



RAISE

REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY PROGRAM

Next opportunity anticipated Fall 2024.

ADMINISTERED BY: U.S. DEPARTMENT OF TRANSPORTATION (USDOT)

The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program is a multimodal competitive discretionary grant program authorized under the Bipartisan Infrastructure Law to close the funding gap for surface transportation infrastructure projects with a significant regional or local impact.



ELIGIBLE APPLICANTS

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

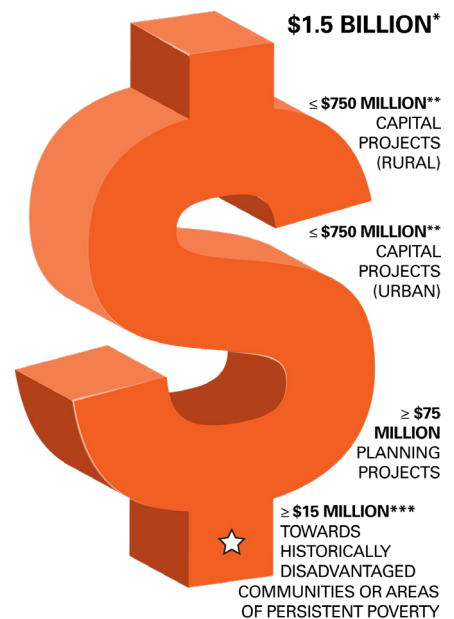
- States and the District of Columbia
- Territory or possession of the United States
- Unit of local government
- Public agency or publicly chartered authority established by one or more States
- Special purpose district or public authority with a transportation function
- Federally recognized Tribe or consortium of such Tribes
- Transit agency
- Multi-state or multijurisdictional group of separately eligible entities



BNSF PII

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

RAISE



*Not more than 15% (or \$225 million) may be awarded in a single State.
 **Not more than 50% of \$1.5 billion may be awarded across the nation.
 ***Not more than 11% (or \$15 million) may be awarded across the nation.

PLANNING PROJECTS

- Planning, preparation, or design of eligible surface transportation capital projects
- Development of master plans, comprehensive plans, transportation corridor plans and plans that integrate economic development, land use, housing, and transportation
- Zero emission plans for transit fleets
- Planning activities related to the development of a multimodal freight corridor
- Planning activities related to zero emissions goods movement
- Development of port and regional port planning
- Risk assessments and planning to identify vulnerabilities (address the transportation system's ability to withstand an emergency or major disaster)

Funding Split

Project Min:	N/A
Project Max:	\$25M
Funding Ceiling:	<\$1.5B
Funding Floor:	\$75M

CAPITAL PROJECTS (RURAL AND URBAN)

- Highway, bridge, or other road projects
- Public transportation projects
- Passenger and freight rail transportation projects
- Port infrastructure investments (port infrastructure and land ports of entry)
- Surface transportation components of an airport project
- Intermodal projects
- Projects to replace or rehabilitate a culvert or prevent stormwater runoff
- Projects investing in surface transportation facilities that are located on Tribal land
- Other surface transportation infrastructure projects that are necessary to advance the goals of the program

Funding Split

	Rural	Urban
Project Min:	\$1M	\$5M
Project Max:	\$25M	\$25M
Funding Ceiling:	\$750M	\$750M
Funding Floor:	N/A	N/A

There are a number of technical changes within the FY 2024 NOFO from the FY 2023 NOFO. BNSF's grant experts are ready to help you navigate these changes in support of your grant application.

Questions to ask yourself about the project:

How is a project designated as rural or urban?

A project is designated as urban if it's located within a Census-designated urbanized area with a population greater than 200,000 in the 2010 Census. If it's outside such an area, it's designated as rural.

What types of rail transportation projects are eligible under the RAISE program?

The RAISE program considers passenger and freight rail projects, transit-oriented developments, and intermodal projects as eligible.

What is the Project Cost Share?

There is a 20% funding match for all project types; however, if the project is located in an Area of Persistent Poverty (APP) or a Historically Disadvantaged Community (HDC), the funding match could be less than 20%.

What happens to projects designated as "Highly Rated" in FY 2024, but not selected for award?

The project is carried forward for consideration under FY 2025 without needing to redo the full application process. Applicants submit a summary including all changes to the project from FY 2024 to FY 2025 in alignment with the FY 2025 NOFO release. As a best practice, BNSF recommends all applicants request a debrief with USDOT on applications not selected for award.



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