

An aerial photograph of a coastal city. In the foreground, a large marina is filled with numerous sailboats and yachts. Behind the marina, there are palm trees and some buildings. In the middle ground, a body of water stretches across the frame. In the background, a city skyline with various skyscrapers and buildings is visible under a clear blue sky. A dark blue rectangular box with white text is overlaid on the upper part of the image.

# **CORRIDOR ID, PART 1: EXISTING SERVICES**



# CORRIDOR ID, PART 1: EXISTING SERVICES

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# RAIL

*MOVING AMERICA FORWARD*

## Corridor Identification and Development (CID) Program California Passenger Rail Summit

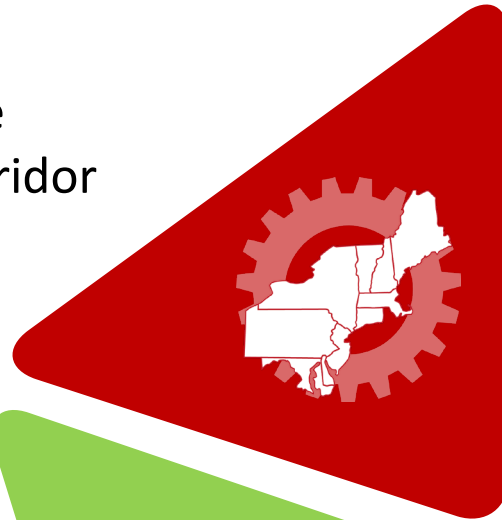
**Date:** Thursday October 10, 2024



U.S. Department of Transportation  
Federal Railroad Administration

# 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



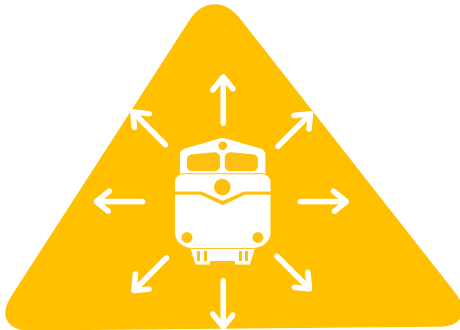
# Corridor ID Program Overview

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

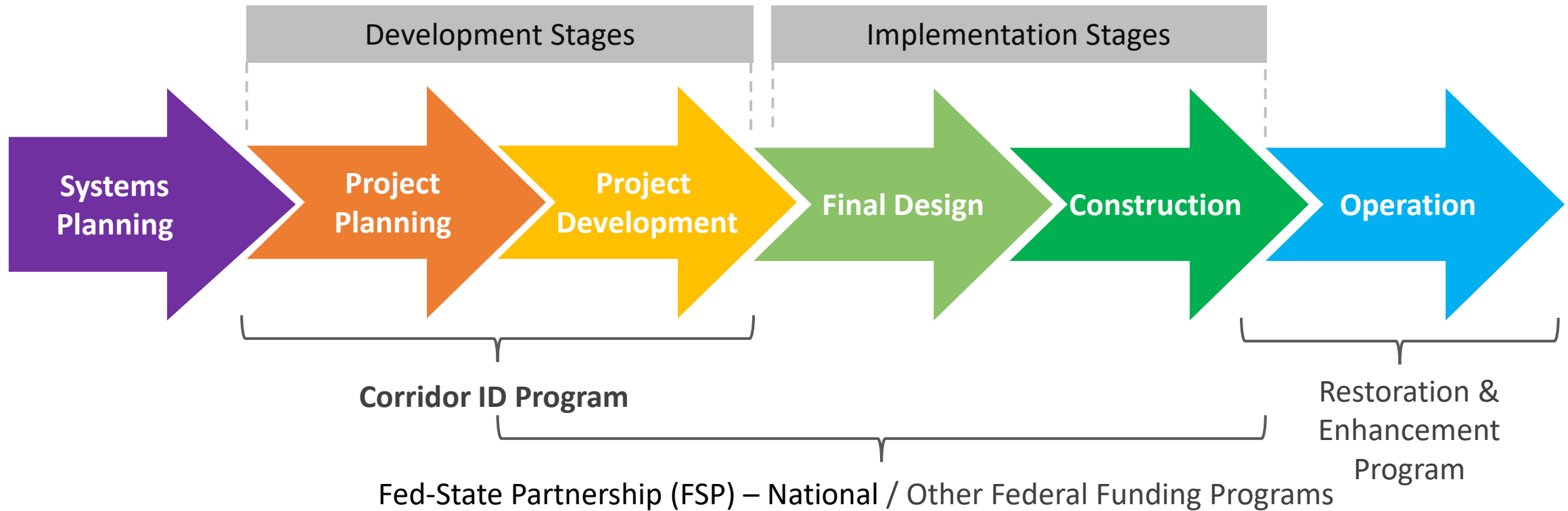


SDP includes a "corridor project inventory"

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

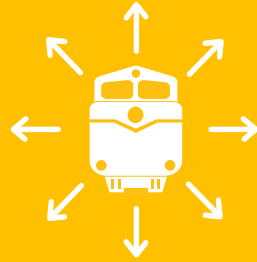
# FRA Project Lifecycle Stages – Corresponding FRA Funding Programs



# 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



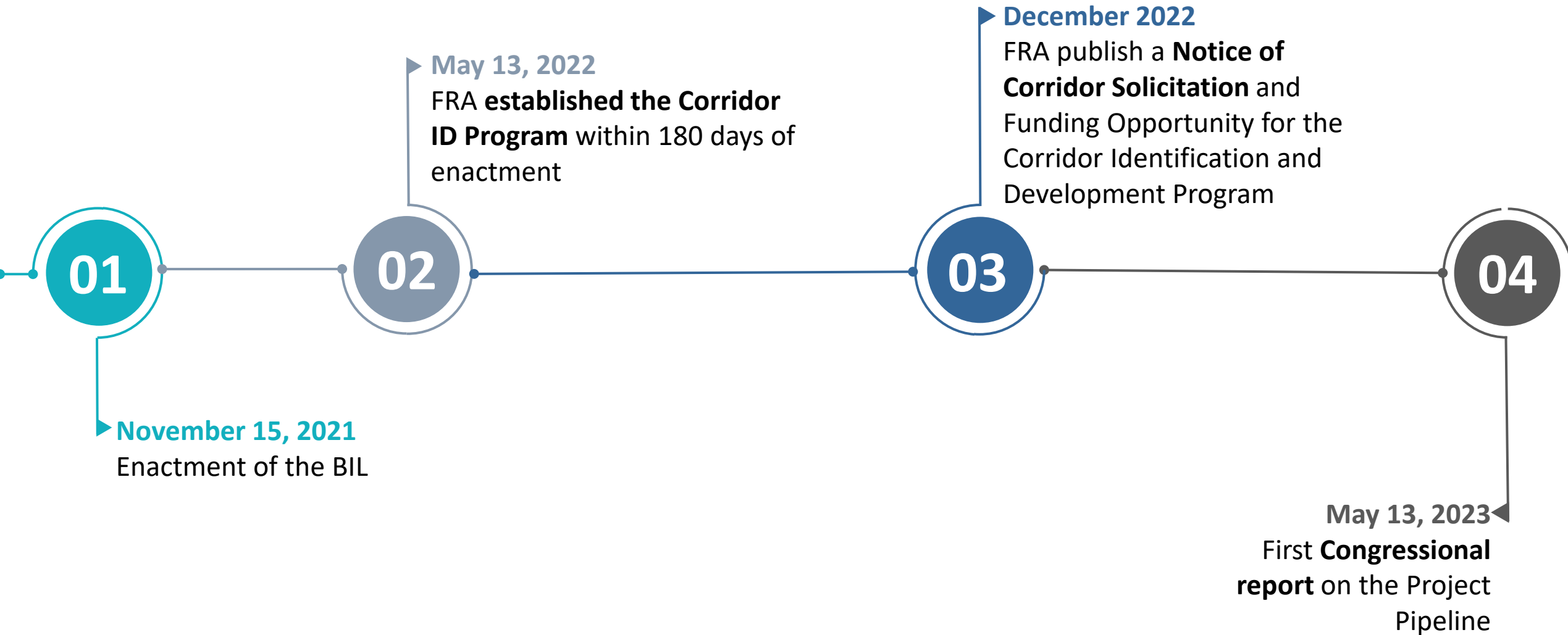
Projects on the **Project Pipeline** fully developed through the CID Program will benefit from **priority selection** under Federal-State Partnership National program



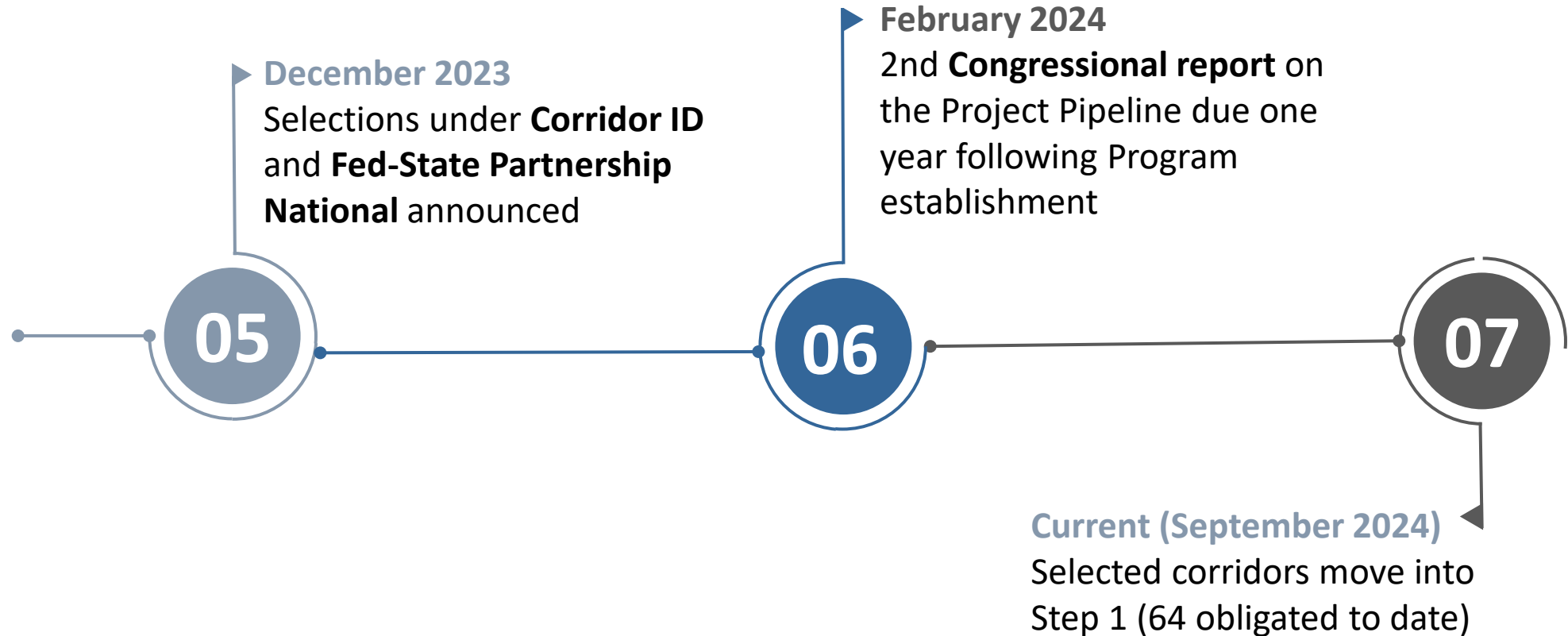
**Pipeline of projects** that show the **untapped potential investment**—we can show how continued investment in passenger rail will result in tangible benefits nation-wide



# Corridor ID Timeline



# Corridor ID Timeline



# Overview of Selections



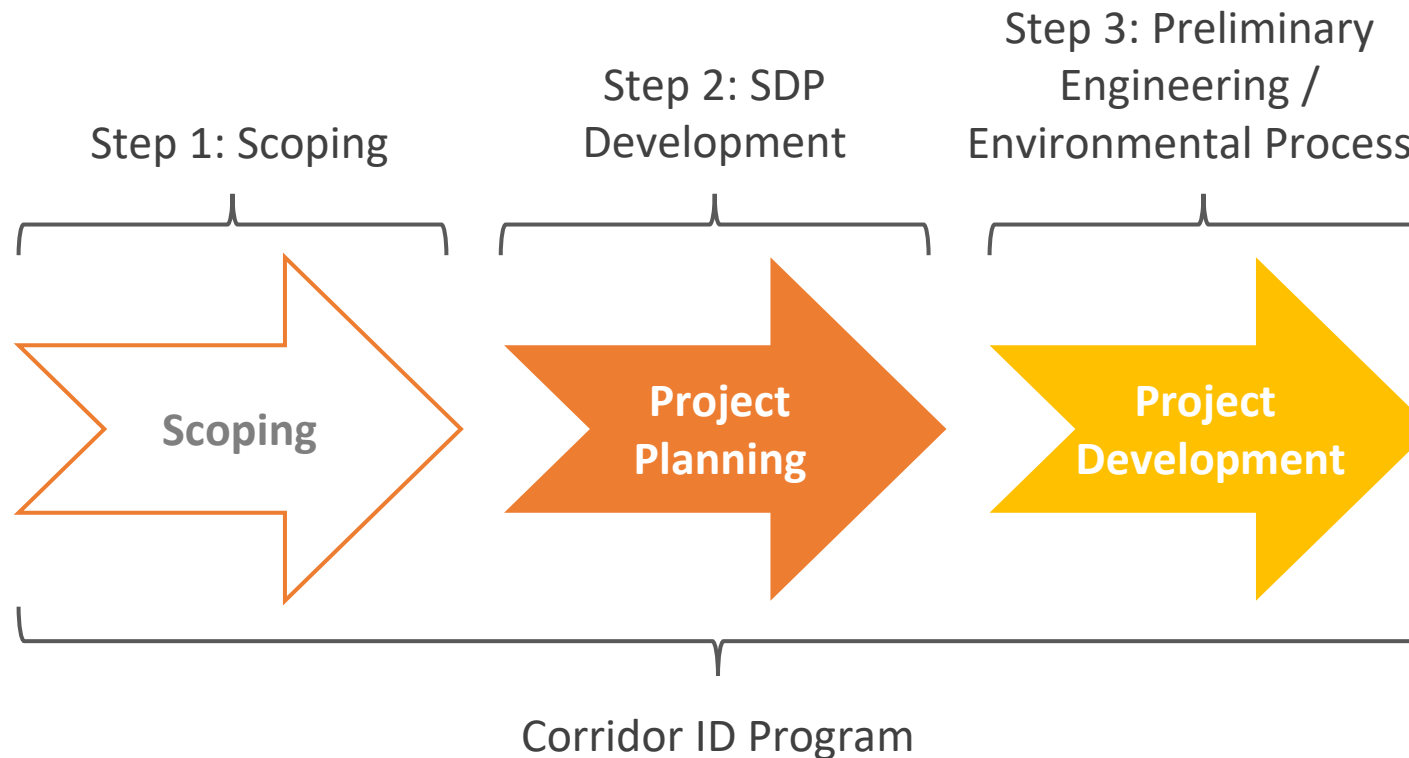


# Corridors by Region - Southwest

Corridor Sponsor	Corridor Name	Corridor Category
Amtrak	Daily Sunset Limited Service	Existing Route
California DOT	Capitol Corridor	Existing Route With Extension
California DOT	Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor	Existing Route With Extension
California DOT	San Joaquin Valley Corridor	Existing Route With Extension
California DOT	Central Coast Corridor	New Conventional Rail
California DOT	Coachella Valley Rail Corridor	New Conventional Rail
Arizona DOT	Phoenix - Tucson Corridor	New Conventional Rail
California HSRA	California High-Speed Rail Phase 1 Corridor	New High-Speed Rail (under development)
Nevada DOT	Brightline West High-Speed Corridor	New High-Speed Rail (under development)
High Desert Corridor JPA	High Desert Intercity High-Speed Rail Corridor	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](https://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 / <b>10%</b> non-Federal match ( <i>\$X determined during Step 1</i> )	\$X / <b>20%</b> non-Federal match ( <i>\$X determined during Step 2</i> )
Scope	<ul style="list-style-type: none"> <li>Using Service Development Plan (SDP) Statement of Work (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 an SDP</b> in accordance with Step 2 SOW</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 Step 1 grant obligation, <b>FRA will review work undertaken to date</b></li> <li>Step 1 grant deliverable is corridor-specific <b>scope, schedule, and budget</b> for service development plan</li> </ul>	<ul style="list-style-type: none"> <li>Final SDP includes a <b>Capital Project Inventory</b> as part of the <b>Phased Implementation Plan</b></li> <li>Capital projects identified in <b>SDP may advance into Step 3</b> Project Development, at FRA's discretion based on a project's readiness (i.e., funding, governance, risk assessment, etc.).</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>



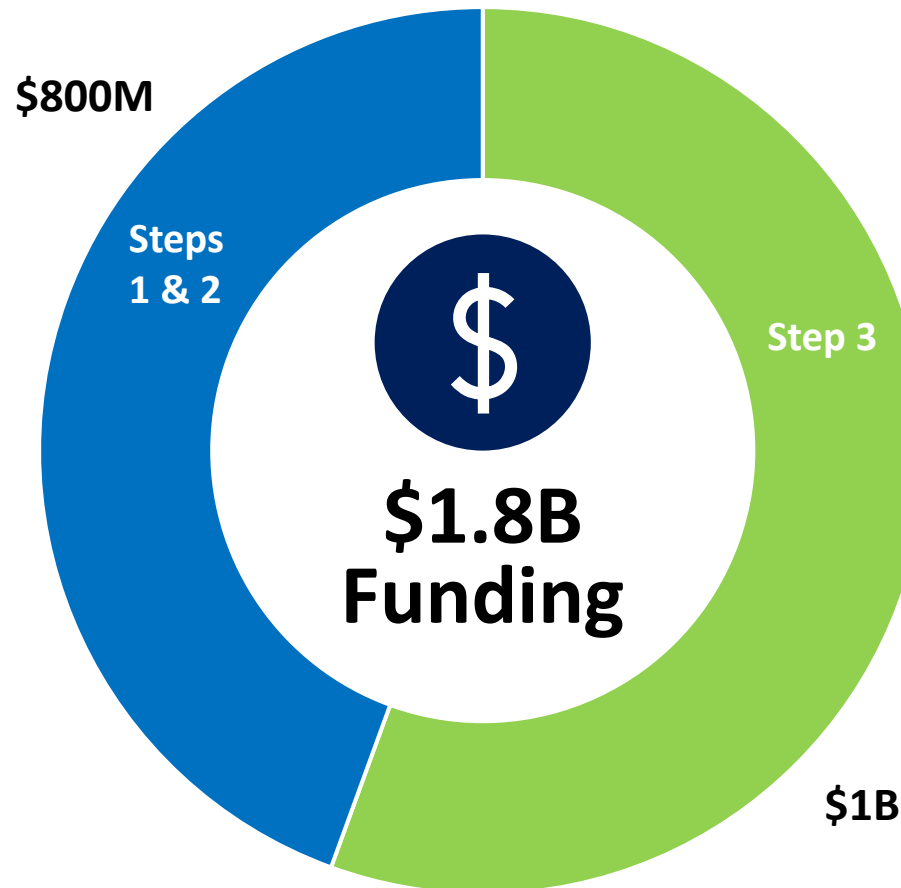


# CID Funding Availability and Allocation

*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.



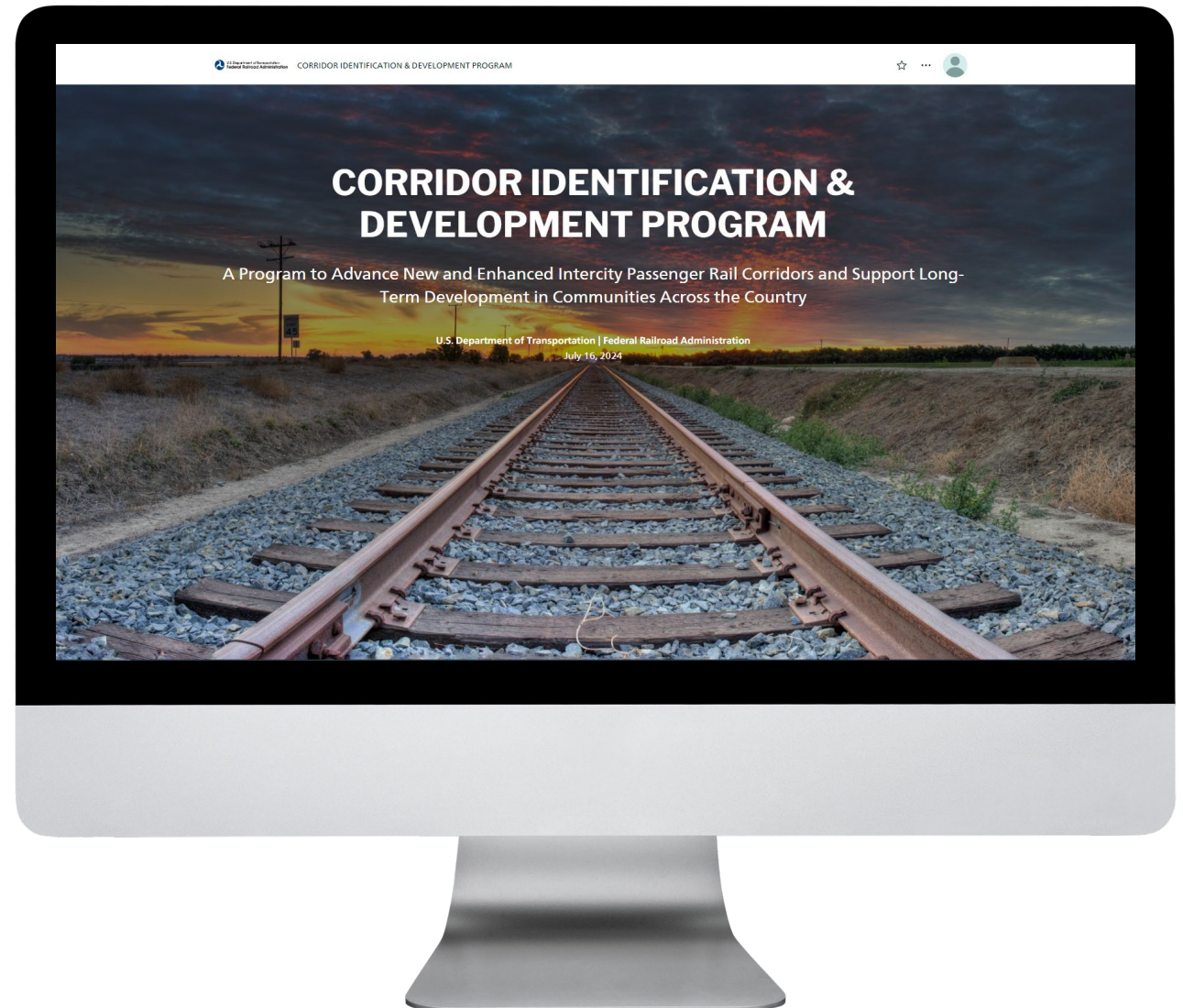
## Step 3 Funding Allocation

- 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.

# ArcGIS Story



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







**SHANNON SIMONDS**

Office Chief of Rail Planning +  
Implementation, Caltrans



# Corridor Identification and Development Program (CID Program)



# CID Program Overview

Corridor ID (CID) Program is intended to:

- Develop a sustained, comprehensive intercity passenger rail planning and development program
- Set forth a capital project pipeline ready for Federal funding

*The CID Program is intended to become the primary means for directing Federal financial support and technical assistance toward the development of proposals for new or improved intercity passenger rail services throughout the United States.*

# CA CID Program Corridors

## Caltrans Sponsored Corridors:

- Capitol Corridor
- San Joaquin Valley Corridor
- Central Coast Corridor
- LOSSAN Corridor
- Coachella Valley Corridor

## Other CA CID Program Awards:

- California High-Speed Rail Corridor
- Brightline West
- High Desert Corridor
- Sunset Limited



# CA CID Program Coordination

## Within each Corridor

- Close coordination with the Lead Corridor Partners to develop CID Program deliverables
  - The State and Lead Corridor Partners will collaborate to utilize subject matter expertise within each agency to lead the development of specific tasks and subtasks
- The CID Program SDP Framework requires:
  - Railroad Stakeholder Engagement Plan
  - SDP Agency Stakeholder Plan
  - Public Coordination Plan

## Between Corridors

- Regional Working Groups
- Consistent analysis at terminals and shared corridor sections



# Key Roles/Responsibilities

## Federal Railroad Administration

- PM is lead contact
- Oversight/review
- Process support
- Monthly meetings with Caltrans/Lead Corridor Partner

## Caltrans

- Regional Coordinators are the lead contact and PMs
- Contract management for FRA and consultant support
- Lead development of applicable CID Program tasks/subtasks
- Monthly Meetings with FRA/Lead Corridor Partner

## Lead Corridor Partner(s)

- Subject matter expertise
- Lead development of applicable CID Program tasks/subtasks
- Monthly meetings with FRA/Caltrans

# CID Program & the Rail Plan

