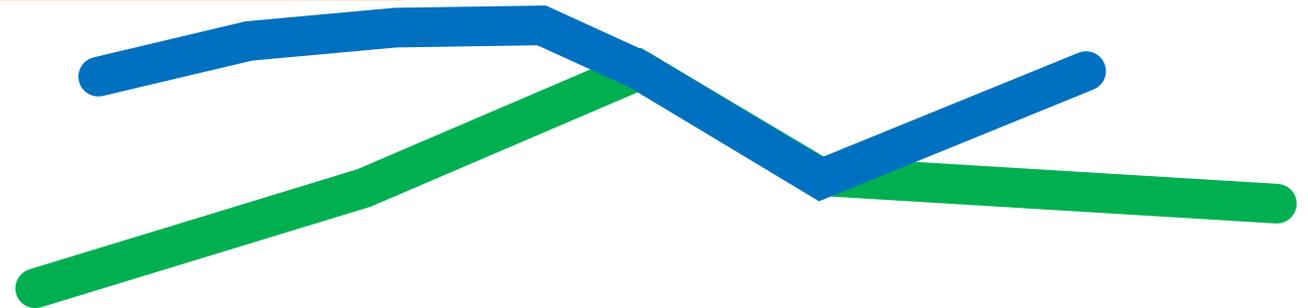
## Step 2

- One sponsor conducts technical analysis associated with the geographic overlap and identifies implementation roles and responsibilities related to the geographic overlap
- Information is shared with other project sponsor as required for incorporation into shared aspect of other SDP

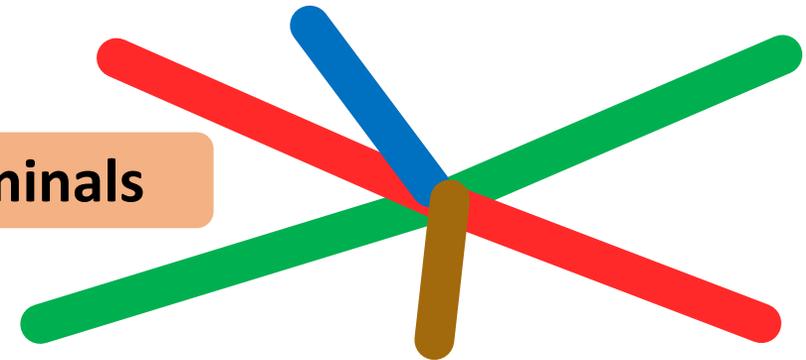
### Shared Markets



### Shared Segments



### Shared Stations / Terminals



# Resources

- **FRA Webinars:**

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

- **Corridor Identification and Development Grant Program:**

<https://railroads.dot.gov/corridor-ID-program>

- **Corridor ID Program Support:**

[PaxRailDev@dot.gov](mailto:PaxRailDev@dot.gov)

# Contact Us

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Washington, DC 20590

**Corridor ID Program Support:**

Email: [PaxRailDev@dot.gov](mailto:PaxRailDev@dot.gov)



Connect with us [USDOTFRA](#)



A dark blue background featuring silhouettes of approximately ten people sitting around a long table in a meeting room. The scene is dimly lit, with light coming from windows in the background, creating a professional and collaborative atmosphere.

# QUESTIONS?