



Corridor ID Program Virginia Overview

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Agenda

- CORRIDOR IDENTIFICATION PROGRAM
- CORRIDOR OVERVIEWS
 - COMMONWEALTH CORRIDOR
 - WESTERN CORRIDOR (DC TO BRISTOL)
- OTHER RAIL INITIATIVES
- NEXT STEPS



Corridor ID for Virginia

“The Corridor Identification and Development (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.” – FRA

- This new program lays out a three-step process to develop a pipeline of projects for priority funding through other FRA grants.
- Four Corridors of interest to Virginia were selected in December 2023:

Corridor	Sponsor	Type
Commonwealth Corridor	DRPT	New Service
Western Corridor	DRPT	Service Extension
Cardinal	Amtrak	Increased Frequency
DC to Charlotte	NCDOT & VPRA	New Service

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

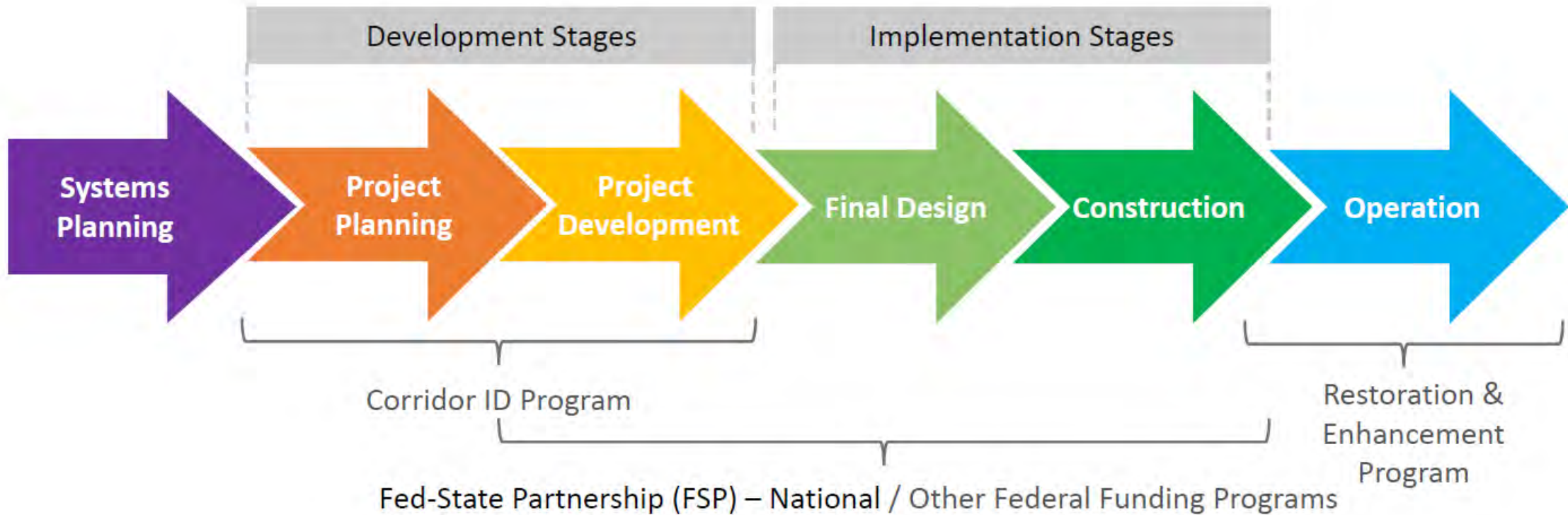


SDP includes a "corridor project inventory"

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

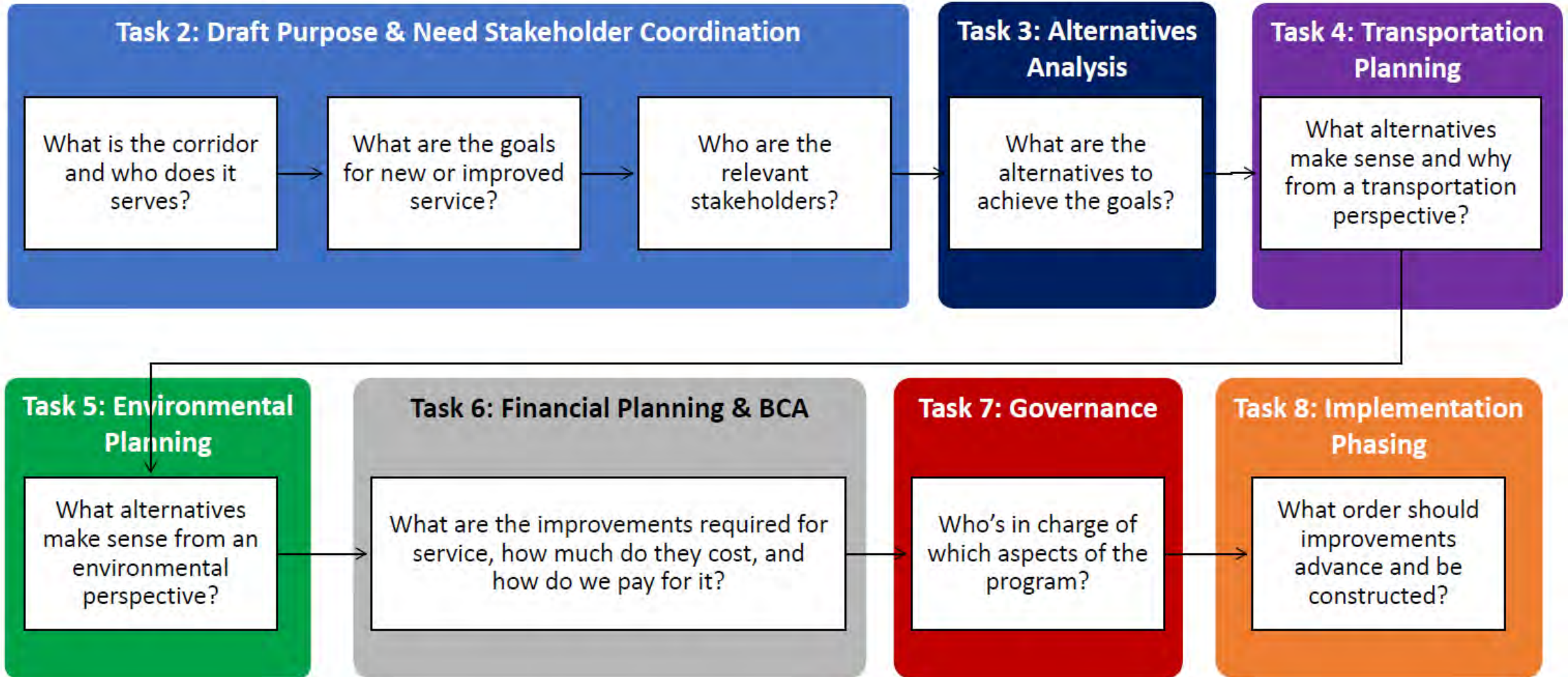
FRA Project Lifecycle Stages — Corresponding FRA Funding Programs



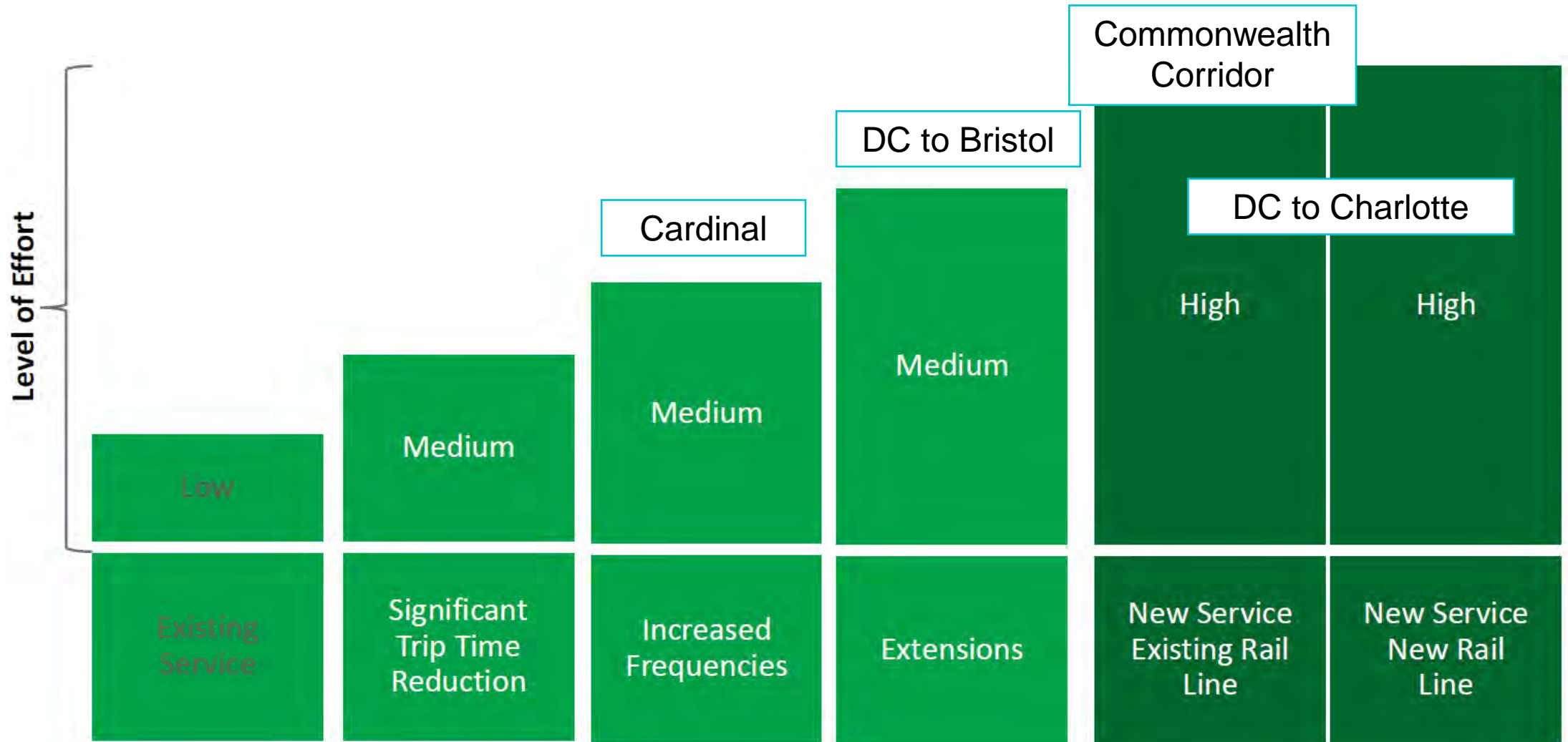
CID Steps

Grant	Step 1: Scoping	Step 2: Service Development Plan	Step 3: Preliminary Engineering / NEPA
Funding	\$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"> Using SDP SOW framework, sponsor develops scope, schedule, and budget for Corridor SDP, accounting for work ongoing and/or undertaken to date 	<ul style="list-style-type: none"> Sponsor develops a service development plan in accordance with Corridor SOW and in coordination with FRA 	<ul style="list-style-type: none"> In coordination with FRA, sponsor completes preliminary engineering for capital projects Sponsor completes environmental review in coordination with FRA for capital projects
Notes	<ul style="list-style-type: none"> After kick-off meeting, FRA will review work undertaken to date Step 1 grant deliverable is SDP SOW to include corridor-specific scope, schedule, and budget for service development planning 	<ul style="list-style-type: none"> Final service development plan includes a Capital Project Inventory as part of the Phased Implementation Plan If readiness criteria are met, capital projects identified in SDP may be advanced into Step 3 Project Development, at FRA's discretion and subject to funding availability 	<ul style="list-style-type: none"> Capital projects that complete Step 3 will move to Project Pipeline and may be prioritized for funding under Fed-State Partnership Program

Step 2: Service Development Plan (SDP)



Types of Corridors and Complexity



Overlapping Corridors/Terminal Areas

Overlapping corridors will require coordination during the Corridor ID Program.

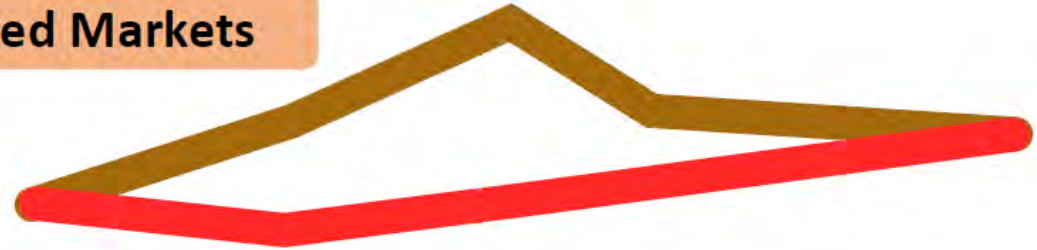
Step 1

- Identification of roles and responsibilities related to the geographic overlap
- Concurrence on frequencies and initial schedules

Step 2

- One sponsor conducts technical analysis associated with the geographic overlap and identifies implementation roles and responsibilities related to the geographic overlap
- Information is shared with other project sponsor as required for incorporation into shared aspect of other SDP

Shared Markets



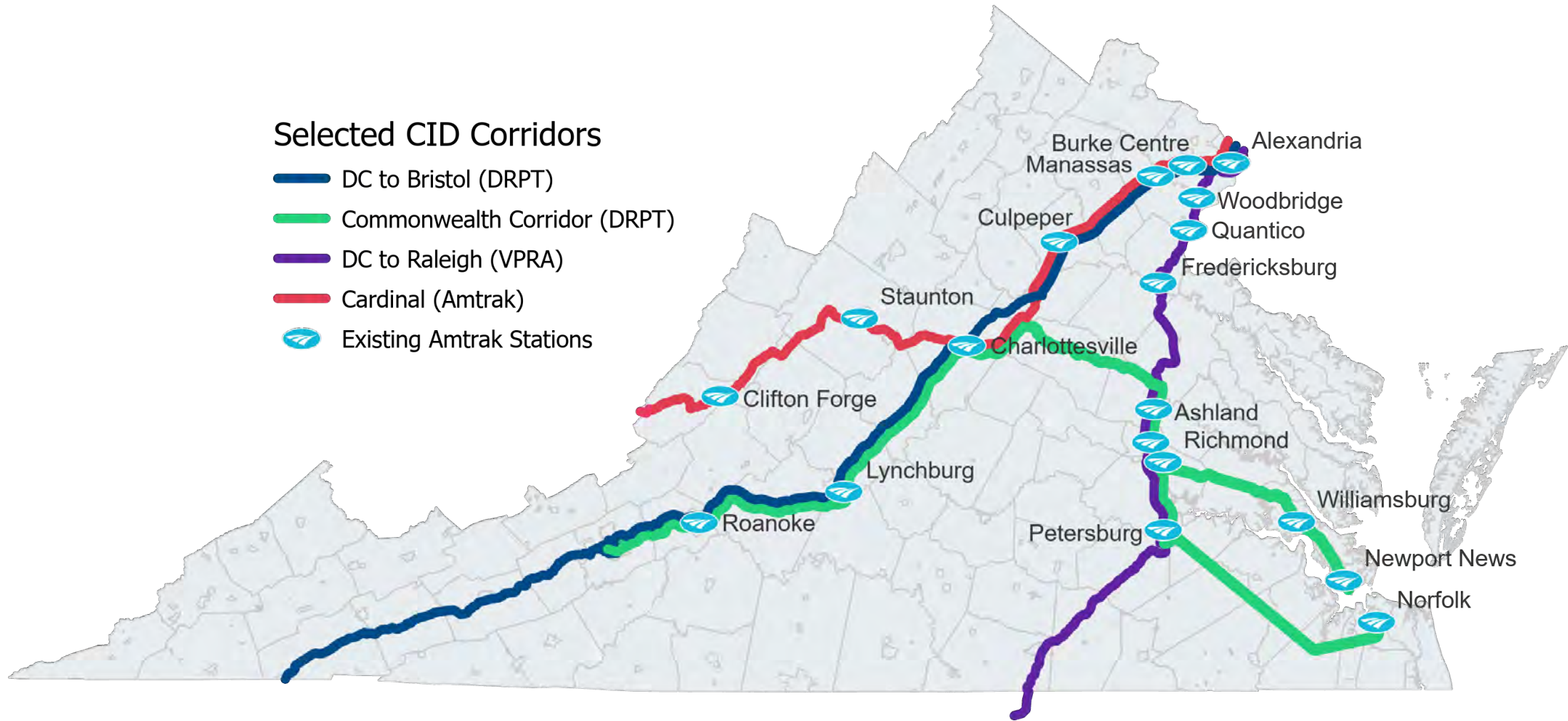
Shared Segments



Shared Stations / Terminals



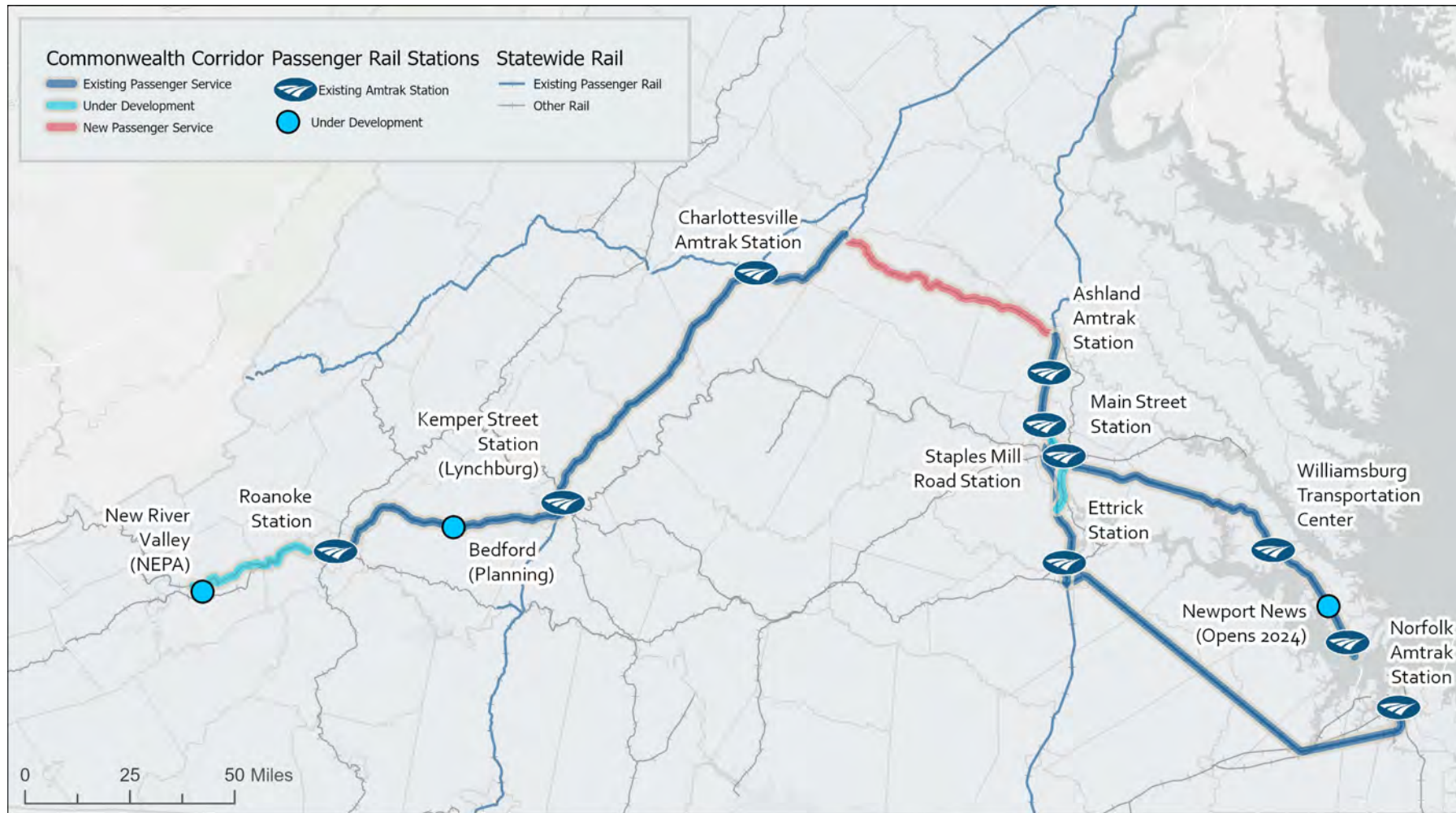
Virginia CID Corridors



Commonwealth Corridor

- The Commonwealth Corridor will expand intercity passenger rail service on an east-west, cross-state corridor linking Hampton Roads, Central Virginia, and the New River Valley.
- Currently, there is no east-west rail service across the Commonwealth.
- The development of this corridor would connect Virginia's two existing passenger rail corridors:
 - Eastern Corridor (Richmond, Newport News/Williamsburg, Norfolk/Petersburg)
 - Western Corridor (Charlottesville, Lynchburg, Roanoke, and the New River Valley)
- The eastern segment of the corridor may include Newport News/Williamsburg and/or Norfolk/Petersburg. Two separate Virginia State Supported Amtrak Services currently run on these segments and the Service Development Plan (SDP) will evaluate both options as part of the full corridor.
- The Virginia General Assembly asked DRPT to complete the [Commonwealth Corridor Feasibility Study](#) in 2021

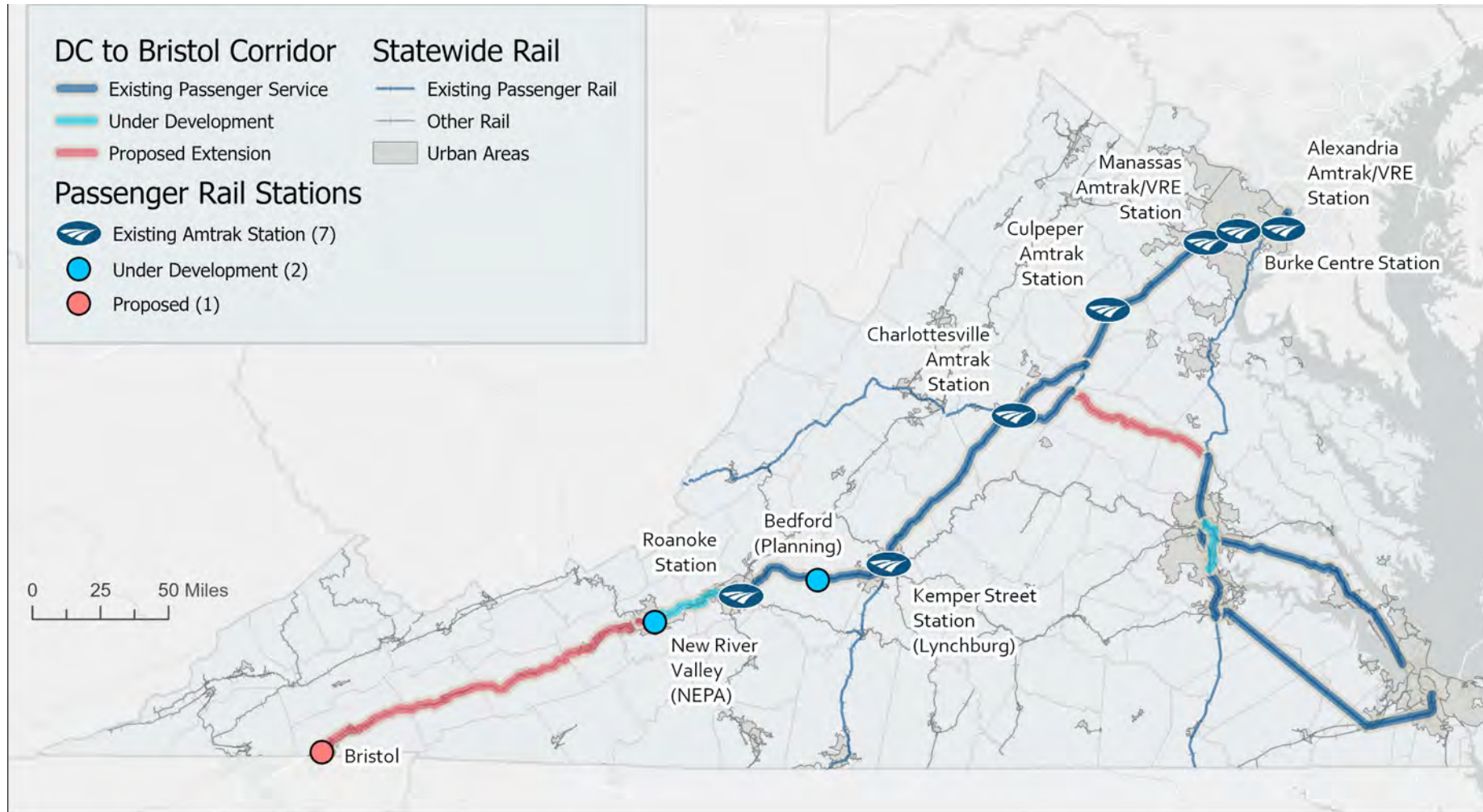
Commonwealth Corridor



DC Through Bristol (Western Corridor)

- The Washington, D.C. through Bristol (DC-Bristol) passenger rail corridor would build upon existing successful Amtrak service between Washington, D.C. and Roanoke, Virginia, along what is known as Virginia's Western Rail Corridor.
- The Virginia Passenger Rail Authority (VPRA) is currently in the process of extending service beyond Roanoke to the New River Valley
- Further extending service to Bristol would increase transportation equity and geographic diversity of rail service in Virginia by increasing transportation mode choice in previously unserved, predominantly rural areas.
- The General Assembly asked DRPT to complete the [Passenger Rail Extension to Bristol Feasibility Study](#) in 2021

DC Through Bristol (Western Corridor)

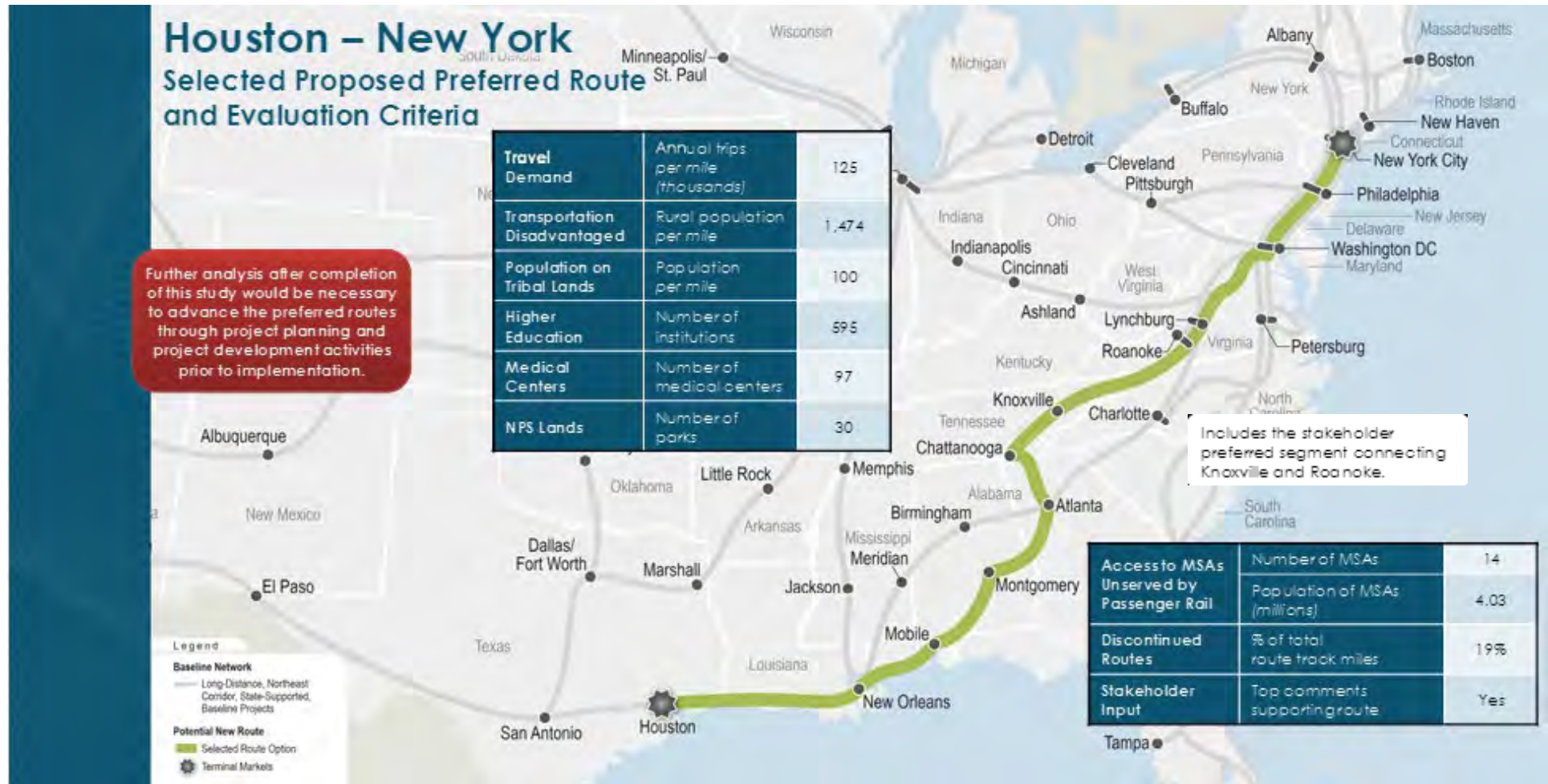


FRA Long-Distance Service Study

- The Infrastructure Investment and Jobs Act (IIJA) of 2021 requires the FRA to conduct a study to evaluate the restoration of daily intercity rail passenger service along —
 - Any Amtrak Long-Distance routes that were discontinued
 - Any Amtrak Long-Distance routes that occur on a nondaily basis
 - FRA may also evaluate potential new Amtrak Long-Distance routes, including with specific attention provided to routes in service as of April 1971 but not continued by Amtrak



Proposed Route: Houston – New York



Next Steps

- Submitted Obligation Documents (Feb)
- FRA Review and Grant Obligation (Spring 2024)
- Request For Proposals for consultant support for Step 1 (Spring 2024)
- Begin Step 1- Scope, Schedule, Budget (Summer 2024)
- Begin Step 2- Service Development Plan (2026)