

# RAIL

*MOVING AMERICA FORWARD*



## Corridor ID Program: Implementing Process Improvements for Steps 1 and 2

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# Panelists



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# Agenda



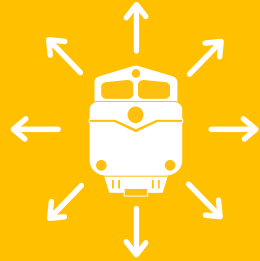
- 1 Introductions
- 2 Program Overview
- 3 Steps 1 and 2 Process Overview
- 4 Steps 1 and 2 Policy Updates
- 5 Next Steps
- 6 Q&A

# Corridor ID Program Overview

# Why Is Corridor ID Important?



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



Provides **sustained support** of selected corridors through the Planning and Project Development stages



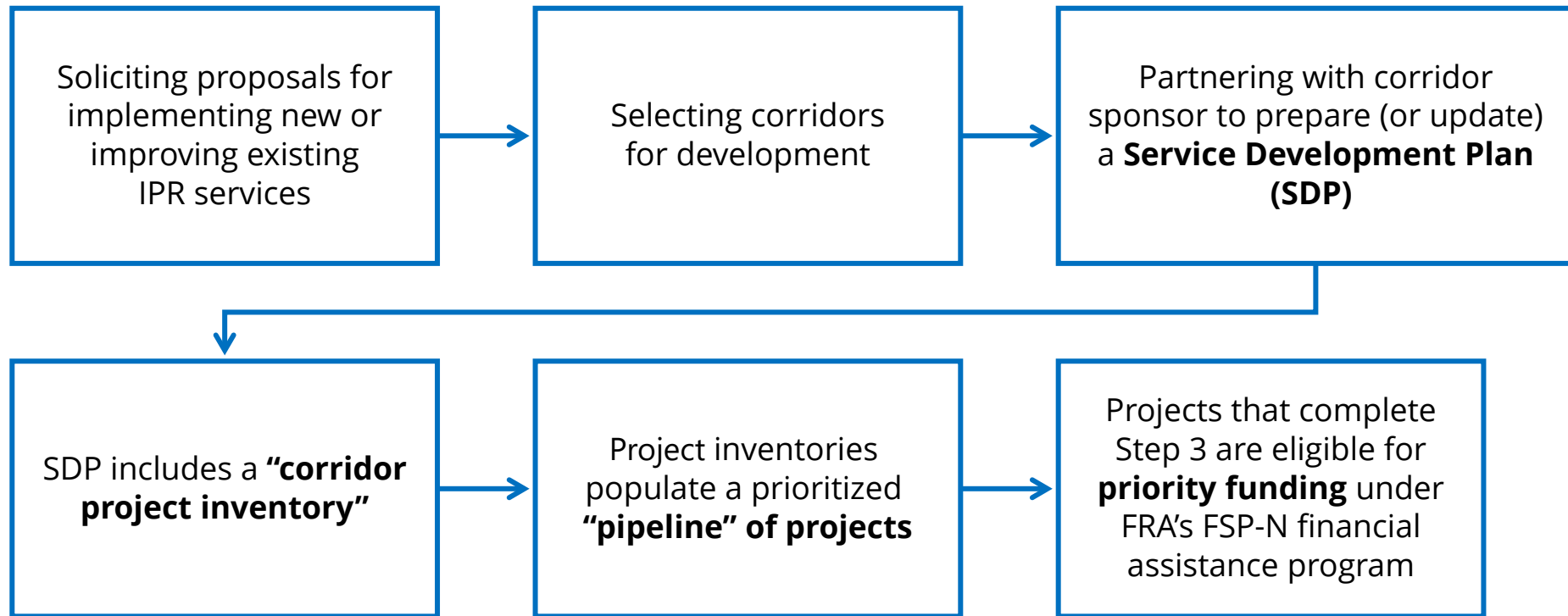
Projects in the **Project Pipeline** fully developed through the CID Program will benefit from **priority selection** under the Federal-State Partnership National Program



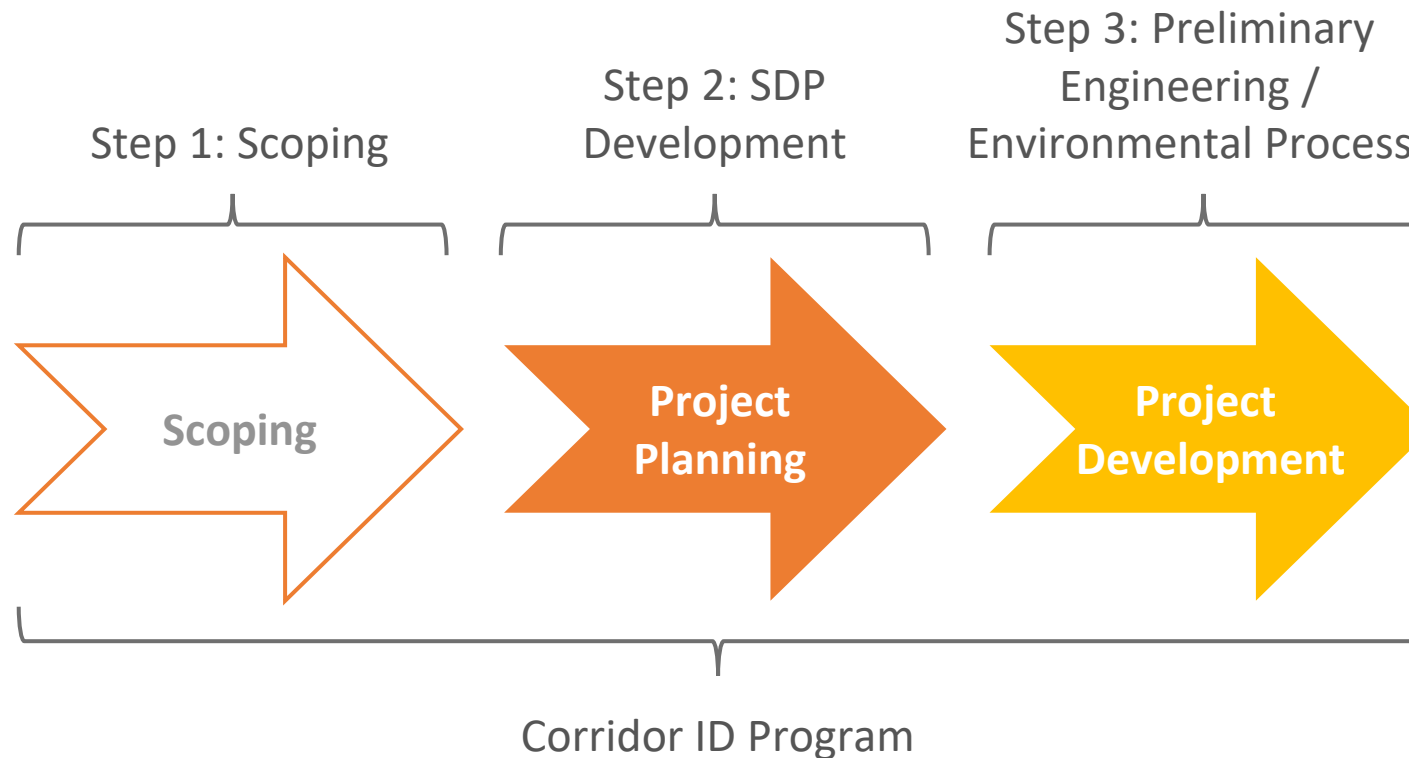
**Pipeline of projects** that show the **untapped potential investment**— we can show how continued investment in passenger rail will result in tangible benefits nationwide

# Corridor ID Program Overview

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



# 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](https://railroads.dot.gov/webinars)*

# Overview of FY22 Selections



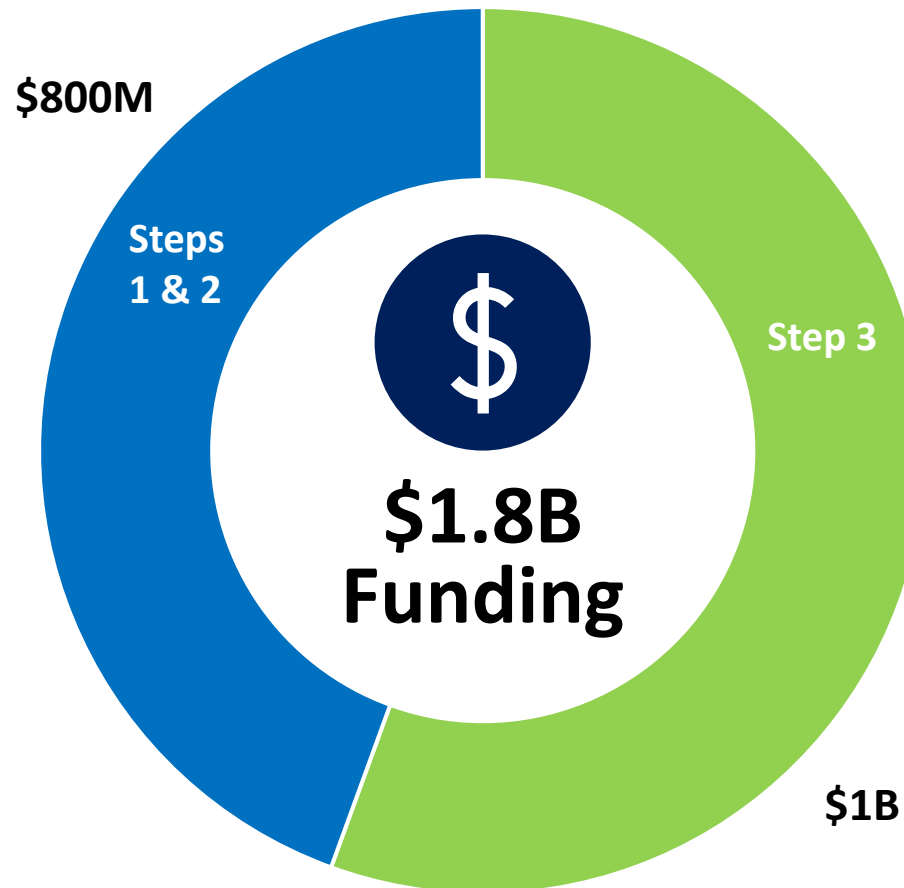


# CID Funding Availability and Allocation

*FRA is authorized to use up to 5% of FSP. Appropriation for FSP is \$36 billion, which allows for up to **\$1.8 billion** (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.

# CID Steps 1 + 2 Obligation Status as of October 21, 2024



**64** Step 1 Obligations

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**3** Remaining Step 1 Obligations

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**1** Step 2 Obligation

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**2** Total Projects in Step 2

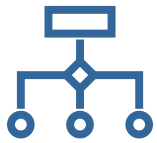
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**1** Step 3 Obligation

# CID Step 1 Deliverables Received as of October 21, 2024

53



Step 1 Project  
Management Plan

34



Gap Analysis

14



Statement  
of Work

12



Schedule

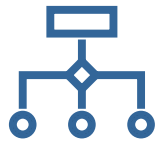
11



Budget

# Steps 1 + 2 Process Overview

# Step 1 Deliverables



## Step 1 Project Management Plan

Dictates how the Sponsor will manage their Step 1 grant



## Gap Analysis

Opportunity to highlight and review any previous planning work done on the corridor that could count towards the Service Development Plan (SDP)



## Statement of Work

Detailed instructions on how the Sponsor will complete the Service Development Plan in Step 2



## Schedule

Describes how long the Sponsor anticipates it will take to complete the Service Development Plan

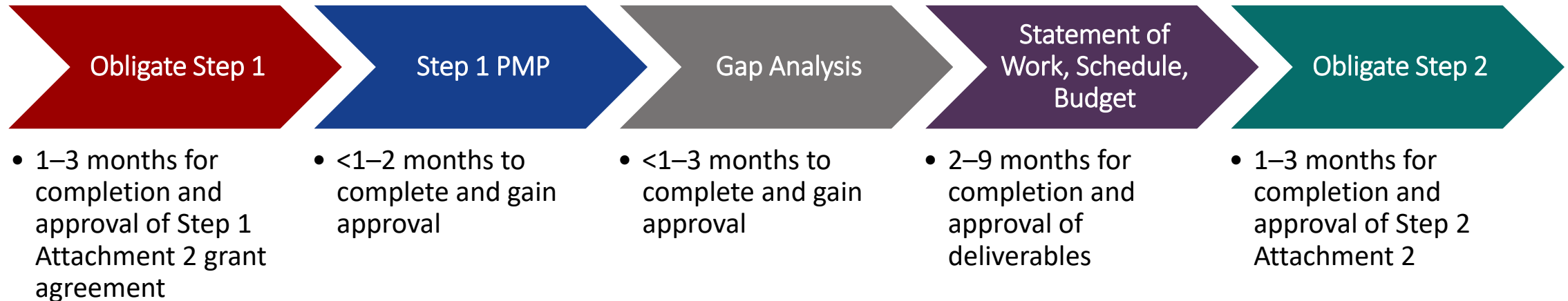


## Budget

Detailed break down on what roles and number of hours are required to complete the Service Development Plan

# Step 1 Process + Timeline

*Corridor ID is Sponsor-driven. FRA will meet the Sponsors where they are.*



# SOW, Schedule, and Budget Best Practices



## Statement of Work

- New contingency task in v3 of the SDP SOW
  - 10% contingency
- SOWs should align with the Gap Analysis results
- SOWs will be tailored to the needs of the corridor



## Schedule

- Reflect the potential iterative reviews of some analyses
- Allow for adequate FRA review
- Prioritize stakeholder coordination
- Factor in concurrent tasks
- Schedule reflects input from stakeholders
- Breakout by subtasks



## Budget

- Break out costs by subtask
- Provide a breakout of labor hours and roles for each subtask
- Factor in anticipated (future) labor rates in the budget

# Service Development Plans—Why is the SDP Important?

- **Statutorily Required** – 49 USC 25101(d)
- **Creates a Planning Framework** – Lays groundwork 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 Plans 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 from a transportation perspective?

## Task 5: Environmental Planning

What alternatives make sense from an environmental perspective?

## Task 6: Financial Planning & Economic Evaluation

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

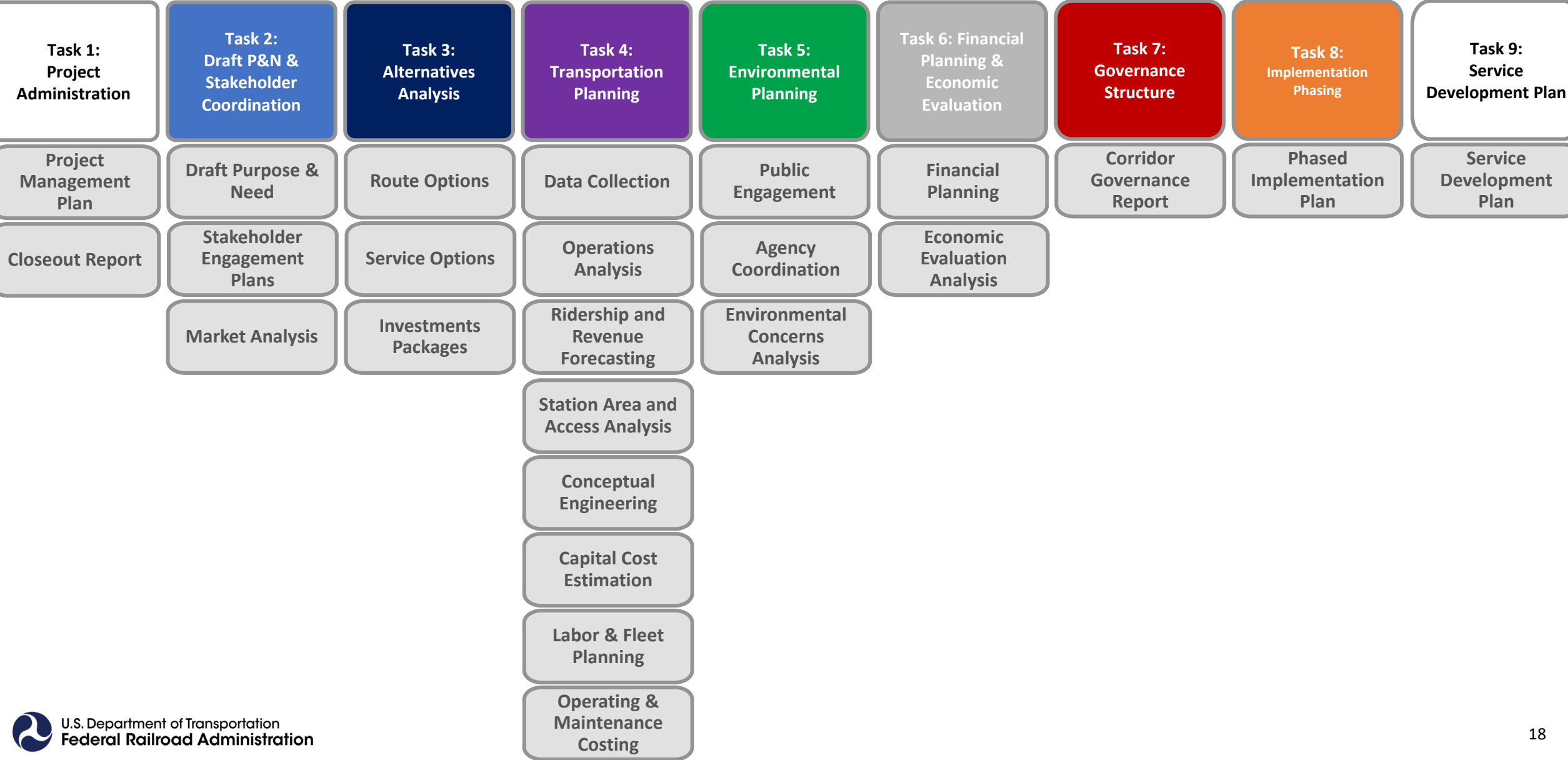
## Task 7: Governance

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

## Task 8: Implementation Phasing

What order should improvements advance and be constructed?

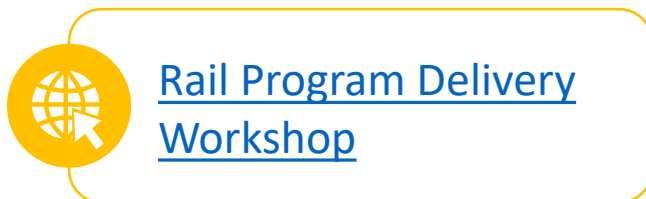
# Service Development Plan Draft SOW Framework



# Steps 1 + 2 Policy and Programmatic Updates

# Updates and Improvements to the CID Program

- FRA is proactively addressing concerns from Sponsors to help them move faster through the CID Program.
- At FRA's Rail Program Delivery Workshop in July, FRA announced the following updates and improvements to the CID Program.



Scoping Topics



Reflecting Gap Analysis Results in Scope



Flagging Overlapping Corridors



Near-Term SDP



Multiple Planning Efforts SDP



Phased Analysis SDP

# Scoping Topics

- Scoping Topics are intended to be an **individualized collaboration exercise specific to your corridor's needs.**
- FRA and the Sponsor will utilize the Scoping Topics to facilitate discussions aimed at better understanding the corridor.
- FRA and the Sponsor will also review previous planning efforts and how they might impact the successful completion of the SDP in Step 2.
- Topics may require meetings between the Sponsor and their key stakeholders.



Background



Goals



Stakeholders



Current Efforts



Potential Challenges



Feasibility



Financial Considerations

# Advancing Completed Components in the Statement of Work, Schedule, and Budget

- In cases where FRA and the Sponsor agree that prior planning efforts fulfill necessary SDP components:
  - ❑ The subtask language in the Statement of Work (SOW) is modified to require a summary of the planning materials required in the SDP.
  - ❑ The schedule will reflect a small amount of time to complete the summary.
  - ❑ The budget will reflect a small amount of funds (if any) to complete the summary.

## EXAMPLE

Subtask 2.5 Public Coordination Plan requirement was satisfied by the document entitled "City Coordination Plan" submitted under task 2.1 of Step 1 of the CID Program, Review of Existing Planning Materials. Recipient will complete a summary of the document in the Service Development Plan.

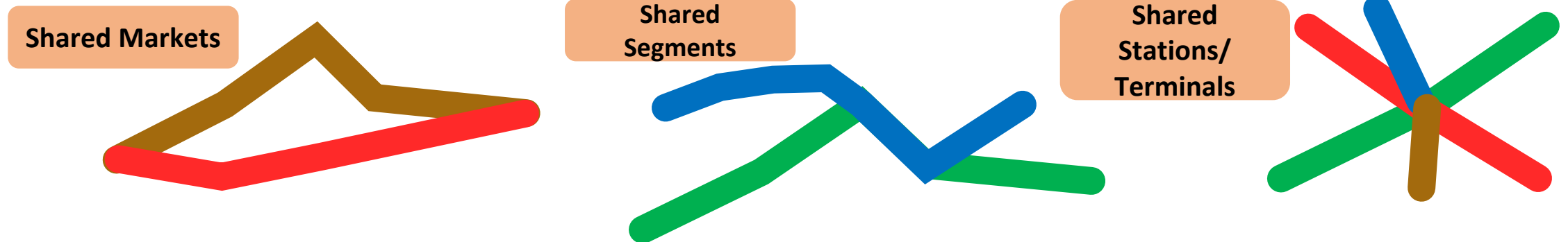
- *Deliverable: Summary of "City Coordination Plan".*

Subtask	Start Date	End Date	Lead
2.5 Public Coordination Plan Summary	MM/DD/YYYY	MM/DD/YYYY	Planner

Subtask	Project Manager	Planner	Budget
2.5 Public Coordination Plan Summary	#	#	\$####

# Showcasing Overlapping Corridors / Terminal Areas

- **During Step 1**, Sponsors should identify **roles and responsibilities** related to the geographic overlap and concurrence on **frequencies and initial schedules**



**Early during Step 1** (i.e., before the SOW), Sponsors and FRA should flag potential overlaps.

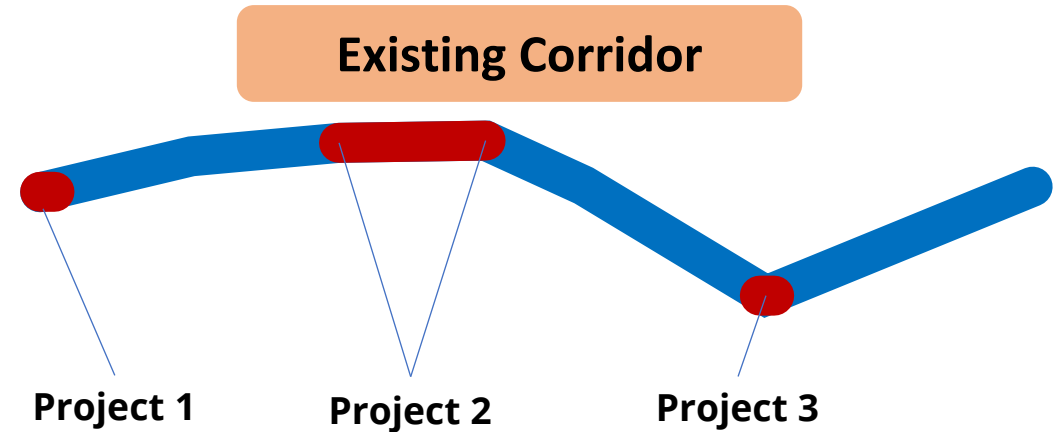
Sponsors and FRA agree on initial service objectives and potential horizon years between the various corridors.

Sponsors and FRA agree on an approach to address overlaps between the various corridors and their respective SOWs.

Sponsors completes SOW, Schedule, and Budget and references other corridors/SOWs as appropriate.

# Advancement of Capital Project Options into Step 3

- **Existing corridors** may have projects that are ready to advance to Step 3 based on previous service development planning work or a comparable planning effort
- These projects are documented in Step 2 in a **Near-Term SDP**, which is done in addition to the standard corridor-wide SDP



**During Step 1,**  
Sponsors flag  
potential projects to  
FRA.

FRA reviews projects  
and accompanying  
planning materials.  
FRA measures the  
projects against the  
CID Program readiness  
criteria.

If readiness criteria  
are met, FRA may  
approve one, or  
more, of the  
projects to move  
into Step 3.

Sponsor continues  
with Step 1 process  
and completes SOW,  
Schedule, and Budget  
that includes Near-  
Term SDP subtask.



# Applying Readiness Criteria for Advancement of Capital Project Options into Step 3

Step 1

Step 2

## 1. Corridor Sponsor has the support of participant stakeholders (identified in the SDP)

- ✓ State leadership, participant state leadership, host railroads, and other participant stakeholders and funding partners
- ✓ Letters of support / documentation indicating stakeholders are generally supportive of the proposal and will participate in the corridor's advancement

## 2. Governance structure and institutional capacity exists to implement and maintain on-going service

- ✓ Structure is inclusive of all required parties; all parties are active participants in structure
- ✓ Corridor sponsor(s) demonstrates adequate institutional capacity to advance the corridor into the Project Development phase

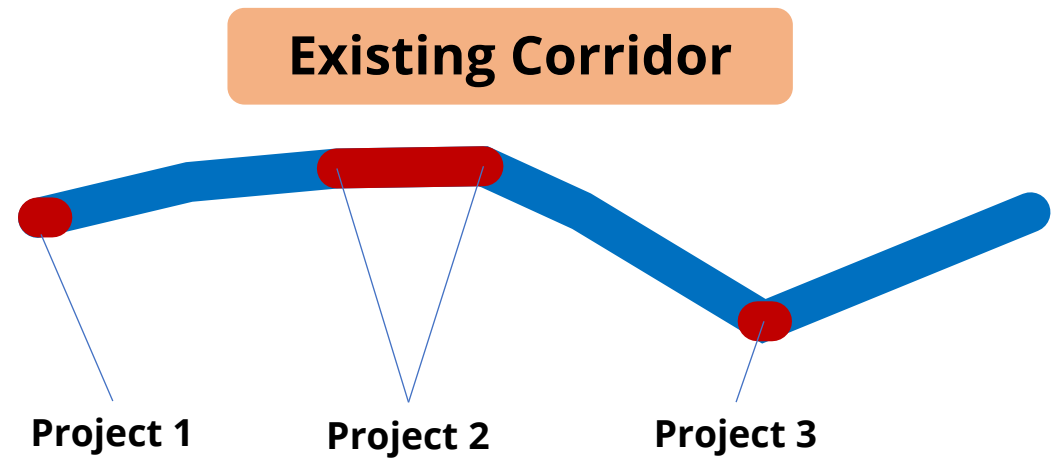
## 3. Funding is identified for implementation and on-going operations support

- ✓ Corridor Sponsor provides evidence that funding is likely to be available by the time the Corridor (or Corridor Implementation Phase) enters the Implementation Stage of the FRA Project Lifecycle
- ✓ Sponsor provides FRA with a description of the terms and types of funding expected to be committed, such as state bonds, loans, future federal funding, along with projected timeframe for the commitment

## 4. There is a defined stand-alone benefit for the Corridor (or Corridor Implementation Phase)

# Near-Term SDP—Advancement of Capital Project Options into Step 3

- Existing corridors may have projects that are ready to advance to Step 3 based on previous service development planning work or a comparable planning effort



Sponsor enters Step 2 and begins work on Step 2 PMP and the Near-Term SDP.

FRA approves Near-Term SDP with an initial project inventory; Sponsor develops Step 3 Attachment 2 for said projects and continues to work on the corridor-wide SDP.

Sponsor enters Step 3 and begins PE/NEPA work on approved projects and continues work on the corridor-wide SDP.

# Near-Term SDP—Advancement of Capital Project Options into Step 3

- **For existing corridors** with approved Step 3 projects, **the Near-Term SDP** will be completed after the Step 2 Project Management Plan. Near-Term SDP should include:
  - A summary of previous planning work that demonstrates sufficient planning is completed for projects advancing into Step 3.
  - How the corridor and projects align with SDP requirements under 49 USC 25101(d).



Description of the corridor.



Proposed service improvements.



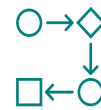
Sponsors and other entities involved in carrying out projects.



Potential service benefits associated with the projects.



A financial plan for delivering the projects.



An initial project inventory to include the phasing of projects and related service changes.

# Multiple Planning Efforts for Existing Corridors

- Two or more distinct planning efforts for a **single existing corridor** may be determined in **Step 1**.
- Planning efforts must have:
  - Defined, non-duplicative scope of work for each effort
  - Clear description of how the distinct efforts are to be coordinated between key stakeholders
  - Outcomes that do not conflict with the longer-term implementation of the corridor

**During the gap analysis,** FRA or Sponsor can flag potential, distinct planning efforts

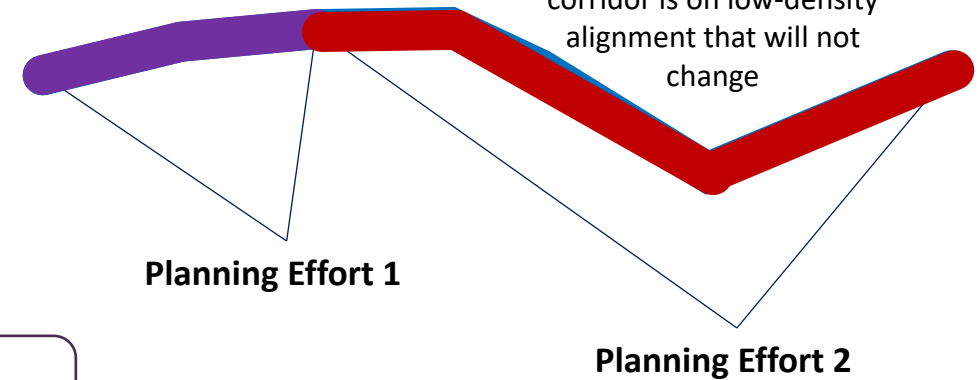
Sponsor, FRA, and other key stakeholders agree to an approach of multiple planning efforts

Sponsor's SOW, schedule, and budget reflect the multiple planning efforts occurring in Step 2

## Example Existing Corridor

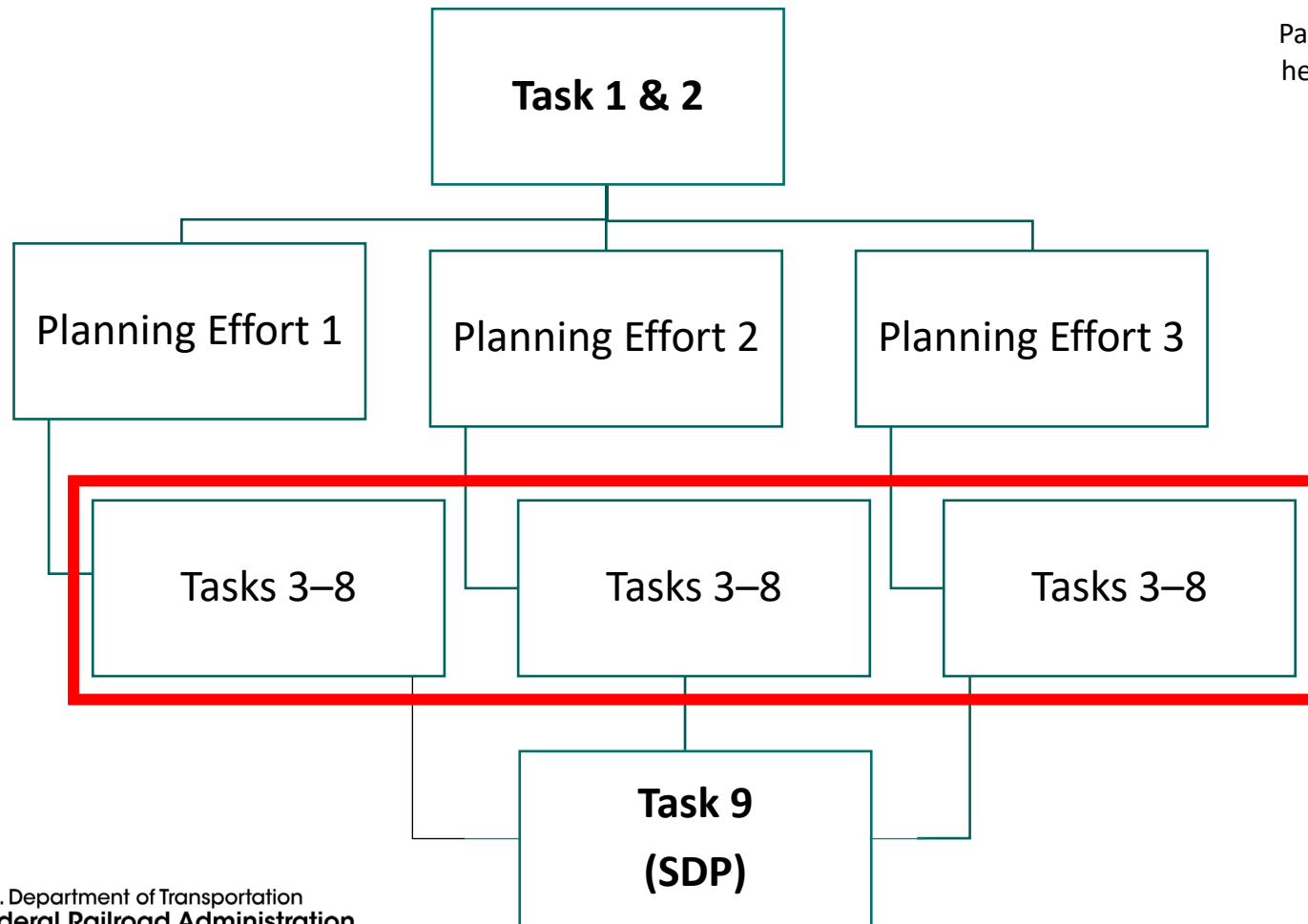
Part of a corridor traverses a heavily congested, complex, shared-use alignment

Remainder of the corridor is on low-density alignment that will not change

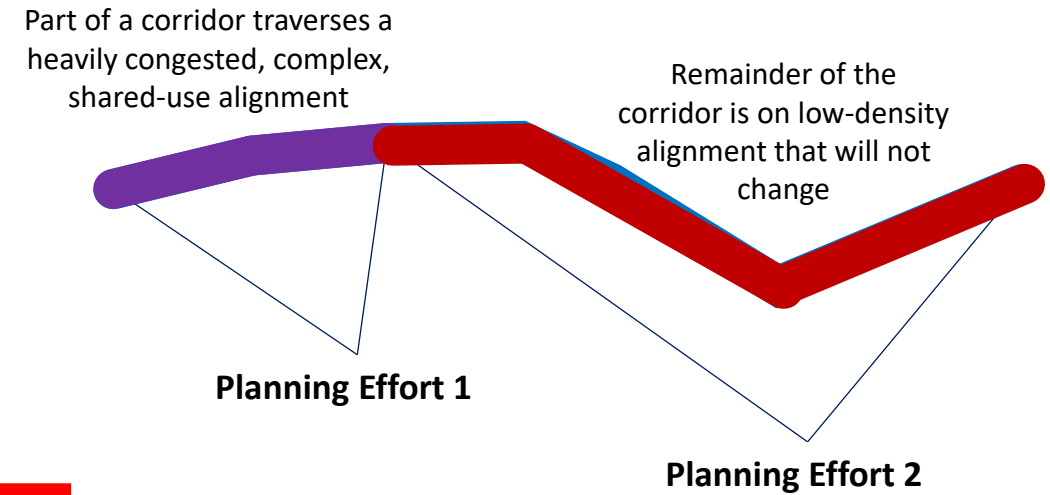


# Multiple Planning Efforts for Existing Corridors

- If two or more distinct planning efforts for a **single existing corridor** were determined in Step 1, the SDP will look like this:



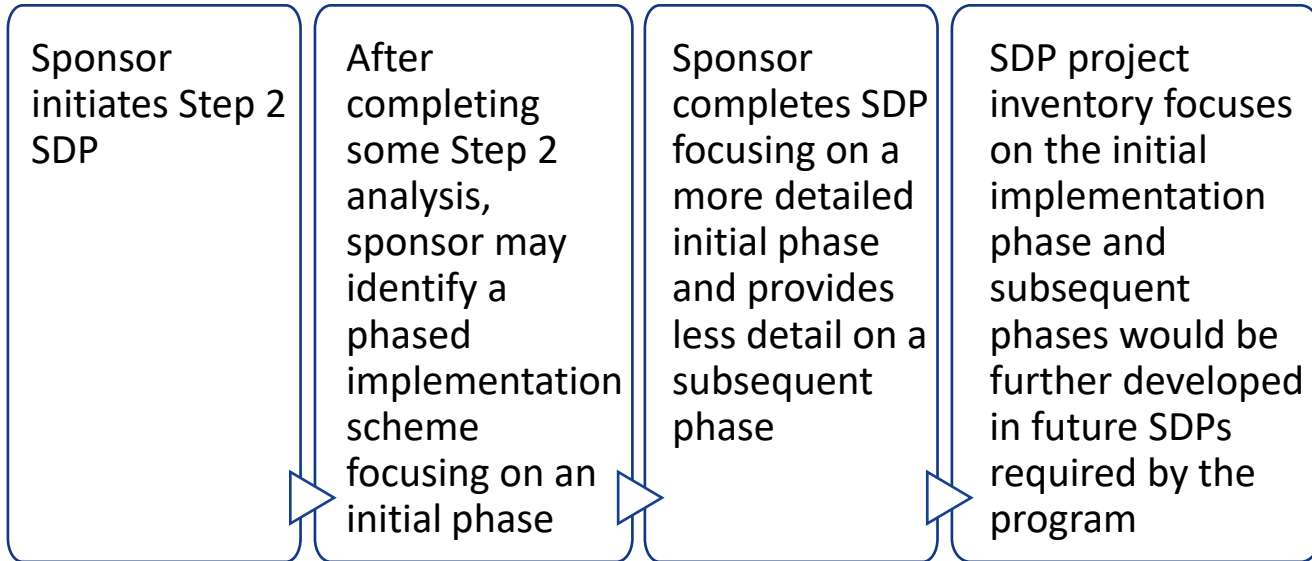
## Example Existing Corridor



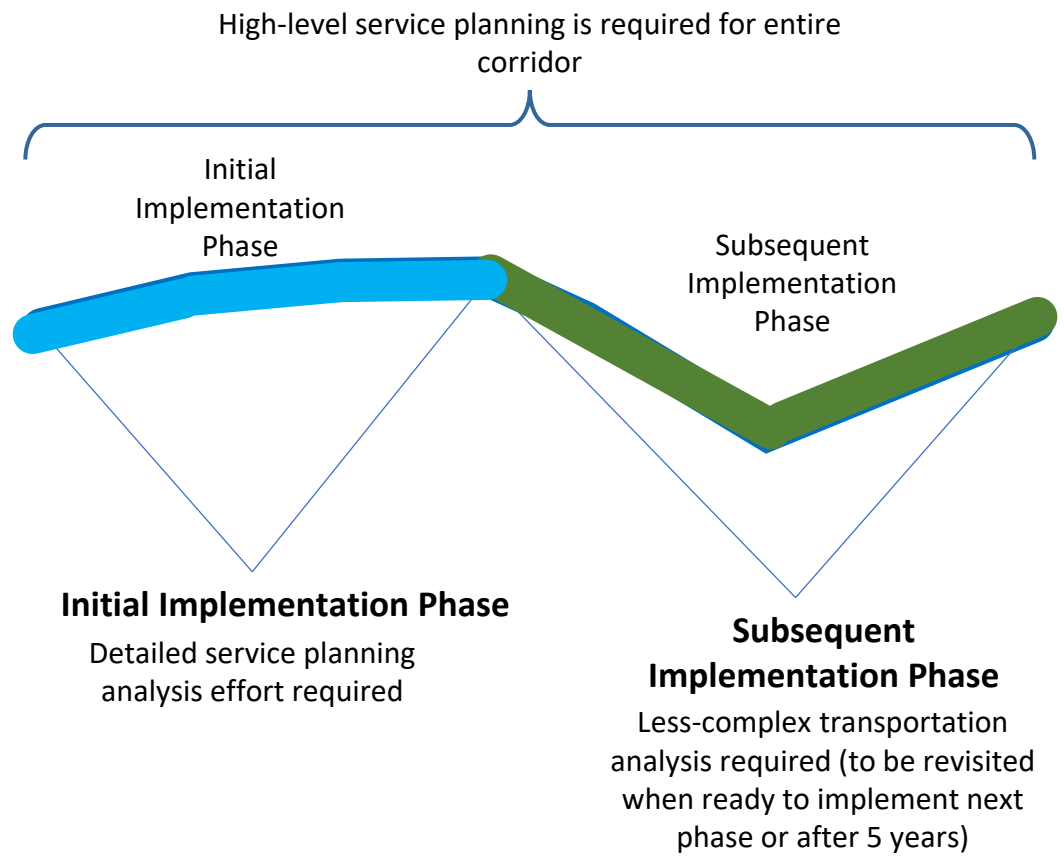
*Each planning effort may result in individual project inventories that maybe advanced into Step 3 prior to completing the corridor-wide SDP.*

# Phased SDP Analysis for New Conventional Corridors

- During service planning in Step 2, Sponsors may decide to implement their **New Conventional Rail Corridor** in phases; they may request to focus more detailed service planning efforts on an initial phase and minimize analysis on subsequent phases.



## Example New Corridor





## Near-Term SDP

- For **existing corridors** with planned projects that meet the program's readiness criteria.
- *Step 1:* Projects are identified and agreed on.
- *Step 2:* Sponsor documents projects and summarizes the planning effort early in the Step 2 SOW to create an initial corridor project inventory.



## Multiple Planning Efforts SDP

- For **existing corridors or expansions** that have two or more distinct planning efforts.
- *Step 1:* Sponsors and stakeholders agree to multiple planning efforts.
- *Step 2:* Multiple efforts are coordinated and advanced. Completion of each individual effort can populate corridor project inventory.



## Phased Analysis SDP

- For **new corridors**, sponsors may develop a phased analysis focusing on an initial phase **after initiating the SDP**.
- *Step 2:* Sponsor develops corridor project inventory for initial phase while also identifying major needs for the entire corridor.
- *Post Initial SDP:* Sponsor will assess later phases in more detail through subsequent SDPs.



## Corridor-Wide SDP

- For **all corridors**, the "standard" SDP is intended to culminate the analysis and outputs of the SDP process resulting in a complete corridor project inventory.

# Next Steps



# Upcoming Materials

## Near-Term:

- Scoping Topics
- Revised SDP Draft SOW Framework
  - Incorporation of Near-Term Service Development Plan subtask (if applicable)
  - Clarifications in O&M and Capital Cost Estimating
  - Restructuring Benefit Cost Analysis to Economic Evaluation
  - Inclusion of Contingency
- Draft Near-Term SDP Annotated Outline and Project Inventory Template
- Draft Service Development Plan Annotated Outline



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

# Upcoming Materials

## Long-Term:

- FY 2025 CID Program Annual Report to Congress
- CID Program CY 2025 NOFO
- Standard methodologies
- Additional technical and process-oriented guidance documents



U.S. Department of Transportation  
Federal Railroad Administration

### **Report to Congress:**

Fiscal Year 2025 Corridor Identification  
and Development Project Pipeline Report  
Infrastructure Investment and Jobs Act (IIJA),  
(Pub. L. 117-58)



[https://railroads.dot.gov/  
corridor-ID-program](https://railroads.dot.gov/corridor-ID-program)

# Contact Us

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