

## **State of Ohio Corridor Identification & Development Program – Step 1 (PID 121089): Scope of Work**

### *Project Description:*

The Ohio Rail Development Commission (ORDC) seeks assistance with Step 1 of the Federal Railroad Administration's Corridor Identification & Development Program (Corridor ID). The selected consultant will prepare the scope, schedule, and budget for a Federal Railroad Administration (FRA) compliant Service Development Plan (SDP) for the state's selected corridors. The two corridors for evaluation are Cleveland-Columbus-Dayton-Cincinnati (3C&D) and Cleveland-Toledo-Detroit. In addition to all FRA requirements, the SDPs must include: analysis of car-competitive travel times, no impediment of freight rail network fluidity, and a phased approach to achieve these requirements. All Step 1 deliverables must reflect these requirements, which are to be known as the "Ohio considerations."

Both of Ohio's selected corridors are being advertised as a single contract, however separate accounting for each corridor is required.

Firms that respond to the Step 1 solicitation and/or are selected to perform the Step 1 work remain eligible to respond to and be selected for Step 2 of the Corridor Identification Program. This procurement is for Step 1 only; future steps will be procured under a separate solicitation.

The Project-Specific Terms and Conditions for each corridor are attached as resources to further consultant understanding of the tasks included in this solicitation.

### ***Task 1: Project Management***

The selected consultant will work with commission staff to manage project activities. These activities include administrative functions, regular conference calls, status updates, and presentations of the below-referenced deliverables. A project management plan will be developed by the consultant and will include a project schedule. The consultant will provide individual plans for each corridor. The consultant will also work with ORDC staff to finalize ORDC's Corridor ID Step 1 Project Management Plans (PMP) for each corridor based on the FRA template and work completed by ORDC to date. The FRA template is attached.

### *Deliverables (per Corridor):*

Project management plan(s)  
Invoices  
Regular progress reports

### ***Task 2: Statement of Work, Approved Project Budget, and Approved Project Schedule for Step 2 of Corridor ID for the 3C&D Corridor***

The selected consultant will prepare deliverables using FRA template documents to catalog existing planning and development materials and to develop a statement of work, project

schedule, and project budget for ORDC submission to the FRA. The statement of work and associated schedule and budget must incorporate the Ohio considerations identified herein. ORDC expects a limited amount of effort will be required to complete the catalog of existing planning and development materials, as the recent and applicable studies of the corridor are limited to the estimates provided by Amtrak in preparation for the Corridor ID program application. All deliverables will be provided to ORDC in draft form for review by ORDC and other project stakeholders. After review, the consultant will make requested edits and provide final versions for submittal to the FRA. The consultant will support ORDC's responses to questions/concerns/revisions requested by FRA to finalize each deliverable.

FRA templates for use are as follows:

Draft Statement of Work Framework – Version 2: [https://railroads.dot.gov/sites/fra.dot.gov/files/2024-03/CIDP%20Step%202\\_SDP\\_SOW\\_Template\\_Draft\\_V2\\_03012024\\_PDFa.pdf](https://railroads.dot.gov/sites/fra.dot.gov/files/2024-03/CIDP%20Step%202_SDP_SOW_Template_Draft_V2_03012024_PDFa.pdf)

Service Development Plan Gap Analysis Checklist (attached)

*Deliverables:*

Annotated List of Existing Planning and Development Materials – 3C&D Corridor

Service Development Plan (Step 2) Statement of Work – 3C&D Corridor

Service Development Plan (Step 2) Project Schedule – 3C&D Corridor

Service Development Plan (Step 2) Project Budget – 3C&D Corridor

***Task 3: Statement of Work, Approved Project Budget, and Approved Project Schedule for Step 2 of Corridor ID for the Cleveland-Toledo-Detroit Corridor***

The selected consultant will prepare deliverables using FRA template documents to catalog existing planning and development materials and to develop a statement of work, project schedule, and project budget for ORDC submission to the FRA. The statement of work and associated schedule and budget must incorporate the Ohio considerations identified herein. ORDC expects a limited amount of effort will be required to complete the catalog of existing planning and development materials, as there recent and applicable studies of the corridor are limited to the estimates provided by Amtrak in preparation for the Corridor ID program application. All deliverables will be provided to ORDC in draft form for review by ORDC, the Michigan DOT and other project stakeholders. After review, the consultant will make requested edits and provide final versions for submittal to the FRA. The consultant will support ORDC's responses to questions/concerns/revisions requested by FRA to finalize each deliverable.

FRA templates for use are as follows:

Draft Statement of Work Framework – Version 2: [https://railroads.dot.gov/sites/fra.dot.gov/files/2024-03/CIDP%20Step%202\\_SDP\\_SOW\\_Template\\_Draft\\_V2\\_03012024\\_PDFa.pdf](https://railroads.dot.gov/sites/fra.dot.gov/files/2024-03/CIDP%20Step%202_SDP_SOW_Template_Draft_V2_03012024_PDFa.pdf)

Service Development Plan Gap Analysis Checklist (attached)

*Deliverables:*

Annotated List of Existing Planning and Development Materials – Cleveland-Toledo-Detroit Corridor

Service Development Plan (Step 2) Statement of Work – Cleveland-Toledo-Detroit Corridor

Service Development Plan (Step 2) Project Schedule – Cleveland-Toledo-Detroit Corridor

Service Development Plan (Step 2) Project Budget – Cleveland-Toledo-Detroit Corridor

## Subtask 1.2: Corridor ID Step 1 Project Management Plan (PMP)

### Team Organization

The (Name of Recipient) will provide an Organizational Chart and contact information (name, email, and phone number) in the following table (add more rows as applicable) for the (Name of Corridor) Corridor team identifying:

- Project Partners (as applicable)
- Project Manager/Deputy Project Manager
- Contractors (as applicable)
- Governance of Step 1 (as applicable)
- Operator (as applicable)

*Names on the organizational chart and the below table must match.*

Name	Organization	Email	Phone Number

### Team Roles and Responsibilities

*Instructions: Along with the Organizational Chart and contact information for the team, please complete the following table (add more rows as appropriate) and indicate the roles and responsibilities of each team member listed in the organizational chart. Please make sure you answer: Who is responsible for ensuring the deliverables in the schedule are completed on time and within budget?*

Name	Organization	Role	Responsibilities

### Schedule

The (Name of Recipient) will provide a detailed schedule in the following table format for completing Step 1 that is consistent with the Estimated Project Schedule in Section 5.2 of Attachment 2 in Step 1. The detailed schedule for the (Name of Corridor) Corridor will incorporate the following elements:

- *Date by which the Recipient will deliver existing planning and development materials, as applicable (Subtask 2.1)*

- *Timeframe for coordination with FRA to review existing planning and development materials to include both methodological and completed analyses*
- *Four-week review period for FRA to provide feedback on whether existing work fulfills part of the SDP (if applicable)*
- *Recipient responding to FRA's comments regarding existing planning and development materials and any additional back-and-forth coordination (if applicable)*
- *Date by which Recipient will submit draft SOW, budget, and schedule for preparing the SDP (Subtasks 2.2 to 2.4)*
- *Four-week review period for FRA to provide feedback on draft SOW, budget, and schedule for preparing the SDP (if applicable)*
- *Recipient responding to FRA's comments on the draft SOW, budget, and schedule, and any additional back-and-forth coordination (if applicable)*
- *Date by which Recipient will submit the final SOW, budget, and schedule for preparing the SDP*

Task	Due Date
Step 1 Project Management Plan	
FRA Review	
Implementation of Edits	
Final FRA Review/Approval	
Gap Analysis (if applicable)	
FRA Review	
Implementation of Edits	
Final FRA Review/Approval	
Statement of Work	
FRA Review	
Implementation of Edits	
Final FRA Review/Approval	
Schedule	
FRA Review	
Implementation of Edits	
Final FRA Review/Approval	
Budget	
FRA Review	
Implementation of Edits	
Final FRA Review/Approval	

**Budget**

*Instructions: The Recipient will provide a detailed budget demonstrating the costs of individuals activities or work packages to establish a cost baseline for Task 1 (Project Administration and Management (Step 1 PMP and Project Closeout Report) and Task 2 (Existing Planning and Development Materials, SDP (Step 2) Statement of Work, SDP (Step 2) Project Schedule, and SDP (Step 2) Project Budget). How will the recipient determine if budget changes are required and who will notify FRA and its contractors if budget changes are required? If a Budget section is not required in the PMP, the Recipient will provide a brief supporting narrative.*

### **Communication Protocol**

*Instructions: The Recipient will provide information on how they plan to communicate with FRA and its contractors and other project partners. The Recipient will indicate whether contractors have the authority to act on behalf of their agency. At a minimum, please ensure the following questions are answered: Who will be communicating with FRA directly? And how will communication be handled internally with the project sponsor and project sponsors identified in Subtask 1.1 of Attachment 2.*

### **Risk Management**

*Instructions: The Recipient will describe and link (if possible) to risk management controls that will be used during the completion of Step 1 (i.e., QA/QC procedures, risk mitigation strategies, etc.). The Recipient will provide information on how they will control costs during the completion of Step 1. If a Risk Management section is not required in the PMP, the Recipient will provide a brief supporting narrative.*

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Attachment 2

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PROJECT-SPECIFIC TERMS AND  
CONDITIONS

## Project-Specific Terms and Conditions

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## ARTICLE 1: PROJECT-SPECIFIC DESIGNATIONS

### 1.1 Recipient

This Agreement (Agreement) is between the Federal Railroad Administration (FRA) and the Ohio Rail Development Commission (the Recipient).

### 1.2 Project and Purpose

The purpose of this award is to fund a Corridor Identification and Development (CID) Program Step 1 grant for the Cleveland-Columbus-Dayton-Cincinnati (3C&D) Corridor <sup>1</sup> (the Project<sup>2</sup>), as described in Article 4 of this Attachment 2, to help achieve the goals identified in the “Notice of Solicitation of Corridor Proposals and Funding Opportunity for the Corridor Identification and Development Program” published on December 20, 2022. FRA and the Recipient will accomplish that purpose by timely completing the Project and ensuring that this award does not substitute for non-Federal investment in the Project, except as proposed in the Application.

### 1.3 Program Designations

- (a) Research and Development. This award is not for research and development.
- (b) Project Size. This award is for a non-Major Project as that term is defined in FRA Guidance on Development and Implementation of Railroad Capital Projects, January 11, 2023 (Railroad Capital Projects Guidance).
- (c) Phased Funding. This award is not a phased funding agreement as further discussed in Section 6.7 of this Attachment 2.
- (d) Grant or Cooperative Agreement. This award is made as a Cooperative Agreement.
- (e) Security Risk. This award is for a Project that has a low security risk.

## ARTICLE 2: SPECIAL TERMS AND CONDITIONS

There are no special terms for this award.

## ARTICLE 3: ADMINISTRATIVE INFORMATION

### 3.1 Application

Application Title: Cleveland-Columbus-Dayton-Cincinnati (3C&D) Corridor

Application Date: March 27, 2023

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<sup>1</sup> For purposes of this Agreement, the term “Cleveland-Columbus-Dayton-Cincinnati (3C&D) Corridor” refers to the proposed passenger rail system and subject of the overall CID Program effort.

<sup>2</sup> For purposes of this Agreement, the term “Project” refers to the scope of this grant.

### **3.2 FRA Awarding Official**

FRA Office of Railroad Development  
Federal Railroad Administration  
1200 New Jersey Ave, SE  
Washington, DC 20590  
FRA-Grants@dot.gov

### **3.3 Federal Award Date**

The “Federal Award Date” is the effective date of this Agreement, as defined under Section 24.4 of Attachment 1 of this Agreement.

### **3.4 Program Name and Assistance Listings Number**

For the CID Program, the Assistance Listings Number is 20.326 and the Assistance Listings Title is “Federal-State Partnership for Intercity Passenger Rail”.

### **3.5 Recipient’s Unique Entity Identifier**

The Recipient’s Unique Entity Identifier, as defined at 2 C.F.R. § 25.415, is listed in Section 1B on the Agreement cover sheet.

### **3.6 Federal Award Identification Number**

The Federal Award Identification Number is listed in Section 2 on the Agreement cover sheet as the “Agreement Number.”

## **ARTICLE 4: STATEMENT OF WORK**

### **4.1 General Project Description**

The Project funded under this agreement consists of Corridor ID Step 1 activities, specifically, developing an FRA-compliant Statement of Work (SOW), Project Schedule, and Project Budget for the Service Development Plan (SDP) for the Cleveland-Columbus-Dayton-Cincinnati (3C&D) Corridor (the Corridor). The proposed corridor would provide new service on an existing alignment. The Project will incorporate Ohio specific requirements as listed below to enable the state to evaluate implementation of state-sponsored intercity passenger rail in the Corridor. The analysis must include the following:

1. Car-competitive travel times analysis;
2. No impediment of freight rail network fluidity; and
3. A phased approach to achieve the requirements above.

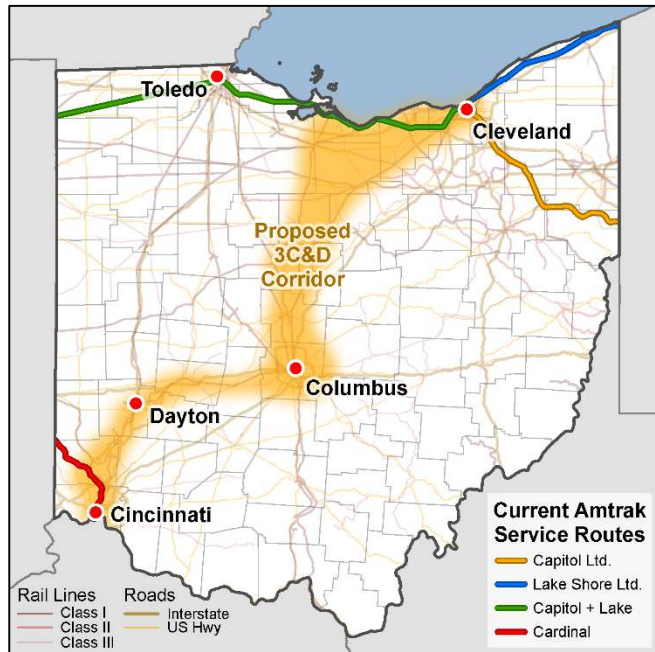
However, Recipient agrees that the above analyses will not impact or preclude its ability to complete the Tasks set forth in this Agreement, in accordance with the Project Schedule.

## 4.2 Project Location

The 3C&D Corridor traverses Ohio from Cleveland in the northeast through Columbus and Dayton to Cincinnati in the southwest (see Map). It connects Ohio's four largest Metropolitan Statistical Areas: Cleveland (3<sup>rd</sup>); Columbus (2<sup>nd</sup>); Cincinnati (1<sup>st</sup>); and Dayton (4<sup>th</sup>). The proposed corridor would provide new service on an existing alignment.

## 4.3 Project Scope

The Project is the development of an FRA-compliant Statement of Work (SOW), Project Schedule, and Project Budget for Step 2 of the CID Program, the Service Development Plan (SDP) for the Corridor, that incorporates the parameters identified in Section 4.1 of Article 4 of this attachment.



The Recipient will notify FRA in writing of any requested changes in Project Scope and will not proceed with the changed scope unless approved by FRA in writing. If approved, changes to Project Scope may require additional environmental review or an amendment to this Agreement.

## Task 1: Step 1 Project Administration and Management

### Subtask 1.1: Project Administration

The Recipient will be responsible for all elements of the delivery of the Project. The Recipient will utilize the Ohio Department of Transportation Consultant Selection process to select a consultant to assist with the tasks funded under this grant.

The Recipient will perform all tasks required for the Project through a coordinated process, which will involve affected railroad owners, operators, and funding partners, including:

- Ohio Department of Transportation
- Amtrak
- Federal Railroad Administration
- CSX Transportation, Inc.
- Norfolk Southern Railway Co.
- Genesee & Wyoming (if necessary, routing not determined)

The Recipient will facilitate the coordination of all activities necessary for implementation of the Project. The Recipient will:

- complete necessary steps to hire a qualified consultant/contractor to perform required Project work, as necessary;
- hold regularly scheduled Project meetings with FRA;
- inspect and approve work as it is completed; and
- participate in other coordination, as needed.

Subtask 1.2: Step 1 Project Management Plan

The Recipient will prepare a Project Management Plan (PMP) for Step 1 that describes how the Project will be implemented and monitored to ensure effective, efficient, and safe delivery of the Project on time and within budget. The PMP will describe the activities and steps necessary to complete the tasks outlined in this Statement of Work.

The PMP will include a Project Schedule and Project Budget for the work to be performed under this Agreement. The Project Schedule will be consistent with the Estimated Project Schedule in Section 5.2 of this Attachment 2, but provide a greater level of detail. Similarly, the Project Budget should be consistent with the Approved Project Budget in Section 6.5 of this Attachment 2, but provide a greater level of detail.

The Recipient will submit the PMP to FRA for review and approval. The Recipient will implement the Project as described in the approved PMP. The Recipient will not begin work on subsequent tasks until FRA has provided written approval of the PMP, unless FRA has provided pre-award authority for such work under Section 6.6 of this Attachment 2. FRA will not reimburse the Recipient for costs incurred in contravention of this requirement.

FRA may require the Recipient to update the PMP. The Recipient will submit any such updates to FRA for review and approval, and FRA will determine if updates to the PMP require an amendment to this Agreement. The Project Budget and Project Schedule may be revised consistent with Article 5 of Attachment 1 of this Agreement without amending this Agreement.

Subtask 1.3: Project Closeout

The Recipient will submit a Final Performance Report as required by Section 7.2 of Attachment 1 of this Agreement, which should describe the cumulative activities of the Project, including a complete description of the Recipient’s achievements with respect to the Project objectives and milestones.

**Task 1 Deliverables:**

<b>Deliverable ID</b>	<b>Subtask</b>	<b>Deliverable Name</b>
1.1	1.2	Project Management Plan

1.2	1.3	Final Performance Report
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**Task 2: STEP 2 STATEMENT OF WORK, APPROVED PROJECT BUDGET, AND APPROVED PROJECT SCHEDULE**

The Recipient will prepare a SOW, Project Budget, and Project Schedule for Step 2 of the CID Program. The Step 2 SOW will include the tasks required for preparing a new or updating an existing SDP for the corridor. A Step 2 SOW Framework document is available for the Recipient to reference in preparing the SOW<sup>3</sup>.

The Step 2 SOW Framework document includes instructions to help the Recipient understand the intent of the tasks associated with the SDP and to tailor the SOW to the specific and unique circumstances of the individual corridor. The document provides a comprehensive description of tasks and subtasks that may be required to prepare a new or update an SDP.

**Subtask 2.1: Existing Planning and Development Materials**

The Recipient will provide FRA with existing materials of planning and development efforts in support of the corridor that may fulfill the SDP requirements as described in 49 U.S.C. § 25101(d) and identified in the CID Program Step 2 Draft Statement of Work Framework. The existing materials may include, but are not limited to, prior SDPs, reports, data, memoranda, Geographical Information Systems (GIS) data, analyses, correspondence, and/or prior NEPA documentation. The Recipient will provide documentation on both methodologies and completed analyses from any relevant prior efforts.

The Recipient will provide an annotated list, based on an index provided by FRA, of the materials including a brief summary of the principal conclusions from the work already completed. The annotated list should demonstrate how work already completed fulfills the corresponding requirement of the SDP. The Recipient will coordinate with FRA to support the FRA’s review and understanding of the materials. FRA will review these materials to support the review of the SOW for the SDP. FRA maintains the discretion to determine whether existing materials fulfill the objectives of the SDP.

**Subtask 2.2: Statement of Work**

The Recipient will submit a Draft Step 2 SOW to FRA for review. FRA will review and coordinate with the Recipient to revise as needed. Upon addressing all comments from FRA, the Recipient will submit a Final Step 2 SOW. Upon FRA review and acceptance of the Final Step 2 SOW, the Step 2 SOW will be used in preparing a Grant Agreement for Step 2 of the CID Program.

**Subtask 2.3: Project Schedule**

The Recipient will submit a Draft Project Schedule for completing the Step 2 SOW for FRA for review. FRA will review and coordinate with the Recipient to revise as needed. Upon addressing all comments

<sup>3</sup> [https://railroads.dot.gov/sites/fra.dot.gov/files/2023-08/CIDP%20Step%202\\_SDP\\_SOW\\_Template\\_Draft\\_082224\\_PDFa.pdf](https://railroads.dot.gov/sites/fra.dot.gov/files/2023-08/CIDP%20Step%202_SDP_SOW_Template_Draft_082224_PDFa.pdf)

from FRA, the Recipient will submit a Final Project Schedule. Upon FRA review and acceptance, the Approved Project Schedule will be used in preparing a Grant Agreement for Step 2 of the CID Program.

**Subtask 2.4: Project Budget**

The Recipient will submit a Draft Project Budget for completing the Step 2 SOW to FRA for review. The Draft Project Budget will present the estimated cost for each task and subtask within the Step 2 SOW including the breakdown of FRA and Non-Federal Contributions including the sources of Non-Federal Contributions. FRA will review and coordinate with the Recipient to revise as needed. Upon addressing all comments from FRA, the Recipient will submit a Final Step 2 Project Budget. Upon FRA review and approval, the Approved Project Budget will be used in preparing a Grant Agreement for Step 2 of the CID Program.

**Task 2 Deliverables:**

<b>Deliverable ID</b>	<b>Subtask</b>	<b>Deliverable Name</b>
2.1	Existing Planning and Development Materials	Annotated List of Existing Planning and Development Materials
2.2	Statement of Work	SDP (Step 2) Statement of Work
2.3	Approved Project Schedule	SDP (Step 2) Approved Project Schedule
2.4	Approved Project Budget	SDP (Step 2) Approved Project Budget

**4.4 Implement Required Environmental Commitments**

The Recipient will implement the Project consistent with the documents and environmental commitments identified below.

None.

**ARTICLE 5: AWARD DATES AND ESTIMATED PROJECT SCHEDULE**

**5.1 Award Dates**

Budget Period End Date: December 1, 2026

Period of Performance End Date: December 1, 2026

## 5.2 Estimated Project Schedule

Milestones associated with this Agreement are identified in Table 5-A: Estimated Project Schedule. The Recipient will complete these milestones to FRA's satisfaction by the Schedule Date, subject to Article 5 of Attachment 1 of this Agreement. The Recipient will notify FRA in writing when it believes it has achieved the milestone.

**Table 5-A: Estimated Project Schedule**

Milestone	Schedule Date
Project Management Plan (Task 1.1)	December 1, 2024
Existing Planning and Development Materials (Task 2.1)	January 1, 2024
Statement of Work (Task 2.2)	December 1, 2025
Approved Project Schedule (Task 2.3)	December 1, 2025
Approved Project Budget (Task 2.4)	December 1, 2025

## ARTICLE 6: AWARD AND PROJECT FINANCIAL INFORMATION

### 6.1 Award Amount

Agreement Federal Funds: \$500,000 of Federal funds obligated under this Agreement.

### 6.2 Federal Obligation Information

Federal Obligation Type: Single

### 6.3 Federal Authorization and Funding Source.

Authorizing Statute: 49 U.S.C. § 25101(a)

Appropriation: Infrastructure Investment and Jobs Act, Public Law 117-58, div. J, title VIII (Nov. 15, 2021)

### 6.4 Funding Availability

Program funding that is obligated under this Agreement remains available until expended.

### 6.5 Approved Project Budget

The estimated total Project cost under this Agreement is up to \$500,000.

FRA will contribute a maximum of 100 percent of the total Project cost, not to exceed the Agreement Federal Funds in Section 6.1 of this Attachment 2.

The Recipient will contribute \$0 in Agreement Non-Federal Funds.



The Recipient will complete the Project to FRA’s satisfaction within the Approved Project Budget, subject to Article 5 of Attachment 1 of this Agreement.

**Table 6-A: Approved Project Budget by Task**

Task #	Task Title	Agreement Federal Funds	Agreement Non-Federal Funds	Total
1	Project Administration and Management	\$50,000	\$0	\$50,000
2	Step 2 Statement of Work, Project Budget, and Project Schedule	\$450,000	\$0	\$450,000
<b>Total</b>		<b>\$500,000</b>	<b>\$0</b>	<b>Total Project Cost: \$500,000</b>

**Table 6-B: Approved Project Budget by Source**

Funding Source	Total Amount	Percentage of Total Project Cost
<b>Federal Share</b>	\$500,000	100%
Agreement Federal Funds	\$500,000	100%
Corridor ID Program	\$500,000	100%
<b>Agreement Non-Federal Funds</b>	\$0	0%

**6.6 Pre-Award Costs**

None. Consistent with 2 C.F.R. part 200, costs incurred before the date of this Agreement are not allowable costs under this award. FRA will neither reimburse those costs under this award nor consider them as a non-Federal cost-sharing contribution to this award.

**6.7 Phased Funding Agreement**

Not applicable.

## ARTICLE 7: PERFORMANCE MEASUREMENT INFORMATION

Table 7-A: Performance Measurement Table identifies the performance measures that this Project is expected to achieve. These performance measures will enable FRA to assess the Recipient’s progress in achieving grant program goals and objectives. The Recipient will report on these performance measures in accordance with the frequency and duration specified in Table 7-A.

Upon Project completion, the Recipient will submit reports comparing the actual Project performance of the new and or improved asset(s) against the pre-Project (baseline) performance and expected post-Project performance as described in Table 7-A. The Recipient will submit the performance measures report to the Project Manager in accordance with Table 7-A.

**Table 7-A: Performance Measurement Table**

<b>Goal</b>	<b>Objective</b>	<b>Performance Measure</b>	<b>Description of Measure</b>	<b>Reporting</b>
<b>Goal 1</b>	Recipient will complete Step 2 Statement of Work, Project Budget, and Project Schedule (Deliverable 2.1 to 2.4)	<b><i>Completion of Step 2 Statement of Work, Project Budget, and Project Schedule (Deliverable 2.1 to 2.4)</i></b>	<i>Approved Step 2 Statement of Work, Project Budget, and Project Schedule (Deliverable 2.1 to 2.4)</i>	<b>Upon Completion</b>

## ARTICLE 8: ENVIRONMENTAL COMPLIANCE

In accordance with the National Environmental Policy Act (NEPA; 42 U.S.C. § 4321 et seq.), other environmental statutes, related regulatory requirements, and FRA’s NEPA-implementing regulations (23 C.F.R. part 771), FRA has determined that the actions funded under this Agreement as described in this Attachment 2, Section 4.3, Tasks 1 and 2, are categorically excluded from detailed environmental review pursuant to 23 C.F.R. § 771.116 (c)(1) and (3). In accordance with Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108; 36 C.F.R. part 800), FRA has also determined that the actions funded under this Agreement have no potential to cause effects to historic properties. The actions do not require the use of property protected by Section 4(f) of the Department of Transportation Act (49 U.S.C. § 303; 23 C.F.R. part 774).

Categorical exclusions (CEs) are actions identified in an agency’s NEPA-implementing procedures that do not normally have a significant impact on the environment and therefore do not require either an environmental assessment (EA) or environmental impact statement (EIS). See 40 C.F.R. § 1508.1(d). In analyzing the applicability of a CE, FRA also considered whether unusual circumstances are present that would warrant a more detailed environmental review through the preparation of an EA or EIS. In accordance with 23 C.F.R. § 771.116 (a) and (b), FRA has further concluded that no unusual

circumstances exist with respect to development of the activities funded under this grant that might trigger the need for a more detailed environmental review.

Should conditions or the scope of the action change, the Recipient must notify FRA and receive written response and notice to proceed before proceeding. FRA will evaluate whether this determination remains applicable or if additional environmental review is necessary.

## ARTICLE 9: CLIMATE CHANGE AND ENVIRONMENTAL JUSTICE IMPACTS

### 9.1 Consideration of Climate Change and Environmental Justice Impacts

This Section identifies how the Project addresses climate change and environmental justice priorities. The Recipient certifies that rows marked with “X” in the following table are accurate:

	The Project directly supports a Local/Regional/State Climate Action Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Project directly supports a Local/Regional/State Equitable Development Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Project directly supports a Local/Regional/State Energy Baseline Study that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Recipient or a Project partner used environmental justice tools, such as the EJSCREEN, to minimize adverse impacts of the Project on environmental justice communities. <i>(Identify the tool(s) in the supporting narrative below.)</i>
	The Project supports a modal shift in freight or passenger movement to reduce emissions or reduce induced travel demand. <i>(Describe that shift in the supporting narrative below.)</i>
	The Project utilizes demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions. <i>(Describe those strategies in the supporting narrative below.)</i>
	The Project incorporates electrification infrastructure, zero-emission vehicle infrastructure, or both. <i>(Describe the incorporated infrastructure in the supporting narrative below.)</i>
	The Project supports the installation of electric vehicle charging stations. <i>(Describe that support in the supporting narrative below.)</i>
	The Project promotes energy efficiency. <i>(Describe how in the supporting narrative below.)</i>
	The Project serves the renewable energy supply chain. <i>(Describe how in the supporting narrative below.)</i>

	The Project improves disaster preparedness and resiliency. <i>(Describe how in the supporting narrative below.)</i>
	The Project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, such as through reduction in Clean Air Act criteria pollutants and greenhouse gases, improved stormwater management, or improved habitat connectivity. <i>(Describe how in the supporting narrative below.)</i>
	The Project repairs existing dilapidated or idle infrastructure that is currently causing environmental harm. <i>(Describe that infrastructure in the supporting narrative below.)</i>
	The Project supports or incorporates the construction of energy- and location-efficient buildings. <i>(Describe how in the supporting narrative below.)</i>
	The Project includes recycling of materials, use of materials known to reduce or reverse carbon emissions, or both. <i>(Describe the materials in the supporting narrative below.)</i>
	The Project includes other actions or attributes that address climate change and environmental justice. <i>(Describe those actions in the supporting narrative below.)</i>
x	The Project does not include actions or attributes that address climate change and environmental justice but, before beginning construction of the Project, the Recipient will take relevant actions described below to address climate change and environmental justice impacts of the Project. <i>(Identify the relevant actions in the supporting narrative below.)</i>

## 9.2 Supporting Narrative

The Project identified in this grant does not include any capital infrastructure. However, the Statement of Work to prepare the Service Development Plan is for the initiation of new passenger rail service that will connect four major cities in counties that have relatively high Environmental Burden when compared to the rest of the nation. According to the US DOT Equitable Transportation Community Explorer (“ETCE”), communities with higher Environmental Burden typically have higher Ozone and PM2.5 Levels due to burning fossil fuels and vehicle emissions. Several counties along the corridor are designated non-attainment areas by the US EPA for ozone air quality standards. If intercity passenger rail service is implemented in this corridor, it will help to reduce vehicle (car and bus) emissions in each of these locations by encouraging the cleaner and more energy efficient alternative of rail for those traveling from one city to another. Based on ridership estimates provided by Amtrak, ODOT estimates reductions of 10.3 tons of Volatile Organic Compounds (or VOCs) and 74.9 tons of Nitrous Oxide (or NOx). The NOx reduction has a value of \$0.7 million over 20 years (2024-2043, in 2021 dollars).

## ARTICLE 10: RACIAL EQUITY AND BARRIERS TO OPPORTUNITY

### 10.1 Efforts to Improve Racial Equity and Reduce Barriers to Opportunity

This Section identifies how the Project addresses efforts to improve racial equity and reduce barriers to opportunity. The Recipient certifies that rows marked with “X” in the following table are accurate:

	A racial equity impact analysis has been completed for the Project. <i>(Identify a report on that analysis or, if no report was produced, describe the analysis and its results in the supporting narrative below.)</i>
	The Recipient or a Project partner has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall delivery and implementation of the Project. <i>(Identify the relevant programs, plans, or policies in the supporting narrative below.)</i>
	The Project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation. <i>(Identify the relevant investments in the supporting narrative below.)</i>
	The Project includes new or improved walking, biking, and rolling access for individuals with disabilities, especially access that reverses the disproportional impacts of crashes on people of color and mitigates neighborhood bifurcation. <i>(Identify the new or improved access in the supporting narrative below.)</i>

	The Project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities. <i>(Identify the new or improved access in the supporting narrative below.)</i>
	The Recipient has taken other actions related to the Project to improve racial equity and reduce barriers to opportunity. <i>(Describe those actions in the supporting narrative below.)</i>
X	The Recipient has not yet taken actions related to the Project to improve racial equity and reduce barriers to opportunity but, before beginning construction of the Project, the Recipient will take relevant actions described below to improve racial equity and reduce barriers to opportunity. <i>(Identify the relevant actions in the supporting narrative below.)</i>

## 10.2 Supporting Narrative

The Project identified in this grant does not include any capital infrastructure. However, the Statement of Work to prepare the Service Development Plan is for the initiation of new passenger rail service that will present ample opportunities to reduce barriers in corridor planning throughout the SDP process. The service development planning process will include outreach and public involvement that is inclusive of the diversity of the communities along the corridor. If intercity passenger rail service is implemented, it will improve equity along the corridor because passenger rail will create an option for travelers with reluctance or inability to drive an automobile.

## ARTICLE 11: LABOR AND WORK

### 11.1 Efforts to Support Good-Paying Jobs and Strong Labor Standards

This Section identifies the Recipient’s efforts to support good-paying jobs and strong labor standards related to the Project. The Recipient certifies that rows marked with “X” in the following table are accurate:

	The Recipient or a Project partner has adopted the use of project labor agreements in the overall delivery and implementation of the Project. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>
	The Recipient or a Project partner has adopted the use of local and economic hiring preferences in the overall delivery and implementation of the Project, subject to all applicable State and local laws, policies, and procedures. <i>(Describe the relevant provisions in the supporting narrative below.)</i>
	The Recipient or a Project partner has adopted the use of registered apprenticeships in the overall delivery and implementation of the Project. <i>(Describe the use of registered apprenticeships in the supporting narrative below.)</i>

	<p>The Recipient or a Project partner will provide training and placement programs for underrepresented workers in the overall delivery and implementation of the Project. <i>(Describe the training programs in the supporting narrative below.)</i></p>
	<p>The Recipient or a Project partner will support free and fair choice to join a union in the overall delivery and implementation of the Project by investing in workforce development services offered by labor-management training partnerships or setting expectations for contractors to develop labor-management training programs. <i>(Describe the workforce development services offered by labor-management training partnerships in the supporting narrative below.)</i></p>
	<p>The Recipient or a Project partner will provide supportive services and cash assistance to address systemic barriers to employment to be able to participate and thrive in training and employment, including childcare, emergency cash assistance for items such as tools, work clothing, application fees and other costs of apprenticeship or required pre-employment training, transportation and travel to training and work sites, and services aimed at helping to retain underrepresented groups like mentoring, support groups, and peer networking. <i>(Describe the supportive services and/or cash assistance provided to trainees and employees in the supporting narrative below.)</i></p>
	<p>The Recipient or a Project partner has documented agreements or ordinances in place to hire from certain workforce programs that serve underrepresented groups. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i></p>
	<p>The Recipient or a Project partner participates in a State/Regional/Local comprehensive plan to promote equal opportunity, including removing barriers to hiring and preventing harassment on work sites, and that plan demonstrates action to create an inclusive environment with a commitment to equal opportunity, including:</p> <ul style="list-style-type: none"> <li>a. affirmative efforts to remove barriers to equal employment opportunity above and beyond complying with Federal law;</li> <li>b. proactive partnerships with the U.S. Department of Labor’s Office of Federal Contract Compliance Programs to promote compliance with EO 11246 Equal Employment Opportunity requirements;</li> <li>c. no discriminatory use of criminal background screens and affirmative steps to recruit and include those with former justice involvement, in accordance with the Fair Chance Act and equal opportunity requirements;</li> <li>d. efforts to prevent harassment based on race, color, religion, sex, sexual orientation, gender identity, and national origin;</li> <li>e. training on anti-harassment and third-party reporting procedures covering employees and contractors; and</li> <li>f. maintaining robust anti-retaliation measures covering employees and contractors.</li> </ul> <p><i>(Describe the equal opportunity plan in the supporting narrative below.)</i></p>

X	The Recipient has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient has not yet taken actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards but, before beginning construction of the Project, will take the relevant actions described below. <i>(Identify the relevant actions in the supporting narrative below.)</i>

### 11.2 Supporting Narrative

Work performed as part of this project will be assisted by consulting services selected through ODOT’s Consultant Selection Process. By utilizing ODOT’s existing process, the Recipient will also utilize ODOT’s Division of Opportunity, Diversity, and Inclusion, who promotes fair and equitable business practices for both employees and businesses. In the Office of Outreach, ODOT has an aggressive outreach program to make sure all entities, especially Disadvantaged Business Enterprises (“DBE”) and Small Business Enterprises (“SBE”), understand the resources and opportunities available to them. Outreach provides one-on-one assistance with businesses to help them complete the DBE and SBE Certification Applications. After businesses are certified, Outreach helps these DBE and SBE businesses find work with the State of Ohio. ODOT hosts webinars and public workshops on how to do business with the State, how to become a DBE and/or SBE, and once certified, what the next steps are in finding work. ODOT also conducts in-person and virtual matchmaking events to connect Prime Contractor and Consultant Businesses with DBE Contractors and Consultants to engage in conversations on how they can work together to complete a project. The Office of Outreach attends Business Expos to speak to businesses who wish to do work with the State of Ohio and to promote the DBE and SBE programs. ODOT attends various public events in the community, visiting job fairs, colleges, universities, technical schools, elementary, middle, and high schools. The Recipient will have access to all these efforts as it relates to the consultant selection process.

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Attachment 2

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PROJECT-SPECIFIC TERMS AND  
CONDITIONS

## Project-Specific Terms and Conditions

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## ARTICLE 1: PROJECT-SPECIFIC DESIGNATIONS

### 1.1 Recipient

This Agreement (Agreement) is between the Federal Railroad Administration (FRA) and the Ohio Rail Development Commission (the Recipient).

### 1.2 Project and Purpose

The purpose of this award is to fund a Corridor Identification and Development (CID) Program Step 1 grant for the Cleveland-Toledo-Detroit Corridor <sup>1</sup> (the Project<sup>2</sup>), as described in Article 4 of this Attachment 2, to help achieve the goals identified in the “Notice of Solicitation of Corridor Proposals and Funding Opportunity for the Corridor Identification and Development Program” published on December 20, 2022. FRA and the Recipient will accomplish that purpose by timely completing the Project and ensuring that this award does not substitute for non-Federal investment in the Project, except as proposed in the Application.

### 1.3 Program Designations

- (a) Research and Development. This award is not for research and development.
- (b) Project Size. This award is for a non-Major Project as that term is defined in FRA Guidance on Development and Implementation of Railroad Capital Projects, January 11, 2023 (Railroad Capital Projects Guidance).
- (c) Phased Funding. This award is not a phased funding agreement as further discussed in Section 6.7 of this Attachment 2.
- (d) Grant or Cooperative Agreement. This award is made as a Cooperative Agreement.
- (e) Security Risk. This award is for a Project that has a low security risk.

## ARTICLE 2: SPECIAL TERMS AND CONDITIONS

There are no special terms for this award.

## ARTICLE 3: ADMINISTRATIVE INFORMATION

### 3.1 Application

Application Title: Cleveland-Toledo-Detroit Corridor

Application Date: March 27, 2023

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<sup>1</sup> For purposes of this Agreement, the term “Cleveland-Toledo-Detroit Corridor” refers to the proposed passenger rail system and subject of the overall CID Program effort.

<sup>2</sup> For purposes of this Agreement, the term “Project” refers to the scope of this grant.

### **3.2 FRA Awarding Official**

FRA Office of Railroad Development  
Federal Railroad Administration  
1200 New Jersey Ave, SE  
Washington, DC 20590  
FRA-Grants@dot.gov

### **3.3 Federal Award Date**

The “Federal Award Date” is the effective date of this Agreement, as defined under Section 24.4 of Attachment 1 of this Agreement.

### **3.4 Program Name and Assistance Listings Number**

For the CID Program, the Assistance Listings Number is 20.326 and the Assistance Listings Title is “Federal-State Partnership for Intercity Passenger Rail”.

### **3.5 Recipient’s Unique Entity Identifier**

The Recipient’s Unique Entity Identifier, as defined at 2 C.F.R. § 25.415, is listed in Section 1B on the Agreement cover sheet.

### **3.6 Federal Award Identification Number**

The Federal Award Identification Number is listed in Section 2 on the Agreement cover sheet as the “Agreement Number.”

## **ARTICLE 4: STATEMENT OF WORK**

### **4.1 General Project Description**

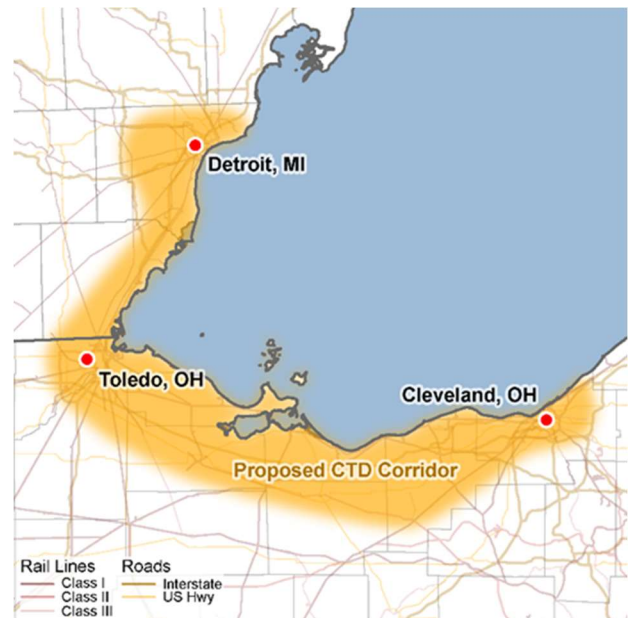
The Project funded under this agreement consists of Corridor ID Step 1 activities, specifically, developing an FRA-compliant Statement of Work (SOW), Project Schedule, and Project Budget for the Service Development Plan (SDP) for the Cleveland-Toledo-Detroit Corridor (“CTD”). The proposed corridor would provide new service on an existing alignment. The Project will incorporate Ohio specific requirements as listed below to enable the state to evaluate implementation of state-sponsored intercity passenger rail in the Corridor. The analysis must include the following:

1. Car-competitive travel times analysis;
2. No impediment of freight rail network fluidity; and
3. A phased approach to achieve the requirements above.

However, Recipient agrees that the above analyses will not impact or preclude its ability to complete the Tasks set forth in this Agreement, in accordance with the Project Schedule.

## 4.2 Project Location

The Cleveland-Toledo-Detroit (“CTD”) Corridor is a proposed new service corridor linking Cleveland, Ohio, with Detroit, Michigan, via Toledo, Ohio. (See map) The CTD Corridor provides connectivity between the nation’s 14th and 34th largest metropolitan statistical areas, while passing through the 94th. This corridor links the existing Wolverine state-sponsored passenger rail service from Chicago to Detroit to the Cleveland and Toledo markets. The proposed corridor would provide new service on an existing alignment.



## 4.3 Project Scope

The Project is the development of an FRA-compliant Statement of Work (SOW), Project Schedule, and Project Budget for Step 2 of the CID Program, the Service Development Plan (SDP) for the Corridor, that incorporates the parameters identified in Section 4.1 of Article 4 of this attachment.

The Recipient will notify FRA in writing of any requested changes in Project Scope and will not proceed with the changed scope unless approved by FRA in writing. If approved, changes to Project Scope may require additional environmental review or an amendment to this Agreement.

### Task 1: Step 1 Project Administration and Management

#### Subtask 1.1: Project Administration

The Recipient will be responsible for all elements of the delivery of the Project. The Recipient will utilize the Ohio Department of Transportation Consultant Selection process to select a consultant to assist with the tasks funded under this grant.

The Recipient will perform all tasks required for the Project through a coordinated process, which will involve affected railroad owners, operators, and funding partners, including:

- Ohio Department of Transportation
- Michigan Department of Transportation
- Amtrak
- Federal Railroad Administration
- Norfolk Southern Railway
- CSX Transportation, Inc. (if necessary, based on Toledo-Detroit final routing alignment)
- Canadian National (if necessary, based on Toledo-Detroit final routing alignment)
- Consolidated Rail Corporation (Conrail) (if necessary, based on Toledo-Detroit final routing alignment)
- Additional railroads as determined appropriate/viable through routing analysis

The Recipient will facilitate the coordination of all activities necessary for implementation of the Project. The Recipient will:

- complete necessary steps to hire a qualified consultant/contractor to perform required Project work, as necessary;
- hold regularly scheduled Project meetings with FRA;
- inspect and approve work as it is completed; and
- participate in other coordination, as needed.

Subtask 1.2: Step 1 Project Management Plan

The Recipient will prepare a Project Management Plan (PMP) for Step 1 that describes how the Project will be implemented and monitored to ensure effective, efficient, and safe delivery of the Project on time and within budget. The PMP will describe the activities and steps necessary to complete the tasks outlined in this Statement of Work.

The PMP will include a Project Schedule and Project Budget for the work to be performed under this Agreement. The Project Schedule will be consistent with the Estimated Project Schedule in Section 5.2 of this Attachment 2, but provide a greater level of detail. Similarly, the Project Budget should be consistent with the Approved Project Budget in Section 6.5 of this Attachment 2, but provide a greater level of detail.

The Recipient will submit the PMP to FRA for review and approval. The Recipient will implement the Project as described in the approved PMP. The Recipient will not begin work on subsequent tasks until FRA has provided written approval of the PMP, unless FRA has provided pre-award authority for such work under Section 6.6 of this Attachment 2. FRA will not reimburse the Recipient for costs incurred in contravention of this requirement.

FRA may require the Recipient to update the PMP. The Recipient will submit any such updates to FRA for review and approval, and FRA will determine if updates to the PMP require an amendment to this Agreement. The Project Budget and Project Schedule may be revised consistent with Article 5 of Attachment 1 of this Agreement without amending this Agreement.

Subtask 1.3: Project Closeout

The Recipient will submit a Final Performance Report as required by Section 7.2 of Attachment 1 of this Agreement, which should describe the cumulative activities of the Project, including a complete description of the Recipient’s achievements with respect to the Project objectives and milestones.

**Task 1 Deliverables:**

<b>Deliverable ID</b>	<b>Subtask</b>	<b>Deliverable Name</b>
1.1	1.2	Project Management Plan

1.2	1.3	Final Performance Report
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**Task 2: STEP 2 STATEMENT OF WORK, APPROVED PROJECT BUDGET, AND APPROVED PROJECT SCHEDULE**

The Recipient will prepare a SOW, Project Budget, and Project Schedule for Step 2 of the CID Program. The Step 2 SOW will include the tasks required for preparing a new or updating an existing SDP for the corridor. A Step 2 SOW Framework document is available for the Recipient to reference in preparing the SOW<sup>3</sup>.

The Step 2 SOW Framework document includes instructions to help the Recipient understand the intent of the tasks associated with the SDP and to tailor the SOW to the specific and unique circumstances of the individual corridor. The document provides a comprehensive description of tasks and subtasks that may be required to prepare a new or update an SDP.

**Subtask 2.1: Existing Planning and Development Materials**

The Recipient will provide FRA with existing materials of planning and development efforts in support of the corridor that may fulfill the SDP requirements as described in 49 U.S.C. § 25101(d) and identified in the CID Program Step 2 Draft Statement of Work Framework. The existing materials may include, but are not limited to, prior SDPs, reports, data, memoranda, Geographical Information Systems (GIS) data, analyses, correspondence, and/or prior NEPA documentation. The Recipient will provide documentation on both methodologies and completed analyses from any relevant prior efforts.

The Recipient will provide an annotated list, based on an index provided by FRA, of the materials including a brief summary of the principal conclusions from the work already completed. The annotated list should demonstrate how work already completed fulfills the corresponding requirement of the SDP. The Recipient will coordinate with FRA to support the FRA’s review and understanding of the materials. FRA will review these materials to support the review of the SOW for the SDP. FRA maintains the discretion to determine whether existing materials fulfill the objectives of the SDP.

**Subtask 2.2: Statement of Work**

The Recipient will submit a Draft Step 2 SOW to FRA for review. FRA will review and coordinate with the Recipient to revise as needed. Upon addressing all comments from FRA, the Recipient will submit a Final Step 2 SOW. Upon FRA review and acceptance of the Final Step 2 SOW, the Step 2 SOW will be used in preparing a Grant Agreement for Step 2 of the CID Program.

**Subtask 2.3: Project Schedule**

The Recipient will submit a Draft Project Schedule for completing the Step 2 SOW for FRA for review. FRA will review and coordinate with the Recipient to revise as needed. Upon addressing all comments

<sup>3</sup> [https://railroads.dot.gov/sites/fra.dot.gov/files/2023-08/CIDP%20Step%202\\_SDP\\_SOW\\_Template\\_Draft\\_082224\\_PDFa.pdf](https://railroads.dot.gov/sites/fra.dot.gov/files/2023-08/CIDP%20Step%202_SDP_SOW_Template_Draft_082224_PDFa.pdf)



from FRA, the Recipient will submit a Final Project Schedule. Upon FRA review and acceptance, the Approved Project Schedule will be used in preparing a Grant Agreement for Step 2 of the CID Program.

**Subtask 2.4: Project Budget**

The Recipient will submit a Draft Project Budget for completing the Step 2 SOW to FRA for review. The Draft Project Budget will present the estimated cost for each task and subtask within the Step 2 SOW including the breakdown of FRA and Non-Federal Contributions including the sources of Non-Federal Contributions. FRA will review and coordinate with the Recipient to revise as needed. Upon addressing all comments from FRA, the Recipient will submit a Final Step 2 Project Budget. Upon FRA review and approval, the Approved Project Budget will be used in preparing a Grant Agreement for Step 2 of the CID Program.

**Task 2 Deliverables:**

<b>Deliverable ID</b>	<b>Subtask</b>	<b>Deliverable Name</b>
2.1	Existing Planning and Development Materials	Annotated List of Existing Planning and Development Materials
2.2	Statement of Work	SDP (Step 2) Statement of Work
2.3	Approved Project Schedule	SDP (Step 2) Approved Project Schedule
2.4	Approved Project Budget	SDP (Step 2) Approved Project Budget

**4.4 Implement Required Environmental Commitments**

The Recipient will implement the Project consistent with the documents and environmental commitments identified below.

None.

**ARTICLE 5: AWARD DATES AND ESTIMATED PROJECT SCHEDULE**

**5.1 Award Dates**

Budget Period End Date: January 31, 2027

Period of Performance End Date: January 31, 2027

## 5.2 Estimated Project Schedule

Milestones associated with this Agreement are identified in Table 5-A: Estimated Project Schedule. The Recipient will complete these milestones to FRA's satisfaction by the Schedule Date, subject to Article 5 of Attachment 1 of this Agreement. The Recipient will notify FRA in writing when it believes it has achieved the milestone.

**Table 5-A: Estimated Project Schedule**

Milestone	Schedule Date
Project Management Plan (Task 1.1)	December 1, 2024
Existing Planning and Development Materials (Task 2.1)	January 1, 2025
Statement of Work (Task 2.2)	December 1, 2025
Approved Project Schedule (Task 2.3)	December 1, 2025
Approved Project Budget (Task 2.4)	December 1, 2025

## ARTICLE 6: AWARD AND PROJECT FINANCIAL INFORMATION

### 6.1 Award Amount

Agreement Federal Funds: \$500,000 of Federal funds obligated under this Agreement.

### 6.2 Federal Obligation Information

Federal Obligation Type: Single

### 6.3 Federal Authorization and Funding Source.

Authorizing Statute: 49 U.S.C. § 25101(a)

Appropriation: Infrastructure Investment and Jobs Act, Public Law 117-58, div. J, title VIII (Nov. 15, 2021)

### 6.4 Funding Availability

Program funding that is obligated under this Agreement remains available until expended.

### 6.5 Approved Project Budget

The estimated total Project cost under this Agreement is up to \$500,000.

FRA will contribute a maximum of 100 percent of the total Project cost, not to exceed the Agreement Federal Funds in Section 6.1 of this Attachment 2.

The Recipient will contribute \$0 in Agreement Non-Federal Funds.

The Recipient will complete the Project to FRA’s satisfaction within the Approved Project Budget, subject to Article 5 of Attachment 1 of this Agreement.

**Table 6-A: Approved Project Budget by Task**

Task #	Task Title	Agreement Federal Funds	Agreement Non-Federal Funds	Total
1	Project Administration and Management	\$50,000	\$0	\$50,000
2	Step 2 Statement of Work, Project Budget, and Project Schedule	\$450,000	\$0	\$450,000
<b>Total</b>		<b>\$500,000</b>	<b>\$0</b>	<b>Total Project Cost: \$500,000</b>

**Table 6-B: Approved Project Budget by Source**

Funding Source	Total Amount	Percentage of Total Project Cost
<b>Federal Share</b>	\$500,000	100%
Agreement Federal Funds	\$500,000	100%
Corridor ID Program	\$500,000	100%
<b>Agreement Non-Federal Funds</b>	\$0	0%

**6.6 Pre-Award Costs**

None. Consistent with 2 C.F.R. part 200, costs incurred before the date of this Agreement are not allowable costs under this award. FRA will neither reimburse those costs under this award nor consider them as a non-Federal cost-sharing contribution to this award.

**6.7 Phased Funding Agreement**

Not applicable.

## ARTICLE 7: PERFORMANCE MEASUREMENT INFORMATION

Table 7-A: Performance Measurement Table identifies the performance measures that this Project is expected to achieve. These performance measures will enable FRA to assess the Recipient’s progress in achieving grant program goals and objectives. The Recipient will report on these performance measures in accordance with the frequency and duration specified in Table 7-A.

Upon Project completion, the Recipient will submit reports comparing the actual Project performance of the new and or improved asset(s) against the pre-Project (baseline) performance and expected post-Project performance as described in Table 7-A. The Recipient will submit the performance measures report to the Project Manager in accordance with Table 7-A.

**Table 7-A: Performance Measurement Table**

<b>Goal</b>	<b>Objective</b>	<b>Performance Measure</b>	<b>Description of Measure</b>	<b>Reporting</b>
<b>Goal 1</b>	Recipient will complete Step 2 Statement of Work, Project Budget, and Project Schedule (Deliverable 2.1 to 2.4)	<b><i>Completion of Step 2 Statement of Work, Project Budget, and Project Schedule (Deliverable 2.1 to 2.4)</i></b>	<i>Approved Step 2 Statement of Work, Project Budget, and Project Schedule (Deliverable 2.1 to 2.4)</i>	<b>Upon Completion</b>

## ARTICLE 8: ENVIRONMENTAL COMPLIANCE

In accordance with the National Environmental Policy Act (NEPA; 42 U.S.C. § 4321 et seq.), other environmental statutes, related regulatory requirements, and FRA’s NEPA-implementing regulations (23 C.F.R. part 771), FRA has determined that the actions funded under this Agreement as described in this Attachment 2, Section 4.3, Tasks 1 and 2, are categorically excluded from detailed environmental review pursuant to 23 C.F.R. § 771.116 (c)(1) and (3). In accordance with Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108; 36 C.F.R. part 800), FRA has also determined that the actions funded under this Agreement have no potential to cause effects to historic properties. The actions do not require the use of property protected by Section 4(f) of the Department of Transportation Act (49 U.S.C. § 303; 23 C.F.R. part 774).

Categorical exclusions (CEs) are actions identified in an agency’s NEPA-implementing procedures that do not normally have a significant impact on the environment and therefore do not require either an environmental assessment (EA) or environmental impact statement (EIS). See 40 C.F.R. § 1508.1(d). In analyzing the applicability of a CE, FRA also considered whether unusual circumstances are present that would warrant a more detailed environmental review through the preparation of an EA or EIS. In accordance with 23 C.F.R. § 771.116 (a) and (b), FRA has further concluded that no unusual

circumstances exist with respect to development of the activities funded under this grant that might trigger the need for a more detailed environmental review.

Should conditions or the scope of the action change, the Recipient must notify FRA and receive written response and notice to proceed before proceeding. FRA will evaluate whether this determination remains applicable or if additional environmental review is necessary.

## ARTICLE 9: CLIMATE CHANGE AND ENVIRONMENTAL JUSTICE IMPACTS

### 9.1 Consideration of Climate Change and Environmental Justice Impacts

This Section identifies how the Project addresses climate change and environmental justice priorities. The Recipient certifies that rows marked with “X” in the following table are accurate:

	The Project directly supports a Local/Regional/State Climate Action Plan that results in lower greenhouse gas emissions.
	The Project directly supports a Local/Regional/State Equitable Development Plan that results in lower greenhouse gas emissions.
	The Project directly supports a Local/Regional/State Energy Baseline Study that results in lower greenhouse gas emissions.
	The Recipient or a Project partner used environmental justice tools, such as the EJSCREEN, to minimize adverse impacts of the Project on environmental justice communities.
	The Project supports a modal shift in freight or passenger movement to reduce emissions or reduce induced travel demand.
	The Project utilizes demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions.
	The Project incorporates electrification infrastructure, zero-emission vehicle infrastructure, or both.
	The Project supports the installation of electric vehicle charging stations.
	The Project promotes energy efficiency.
	The Project serves the renewable energy supply chain.
	The Project improves disaster preparedness and resiliency.
	The Project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, such as through reduction in Clean Air Act criteria pollutants and greenhouse gases, improved stormwater management, or improved habitat connectivity.
	The Project repairs existing dilapidated or idle infrastructure that is currently causing environmental harm.

	The Project supports or incorporates the construction of energy- and location-efficient buildings.
	The Project includes recycling of materials, use of materials known to reduce or reverse carbon emissions, or both.
	The Project includes other actions or attributes that address climate change and environmental justice.
x	The Project does not include actions or attributes that address climate change and environmental justice but, before beginning construction of the Project, the Recipient will take relevant actions described below to address climate change and environmental justice impacts of the Project.

## 9.2 Supporting Narrative

The Project identified in this grant does not include any capital infrastructure. However, the Statement of Work to prepare the Service Development Plan is for the initiation of new passenger rail service that will connect four major cities in counties that have relatively high Environmental Burden when compared to the rest of the nation. According to the US DOT Equitable Transportation Community Explorer (“ETCE”), communities with higher Environmental Burden typically have higher Ozone and PM2.5 Levels due to burning fossil fuels and vehicle emissions. Several counties along the corridor are designated non-attainment areas by the US EPA for ozone air quality standards. If intercity passenger rail service is implemented in this corridor, it will help to reduce vehicle (car and bus) emissions in each of these locations by encouraging the cleaner and more energy efficient alternative of rail for those traveling from one city to another. Based on ridership estimates provided by Amtrak, ODOT further projects environmental benefits in reductions of 28.5 tons of Volatile Organic Compounds (known as “VOCs,”) 7.1 tons of Nitric Oxide (“NOx”), and 1.0 million tons of Carbon Dioxide (“CO2”). The NOx and CO2 reductions have a combined value of \$25.2 million over 20 years (2024-2043, in 2021 dollars).

## ARTICLE 10: RACIAL EQUITY AND BARRIERS TO OPPORTUNITY

### 10.1 Efforts to Improve Racial Equity and Reduce Barriers to Opportunity

This Section identifies how the Project addresses efforts to improve racial equity and reduce barriers to opportunity. The Recipient certifies that rows marked with “X” in the following table are accurate:

	A racial equity impact analysis has been completed for the Project. <i>(Identify a report on that analysis or, if no report was produced, describe the analysis and its results in the supporting narrative below.)</i>
	The Recipient or a Project partner has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall delivery and implementation of the Project. <i>(Identify the relevant programs, plans, or policies in the supporting narrative below.)</i>

	The Project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation. <i>(Identify the relevant investments in the supporting narrative below.)</i>
	The Project includes new or improved walking, biking, and rolling access for individuals with disabilities, especially access that reverses the disproportional impacts of crashes on people of color and mitigates neighborhood bifurcation. <i>(Identify the new or improved access in the supporting narrative below.)</i>
	The Project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities. <i>(Identify the new or improved access in the supporting narrative below.)</i>
	The Recipient has taken other actions related to the Project to improve racial equity and reduce barriers to opportunity. <i>(Describe those actions in the supporting narrative below.)</i>
x	The Recipient has not yet taken actions related to the Project to improve racial equity and reduce barriers to opportunity but, before beginning construction of the Project, the Recipient will take relevant actions described below to improve racial equity and reduce barriers to opportunity. <i>(Identify the relevant actions in the supporting narrative below.)</i>

## 10.2 Supporting Narrative

The Project identified in this grant does not include any capital infrastructure. However, the Statement of Work to prepare the Service Development Plan is for the initiation of new passenger rail service that will present ample opportunities to reduce barriers in corridor planning throughout the SDP process. The service development planning process will include outreach and public involvement that is inclusive of the diversity of the communities along the corridor. If intercity passenger rail service is implemented, it will improve equity along the corridor because passenger rail will create an option for travelers with reluctance or inability to drive an automobile.

## ARTICLE 11: LABOR AND WORK

### 11.1 Efforts to Support Good-Paying Jobs and Strong Labor Standards

This Section identifies the Recipient’s efforts to support good-paying jobs and strong labor standards related to the Project. The Recipient certifies that rows marked with “X” in the following table are accurate:

	The Recipient or a Project partner has adopted the use of project labor agreements in the overall delivery and implementation of the Project. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>
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	<p>The Recipient or a Project partner has adopted the use of local and economic hiring preferences in the overall delivery and implementation of the Project, subject to all applicable State and local laws, policies, and procedures. <i>(Describe the relevant provisions in the supporting narrative below.)</i></p>
	<p>The Recipient or a Project partner has adopted the use of registered apprenticeships in the overall delivery and implementation of the Project. <i>(Describe the use of registered apprenticeships in the supporting narrative below.)</i></p>
	<p>The Recipient or a Project partner will provide training and placement programs for underrepresented workers in the overall delivery and implementation of the Project. <i>(Describe the training programs in the supporting narrative below.)</i></p>
	<p>The Recipient or a Project partner will support free and fair choice to join a union in the overall delivery and implementation of the Project by investing in workforce development services offered by labor-management training partnerships or setting expectations for contractors to develop labor-management training programs. <i>(Describe the workforce development services offered by labor-management training partnerships in the supporting narrative below.)</i></p>
	<p>The Recipient or a Project partner will provide supportive services and cash assistance to address systemic barriers to employment to be able to participate and thrive in training and employment, including childcare, emergency cash assistance for items such as tools, work clothing, application fees and other costs of apprenticeship or required pre-employment training, transportation and travel to training and work sites, and services aimed at helping to retain underrepresented groups like mentoring, support groups, and peer networking. <i>(Describe the supportive services and/or cash assistance provided to trainees and employees in the supporting narrative below.)</i></p>
	<p>The Recipient or a Project partner has documented agreements or ordinances in place to hire from certain workforce programs that serve underrepresented groups. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i></p>



	<p>The Recipient or a Project partner participates in a State/Regional/Local comprehensive plan to promote equal opportunity, including removing barriers to hiring and preventing harassment on work sites, and that plan demonstrates action to create an inclusive environment with a commitment to equal opportunity, including:</p> <ul style="list-style-type: none"> <li>a. affirmative efforts to remove barriers to equal employment opportunity above and beyond complying with Federal law;</li> <li>b. proactive partnerships with the U.S. Department of Labor’s Office of Federal Contract Compliance Programs to promote compliance with EO 11246 Equal Employment Opportunity requirements;</li> <li>c. no discriminatory use of criminal background screens and affirmative steps to recruit and include those with former justice involvement, in accordance with the Fair Chance Act and equal opportunity requirements;</li> <li>d. efforts to prevent harassment based on race, color, religion, sex, sexual orientation, gender identity, and national origin;</li> <li>e. training on anti-harassment and third-party reporting procedures covering employees and contractors; and</li> <li>f. maintaining robust anti-retaliation measures covering employees and contractors.</li> </ul> <p><i>(Describe the equal opportunity plan in the supporting narrative below.)</i></p>
x	<p>The Recipient has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards. <i>(Describe those actions in the supporting narrative below.)</i></p>
	<p>The Recipient has not yet taken actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards but, before beginning construction of the Project, will take the relevant actions described below. <i>(Identify the relevant actions in the supporting narrative below.)</i></p>

## 11.2 Supporting Narrative

Work performed as part of this project will be assisted by consulting services selected through ODOT’s Consultant Selection Process. By utilizing ODOT’s existing process, the Recipient will also utilize ODOT’s Division of Opportunity, Diversity, and Inclusion, who promotes fair and equitable business practices for both employees and businesses. In the Office of Outreach, ODOT has an aggressive outreach program to make sure all entities, especially Disadvantaged Business Enterprises (“DBE”) and Small Business Enterprises (“SBE”), understand the resources and opportunities available to them. Outreach provides one-on-one assistance with businesses to help them complete the DBE and SBE Certification Applications. After businesses are certified, Outreach helps these DBE and SBE businesses find work with the State of Ohio. ODOT hosts webinars and public workshops on how to do business with the State, how to become a DBE and/or SBE, and once certified, what the next steps are in finding work. ODOT also conducts in-person and virtual matchmaking events to connect Prime Contractor and Consultant Businesses with DBE Contractors and Consultants to engage in conversations on how they can work together to complete a project. The Office of Outreach attends Business Expos to speak to businesses who wish to do work with the State of Ohio and to promote the DBE and SBE programs. ODOT attends various public events in the community, visiting job fairs, colleges, universities,

technical schools, elementary, middle, and high schools. The Recipient will have access to all these efforts as it relates to the consultant selection process.

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			1	2	3	4	5
			Sponsor	Sponsor	Sponsor	Sponsor	Sponsor
Task	Subtask	Subtask Component	Submitted Document Addressing the Component	Section and Page Number in the Document	Link to Document	Sponsor Assessment	Sponsor Notes
2	2.1 Draft Purpose and Need Statement	[statutory] Description of how the corridor would contribute to the development of a multi-State regional network of intercity passenger rail					
2	2.1 Draft Purpose and Need Statement	[FRA] Does the purpose and need consider the broad market conditions that inform the corridor?					
2	2.2 Market Analysis	[FRA] Analysis of the existing and projected characteristics of the transportation market to be served. Typical analysis includes passenger travel volumes in the corridor by mode, current and future quality of transportation service and demographic					
2	2.3 Railroad Stakeholder Engagement Plan	[FRA] Description of railroad stakeholder engagement activities related to planning and alternatives analysis processes					
2	2.4 SDP Agency Coordination Plan	[FRA] Description of key contacts within potential state, local, and federal agencies, and tribal governments					
2	2.4 SDP Agency Coordination Plan	[FRA] Description of previous agency or tribal coordination efforts					
2	2.5 Public Coordination Plan	[FRA] Description of key contacts within civic and business groups, public officials, non-federally recognized tribes, relevant interest groups, present and potential riders/users, private service providers/shippers, communities with environmental justice concerns, and the public					
2	2.5 Public Coordination Plan	[FRA] Description of existing coordination efforts between project sponsor and other agencies					
2	2.6 Engagement Activities	[FRA] Description and analysis of engagement activities that took place with railroad stakeholders					
2	2.6 Engagement Activities	[FRA] Description and analysis of engagement activities that took place with state, local, and federal agencies, and tribal governments					
2	2.6 Engagement Activities	[FRA] Description and analysis of engagement activities that took place within civic and business groups, public officials, non-federally recognized tribes, relevant interest groups, present and potential riders/users, private service providers/shippers, communities with environmental justice concerns, and the public.					
3	3.1 Route Options Analysis	[FRA] Methodology to be used for developing or refining route options					

3	3.1 Route Options Analysis	[FRA] Metrics used for route options evaluation criteria					
3	3.1 Route Options Analysis	[FRA] Measurement methods for the route options metrics					
3	3.1 Route Options Analysis	[FRA] Standards for determining which route options get carried forward					
3	3.1 Route Options Analysis	[FRA] Consideration of Purpose and Need when analyzing route options					
3	3.2 Service Options Analysis	[FRA] Methodology to be used for developing or refining service options					
3	3.2 Service Options Analysis	[FRA] Metrics used for service options evaluation criteria					
3	3.2 Service Options Analysis	[FRA] Measurement methods for the service options metrics					
3	3.2 Service Options Analysis	[FRA] Standards for determining which service options get carried forward					
3	3.2 Service Options Analysis	[FRA] Consideration of Purpose and Need when analyzing service options					
3	3.2 Service Options Analysis	[statutory] Fleet analysis that identifies the type and quality of preferred train equipment to be used, with technical specifications such as maximum speed, passenger capacity, energy consumption profile, acceleration and deceleration rates					
3	3.2 Service Options Analysis	[statutory] Detailed description of the proposed intercity passenger rail service, including train frequencies, peak and average operating speeds, and trip times					
3	3.2 Service Options Analysis	[statutory] Description of potential service with existing and planned intermodal connections					
3	3.2 Service Options Analysis	[statutory] Station locations					
3	3.2 Service Options Analysis	[FRA] maintenance facility locations and, for each, whether it is existing or new and how it maximizes the use of existing infrastructure					
3	3.2 Service Options Analysis	[FRA] Signal systems required, including Positive Train Control					
3	3.2 Service Options Analysis	[FRA] Fares and fare structure comparisons among proposed services					
3	3.3 Investment Package Options Analysis	[FRA] Description of Investment Packages (combination of component investments) along routes under consideration					
3	3.3 Investment Package Options Analysis	[FRA] Description of Component Investments (individual physical investments for each Investment Package)					
3	3.3 Investment Package Options Analysis	[FRA] Methodology for investment package options analysis					
3	3.4 Design Options Analysis	[FRA] Methodology for design options analysis					
3	3.4 Design Options Analysis	[FRA] Description of design options for each Component Investment					

4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Methodology for developing operational requirements and data collection					
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Existing train volumes (by operator/train type, and including all transfer, yard, local, and deadhead moves)					
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Existing train characteristics (length, trailing tons, horsepower)					
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Existing train routings through the Study Area (entry/exit and origination/destination points), including wye movements required of all passenger trains arriving at major					
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Specific operating timetables for scheduled services or operating windows for unscheduled service					
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Maintenance-of-way window requirements					
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Abandoned rail lines and/or connections between rail lines, and/or abandoned/removed track(s) on existing lines					
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Track charts, including yards, industrial leads, etc.					
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Existing track conditions, including FRA track class					
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Existing junctions, including turnout speeds and parallel diverging moves					
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Existing and proposed locations of intercity and commuter platforms					
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Location of highway grade crossings and number of lanes					
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Aerial photography					
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Public and employee timetables					
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Existing signal system design and PTC implementation status					
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Existing operating practices					
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Existing documented land survey information, which is readily available in either printed, archived or digital format					

4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Route information including routes operating over-dimensional loads. This would include STRACNET routes, all of which must be able to accommodate occasional over-dimensional load movements by the US military					
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Railroad property records including existing right-of-way limits, including demarcation between owners/controllers of different sections of rail line and long-term operating leases					
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Aboveground and underground rights lease to utility companies for communications or power facilities along rail lines					
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Historical employee and public timetables for operations/services					
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] National Register of Historic Places-listed, eligible, and potential eligible rail facilities					
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Design documentation for adjacent highway structures					
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Navigable waterways operating through moveable railroad bridges, including frequency of bridge moves					
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Locations where local freight activity or freight yard operations may foul main line movements for extended periods of time					
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Documentation for other projects under development within the Study Area					
4	4.2 Operations Analysis	[FRA] Description of methodology used to conduct operations analysis					
4	4.2 Operations Analysis	[FRA] Description of operational needs required to operate the proposed service					
4	4.2 Operations Analysis	[FRA] Analysis results from appropriate tools including train performance calculators and railroad operations simulation software					
4	4.3 Travel Demand and Ridership Forecasting	[FRA] Description of methodology used to conduct travel demand and ridership forecast					
4	4.3 Travel Demand and Ridership Forecasting	[statutory] Projected annual ridership					
4	4.3 Travel Demand and Ridership Forecasting	[FRA] Travel demand forecast of the market area with inputs including but not limited to socioeconomic data and growth rates, trip rates by mode, data regarding traveler's mode choice, station locations, transit connections, equipment technology, operating speeds, and land use.					

4	4.3 Travel Demand and Ridership Forecasting	[FRA] Identification of base and horizon service years that indicate anticipated start date of service and the implementation of the full-service vision					
4	4.4 Revenue Evaluation Analysis	[FRA] Description of methodology used to conduct Revenue Evaluation					
4	4.4 Revenue Evaluation Analysis	[statutory] Projected annual revenues					
4	4.4 Revenue Evaluation Analysis	[FRA] Proposed ticket pricing strategy					
4	4.4 Revenue Evaluation Analysis	[FRA] Revenue evaluation with details on boardings and alightings based on station locations and other key variables					
4	4.4 Revenue Evaluation Analysis	[FRA] Analysis of how service fare can impact ridership levels during special events					
4	4.5 Station Area and Access Analysis	[FRA] Methodology for station area and access analysis					
4	4.5 Station Area and Access Analysis	[statutory] Identification of the locations of existing and proposed stations					
4	4.5 Station Area and Access Analysis	[FRA] Determination of the operational requirements of stations and station access for the new passenger rail service					
4	4.5 Station Area and Access Analysis	[FRA] Provisions to maximize connectivity to existing transit services where available and to future planned services not yet providing service to these specific station locations					
4	4.5 Station Area and Access Analysis	[FRA] Description of accommodating pedestrian, bicycle, micromobility, and other ride-sharing services with efficient access					
4	4.5 Station Area and Access Analysis	[FRA] Description of connectivity with major transportation roadway arterials and the provision of parking areas					
4	4.5 Station Area and Access Analysis	[FRA] Discussion of the economic development potential (commercial/residential) at each station area					
4	4.5 Station Area and Access Analysis	[FRA] Conceptual engineering layout for each station including parking					
4	4.6 Conceptual and Early Preliminary Engineering (Investment Options)	[FRA] Methodology for developing analysis for each component investment for conceptual and early preliminary engineering					
4	4.6 Conceptual and Early Preliminary Engineering (Investment Options)	[FRA] The specific operational objectives and functional requirements of the Component Investment					

4	4.6 Conceptual and Early Preliminary Engineering (Investment Options)	[FRA] The location of the Component Investment for track designs, a linear scale schematic showing track configuration, turnout sizes and type (powered, hand thrown, etc.), proposed signal locations, distance between signals, limits of signalization, limits of curves with degree of curvature, and proposed speeds, including a comparison (through parallel drawings) of the existing and proposed designs					
4	4.6 Conceptual and Early Preliminary Engineering (Design Options)	[FRA] Methodology for developing design conceptual and early preliminary engineering for each component investment					
4	4.6 Conceptual and Early Preliminary Engineering (Design Options)	[FRA] The physical feasibility of the design					
4	4.6 Conceptual and Early Preliminary Engineering (Design Options)	[FRA] The ability of the proposed design to fulfill the operational objectives and functional requirements					
4	4.6 Conceptual and Early Preliminary Engineering (Design Options)	[FRA] The general constructability of the design, including consideration of potential construction phasing to allow for the continuation of operations during the construction period					
4	4.6 Conceptual and Early Preliminary Engineering (Design Options)	[FRA] The adequacy of the design to support a future detailed, site-specific environmental analysis					
4	4.7 Capital Cost Estimation	[FRA] Capital cost estimation methodology					
4	4.7 Capital Cost Estimation	[statutory] Identification of the capital projects necessary to achieve the proposed intercity passenger rail service, including the capital projects for which Federal investment will be requested					
4	4.7 Capital Cost Estimation	[statutory] Identification of the capital projects necessary to achieve the proposed intercity passenger rail service, including the likely project applicants					
4	4.7 Capital Cost Estimation	[statutory] Identification of the capital projects necessary to achieve the proposed intercity passenger rail service, including the proposed Federal funding levels					
4	4.7 Capital Cost Estimation	[statutory] Evidence that the capital project inventory above was developed in consultation with entities listed in subsection (e)					
4	4.7 Capital Cost Estimation	[statutory] A specification of the order in which Federal funding will be sought for the capital projects (determined after considering the appropriate sequence and phasing of projects based on the anticipated availability of funds)					



4	4.7 Capital Cost Estimation	[statutory] Projected capital investments before service could be initiated					
4	4.7 Capital Cost Estimation	[statutory] Projected capital investments required to maintain service					
4	4.7 Capital Cost Estimation	[FRA] Capital cost estimates for each preliminary alternative including unit cost and quantities relating to core track structures and other components, fleet, management, design and construction management allowances, and contingencies					
4	4.7 Capital Cost Estimation	[FRA] Cost-estimating methodology to document the assumptions for costing the projects as well as a phasing strategy to implement the project that identifies service targets and infrastructure needs by phase (can refer to FRA's Capital Cost Estimating Guidance)					
4	4.8 Operations and Maintenance Cost Estima	[FRA] Operations and maintenance cost estimating methodology					
4	4.8 Operations and Maintenance Cost Estima	[statutory] Projected annual operating and maintenance costs					
4	4.8 Operations and Maintenance Cost Estima	[FRA] General estimates of operating, maintenance, and capital renewal costs for a 40-year period					
4	4.8 Operations and Maintenance Cost Estima	[FRA] Analysis of labor planning needs (to include FTE estimates for both O&M and administrative needs)					
5	5. Environmental Planning	[FRA] Methodology for environmental concerns screening and evaluation					
5	5. Environmental Planning	[statutory] Description of the anticipated environmental benefits of the corridor					
5	5. Environmental Planning	[statutory] Description of the corridor's impacts on highway and aviation congestion, energy consumption, land use, and economic development in the service area					
5	5. Environmental Planning	[FRA] Environmental concerns analysis report that documents the potential significant socioeconomic, cultural, human environment, and natural environmental effects of the Preliminary Alternatives (high level qualitative report)					
5	5. Environmental Planning	[FRA] A review of the extent of analysis needed for each environmental resource for subsequent NEPA processes					

5	5. Environmental Planning	[FRA] Identification of potential programmatic mitigation strategies and anticipated permits and agency clearance requirements that will be needed for the alternatives moving forward for additional consideration during NEPA					
6	6.1 Financial Planning	[statutory] Projected sources of capital investment and operating financial support					
6	6.1 Financial Planning	[FRA] Financial plan showing the direct monetary factors of the Project with a single financial statement showing the proposed service's financial projections over the course of the planning horizon					
6	6.1 Financial Planning	[FRA] A description of the capital and operating dollars needed to implement and operate the Project that identifies sources of capital investment and operating financial support (also can include the project's competitiveness for each source)					
6	6.1 Financial Planning	[FRA] The Project's precise levels of funding needed and sources of funding, including cost sharing agreements, government grants, and loans (for corridors in the project development phase)					
6	6.1 Financial Planning	[FRA] Financial planning methodology					
6	6.2 Benefit-Cost Analysis	[FRA] A methodology for the BCA					
6	6.2 Benefit-Cost Analysis	[FRA] Benefit-cost analysis that documents the overall economic impact of the Project (BCA should reference USDOT's Benefit-Cost Analysis Guidance for Discretionary Grant Programs (January 2020) or latest edition, as appropriate)					
7	7. Governance	[statutory] Project sponsors and other entities expected to participate in carrying out the plan					
7	7. Governance	[FRA] Organizational chart identifying the roles, responsibilities, and staffing requirements for each entity involved in advancing the corridor throughout each stage of the corridor's project lifecycle.					
7	7. Governance	[statutory] Proposed entity who will manage the corridor's development and operation					
7	7. Governance	[statutory] Proposed entities required to implement the corridor project inventory from Step 2 to Step 3					
7	7. Governance	[statutory] Proposed operator of the service					

7	7. Governance	[statutory] A list of the entities who will comply with all safety and security laws, orders, and regulations					
7	7. Governance	[FRA] A governance report assessing potential governance and program administration options for the long-term management structure for design, construction, maintenance, and operations of a future corridor system					
8	8. Phased Implementation Plan	[FRA] A methodology for the Phased Implementation Plan					
8	8. Phased Implementation Plan	[statutory] A schedule and any associated phasing of projects and related service initiation or changes					
8	8. Phased Implementation Plan	[statutory] A phased implementation plan that identifies the implementation sequencing of the capital project inventory					
8	8. Phased Implementation Plan	[FRA] Consideration of phasing the project lifecycle stages for each capital project – project development (PE/NEPA), final design, and construction, and the appropriate time to initiate each lifecycle stage for a capital project.					
8	8. Phased Implementation Plan	[FRA] Initial prioritized list of projects based on service phasing considerations that can be advanced to environmental analysis and preliminary engineering studies to complete Project Development under Step 3					

			6	7	8	9
			FRA	FRA	FRA	FRA
Task	Subtask	Subtask Component	FRA Requirement	Submission Status	FRA Notes Based on Review	Potential Sponsor Action
2	2.1 Draft Purpose and Need Statement	[statutory] Description of how the corridor would contribute to the development of a multi-State regional network of intercity passenger rail				
2	2.1 Draft Purpose and Need Statement	[FRA] Does the purpose and need consider the broad market conditions that inform the corridor?				
2	2.2 Market Analysis	[FRA] Analysis of the existing and projected characteristics of the transportation market to be served. Typical analysis includes passenger travel volumes in the corridor by mode, current and future quality of transportation service and demographic	*Sponsor should identify other projects/programs related to the corridor including other IPR and commuter rail efforts			
2	2.3 Railroad Stakeholder Engagement Plan	[FRA] Description of railroad stakeholder engagement activities related to planning and alternatives analysis processes	*Should include potential host railroads and related existing/planned IPR and commuter rail efforts			
2	2.4 SDP Agency Coordination Plan	[FRA] Description of key contacts within potential state, local, and federal agencies, and tribal governments				
2	2.4 SDP Agency Coordination Plan	[FRA] Description of previous agency or tribal coordination efforts				
2	2.5 Public Coordination Plan	[FRA] Description of key contacts within civic and business groups, public officials, non-federally recognized tribes, relevant interest groups, present and potential riders/users, private service providers/shippers, communities with environmental justice concerns, and the public				
2	2.5 Public Coordination Plan	[FRA] Description of existing coordination efforts between project sponsor and other agencies				
2	2.6 Engagement Activities	[FRA] Description and analysis of engagement activities that took place with railroad stakeholders				
2	2.6 Engagement Activities	[FRA] Description and analysis of engagement activities that took place with state, local, and federal agencies, and tribal governments				

2	2.6 Engagement Activities	[FRA] Description and analysis of engagement activities that took place within civic and business groups, public officials, non-federally recognized tribes, relevant interest groups, present and potential riders/users, private service providers/shippers, communities with environmental justice concerns, and the public.				
3	3.1 Route Options Analysis	[FRA] Methodology to be used for developing or refining route options				
3	3.1 Route Options Analysis	[FRA] Metrics used for route options evaluation criteria				
3	3.1 Route Options Analysis	[FRA] Measurement methods for the route options metrics				
3	3.1 Route Options Analysis	[FRA] Standards for determining which route options get carried forward				
3	3.1 Route Options Analysis	[FRA] Consideration of Purpose and Need when analyzing route options				
3	3.2 Service Options Analysis	[FRA] Methodology to be used for developing or refining service options				
3	3.2 Service Options Analysis	[FRA] Metrics used for service options evaluation criteria				
3	3.2 Service Options Analysis	[FRA] Measurement methods for the service options metrics				
3	3.2 Service Options Analysis	[FRA] Standards for determining which service options get carried forward				
3	3.2 Service Options Analysis	[FRA] Consideration of Purpose and Need when analyzing service options				
3	3.2 Service Options Analysis	[statutory] Fleet analysis that identifies the type and quality of preferred train equipment to be used, with technical specifications such as maximum speed, passenger capacity, energy consumption profile, acceleration and deceleration rates				
3	3.2 Service Options Analysis	[statutory] Detailed description of the proposed intercity passenger rail service, including train frequencies, peak and average operating speeds, and trip times				
3	3.2 Service Options Analysis	[statutory] Description of potential service with existing and planned intermodal connections				
3	3.2 Service Options Analysis	[statutory] Station locations				
3	3.2 Service Options Analysis	[FRA] maintenance facility locations and, for each, whether it is existing or new and how it maximizes the use of existing infrastructure				

3	3.2 Service Options Analysis	[FRA] Signal systems required, including Positive Train Control				
3	3.2 Service Options Analysis	[FRA] Fares and fare structure comparisons among proposed services				
3	3.3 Investment Package Options Analysis	[FRA] Description of Investment Packages (combination of component investments) along routes under consideration				
3	3.3 Investment Package Options Analysis	[FRA] Description of Component Investments (individual physical investments for each Investment Package)				
3	3.3 Investment Package Options Analysis	[FRA] Methodology for investment package options analysis				
3	3.4 Design Options Analysis	[FRA] Methodology for design options analysis				
3	3.4 Design Options Analysis	[FRA] Description of design options for each Component Investment				
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Methodology for developing operational requirements and data collection				
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Existing train volumes (by operator/train type, and including all transfer, yard, local, and deadhead moves)				
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Existing train characteristics (length, trailing tons, horsepower)				
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Existing train routings through the Study Area (entry/exit and origination/destination points), including wye movements required of all passenger trains arriving at major				
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Specific operating timetables for scheduled services or operating windows for unscheduled service				
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Maintenance-of-way window requirements				
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Abandoned rail lines and/or connections between rail lines, and/or abandoned/removed track(s) on existing lines				
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Track charts, including yards, industrial leads, etc.				
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Existing track conditions, including FRA track class				
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Existing junctions, including turnout speeds and parallel diverging moves				

4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Existing and proposed locations of intercity and commuter platforms				
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Location of highway grade crossings and number of lanes				
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Aerial photography				
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Public and employee timetables				
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Existing signal system design and PTC implementation status				
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Existing operating practices				
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Existing documented land survey information, which is readily available in either printed, archived or digital format				
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Route information including routes operating over-dimensional loads. This would include STRACNET routes, all of which must be able to accommodate occasional over-dimensional load movements by the US military				
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Railroad property records including existing right-of-way limits, including demarcation between owners/controllers of different sections of rail line and long-term operating leases				
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Aboveground and underground rights lease to utility companies for communications or power facilities along rail lines				
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Historical employee and public timetables for operations/services				
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] National Register of Historic Places-listed, eligible, and potential eligible rail facilities				
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Design documentation for adjacent highway structures				
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Navigable waterways operating through moveable railroad bridges, including frequency of bridge moves				

4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Locations where local freight activity or freight yard operations may foul main line movements for extended periods of time				
4	4.1 Operational Requirements and Existing Physical Conditions Data Collection	[FRA] Documentation for other projects under development within the Study Area				
4	4.2 Operations Analysis	[FRA] Description of methodology used to conduct operations analysis				
4	4.2 Operations Analysis	[FRA] Description of operational needs required to operate the proposed service	*Operating timetables should be one of the deliverables for this component			
4	4.2 Operations Analysis	[FRA] Analysis results from appropriate tools including train performance calculators and railroad operations simulation software				
4	4.3 Travel Demand and Ridership Forecasting	[FRA] Description of methodology used to conduct travel demand and ridership forecast	*Should include post-Covid travel demand and ridership forecast			
4	4.3 Travel Demand and Ridership Forecasting	[statutory] Projected annual ridership				
4	4.3 Travel Demand and Ridership Forecasting	[FRA] Travel demand forecast of the market area with inputs including but not limited to socioeconomic data and growth rates, trip rates by mode, data regarding traveler's mode choice, station locations, transit connections, equipment technology, operating speeds, and land use.				
4	4.3 Travel Demand and Ridership Forecasting	[FRA] Identification of base and horizon service years that indicate anticipated start date of service and the implementation of the full-service vision				
4	4.4 Revenue Evaluation Analysis	[FRA] Description of methodology used to conduct Revenue Evaluation				
4	4.4 Revenue Evaluation Analysis	[statutory] Projected annual revenues				
4	4.4 Revenue Evaluation Analysis	[FRA] Proposed ticket pricing strategy				
4	4.4 Revenue Evaluation Analysis	[FRA] Revenue evaluation with details on boardings and alightings based on station locations and other key variables				
4	4.4 Revenue Evaluation Analysis	[FRA] Analysis of how service fare can impact ridership levels during special events				
4	4.5 Station Area and Access Analysis	[FRA] Methodology for station area and access analysis				



4	4.5 Station Area and Access Analysis	[statutory] Identification of the locations of existing and proposed stations				
4	4.5 Station Area and Access Analysis	[FRA] Determination of the operational requirements of stations and station access for the new passenger rail service				
4	4.5 Station Area and Access Analysis	[FRA] Provisions to maximize connectivity to existing transit services where available and to future planned services not yet providing service to these specific station locations				
4	4.5 Station Area and Access Analysis	[FRA] Description of accommodating pedestrian, bicycle, micromobility, and other ride-sharing services with efficient access				
4	4.5 Station Area and Access Analysis	[FRA] Description of connectivity with major transportation roadway arterials and the provision of parking areas				
4	4.5 Station Area and Access Analysis	[FRA] Discussion of the economic development potential (commercial/residential) at each station area				
4	4.5 Station Area and Access Analysis	[FRA] Conceptual engineering layout for each station including parking				
4	4.6 Conceptual and Early Preliminary Engineering (Investment Options)	[FRA] Methodology for developing analysis for each component investment for conceptual and early preliminary engineering				
4	4.6 Conceptual and Early Preliminary Engineering (Investment Options)	[FRA] The specific operational objectives and functional requirements of the Component Investment				
4	4.6 Conceptual and Early Preliminary Engineering (Investment Options)	[FRA] The location of the Component Investment for track designs, a linear scale schematic showing track configuration, turnout sizes and type (powered, hand thrown, etc.), proposed signal locations, distance between signals, limits of signalization, limits of curves with degree of curvature, and proposed speeds, including a comparison (through parallel drawings) of the existing and proposed designs				
4	4.6 Conceptual and Early Preliminary Engineering (Design Options)	[FRA] Methodology for developing design conceptual and early preliminary engineering for each component investment				
4	4.6 Conceptual and Early Preliminary Engineering (Design Options)	[FRA] The physical feasibility of the design				

4	4.6 Conceptual and Early Preliminary Engineering (Design Options)	[FRA] The ability of the proposed design to fulfill the operational objectives and functional requirements				
4	4.6 Conceptual and Early Preliminary Engineering (Design Options)	[FRA] The general constructability of the design, including consideration of potential construction phasing to allow for the continuation of operations during the construction period				
4	4.6 Conceptual and Early Preliminary Engineering (Design Options)	[FRA] The adequacy of the design to support a future detailed, site-specific environmental analysis				
4	4.7 Capital Cost Estimation	[FRA] Capital cost estimation methodology				
4	4.7 Capital Cost Estimation	[statutory] Identification of the capital projects necessary to achieve the proposed intercity passenger rail service, including the capital projects for which Federal investment will be requested				
4	4.7 Capital Cost Estimation	[statutory] Identification of the capital projects necessary to achieve the proposed intercity passenger rail service, including the likely project applicants				
4	4.7 Capital Cost Estimation	[statutory] Identification of the capital projects necessary to achieve the proposed intercity passenger rail service, including the proposed Federal funding levels				
4	4.7 Capital Cost Estimation	[statutory] Evidence that the capital project inventory above was developed in consultation with entities listed in subsection (e)				
4	4.7 Capital Cost Estimation	[statutory] A specification of the order in which Federal funding will be sought for the capital projects (determined after considering the appropriate sequence and phasing of projects based on the anticipated availability of funds)				
4	4.7 Capital Cost Estimation	[statutory] Projected capital investments before service could be initiated				
4	4.7 Capital Cost Estimation	[statutory] Projected capital investments required to maintain service				

4	4.7 Capital Cost Estimation	[FRA] Capital cost estimates for each preliminary alternative including unit cost and quantities relating to core track structures and other components, fleet, management, design and construction management allowances, and contingencies				
4	4.7 Capital Cost Estimation	[FRA] Cost-estimating methodology to document the assumptions for costing the projects as well as a phasing strategy to implement the project that identifies service targets and infrastructure needs by phase (can refer to FRA's Capital Cost Estimating Guidance)				
4	4.8 Operations and Maintenance Cost Estima	[FRA] Operations and maintenance cost estimating methodology				
4	4.8 Operations and Maintenance Cost Estima	[statutory] Projected annual operating and maintenance costs				
4	4.8 Operations and Maintenance Cost Estima	[FRA] General estimates of operating, maintenance, and capital renewal costs for a 40-year period				
4	4.8 Operations and Maintenance Cost Estima	[FRA] Analysis of labor planning needs (to include FTE estimates for both O&M and administrative needs)				
5	5. Environmental Planning	[FRA] Methodology for environmental concerns screening and evaluation				
5	5. Environmental Planning	[statutory] Description of the anticipated environmental benefits of the corridor				
5	5. Environmental Planning	[statutory] Description of the corridor's impacts on highway and aviation congestion, energy consumption, land use, and economic development in the service area				
5	5. Environmental Planning	[FRA] Environmental concerns analysis report that documents the potential significant socioeconomic, cultural, human environment, and natural environmental effects of the Preliminary Alternatives (high level qualitative report)				
5	5. Environmental Planning	[FRA] A review of the extent of analysis needed for each environmental resource for subsequent NEPA processes				

5	5. Environmental Planning	[FRA] Identification of potential programmatic mitigation strategies and anticipated permits and agency clearance requirements that will be needed for the alternatives moving forward for additional consideration during NEPA				
6	6.1 Financial Planning	[statutory] Projected sources of capital investment and operating financial support				
6	6.1 Financial Planning	[FRA] Financial plan showing the direct monetary factors of the Project with a single financial statement showing the proposed service's financial projections over the course of the planning horizon				
6	6.1 Financial Planning	[FRA] A description of the capital and operating dollars needed to implement and operate the Project that identifies sources of capital investment and operating financial support (also can include the project's competitiveness for each source)				
6	6.1 Financial Planning	[FRA] The Project's precise levels of funding needed and sources of funding, including cost sharing agreements, government grants, and loans (for corridors in the project development phase)				
6	6.1 Financial Planning	[FRA] Financial planning methodology				
6	6.2 Benefit-Cost Analysis	[FRA] A methodology for the BCA				
6	6.2 Benefit-Cost Analysis	[FRA] Benefit-cost analysis that documents the overall economic impact of the Project (BCA should reference USDOT's Benefit-Cost Analysis Guidance for Discretionary Grant Programs (January 2020) or latest edition, as appropriate)				
7	7. Governance	[statutory] Project sponsors and other entities expected to participate in carrying out the plan				
7	7. Governance	[FRA] Organizational chart identifying the roles, responsibilities, and staffing requirements for each entity involved in advancing the corridor throughout each stage of the corridor's project lifecycle.				
7	7. Governance	[statutory] Proposed entity who will manage the corridor's development and operation				

7	7. Governance	[statutory] Proposed entities required to implement the corridor project inventory from Step 2 to Step 3				
7	7. Governance	[statutory] Proposed operator of the service				
7	7. Governance	[statutory] A list of the entities who will comply with all safety and security laws, orders, and regulations				
7	7. Governance	[FRA] A governance report assessing potential governance and program administration options for the long-term management structure for design, construction, maintenance, and operations of a future corridor system				
8	8. Phased Implementation Plan	[FRA] A methodology for the Phased Implementation Plan				
8	8. Phased Implementation Plan	[statutory] A schedule and any associated phasing of projects and related service initiation or changes				
8	8. Phased Implementation Plan	[statutory] A phased implementation plan that identifies the implementation sequencing of the capital project inventory				
8	8. Phased Implementation Plan	[FRA] Consideration of phasing the project lifecycle stages for each capital project – project development (PE/NEPA), final design, and construction, and the appropriate time to initiate each lifecycle stage for a capital project.				
8	8. Phased Implementation Plan	[FRA] Initial prioritized list of projects based on service phasing considerations that can be advanced to environmental analysis and preliminary engineering studies to complete Project Development under Step 3				

**Column 4: Sponsor Assessment**

Yes	There is documentation to be used in the SDP that has been completed during previous planning efforts
Yes, but revisions are necessary	There is documentation to be used in the SDP that has been completed during previous planning efforts, but the sponsor acknowledges that revisions are necessary due to age of analysis, changes in planning objectives, or changes in methodology.
No	There is no documentation to be used in the SDP that has been completed during previous planning efforts
N/A	Not applicable

**Column 5: Sponsor Notes**

Sponsor notes elaborating on the status of the component

**Column 6: FRA Requirement**

FRA notes on the required documentation needed from sponsor. This information will vary based on the status of the corridor. Subject matter experts will develop this information as sponsors advance through the program.

**Column 7 Submission Status**

Submitted but Sponsor Acknowledges Update is Necessary	Complete	Sponsor submitted component believing no more work is needed for SDP
	Timing	Sponsor submitted noting an update is required due to timing (ie analysis is old; we will need to define appropriate timing)
	Needs Supporting Information	Sponsor submitted noting an update is required due to missing supporting analysis (ie some elements are missing)
	Methodology	Sponsor submitted noting an update is required due to concerns with methodology/approach (ie analysis is flawed)
	TBD	Needs further assessment
	N/A	Not applicable
	Missing	No work submitted

**Column 8 Notes Based on Review**

FRA notes elaborating on the status of the component

**Column 9 Potential Sponsor Action**

Complete	Submission submitted and up to date (no update required)
Revise due to Timing	Requires an update due to timing (ie analysis is old; we will need to define appropriate timing)
Supplemental Information Required	Requires additional supporting analysis (ie some elements are missing)
Methodology Update Required	Requires an update due to concerns with methodology/approach (ie analysis is flawed)
TBD	Needs further assessment
N/A	Not applicable
Missing	No work done to date