

# RAIL

*MOVING AMERICA FORWARD*



## Corridor Identification and Development (CID) Webinar: Policy Updates

# Panelists



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# Agenda



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Introductions

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Q&A

# CID Program Overview

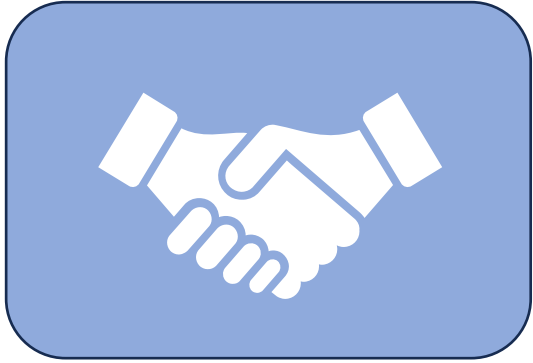


# What is the Corridor ID Program?

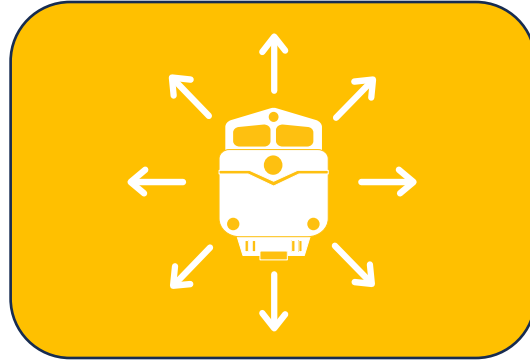
- Corridor ID is an intercity passenger rail planning and development program focused on corridors outside of the NEC.
- The program's goals are to:
  - Help guide intercity passenger rail development throughout the country and
  - Create a pipeline of intercity passenger rail projects ready for implementation.



# Why is CID Important?



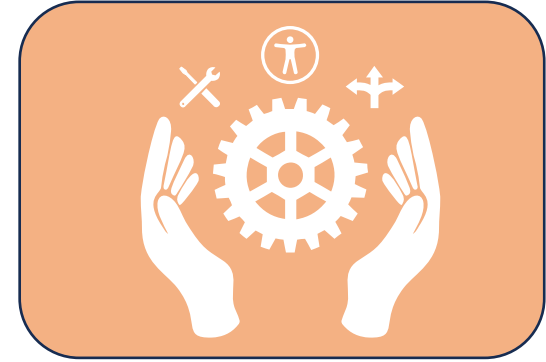
**Partnership** with corridor sponsors to develop a strategic plan for improving / expanding passenger rail in America



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 the National Railroad Partnership 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



# Overview of CID Program Selections

FY 22 Corridor ID Selections

69 Corridors  
selected  
across 44 states

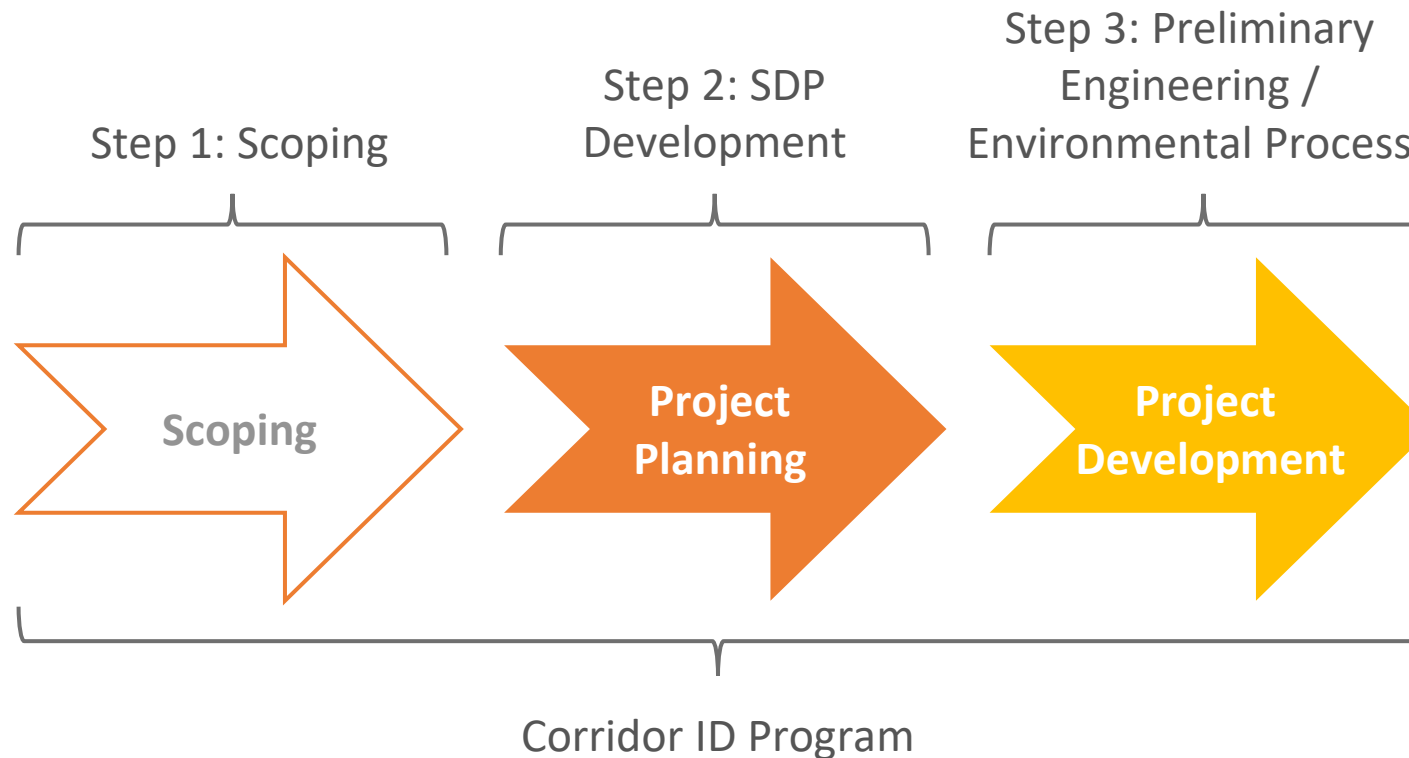
## Map Key

- New High-Speed Rail (7)\*
- New Conventional Rail (34) and Extensions (13)
- Existing Service Improvements (15)
- Existing Long Distance Rail Service

\*Amtrak Texas HSR Step 3 grant was canceled

\*CHSRA Step 1 grant was canceled

# Corridor ID Program = Supporting the Initial Stages for Capital Delivery



**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)*



# CID Policy Updates

# “Meeting Corridors Where They Are”

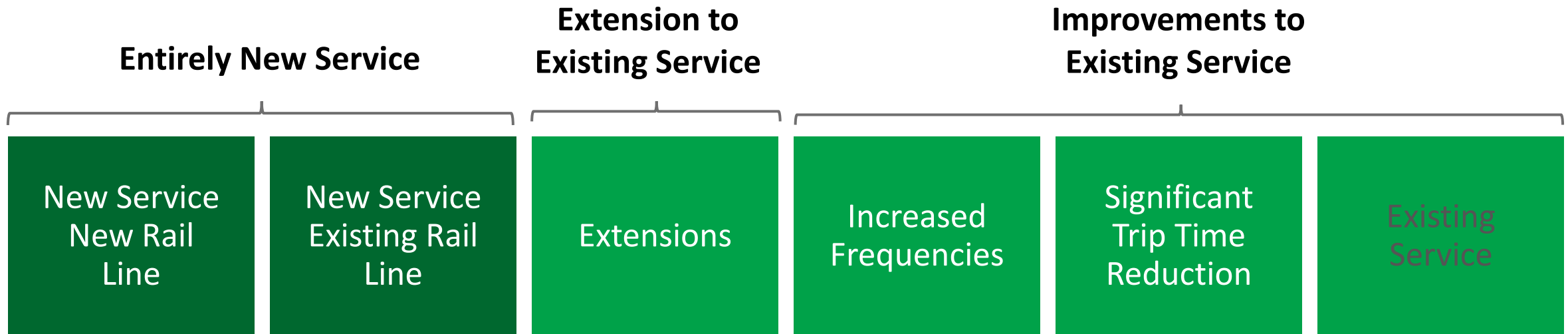




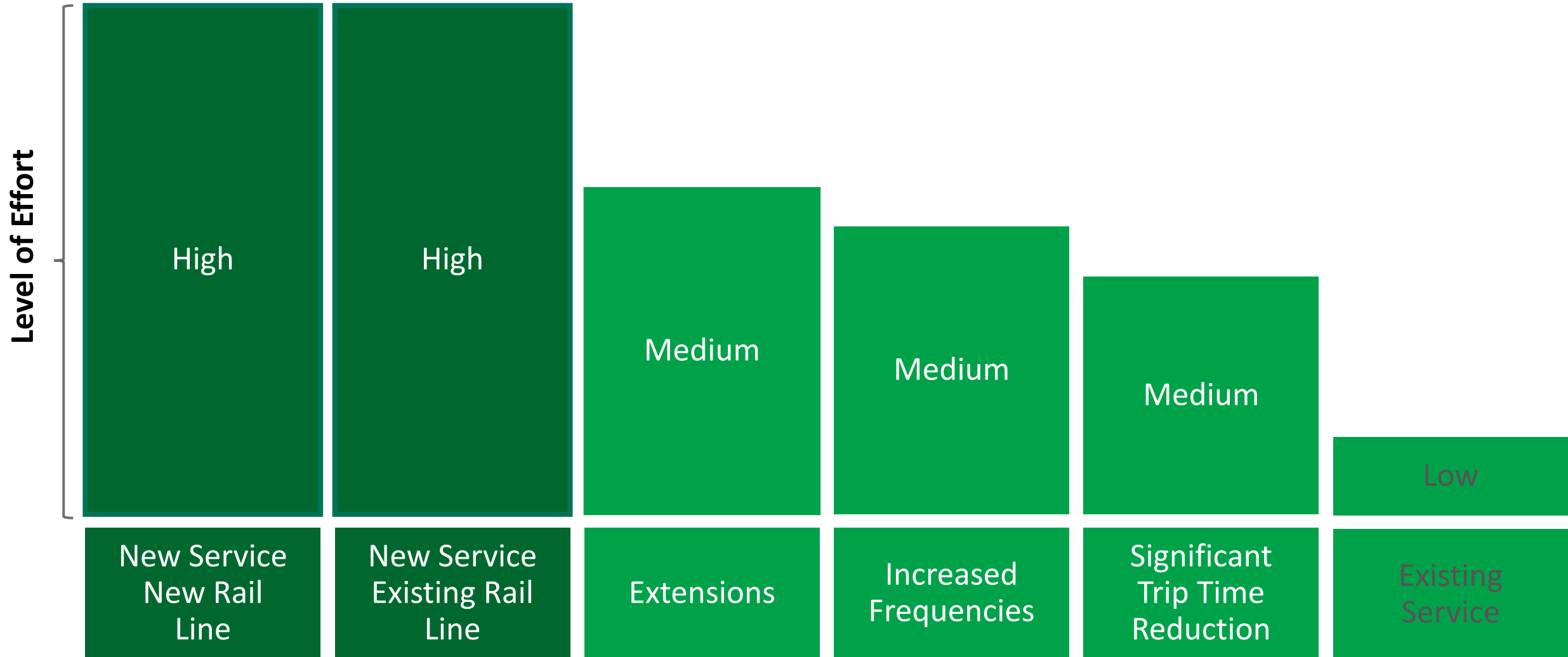
# Meeting Corridors Where You are

*While FRA's goals of partnership and sustained support to develop a project pipeline remain the same, **FRA continues to refine the CID program to better support the diverse range of selected corridors.***

## Types of Corridors Selected into CID

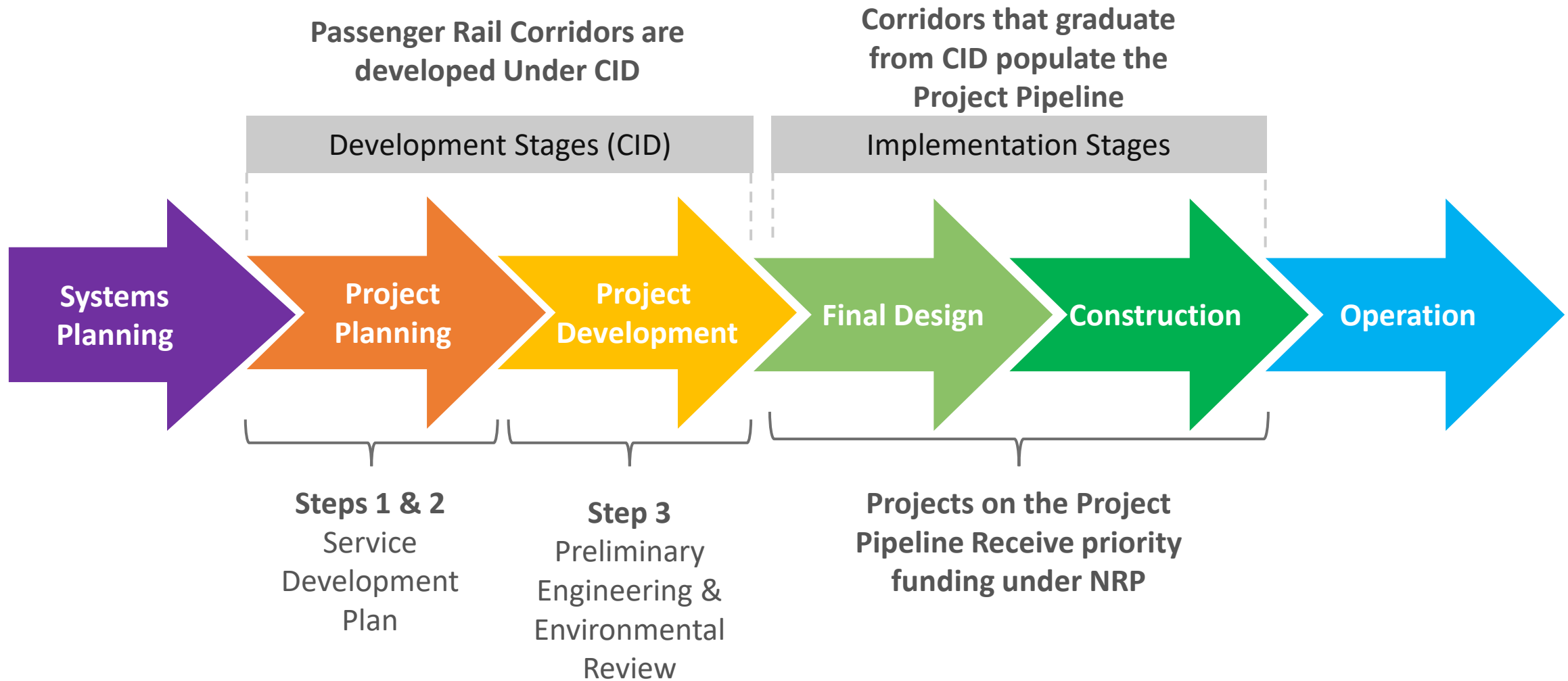


# Level of Service Development Planning Effort

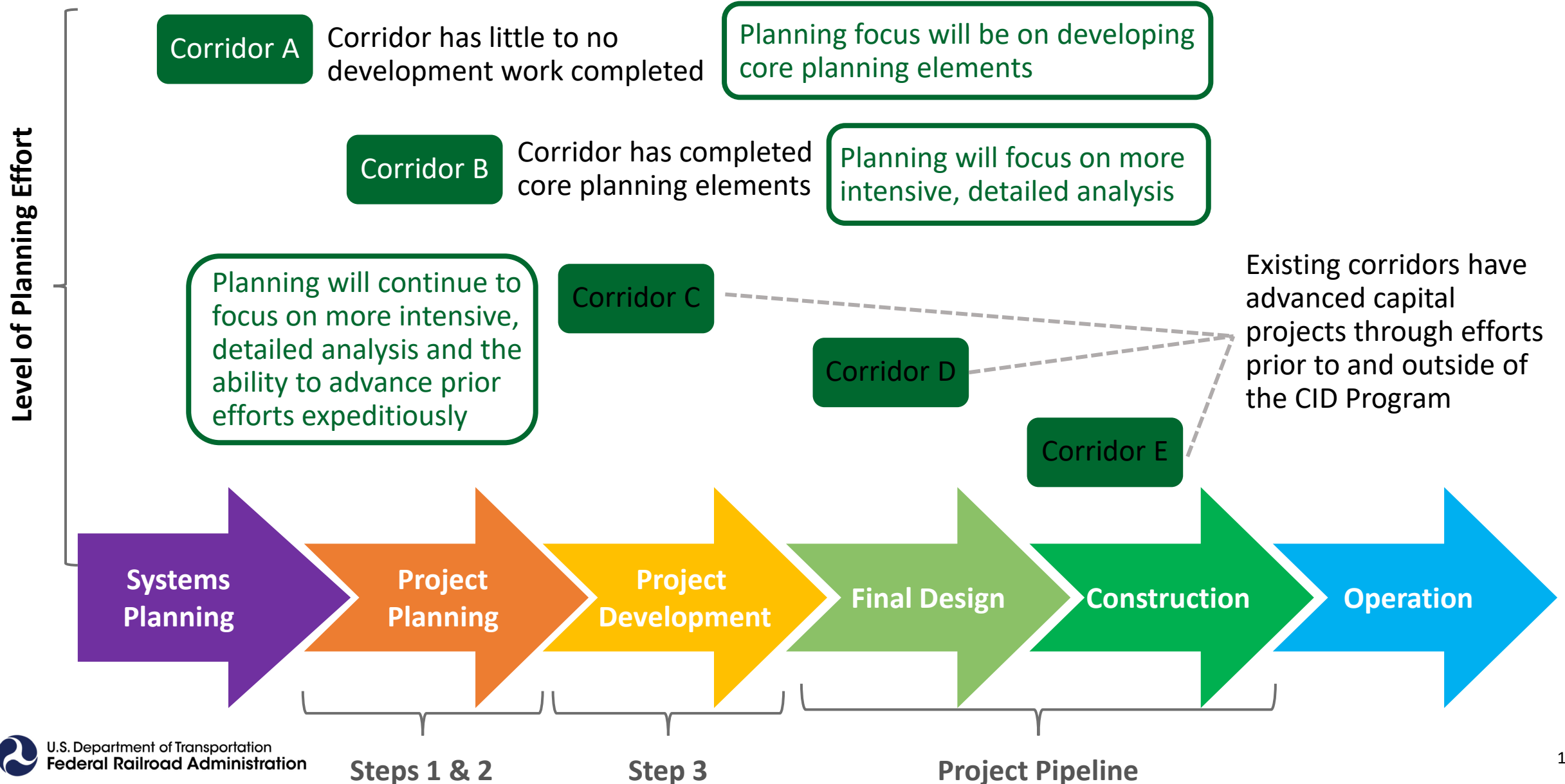




# FRA Project Lifecycle Stages



# Meeting You Where You Are in the Planning and Development Process



# Core Planning Elements

# Why focus on Core Planning Elements?

- Addresses concerns from stakeholders about the capacity to complete detailed SDPs
- Encourages project sponsors to identify realistic service objectives and goals prior to discussing and analyzing implementation strategies with host railroads
- Allows for a more cost-effective and efficient approach for sponsors to complete a SDP





# Core Planning Elements

During Step 1, FRA reviewed prior planning documents submitted by sponsors to ascertain whether it contains core planning elements sufficient to determine whether corridor development is feasible.

**If prior planning does not demonstrate feasibility**, FRA will work with sponsors to tailor their Step 2 scope to focus on producing these core planning elements.

## Core Planning Elements



## Proposal Aligns with Market Demand



The sponsor understands the existing and future transportation market, competing modes, and demographic trends



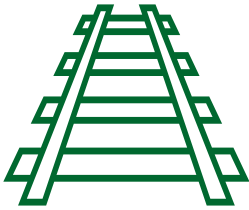
Ridership demand exists to meet the proposal



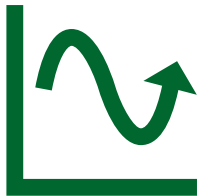
Route connects key population and / or economic centers

# How Does a Corridor Demonstrate Feasibility

## Implementation is Viable



Potential capital infrastructure and operating needs aligns with existing corridor conditions



An initial cost estimate is commensurate with market demand



Potential funding opportunities exist and governance alternatives are identified

# How Does a Corridor Demonstrate Feasibility

## Initial Timetable is Developed



Schedule with departures and arrivals, including all stop and dwell times



Travel times based on operating assumptions and infrastructure conditions



Inclusion of equipment turns and recovery times



# Tailoring a Core SDP for New Corridors



# 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?

# What to Expect from a Core SDP


- Meets the statutory requirements of an SDP per 49 U.S.C. 25101
- Aligns analysis requirements to fit where each corridor is in the planning process
- Acknowledges any prior planning, so past work will not need to be redone





# What to Expect from Core SOW


- All proposed engagement activities will be consolidated into a single plan for FRA concurrence
- As host railroads and potential operators prioritize resources, they are likely to commit to service planning once feasibility is determined and service is more defined.

A blue rounded square box with a red dashed border, containing the text "Task 2: Draft P&N & Stakeholder Coordination".

Task 2:  
Draft P&N &  
Stakeholder  
Coordination

# What to Expect from Core SOW

- Fatal Flaw alternatives analysis based on feasibility; Comparative analysis not warranted at this time.
- Alternatives are informed by route, service and representative investments; not by Design Options.
- Alternatives Analysis will still be defined by Transportation Planning and Environmental Planning inputs.



**Task 3:  
Alternatives  
Analysis**

# What to Expect from Core SOW

- **Project Identification:** Focus on representative list of passenger specific projects (PTC, stations, maintenance facilities) and capacity improvements needed to introduce service; Site-Specific capital capacity improvements not warranted at this time.
- **Stations:** Identify markets being served.  
Not necessary to identify:
  - site specific station locations
  - how stations will accommodate trains and passengers
  - access to the stations
  - how they will be integrated into the transportation network
- **Operations Analysis:** Focus on conceptual timetables; Micro-level simulations with host railroad coordination not necessary

A purple square with rounded corners, containing the text "Task 4: Transportation Planning". The square is surrounded by a thick, dashed red border.

Task 4:  
Transportation  
Planning

# Operations Analysis Tools Available for Service Planning

## Task 4: Transportation Planning

Project Development



|                         | Parametric   | Stringline Analysis                      | Operations Simulation                 |
|-------------------------|--|--|---------------------------------------|
| Level of Detail         | Macro – 30,000 ft  | Meso – 10,000 ft                         | Micro- 10 ft                          |
| Applicability           | Green corridors, Alternatives Analysis, Systems Planning | Loosely defined or low traffic corridors | Well defined or established corridors |
| Stakeholder Involvement | Low  | Medium                                   | High                                  |
| Data Requirements       | Low  | Medium                                   | High                                  |
| Investment Grade        | No   | Maybe                                    | Yes                                   |



# What is a Parametric Model?

A parametric railroad capacity model takes corridor characteristics and converts them to capacity and delay.

## **Goal:**

To advance feasible, cost-effective and appropriately scaled SDP alternatives

## **Capabilities/Benefits:**

- Can estimate available capacity for passenger service based on corridor infrastructure, operational and demand characteristics
- Informs host railroads and project sponsors engagement on high-level trade-offs (operational & financial) between alternatives

## Operations Analysis RFI (2024)

Public comments sought on operations analysis (OA) challenges and how FRA may address them to improve this task for Federally funded railroad projects.

## Stakeholder Feedback on Analytical Needs

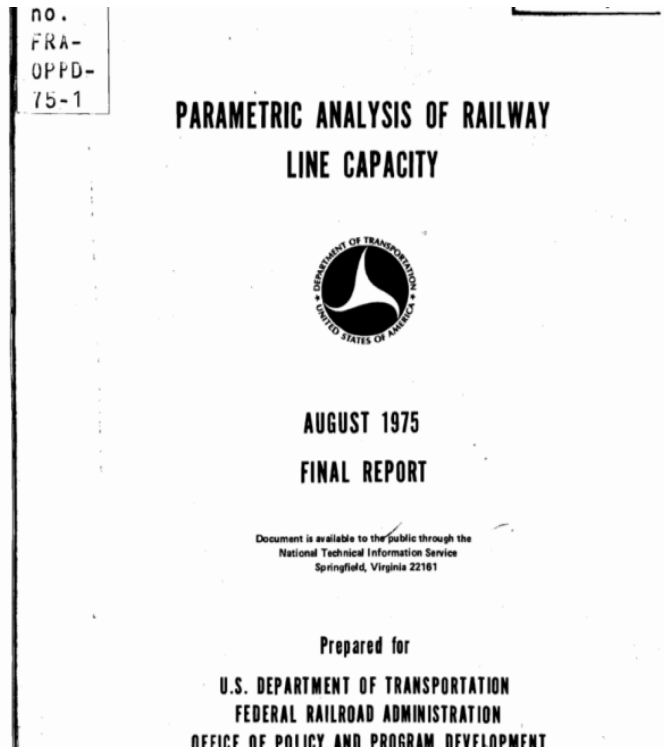
- Adaptable methods responsive to the 'dynamic nature of rail planning'
  - railroad customers and types of trains change regularly (State DOT)
  - frequent changes to assumptions and objectives in planning (Consultant)
- Enable “early communication and collaboration with state and freight partners” (Operator).
- Need for “scientific, evidence-based process” to assess proposals for new intercity passenger service (Host RR).

## Objective:

- Develop a parametric capacity model to analyze impacts of track, signals, and operational investment trade-offs early in the planning process.
- Address outstanding areas of research and limitations identified in FRA's 1975 model.
- Need for analytical approaches that can generate high level estimates of available capacity for passenger rail service.

**On August 24, 2025, FRA's RFI for a new parametric model closed.**

**Anticipated RFP timeline: 1<sup>st</sup> Quarter 2026**



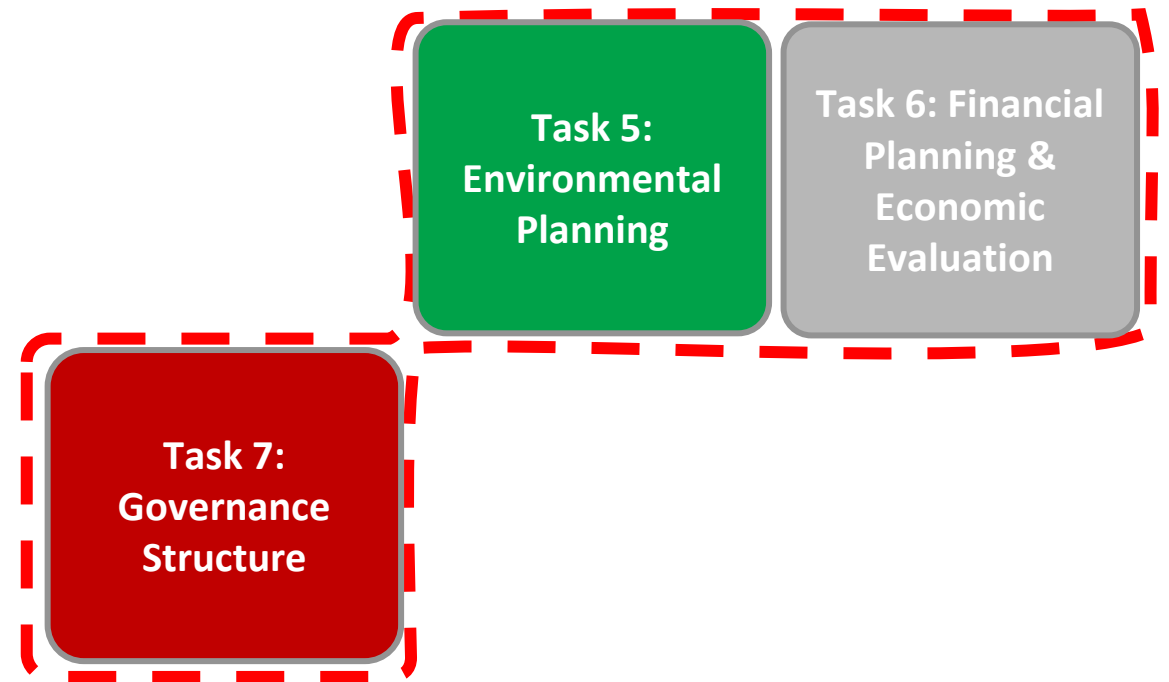
# What to Expect from Core SOW

- Describe potential environmental benefits
- Identify the presence of sensitive resources within the study area
- As Regulatory Agencies prioritize resources, they are more likely to engage once feasibility is determined and service defined. No expectation of Pre-NEPA engagement with regulatory agencies.



# What to Expect from Core SOW

- Consolidated into one deliverable
- Based on assumptions commensurate with conceptual level of detail





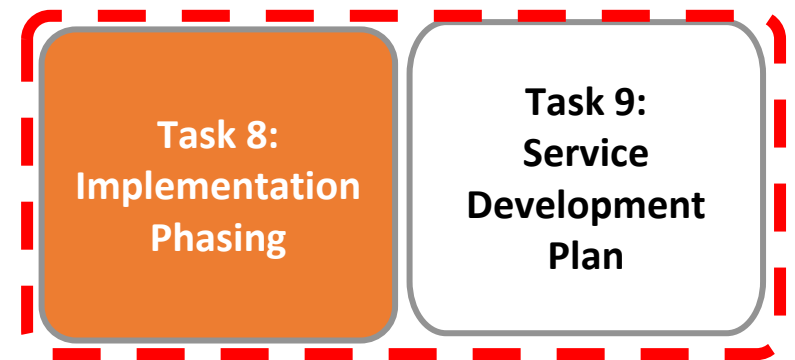
# What to Expect from Core SOW

- Potential Governance options will identify capability and capacity needs for corridor to successfully advance through project lifecycle.
- Potential Operator likely to commit resources on service planning once feasibility is determined. Not an expectation to identify an operator or type of operator.



# What to Expect from Core SOW

- Identify recommendations for corridor implementation
- Develop a *representative* list of capital projects needed to introduce service.
- Preliminary project inventory would not include a discrete list of capital projects (i.e. specific capacity related projects), and thus not sufficient to advance into Step 3 without additional planning



# What's Next for a New Corridor



FRA will work with sponsors to tailor either already submitted scopes or soon to be submitted ones to reflect appropriate level of planning to meet the corridors where they are.

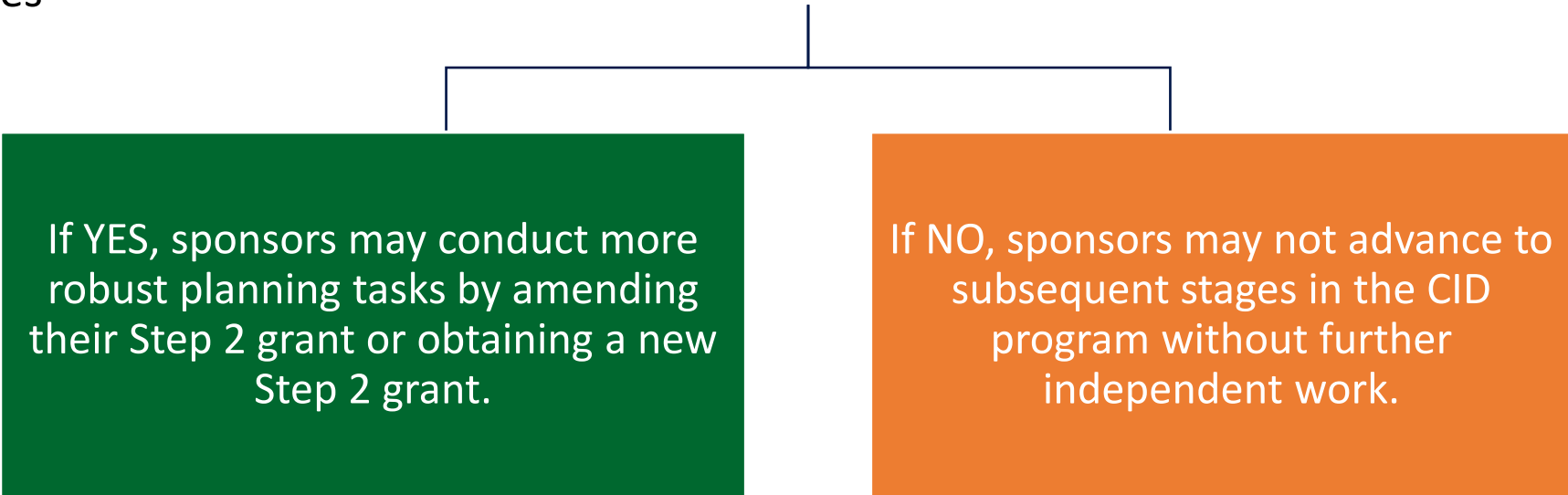
Sponsor enters Step 2 and completes SDP with the appropriate level of planning.



## After the Core SDP

**FRA will assess the SDP to confirm sponsor has sufficiently completed the following three Core Planning Elements:**

- ☐ Feasibility Study
- ☐ Market Analysis
- ☐ Timetables



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graph TD; A[ ] --- B[If YES, sponsors may conduct more robust planning tasks by amending their Step 2 grant or obtaining a new Step 2 grant.]; A --- C[If NO, sponsors may not advance to subsequent stages in the CID program without further independent work.];
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If YES, sponsors may conduct more robust planning tasks by amending their Step 2 grant or obtaining a new Step 2 grant.

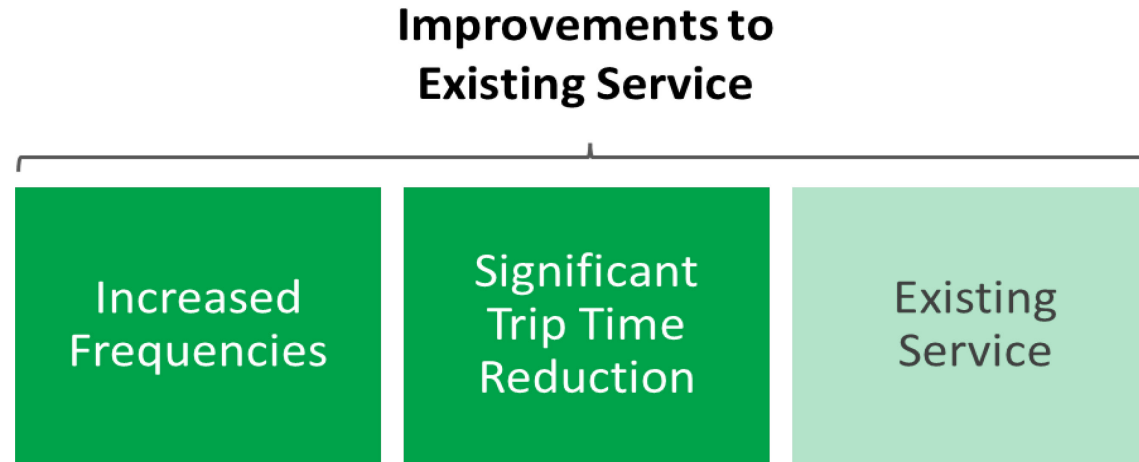
If NO, sponsors may not advance to subsequent stages in the CID program without further independent work.

# Meeting Existing Corridors Where You Are





# Meeting Existing Corridors Where You Are

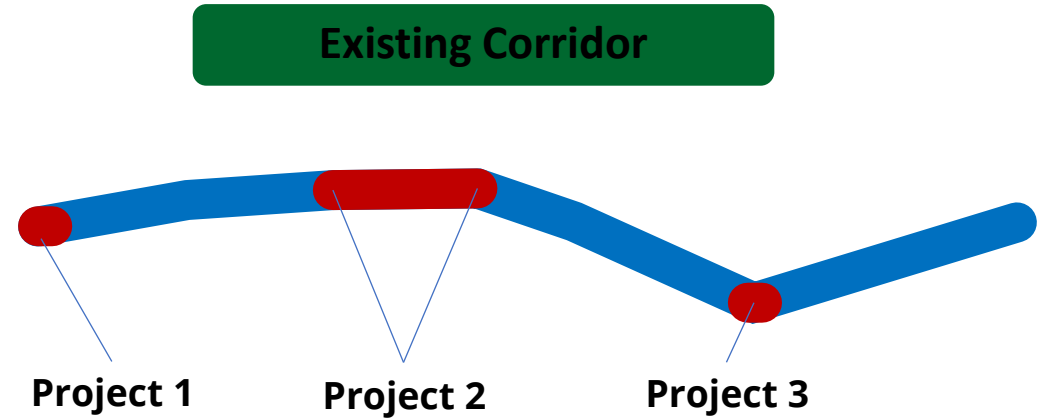


- Many existing corridors have capital projects in different stages of development through efforts prior to and outside of the CID Program.
- FRA developed a mechanism for existing corridor sponsors to advance these projects into future project life cycles, independent of the corridor-wide SDP process, through the submission of a Near-Term SDP.

# Near-Term SDP— Early Advancement of Capital Projects

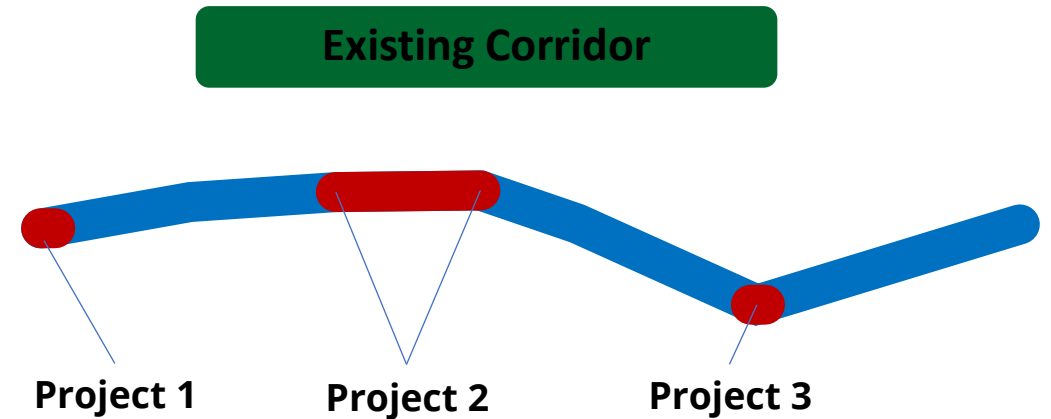
Near Term SDP applies for projects ready to advance to:

- 1) Project Development based on previous service development planning or a comparable planning effort; or
- 2) The Project Pipeline based on previous project development activities.



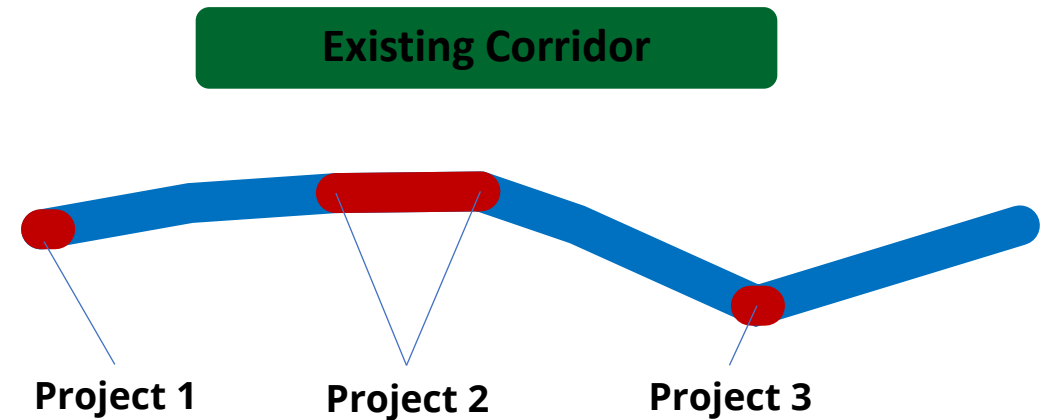
# Initiating the Near-Term SDP Process

- ❑ During Step 1, FRA will consult with sponsors of existing service to discuss the potential for a Near-Term SDP, the process, and potential qualifying projects.
- ❑ Sponsors, who want to take this approach, will provide a written request to complete a Near-Term SDP (e.g., a memo) to FRA explaining why the corridor sponsor thinks the project(s) are qualified.
- ❑ FRA will review the request and coordinate with the sponsor before identifying what project(s) qualify for the Near-Term SDP.
- ❑ If FRA determines the project(s) qualify for a Near-Term SDP, FRA will notify the sponsor to include the Near-Term SDP as Subtask 1.3 in their Step 2 SDP Scope of Work (SOW).



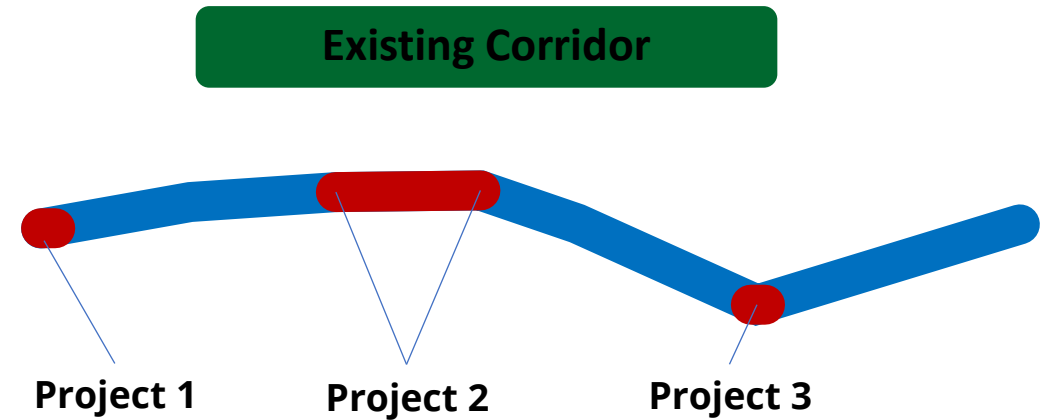
# Projects That Qualify for the Near-Term SDP

- ☐ Projects within existing corridors selected in the CID program under either the “existing rail” or “extensions to existing rail” categories qualify to complete a Near-Term SDP.
- ☐ Projects must be located within the existing corridor to qualify.
  - ☐ Examples include, but are not limited to, capital projects such as new sidings, station and signal improvements.
- ☐ Projects within a proposed extension to an existing corridor do not qualify to complete a Near-Term SDP.



# Next Steps for Projects That Don't Qualify for a Near-Term SDP

- ❑ FRA will evaluate the corridor sponsors representations and determine whether a corridor and project qualifies for a Near-Term SDP.
- ❑ If a project initially qualifies for a Near-Term SDP, but upon further review FRA concludes not all elements are met, the project can still be developed as part of the SDP under Step 2.



# Advancing Capital Projects into Step 3

FRA considers a project ready for the Step 3 if they:

- ☐ Have an FRA approved Near-Term SDP
- ☐ Meet the program Readiness Criteria (right)

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

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

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

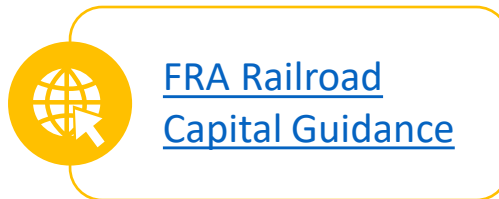
There is a defined stand-alone benefit for the Corridor (or Corridor Implementation Phase)



# Advancing Projects into the Project Pipeline

FRA considers a project ready for the Project Pipeline if they:

- ☐ Have an FRA approved Near-Term SDP
- ☐ Meet the program Readiness Criteria (previous slide)
- ☐ Complete the project development milestones (listed right) in the RR Capital Guidance.



## Environmental Review

- A NEPA decision has been issued along with necessary documentation confirming compliance with other environmental laws

## Design

- Preliminary engineering and architectural or other design and functional definition of the selected project alternative is complete and sufficient.

## Project Management Plan

- The Project Sponsor has completed a Project Management Plan that addresses project implementation.

## Schedule

- The Project Sponsor has completed a project Schedule that has been used for preparation of the Capital Cost Estimate and is summarized in other documents.

## Capital Cost Estimate

- The Project Sponsor has completed a Capital Cost Estimate prepared using the completed preliminary design consistent with this guidance. For Major Projects, an independent risk review informs the cost estimate.

## Financial Plan

- The Project Sponsor has completed an Initial Financial Plan.

# CID Next Steps

# Next Steps

## Step 2 Directed NOFO



- Targeting January 2026

## Future Resources



- Demand Forecasting Guide
- SDP Implementation Guide
- Parametric Model Tool

## Future CID NOFO



- Targeting CY 2026

# Contact Us

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1200 New Jersey Avenue, SE  
Washington, DC 20590



Connect with us at [USDOTFRA](#)

**Questions about the CID Program:**

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

