

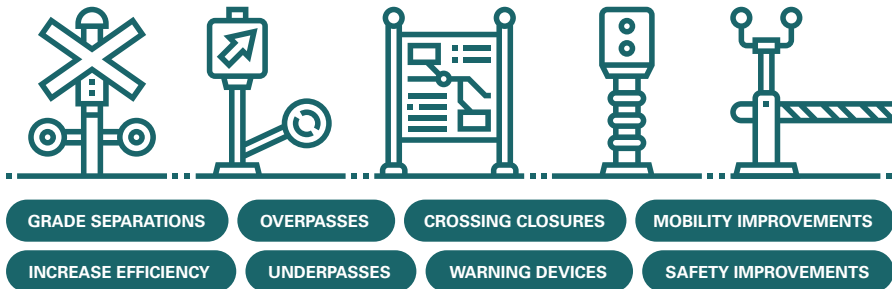
# RCE

## RAILROAD CROSSING ELIMINATION PROGRAM

Next opportunity anticipated Q1 2024.

ADMINISTERED BY: FEDERAL RAILROAD ADMINISTRATION (FRA)

The U.S. Department of Transportation (USDOT) Federal Railroad Administration (FRA) has released a Notice of Funding Opportunity (NOFO) for the Railroad Crossing Elimination (RCE) Program. The RCE program seeks to promote the safety and efficiency of the national rail network by providing funding for highway-rail or pathway-rail grade crossing improvements – including projects that focus on safety and mobility enhancements. The RCE program supports the elimination of railroad crossings that pose a safety risk to motorists, pedestrians, and railroad passengers.



### ELIGIBLE APPLICANTS

Class I railroads are not eligible applicants under the RCE program, however they may partner with eligible applicants – as Project Partners – to pursue funding for projects. Applicants may identify grantees selected for Project funding will need to enter into agreements with railroad corridor owners for projects using railroad rights-of-way.

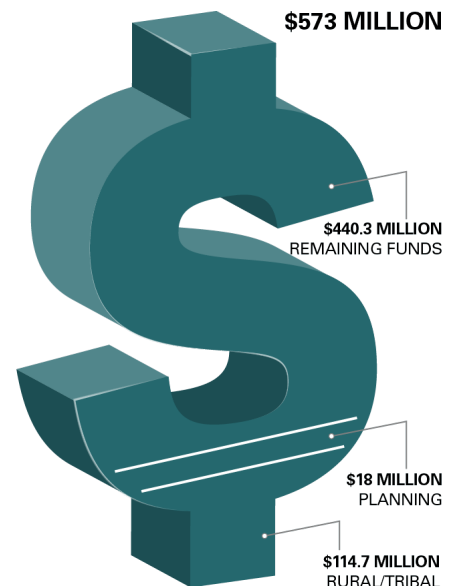
- State governments
- Political subdivisions of states
- Federally recognized Tribal governments
- A unit or group of local government(s)
- A public port authority
- Metropolitan planning organizations (MPOs)
- Any group of entities described above



### 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.

### RCE



## PLANNING

### \$18 Million

Planning projects include:

- Planning
- Environmental review
- Design of a project

- Highway-rail, pathway-rail, or commuter rail at-grade crossing improvements, including elimination or closure
- USDOT grade crossing inventory number must be applicable
- Track relocations resulting in at-grade crossing eliminations or improvements are also eligible

### Funding Split \$18 Million

Project Min: N/A

Project Max: \$114.7M/per state\*

Funding Ceiling: N/A

Funding Floor: \$18M

\*No more than 20% of available funding awarded per state, with exception for Tribal land.

## RURAL/TRIBAL

### \$114.7 Million

Planning and Implementation projects located in Rural Areas or on Tribal Lands. At least 5% will be available for projects located in counties with 20 or fewer residents per square mile, based on the most recent decennial census information.

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- USDOT grade crossing inventory number must be applicable
- Track relocations resulting in at-grade crossing eliminations or improvements are also eligible

### Funding Split \$114.7 Million

Project Min: \$1M

Project Max: \$114.7M/per state\*

Funding Ceiling: N/A

Funding Floor: \$114.7M

\*No more than 20% of available funding awarded per state, with exception for Tribal land.

## REMAINING FUNDS

### \$440.3 Million

The remainder of funds will support non-Rural/non-Tribal improvement projects such as Urban projects.

- Highway-rail, pathway-rail, or commuter rail at-grade crossing improvements, including elimination or closure
- USDOT grade crossing inventory number must be applicable
- Track relocations resulting in at-grade crossing eliminations or improvements are also eligible

### Funding Split \$440.3 Million

Project Min: \$1M

Project Max: \$114.7M/per state\*

Funding Ceiling: \$440.3M

Funding Floor: N/A

\*No more than 20% of available funding awarded per state, with exception for Tribal land.

## Questions to ask yourself about the project:

### Is there potential for corridor improvements?

This could provide more transformational benefits like safety improvements.

### How far along are you with NEPA?

Readiness elements can affect which funding category is applicable.

### What is the Project Cost Share?

20% funding match for all project types.



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