

# Corridor Identification and Development Program (CID Program)



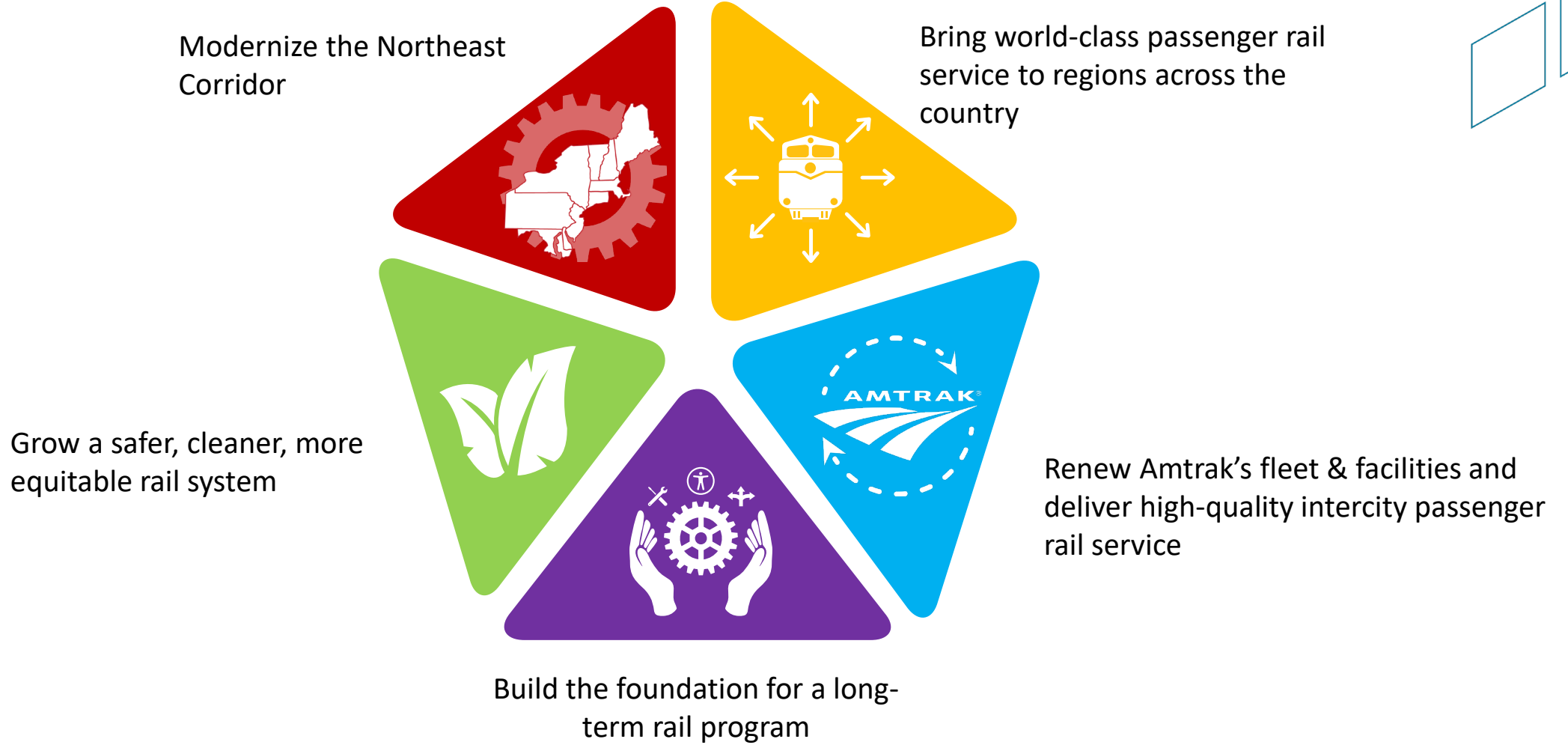
# CID Program Overview

Corridor ID 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.*

# Bipartisan Infrastructure Law: Rail Development Goals



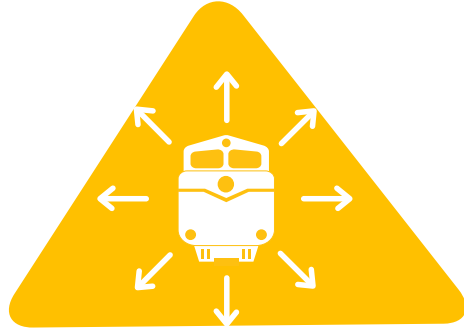
# CID Program Overview

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

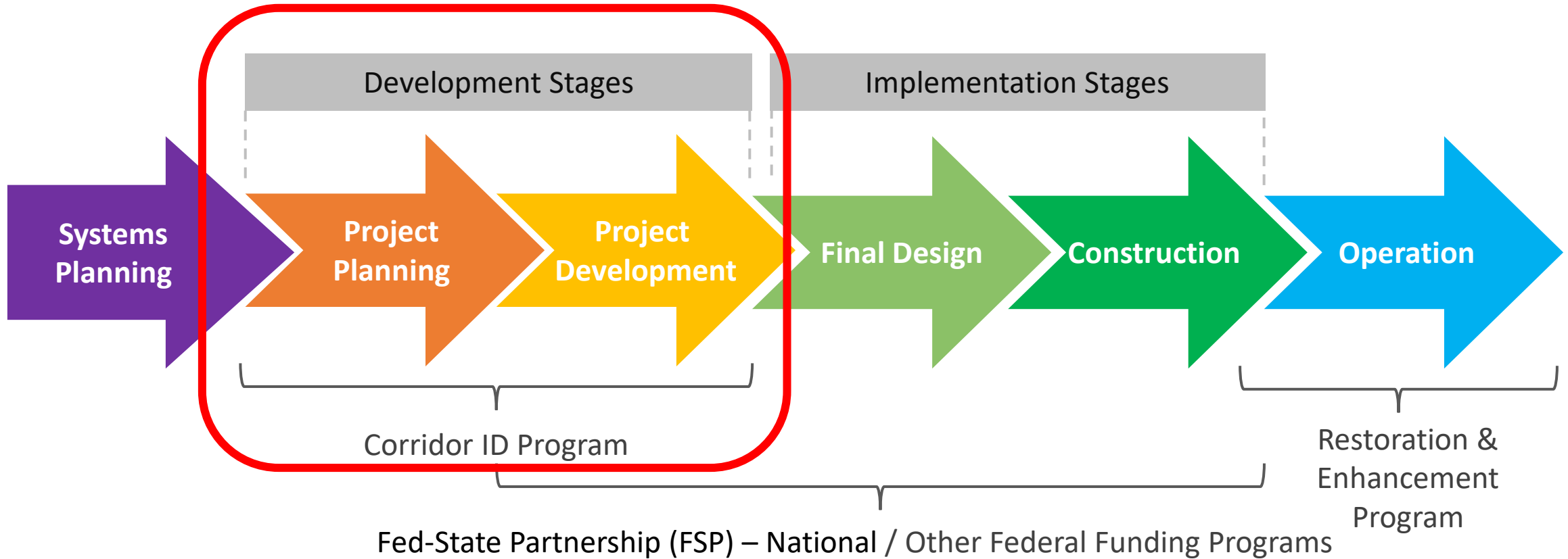
Projects in the Corridor ID Pipeline are eligible for funding under FRA’s financial assistance programs

# CA CID Program Corridors

- Central Coast Corridor 
- Coachella Valley Rail Corridor 
- Capitol Corridor 
- LOSSAN Rail Corridor 
- San Joaquin Valley Corridor 
- California High-Speed Rail Phase 1 Corridor 
- Brightline West High-Speed Rail Corridor 
- High Desert Intercity High-Speed Rail Corridor 
- Daily Sunset Limited Service 



# FRA Project Lifecycle Stages – Corresponding FRA Funding Programs

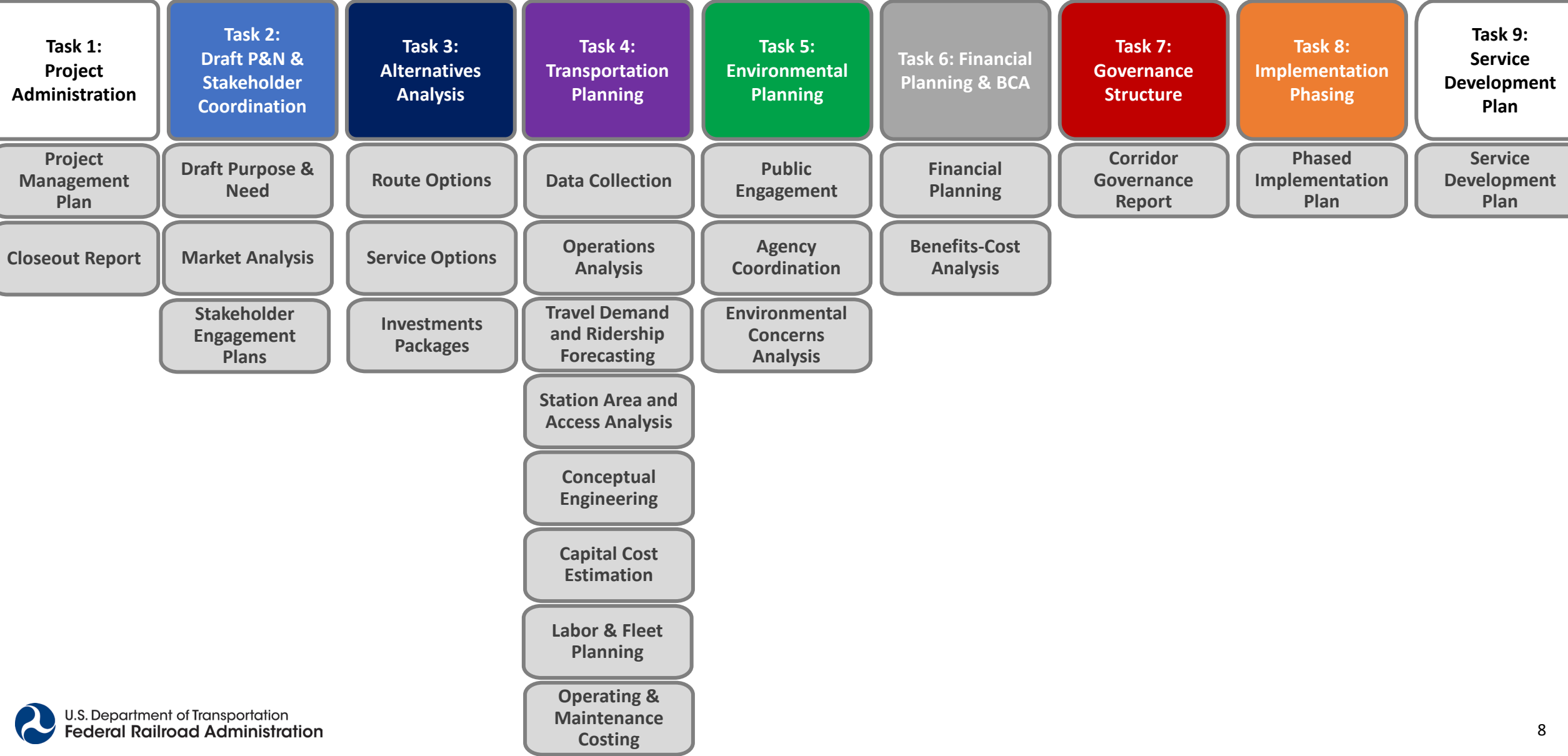


# Steps 1, 2, and 3

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% 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 Service Development Plan SOW framework, <b>sponsor develops scope, schedule, and budget for Corridor SDP</b>, accounting for work on-going 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 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 service development plan includes a <b>Capital Project Inventory</b> as part of the <b>Phased Implementation Plan</b></li> <li>Capital projects identified in <b>SDP <i>may advance into Step 3</i></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>



# Step 2: Service Development Plan Draft SOW Framework





# Next Steps:

- Grant Obligation
  - Step 1: Scoping
    - Review existing material with FRA
    - Develop SDP SOW Framework: accounting for work on-going/undertaken to date
      - Scope
      - Schedule
      - Budget
  - Future Steps
    - FRA Rail Program Delivery Workshop (July 2024)
    - Begin Step 2 Service Development Planning work with Partner Agencies
- Questions ?