



A FIELD GUIDE

Local Program Opportunities

Local Program Opportunities

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Updated: June 18, 2019

Program	Typical Application Period			
	Spring	Summer	Fall	Winter
1. Surface Transportation Program (STP)				
2. Highway Safety Improvement Program (HSIP)			When allocated by FHWA	
3. High Risk Rural Roads (HRRR)			LRSP - any time	
4. Railway-Highway Grade Crossing Program			Any time during the year	
5. Congestion Mitigation / Air Quality (CMAQ)		By MPO's		
6. 402 Safety Program			Any time during the year	
7. Technology Transfer #1			Any time during the year	
8. Transportation Alternatives		Every other year		
9. Safe Routes to School		Every other year		
10. City Connecting Link Improvement Program (CCLIP)	Annual			
11. Economic Development			Any time during the year	
12. Rural Highway/RR Crossing Surfacing			Annual evaluation	
13. Federal Fund Exchange			When allocated by FHWA	
14. Special City/County Highway Funds			Distributed quarterly	
15. City Connecting Link Maintenance Payment			Distributed quarterly	
16. Access Management			Any time during the year	
17. ITS Set-Aside			Varies	
18. Kansas Airport Improvement Program			Annual	
19. Emergency Relief Program			Any time during the year as qualifying events occur	
20. Off System Bridge		Annual		
21. State Rail Service Improvement Fund			Any time during the year	

<p>Program Name</p>	<p>Surface Transportation Program (STP)</p>
<p>Description</p>	<p>Flexible funding that may be used by locals for projects to preserve and improve the conditions and performance of any Federal-aid eligible highway; construction or rehabilitation of a bridge or tunnel on any public road; pedestrian and bicycle infrastructure; and transit capital projects.</p>
<p>Main Points</p>	<ul style="list-style-type: none"> • Annual distribution as follows: <ul style="list-style-type: none"> ○ A portion of STP funds is distributed to all counties. ○ A portion of STP funds is distributed to all cities with a population greater than 5,000 but not located in an urbanized area of 200,000 or greater. ○ Urbanized areas with populations greater than 200,000 receive a sub-allocation of STP funds through the respective Metropolitan Planning Organization (MPO). Local Public Authorities within these regions that want to use these funds must apply for funding through the MPO. • An LPA may elect to develop projects using these funds or exchange the federal funds under the Federal Fund Exchange Program. • Project funding is normally limited to Construction and Construction Engineering (inspection) work phases.
<p>How to Apply?</p>	<p>For a federally funded project, submit Form 1302, “Request for a Construction Project”, to the Bureau of Local Projects.</p>
<p>Match</p>	<p>80% Federal / 20% Local – Construction & Inspection phases. 100% Local – Design, Right of Way Acquisition & Utility Relocation.</p>
<p>Likelihood of Funding</p>	<p>Funding amount and availability is determined annually. Distribution based on Special City/County Highway fund formula.</p>
<p>Source</p>	<p>Federal</p>
<p>Program Contact</p>	<p>Ingrid Horton Bur. of Local Projects, 785-296-3861 ingrid.horton@ks.gov</p>
<p>Website Help</p>	<p>http://www.ksdot.org/burlocalproj/default.asp https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm</p>
<p>Updated</p>	<p>June 18, 2019</p>

KDOT Program Fact Sheet 2

Program Name	Highway Safety Improvement Program (HSIP)
Description	A highway safety improvement project on a public road that is consistent with the State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem.
Main Points	<ul style="list-style-type: none"> • Urban > 5,000 pop.: CE & Constr. only
How to Apply?	Call contact listed below.
Match	90% Fed (maximum) / 10% (minimum) Local (Typical)
Likelihood of Funding	Very competitive
Source	Federal
Program Contact	Carla Anderson, Bur. of Transportation Safety & Technology, 785-296-0357 carla.anderson@ks.gov
Website Help	https://safety.fhwa.dot.gov/legislationandpolicy/fast/guidance.cfm
Updated	June 18, 2019

Program Name	High Risk Rural Roads (HRRR) Program
Description	Although under the current Federal Highway Bill (FAST-ACT), funds are not specifically reserved for safety improvements on rural major collectors, minor collectors, and local roads, KDOT continues to fund a HRRR program utilizing HSIP funding.
Main Points	<ul style="list-style-type: none"> • Intended for rural roads with history of crashes • Crash rate needs to be higher than the statewide average or the potential for the crash rate to increase to higher than the statewide average • Counties may also apply for a systematic approach to a corridor or creation of a County Highway Safety Plan. • Signing, Pavement Marking, Rumble Strips are 100% participating
How to Apply?	Bureau of Local Projects sends out a memo with application when soliciting projects.
Match	90% Fed (maximum) / 10% (minimum) Local (Typical)
Likelihood of Funding	Good (if requirements are met) – competitive
Source	Federal
Program Contact	Bill Legge, Local Road Engineer Bur. of Local Projects, 785-296-3861 bill.legge@ks.gov
Website Help	http://www.fhwa.dot.gov/map21/guidance/guidehrrr.cfm
Updated	March 7, 2017

KDOT Program Fact Sheet 4

Program Name	Railway-Highway Grade Crossing Program
Description	Part of the Federal Highway Bill MAP-21 Surface Transportation Program (STP) funds are reserved for protective device installation and hazard elimination at rail/highway grade crossings on public roads. Improvements are generally flashing lights with gates and constant warning time detection circuitry.
Main Points	<ul style="list-style-type: none"> • Protective device installation • Hazard elimination
How to Apply?	Call contact. Uses Priority Formula Hazard Index.
Match	Varies.
Likelihood of Funding	High. If crossing is not eligible for federal funds, a small state funded program works for most other crossings.
Source	Federal
Program Contact	William “Mitch” Sothers, Coordinating Engineer Bureau of Design, 785-296-3529 mitch.sothers@ks.gov
Website Help	www.ksdot.org/burdesign/coorsect/Sectndefault.asp
Updated	March 7, 2017

<p>Program Name</p>	<p>Congestion Mitigation and Air Quality Improvement Program (CMAQ)</p>
<p>Description</p>	<p>A flexible funding category available for projects and programs that provide air quality benefits in urbanized areas. Funds may be used for transportation projects likely to contribute to the attainment or maintenance of a national ambient air quality standard.</p>
<p>Main Points</p>	<ul style="list-style-type: none"> • Used in urbanized areas with a population greater than 200,000. • Sub-allocation to the Kansas City and Wichita Metropolitan Areas. • Funds may be used on transportation projects/programs to help meet the requirements of the Clean Air Act.
<p>How to Apply?</p>	<p>Priorities set by relevant Metropolitan Planning Organization.</p>
<p>Match</p>	<p>80% Federal / 20% Local</p>
<p>Likelihood of Funding</p>	<p>Good</p>
<p>Source</p>	<p>Federal</p>
<p>Program Contact</p>	<p>Ingrid Horton Bur. of Local Projects, 785-296-3861 Ingrid.horton@ks.gov</p>
<p>Website Help</p>	<p>https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm</p>
<p>Updated</p>	<p>June 18, 2019</p>

KDOT Program Fact Sheet 6

Program Name	402 Safety Program
Description	Funds available to cities and counties for safety-related activities such as traffic studies and safety training. KDOT has two consultants on retainer to perform studies as needed. Safety training is provided by KU and KSU professors plus KDOT personnel.
Main Points	<ul style="list-style-type: none"> • Traffic Engineering Assistance Program (TEAP) • Traffic Assistance Services for Kansas (TASK) • Small Cities/Low Volume Roads (LVR) handbooks (hardcopy or CD-ROM)
How to Apply?	Call or email contact.
Match	None. 100% Federal. TASK courses are \$5/session.
Likelihood of Funding	Currently spending all of \$180,000 each year. TEAP funding is competitive with virtually all applicants receiving funds.
Source	Federal
Program Contact	Bill Legge, Local Road Engineer Bur. of Local Projects, 785-296-3861 bill.legge@ks.gov
Website Help	Reference LPA Project Development Manual via KART, http://kart.ksdot.org/Download/DownloadDetail.aspx?FileID=370
Updated	March 7, 2017

KDOT Program Fact Sheet 7

Program Name	Technology Transfer #1
Description	Provides cities and counties with the opportunity to obtain technology and related training through the KU Transportation Center (KUTC), KDOT-hosted NHI courses and LTAP hosted courses. Can also provide research help through the KDOT Library. Publishes K-TRAN and research project reports administered through KU and KSU. Counties can submit ideas for research through the Bureau of Local Projects.
Main Points	<ul style="list-style-type: none"> • Local Transportation Assistance Program (LTAP) • Safety Circuit Rider • Kansas County Road Scholar Program • Newsletters, Lending Library, etc. • KDOT Main Library and Electronic Library • KDOT Training Classes • National Highway Institute (NHI) courses. • K-TRAN and Research Reports • New Product Reviews
How to Apply?	Contacts listed below.
Match	Registration, travel, etc. expenses.
Likelihood of Funding	Good.
Source	Federal & State
Program Contact	<p>David Behzadpour, Technology Transfer Engineer Bureau of Research, 785-291-3847 David.behzadpour@ks.gov</p> <p>Michael Stringer, Bureau Chief, Bur. of Local Projects Bur. of Local Projects 785-296-3861 Michael.stringer@ks.gov</p> <p>Emily Wilder, LTAP Education Program Coordinator KUTC 785-864-2594 eaross@ku.edu</p>
Website Help	http://www.kutc.ku.edu/cgiwrap/kutc/index.php www.nhi.fhwa.dot.gov/ NHI Course Web site library@ksdot.org email contact for the Library
Updated	June 5, 2019

KDOT Program Fact Sheet 8

Program Name	Transportation Alternatives: Transportation Enhancement
Description	<ul style="list-style-type: none"> • Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals. • construction of turnouts, overlooks, and viewing areas, • restoration of historic transportation facilities, • control and removal of outdoor advertising, • environmental mitigation and wildlife habitat connectivity,
Main Points	<p>Must relate to surface transportation and fall into one of these three main categories:</p> <ul style="list-style-type: none"> • Historic • Pedestrian & Bicycle Facilities • Scenic & Environmental
How to Apply?	Applications must be sponsored by and submitted through a local unit of government (city/county) however any public entity, private, nonprofit, or civic organization may promote and assist with the project application and project. Application workshops are held and applications are solicited every other year.
Match	80% Federal / 20% Local (20% minimum). Not eligible: Design costs, right-of-way acquisition, utility adjustments.
Likelihood of Funding	Competitive application process—usually award 20 to 25% of applications submitted. Needs strong commitment from locals plus good planning of the project.
Source	Federal
Program Contact	<p>Cory Davis, Assistant Bureau Chief Bureau of Transportation Planning, 785-296-7984 Cory.Davis@ks.gov</p> <p>Vacant, KDOT Bike\Ped Coordinator Bureau of Transportation Planning, 785-296-7448</p>
Website Help	http://www.ksdot.org/burtransplan/TransEnhance.asp
Updated	June 5, 2019

KDOT Program Fact Sheet 9

<p>Program Name</p>	<p>Transportation Alternatives: Safe Routes to Schools</p>
<p>Description</p>	<p>A reimbursement program for the planning and implementation of projects or activities that enable and encourage children, including those with disabilities, to walk and bicycle to school safely.</p>
<p>Main Points</p>	<p>SRTS is a phased reimbursement program and is a phased program. Phase 1 is the creation of a SRTS plan. Phase 2 is for implementation of the plan. Funding can also be used for standalone non-infrastructure programs or activities.</p> <p>Eligible uses of Phase 2 funds fall under the following five categories:</p> <ul style="list-style-type: none"> • Engineering – crossings, walkways, bikeways • Education – transportation choices, safety campaigns • Enforcement – law enforcement activities • Encouragement – events, activities, contests • Evaluation – documenting outcomes
<p>How to Apply?</p>	<p>Application. Phase 1 by USD, or local unit of government (city/county); Phase 2 by local unit of government (city or county). In both phases, any public entity, private, nonprofit, or civic organization may promote and assist with the project application and project. Application workshops are held and applications are solicited every year.</p>
<p>Match</p>	<p>80% Federal / 20% Local (20% minimum). Not eligible: Design costs, right-of-way acquisition, utility adjustments.</p>
<p>Likelihood of Funding</p>	<p>Competitive application process.</p>
<p>Source</p>	<p>Federal</p>
<p>Program Contact</p>	<p>Matthew Messina, KDOT Bureau of Transportation Planning, 785-296-7448 matthew.messina@ks.gov</p>
<p>Updated</p>	<p>June 5, 2019</p>

KDOT Program Fact Sheet 10

Program Name	City Connecting Link Improvement Program (CCLIP)
Description	Assist cities fund improvements to City Connecting Links (city streets that carry a state highway designation). This is in addition to payments made directly to municipalities for general maintenance of the City Connecting Links.
Main Points	<ul style="list-style-type: none"> • <u>Surface Preservation (SP)</u>: (Previously known as KLINK) • <u>Pavement Restoration (PR)</u>: (New fund category) • <u>Geometric Improvement (GI)</u>
How to Apply?	Bureau of Local Projects sends out a memo with application when soliciting projects
Match	Minimum local match 0 – 25%, depending on the size of the city. Maximum state share based on Category
Likelihood of Funding	Good (if requirements are met) – competitive
Source	State
Program Contact	Tod Salfrank, Assistant Bureau Chief Bur. of Local Projects, 785-368-7396 tod.salfrank@ks.gov
Website Help	http://www.ksdot.org/bureaus/burlocalproj/default.asp
Updated	March 7, 2017

KDOT Program Fact Sheet 11

Program Name	Economic Development
Description	Purpose of the program is to create new jobs and to encourage capital investment in Kansas by helping fund transportation improvements to recruit new businesses and encourage growth of existing businesses.
Main Points	<ul style="list-style-type: none"> • Transportation improvements must address a transportation problem. • The new or expanding business development must be imminent. • Other basic infrastructure must be in place or underway. • Improvement must create new jobs and capital investment in KS. • Projects must have the support of local leaders. • Projects must be “let” by a local government.
How to Apply?	Applications are considered year round. Local governments, often in partnership with a private business, may apply.
Match	25% minimum local match preferred.
Likelihood of Funding	High
Source	State
Program Contact	Michael Moriarty, Chief Bureau of Planning, 785-296-8864 Michael.Moriarty@ks.gov
Website Help	http://kdotapp.ksdot.org/TWorks/Local-Programs
Updated	July 9, 2018

KDOT Program Fact Sheet 12

Program Name	Rural Highway/RR Crossing Surfacing
Description	Highway/railroad crossings surfacing improvements on rural state highways, including those on City Connecting Links in cities up to 2,500 in population.
Main Points	<ul style="list-style-type: none"> • Installation of high type crossing surfaces and approaches • Lump sum KDOT payment of \$410/foot of crossing surface (width of roadway at crossing + about 2' on each side) • Approximately \$500,000 state funds annually
How to Apply?	Projects selected based on need as reported on annual evaluation.
Match	50% State / 50% RR. No audit retainage.
Likelihood of Funding	High. Contact the coordinating section if you have a candidate crossing.
Source	State
Program Contact	William "Mitch" Sothers, Coordinating Engineer Bureau of Design, 785-296-3529 mitch.sothers@ks.gov
Website Help	www.ksdot.org/burdesign/coorsect/Sectndefault.asp
Updated	March 7, 2017

KDOT Program Fact Sheet 13

Program Name	Federal Fund Exchange (FFE)
Description	The federal fund exchange program is a voluntary program that allows a local public agency (LPA) to trade all or a portion of its federal fund allocations in a specific federal fiscal year with the Kansas Department of Transportation (KDOT) in exchange for state transportation dollars.
Main Points	<ul style="list-style-type: none"> • For all counties and cities with a population greater than 5,000 and less than 200,000 not located in an urbanized area. • Participation is optional. An eligible LPA may choose to exchange its federal funds or it may use the funds to develop a federal-aid project. • Dollars must be used on transportation projects. • Flexibility in selection of projects. • All phases of a project are eligible. • State fund exchange dollars paid to the LPA on a reimbursement basis.
How to Apply?	KDOT notifies the LPA of the amount of dollars available to exchange. The LPA then submits a Request to Exchange Federal Funds form.
Match	The exchange rate for FFY 2019 is \$0.90 of state funds for every \$1.00 of local federal obligation authority exchanged. This rate is determined by the Secretary on an annual basis.
Likelihood of Funding	Counties: Funding available annually. Cities: Funding available annually.
Source	Federal
Program Contact	Ingrid Horton Bur. of Local Projects, 785-296-3861 Ingrid.horton@ks.gov
Website Help	http://www.ksdot.org/burlocalproj/default.asp
Updated	July 9, 2018

KDOT Program Fact Sheet 14

Program Name	Special City/County Highway Funds
Description	Distribution of motor fuels tax by formula. Collected by the Kansas Department of Revenue and dispersed by Kansas State Treasurer.
Main Points	<ul style="list-style-type: none"> • State gets 66.37% of fuels tax, Cities & Counties 33.63% • Cities receive 43% of the 33.63%, distribution proportionate to population • Counties receive 57% of the 33.63% • \$5,000 to each county – paid quarterly • Remainder distributed based on vehicle registrations, ADVMT, and total road miles • Special cases in some counties: large cities get part of county \$
How to Apply?	N/A
Match	N/A
Likelihood of Funding	Good
Source	State
Program Contact	Michael Stringer, Bureau Chief Bureau of Local Projects 785-296-3861 Michael.stringer@ks.gov
Website Help	
Updated	March 7, 2017

KDOT Program Fact Sheet 15

Program Name	City Connecting Link Maintenance Payment
Description	A City Connecting Link (CCL) is the name given to that part of a highway that lies inside the boundaries of an incorporated city. Assistance for the maintenance of city connecting links is provided by KDOT when the maintenance is performed by the city. Maintenance Agreements between KDOT and the city are updated as needed based on annexations by the city, highway construction changes, route number changes, or if the city requests (and KDOT agrees) a change in maintenance responsibilities. 371 communities in Kansas have at least one CCL.
Main Points	\$3,000 per lane mile.
How to Apply?	N/A
Match	N/A
Likelihood of Funding	Varies.
Source	State. Distributed by the Kansas State Treasurer.
Program Contact	Kyle Gonterwitz, GIS Manager Bureau of Transportation Planning, 785-296-3843 Kyle.gonterwitz@ks.gov
Website Help	http://www.ksdot.org/IDMWS/kdot/12/resolutions/cclresolution.asp
Updated	March 7, 2017

KDOT Program Fact Sheet 16

Program Name	Access Management
Description	Purpose of the program is to promote safe, efficient traffic flow on the State Highway System while allowing for reasonable access to adjacent properties. This program includes access planning and construction components.
Main Points	<ul style="list-style-type: none"> • Access Planning designates future access points to the state highway, retrofits for existing connections and promotes a complementary local road network. • Construction Program is a reimbursement program (not a grant program) that helps finance improvements identified in approved KDOT access plans. • Both promote safety, efficiency and economic activity.
How to Apply?	<ul style="list-style-type: none"> • Access Planning Program – contact the Highway Access Manager. • Construction Program – applications accepted year round.
Match	<ul style="list-style-type: none"> • Access Planning – 33.3% minimum local match preferred. • Construction Program – KDOT will participate in the Construction Phase of selected projects at 100%, up to a maximum of \$2,000,000. Other associated costs (preliminary engineering, right of way acquisition, utility relocations, permits and construction engineering) are not eligible for reimbursement under the Construction Program.
Likelihood of Funding	High
Source	State
Program Contact	David Seitz, P.E. Bureau of Transportation Planning, 785-296-1140 david.seitz@ks.gov
Website Help	http://www.ksdot.org/accessmanagement/
Updated	June 5, 2019

KDOT Program Fact Sheet 17

Program Name	ITS Set-Aside (Intelligent Transportation System)
Description	ITS is the application of advanced sensor, computer, electronics, and communications technologies and management strategies – in an integrated manner – providing traveler information – to increase the safety and efficiency of the surface transportation system.
Main Points	<ul style="list-style-type: none"> • Anywhere in state (rural and urban) • Technology applications, developments, studies, and research • Targets specific transportation problems such as safety, inefficiency, or reduced mobility • Reimbursement program
How to Apply?	KDOT Application process. Letters or email communications go out to cities, counties and KDOT. The project application process and timeline are included in the mailing.
Match	Not required but helps with scoring. It reflects commitment by the local.
Likelihood of Funding	High
Source	State.
Program Contact	Shari Hilliard, P.E. Bureau of Transportation Safety & Technology, 785-296-6356 shari.hilliard@ks.gov
Website Help	www.ksdot.org/burTransPlan/burovr/intrans.asp
Updated	June 5, 2019

KDOT Program Fact Sheet 18

Program Name	Kansas Airport Improvement Program
Description	Program for improvements to all public-use airports except those classified as Primary airports. Program focuses on preservation and enhancement of the Kansas airport system through airfield pavements, lighting, weather systems, navigational aids, planning grants and aeronautical surveys for instrument approaches, to name a few.
Main Points	<ul style="list-style-type: none"> • Maximum state participation on a new primary runway project is \$1.6 million; \$1.2 million for full depth runway renovation; and \$800,000 for other projects • Funds are not intended to be used as sponsor’s match for a federal project • Planning projects may qualify
How to Apply?	Applications are solicited annually and are due by Sept. 30 but are accepted any time during the year prior to that date. A simple one page application form is used (available on our web site).
Match	<p>Funding ratio will be based on project types as listed below (state share/local share):</p> <ol style="list-style-type: none"> 1. System Preservation Projects <ol style="list-style-type: none"> a. Infrastructure Improvements (90/10) b. Vertical Development (85/15) 2. Modernization Projects <ol style="list-style-type: none"> a. Geometric Improvements (90/10) b. Vertical Development (50/50) 3. Equipment and Facilities Projects <ol style="list-style-type: none"> a. Equipment (50/50) b. Facilities <ol style="list-style-type: none"> i. Navigational (90/10) ii. Non-Navigational (85/15) 4. Design/Planning Projects <ol style="list-style-type: none"> a. All planning/design projects (95/5)
Likelihood of Funding	Good. Projects selected by a project evaluation team using a priority rating system.
Source	State
Program Contact	Bob Brock, Director Division of Aviation, 785-296-2553 Bob.brock@ks.gov
Website Help	www.ksdot.org then click on Aviation under Other Transport Modes
Updated	July 9, 2018

<p>Program Name</p>	<p>Emergency Relief Program</p>
<p>Description</p>	<p>Program to supplement resources of states, cities and counties to help pay for unusually heavy expenses resulting from (1) natural disasters or (2) catastrophic failures from an external cause. Examples of natural disasters include floods, tornadoes, or severe storms. A catastrophic failure could be the collapse of a bridge as a result of being struck by a barge.</p>
<p>Main Points</p>	<ul style="list-style-type: none"> • Funds are only available when the total statewide damage for a given event is \$700,000 or more. • Minimum repair cost per site is \$5,000. • Reimbursement is 100% for repair work within 180 days of event, 80% thereafter. • Only repair in-kind is eligible. • May only be used on federal-aid eligible roads.
<p>How to Apply?</p>	<p>Call or e-mail contact.</p>
<p>Match</p>	<p>None for eligible repairs within 180 days of event; 20% match thereafter.</p>
<p>Likelihood of Funding</p>	<p>Good, if eligibility requirements are met.</p>
<p>Source</p>	<p>Federal</p>
<p>Program Contact</p>	<p>Local: Nelda Buckley, P.E. Bureau of Local Projects, 785-296-0415, Nelda.buckley@ks.gov</p> <p>Dawn Hueske, Local Road Engineer Bur. of Local Projects, 785-207-1420 dawn.hueske@ks.gov</p> <p>State Highway: Jim Frye, Bureau of Maintenance, 785-296-7140, jim.frye@ks.gov</p>
<p>Website Help</p>	<p>http://www.fhwa.dot.gov/map21/qandas/qaer.cfm</p>
<p>Updated</p>	<p>June 5, 2019</p>

KDOT Program Fact Sheet 20

Program Name	Off-System Bridge Program
Description	Federal law and regulations require that a specific portion of a state's apportionment of Surface Transportation Program (STP) funds be used for replacement or rehabilitation of eligible bridges located on roads that are not on the federal-aid system. To comply with this requirement, KDOT has established the Off-System Bridge Program.
Main Points	<ul style="list-style-type: none"> • The federal funds for this program, approximately \$8 million annually, are set aside prior to distribution of the remaining apportionment to eligible LPA's. • In an effort to spread the federal funds over more of the LPA's needs, KDOT will be utilizing a one million dollar cap of the federal funds awarded to any off-system bridge project. • Eligible bridges must be located on a road or street functionally classified as a rural minor collector, rural local, or urban local. • Eligible bridges must have a current NBI inspection report.
How to Apply?	Bureau of Local Projects sends out a memo with application when soliciting projects.
Match	80% Fed (up to \$1M) / 20% Local – Construction & Construction Engineering phases. 100% Local – Design, Right-of-way Acquisition & Utility Relocation.
Likelihood of Funding	Fairly competitive application process. Projects are selected by a project evaluation team using a priority rating system.
Source	Federal
Program Contact	Colby Farlow, Bridge Team Leader Bureau of Local Projects, 785-296-3861 colby.farlow@ks.gov
Website Help	http://www.ksdot.org/burlocalproj/default.asp
Updated	June 5, 2019

Program Name	State Rail Service Improvement Fund
Description	Funds to be used for improving rail access for business and to preserve the condition of the state’s railroad network. This program consists of both loans and reimbursable grants.
Main Points	<ul style="list-style-type: none"> • Projects that improve the condition or expand the capacity of the state’s railroads • Projects that can be used to recruit or expand business in the state by providing better access to the state’s rail network. • Typical projects include major rail rehabilitation and construction/expansion projects, such as rail spurs, sidings and extensions. • Local Governments, railroads, port authorities, and shippers are eligible applicants. • Projects must demonstrate a cost-benefit ratio of one or more.
How to Apply?	Applications are considered year round.
Match	Typically 70% State / 30% Local – Other locally proposed match amounts could be considered depending on project specifics.
Likelihood of Funding	Good. Projects selected by a project evaluation team using a priority rating system
Source	State
Program Contact	John Maddox Bureau of Transportation Planning, 785-296-3228 John.maddox@ks.gov
Website Help	http://www.ksdot.org/TWorks/EcoDevo/downloads/fact-sheet_rail_2012.pdf www.ksdot.org/tworks/ecodevo/downloads/railapp2013.pdf
Updated	March 7, 2017