



CID

CORRIDOR IDENTIFICATION AND DEVELOPMENT PROGRAM

Next opportunity anticipated Summer 2025.

ADMINISTERED BY: FEDERAL RAILROAD ADMINISTRATION (FRA)

The Corridor Identification and Development (CID) program, created by the Infrastructure Investment and Jobs Act, 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. The program is administered by the Federal Railroad Administration.

Successful applicants to the program will enter into a three-step process administered by the FRA: 1) Develop a project definition, 2) Create or update a Service Development Plan (SDP), and 3) Complete preliminary engineering and environmental review.



- SAFETY
- ECONOMIC STRENGTH
- GLOBAL COMPETITIVENESS
- CLIMATE & SUSTAINABILITY
- TRANSFORMATION
- EQUITY
- PREVIOUS FEDERAL HIGH-SPEED RAIL CORRIDOR DESIGNATIONS

ELIGIBLE APPLICANTS

Class I railroads are not eligible applicants under the CID program; however, they may partner with eligible applicants – as Project Partners – to pursue funding for projects.

- Amtrak
- States
- Group of states
- Entities implementing interstate compacts
- Regional passenger organizations
- Political subdivisions of a state
- Federally recognized Tribes

Eligible Corridors for the program include:*

- New intercity passenger rail route of less than 750 miles
- Enhancement of an existing intercity passenger rail route of less than 750 miles
- Restoration of service over all or portions of an intercity passenger rail route formerly operated by Amtrak
- Increase of service frequency of a long-distance intercity passenger rail route

* Applicants are not limited in the number of corridors for which they seek participation in the program.



BNSF PII

BNSF Railway's Public Infrastructure and Investment (PII) team is committed to building strong partnerships that maximize the impact of funding opportunities. As Project Partners, we can collaborate to help secure funding that drives positive change and progress for communities where we work, live, and play.

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STEP 1

\$500,000

The initiation of a grantee's Corridor development efforts under the program and the development of a scope, schedule, and cost estimate for preparing a Service Development Plan (SDP) for a corridor.

**Funding Split
\$500,000**

Project Min: N/A

Project Max: N/A

Funding Ceiling: \$500K

Funding Floor: N/A

STEP 2

To Be Determined

The preparation of an SDP (or an update to an existing SDP) to complete Project Planning work consistent with FRA's *Guidance on Development and Implementation of Railroad Capital Projects*.

**Funding Split
To Be Determined**

Project Min: N/A

Project Max: N/A

Funding Ceiling: Determined by FRA based on the cost estimate developed in Step 1

Funding Floor: N/A

STEP 3

To Be Determined

The preparation of documentation to complete Project Development work required to ready the Corridor (or phase of the Corridor) for implementation, including project designs that are reasonably expected to conform to all regulatory, safety, security and other design requirements, including those under the Americans with Disabilities Act.

**Funding Split
To Be Determined**

Project Min: N/A

Project Max: N/A

Funding Ceiling: Based on the SDP, including cost estimates for completing Project Development for a phase of the Corridor

Funding Floor: N/A

As we learn more information about the program, we'll update this content.

Questions to ask yourself about the project:

How will the applications be reviewed and selected?

The FRA employs a five-step process to review applications, involving screening for eligibility, technical panel evaluations, potential discussions with applicants, applying selection criteria for initial recommendations, and finalizing corridor selections for participation.

What are the key components of a Service Development Plan (SDP)?

An SDP should include projected ridership, revenues, capital investment, operating funding requirements, anticipated environmental and public benefits, projected trip times, benefits to rural communities, and integration into the national rail system.

What is the Project Cost Share?

Step 1: 0%, Step 2: 10%, Step 3: 20%



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