



Grant Announcement

Date: December 20, 2022

Subject: FFY 2022 Corridor Identification and Development Program

Summary

The Corridor Identification and Development Program (Corridor ID) Notice of Funding Opportunity (NOFO) was released on December 20, 2022. The Corridor ID Program is a comprehensive intercity passenger rail planning and development program that will help guide intercity passenger rail development throughout the country and create a pipeline of intercity passenger rail projects ready for Implementation. Corridor proposals may vary in scope and may include introducing entirely new intercity passenger rail services (using existing or new rail lines); significantly improving existing services (e.g., geographic extensions, added frequencies, or reduced travel times); or incremental improvements to existing services. The Corridor ID Program is intended both to support a sustained long-term development effort, and to set forth a capital project pipeline ready for Federal (and other) funding.

Grant Basics

- **FFY 2022 funding available:** \$360 million (up to 5 percent of FFY 2022 Federal State Partnership for Intercity Passenger Rail Grants funding through Cooperative Agreements with FRA).
- **Minimum and maximums awards:** \$500,000 for all projects in FFY 2022 to complete Step 1 activities, no predetermined minimum or maximum dollar thresholds for Step 2 and Step 3.
- **Application limits:** No limit on the number of projects a lead applicant can pursue.
- **Federal match:** Federal share of up to 100 percent for Step 1 in FFY 2022. 90 percent federal match for Step 2, 80 percent federal match for Step 3.
- **Eligible applicants:** (1) Amtrak; (2) States; (3) Group of States; (4) Entities implementing interstate compacts; (5) Regional passenger rail authorities; (6) Regional planning organizations; (7) Political subdivisions of a State; (8) Federal recognized Indian Tribes
- **Application deadline:** March 20, 2023 at 4 p.m. CDT through www.grants.gov
- **Application length:** may not exceed 15 pages
- **Benefit Cost Analysis (BCA):** is not required
- **Webinar:** Date TBD
- **Selection criteria:** 1) Safety; 2) Economic Strength and Global Competitiveness; 3) Equity 4) Climate and Sustainability; 5) Transformation
 - Safety:
 - safe movement of goods and people
 - reduce transportation related fatalities and serious injuries

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- improves safety and highway-rail grade crossings, reduces trespassing, and other upgrades to infrastructure
 - Economic Strength and Global Competitiveness
 - job creation, including long-term, good-paying construction and manufacturing jobs with free and fair choice to a union, and local hiring provisions
 - support resilient supply chains by increasing freight rail capacity, reducing congestion, alleviating bottlenecks, increasing multimodal connections, providing greater access to economic opportunities including jobs, commerce, and educational opportunities, and encourage transit-oriented development
 - Equity
 - address equity and barriers to opportunity by using small businesses, expands transportation options for underserved populations, mitigates the safety risks and detrimental quality of life effects that rail lines can have on communities, and expands workforce development
 - expand community engagement for persons with disabilities or limited English proficient persons and how community feedback is incorporated into decision making
 - Climate and Sustainability
 - reduce emissions, promotes energy efficiency, increases resiliency, and recycles or redevelops existing infrastructure
 - reduce harmful effects of climate change to prepare for extreme weather events
 - Transformation
 - ability to expand and improve rail network including adding capacity to congested corridors, improving supply chain resilience, and ensuring assets will be improved to a state of good repair
- **Corridor development steps:** For Corridors selected to participate in the Corridor ID Program, Corridor development will occur in three sequenced steps.
 - Step 1 – Corridor Development Initiation and Scope, Schedule, and Cost Estimate for Preparing a Service Development Plan (SDP)
 - Work with FRA to develop a scope, schedule, and cost estimate for preparing an SDP
 - Award amount of up to \$500,000 with no applicant cost share match required
 - Step 2 – Service Development Plan for the selected corridor
 - Development of the SDP
 - Award amount TBD with a 10 percent minimum applicant cost share
 - Step 3 – Project Development
 - Project development activities to advance project towards implementation (final design and construction)
 - Preliminary engineering, NEPA
 - Award amount TBD with a 20 percent minimum applicant cost share
- **Eligible routes:**
 - 1) a new intercity passenger rail routes of less than 750 miles; 2) the enhancement of an existing intercity passenger rail route of less than 750 miles; 3) the restoration of services over all or portions of an intercity passenger rail route; 4) the increase of service frequency of a long-distance intercity passenger rail route.