

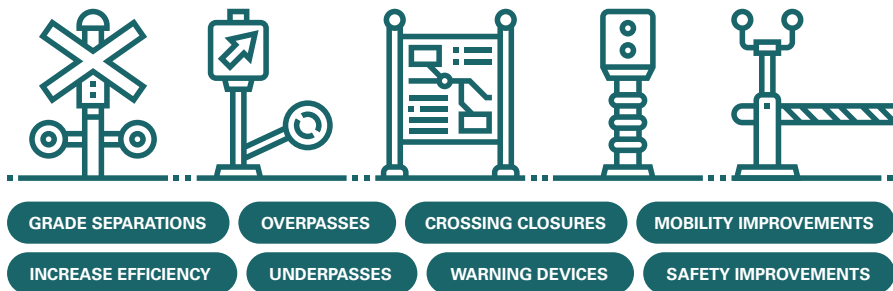
RCE

RAILROAD CROSSING ELIMINATION PROGRAM

Applications are due September 23, 2024.

ADMINISTERED BY: FEDERAL RAILROAD ADMINISTRATION (FRA)

The Railroad Crossing Elimination (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.

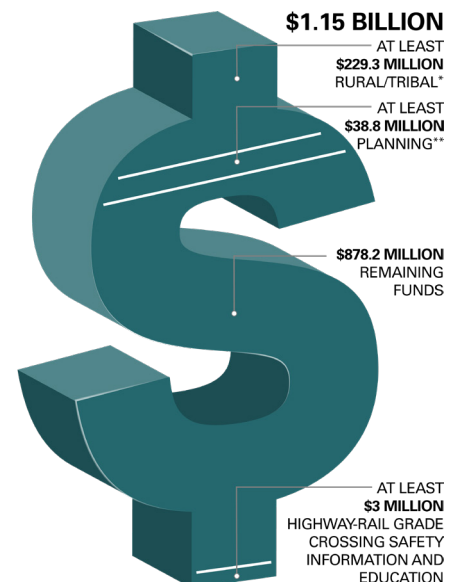
- State governments
- Political subdivisions of states
- Federally recognized Tribal governments
- A unit or group of local government(s)
- A public port authority
- Metropolitan planning organizations (MPOs)
- Any group of entities described above



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



*5% (\$11.5 million) is available for projects in counties with ≤ 20 residents per square mile.
**\$10.84 million is made available for planning projects in Rural Areas or on Tribal lands, includes \$1.84 million in FY 2022 carryover funds.

RCE PROGRAM

Changes from FY 2022 NOFO:

- FRA identified funding Tracks, based on Lifecycle Stages of a Capital Project, and generally expects applicants to identify and pursue one appropriate Track for funding in an application: Track 1 Project Planning, Track 2 Project Development, and Track 3 FD/Construction.
- FRA references the use of its Capital Projects Guidance in identifying project Lifecycle Stages and provides that applicant should describe projects consistent with this Guidance. Identification of appropriate Lifecycle Stage and demonstration of applicable prerequisite activities is a factor in the evaluation of Project Readiness.
- FRA identified a new format for the completion of the Statement of Work application component. FRA expects applicants to include (at minimum) Articles 4-7 of Attachment 2: Project Specific Terms and Conditions.

Types of Eligible 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

PLANNING PROJECTS

Planning projects include Planning, Environmental Review, and Design of a project.

Funding Breakdown \$38.3 Million

Project Min: N/A
Project Max: \$229.8M/per state*
Funding Ceiling: N/A
Funding Floor: N/A

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

RURAL/TRIBAL PROJECTS

This category includes Planning and Implementation projects located in Rural Areas or on Tribal Lands. At least 5% available for projects in counties with ≤ 20 residents per square mile, based on most recent decennial census data.

Funding Breakdown \$229.3 Million

Project Min: \$1M
Project Max: \$229.8M/per state*
Funding Ceiling: N/A
Funding Floor: N/A

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

REMAINING FUNDS

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

Funding Breakdown \$878.2 Million

Project Min: \$1M
Project Max: \$229.8M/per state*
Funding Ceiling: N/A
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? A corridor approach could provide for transformational safety benefits. Consistent with Section A.2 of the NOFO, FRA intends to prioritize Planning projects that seek to grade separate one or more grade crossings. Applicants should identify appropriate Lifecycle Stage considerations for the pursuit of project corridors.

Can a project apply for more than one Lifecycle Stage? Yes, a project can seek funding for multiple Lifecycle Stages; however, FRA may award funding for the corresponding Lifecycle Stage it determines as most appropriate based on Project Readiness.

Is a Benefit-Cost Analysis required? It is not required but applicants are strongly encouraged to submit safety justifications for the project. The FRA noted sources such as gradedec.net, the National Risk Index, and the FRA crossing incident dashboard.

What is the Project Cost Share? It is a 20% funding match for all project types.



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