



A FIELD GUIDE

Local Program Opportunities

Local Program Opportunities

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Updated: November 5, 2013

KDOT Program Fact Sheet 1

Program Name	Surface Transportation Program (STP)
Description	Flexible funding that may be used by locals for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.
Main Points	<ul style="list-style-type: none"> • For all counties and cities with a population greater than 5,000 but no more than 200,000 not located in an urbanized area. • Urbanized areas with populations greater than 200,000 receive a sub-allocation of STP funds through the relevant Metropolitan Planning Organization. • May be used for replacement, rehabilitation, preservation on any public road except local or rural minor collector. • The funding available for this program is dependent on the locals federal fund exchange balance.
How to Apply?	Submit Form 1302 Request for a Construction Project to the Bureau of Local Projects. Local must have enough federal fund exchange/local dollars to pay for Construction and Construction Engineering.
Match	80% Federal / 20% Local – Construction & Inspection phases. 100% Local – Design, Right of Way Acquisition & Utility Relocation.
Likelihood of Funding	Counties and Cities: The funding available for this program is dependent on the locals federal fund exchange balance.
Source	Federal
Program Contact	Sondra Clark, Program Manager Bur. of Local Projects, 785-296-3861 sondrac@ksdot.org
Website Help	http://www.ksdot.org/burlocalproj/default.asp# http://www.fhwa.dot.gov/map21/stp.cfm
Updated	November 1, 2013

KDOT Program Fact Sheet 2

Program Name	Highway Safety Improvement Program (HSIP)
Description	Part of the Federal Highway Bill (MAP-21) funds are reserved for safety improvements on Federal-aid eligible routes (except Interstates).
Main Points	<ul style="list-style-type: none"> • Counties are given 10% of these funds • Urban > 5,000 pop.: CE & Constr. only • Transportation Management Area (TMA): Sub-allocated to MPO, CE & Constr.
How to Apply?	Call contact listed for various local government classifications.
Match	90% Fed (maximum) / 10% (minimum) Local
Likelihood of Funding	Slim – Very competitive
Source	Federal
Program Contact	<p>Local: Ed Thornton, Road Team Leader Bur. of Local Projects, 785-296-0415 edwardt@ksdot.org</p> <p>Urban > 5,000 population: Brian Gower, State Traffic Engineer Bur. of Transportation Safety & Technology, 785-296-3618 gower@ksdot.org</p>
Website Help	http://www.fhwa.dot.gov/map21/guidance/guidehsip.cfm
Updated	December 10, 2013

KDOT Program Fact Sheet 3

Program Name	High Risk Rural Roads (HRRR) Program
Description	Although the current Federal Highway Bill (MAP-21), funds are not reserved for safety improvements on rural major collectors, minor collectors, and local roads, KDOT-BLP administers the 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 apply for a systematic approach to a corridor • 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
Likelihood of Funding	Good (if requirements are met) – competitive
Source	Federal
Program Contact	Local: : Ed Thornton, Road Team Leader Bur. of Local Projects, 785-296-0415 edwardt@ksdot.org
Website Help	http://www.fhwa.dot.gov/map21/guidance/guidehrrr.cfm
Updated	December 10, 2013

KDOT Program Fact Sheet 4

Program Name	STP – Safety -- Railroad
Description	Part of the 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 mitchs@ksdot.org
Website Help	www.ksdot.org/burdesign/coorsect/Sectndefault.asp
Updated	January 12, 2011

KDOT Program Fact Sheet 5

Program Name	Congestion Mitigation and Air Quality Improvement Program (CMAQ)
Description	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.
Main Points	<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 Area. • Funds may be used on transportation projects/programs to help meet the requirements of the Clean Air Act.
How to Apply?	Priorities set by relevant Metropolitan Planning Organization.
Match	80% Federal / 20% Local
Likelihood of Funding	Good
Source	Federal
Program Contact	Sondra Clark, Program Manager Bur. of Local Projects, 785-296-3861 sondrac@ksdot.org
Website Help	www.fhwa.dot.gov/environment/cmaqpgs/
Updated	November 1, 2013

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	Local: Ed Thornton, Road Team Leader Bur. of Local Projects, 785-296-0415 edwardt@ksdot.org
Website Help	Reference LPA Project Development Manual via KART, http://kart.ksdot.org/Download/DownloadDetail.aspx?FileID=370
Updated	December 10, 2013

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). Provides cities and counties with the opportunity to obtain technology and related training through 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) • 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>Susan Barker, Technology Transfer Engineer Bureau of Research, 785-291-3847 susanb@ksdot.org</p> <p>Ron Seitz, Bureau Chief, Bur. of Local Projects Bur. of Local Projects 785-296-3861 seitz@ksdot.org</p> <p>Kristin Kelly, LTAP Training & Technical Assistance Coordinator KUTC 785-864-2594 kbkelly@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	August 23, 2013

KDOT Program Fact Sheet 8

<p>Program Name</p>	<p>Transportation Alternatives: Transportation Enhancement</p>
<p>Description</p>	<p>A reimbursement program for:</p> <ul style="list-style-type: none"> • pedestrian and bicycle transportation facilities, • streetscapes and landscaping, • construction of turnouts, overlooks, and viewing areas, • restoration of historic transportation facilities, • control and removal of outdoor advertising, • environmental mitigation and wildlife habitat connectivity, • and other transportation related enhancement activities
<p>Main Points</p>	<p>Must relate to surface transportation and qualify for at least one of the 12 federally defined TE activities that fall into these three main categories:</p> <ul style="list-style-type: none"> • Historic • Pedestrian & Bicycle Facilities • Scenic & Environmental
<p>How to Apply?</p>	<p>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.</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—usually award 20 to 25% of applications submitted. Needs strong commitment from locals plus good planning of the project.</p>
<p>Source</p>	<p>Federal</p>
<p>Program Contact</p>	<p>Joel Skelley, State Multimodal Planner Bureau of Transportation Planning, 785-296-4209 kaye@ksdot.org</p>
<p>Website Help</p>	<p>http://www.ksdot.org/burtransplan/TransEnhance.asp</p>
<p>Updated</p>	<p>September 30, 2013</p>

KDOT Program Fact Sheet 9

Program Name	Transportation Alternatives: Safe Routes to Schools
Description	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.
Main Points	<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
How to Apply?	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.
Match	80% Federal / 20% Local (20% minimum). Not eligible: Design costs, right-of-way acquisition, utility adjustments.
Likelihood of Funding	Competitive application process.
Source	Federal
Program Contact	Becky Pepper, Kansas Bicycle & Pedestrian Coordinator Bureau of Transportation Planning, 785-296-8593 rpepper@ksdot.org
Updated	September 30, 2013

<p>Program Name</p>	<p>Geometric Improvements (a Local Partnership Program)</p>
<p>Description</p>	<p>Assist cities fund improvements to City Connecting Links (city streets that carry a state highway designation). This was in addition to payments made directly to municipalities for general maintenance of the City Connecting Links.</p>
<p>Main Points</p>	<ul style="list-style-type: none"> • Maximum state \$ and local match varied according to population • During Comprehensive Transportation Program, approximately \$6M in state funds annually
<p>How to Apply?</p>	<p>Bureau of Local Projects sends out a memo with application when soliciting projects</p>
<p>Match</p>	<p>Minimum local match 0 – 25%, depending on the size of the city. Maximum state share ranged from \$700,000 - \$950,000.</p>
<p>Likelihood of Funding</p>	<p>Good (if requirements are met) – competitive</p>
<p>Source</p>	<p>State</p>
<p>Program Contact</p>	<p>Local: Ed Thornton, Road Team Leader Bur. of Local Projects, 785-296-0415 edwardt@ksdot.org</p>
<p>Website Help</p>	<p>Reference LPA Project Development Manual via KART, http://kart.ksdot.org/Download/DownloadDetail.aspx?FileID=370</p>
<p>Updated</p>	<p>December 10, 2013</p>

KDOT Program Fact Sheet 11

Program Name	KLINK 1R Resurfacing (a Local Partnership Program)
Description	Assists cities fund resurfacing projects on 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"> • Part of Comprehensive Transportation Program (CTP) Major Modifications • Pays for surface repairs, replacements only • City responsible for project design, letting, inspection, etc.
How to Apply?	Application process. Usually in April.
Match	50% State/50% Local for >10,000 population 75% State/25% Local for <10,000 population Maximum state share \$200,000.
Likelihood of Funding	Good
Source	State
Program Contact	Local: Ed Thornton, Road Team Leader Bur. of Local Projects, 785-296-0415 edwardt@ksdot.org
Website Help	Reference LPA Project Development Manual via KART, http://kart.ksdot.org/Download/DownloadDetail.aspx?FileID=370
Updated	December 10, 2013

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	Wade Wiebe, Director of Partner Relations Secretary of Transportation’s Office, 785-296-3585 wwiebe@ksdot.org
Website Help	http://kdotapp.ksdot.org/TWorks/Programs
Updated	December 16, 2013

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 mitchs@ksdot.org
Website Help	www.ksdot.org/burdesign/coorsect/Sectndefault.asp
Updated	January 26, 2010

<p>Program Name</p>	<p>Federal Fund Exchange (FFE)</p>
<p>Description</p>	<p>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.</p>
<p>Main Points</p>	<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 road and bridge improvement 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.
<p>How to Apply?</p>	<p>KDOT notifies the LPA of the amount of dollars available to exchange. The LPA then submits a Request to Exchange Federal Funds form.</p>
<p>Match</p>	<p>The exchange rate for the program is \$0.90 of state funds for every \$1.00 of local federal obligation authority exchanged.</p>
<p>Likelihood of Funding</p>	<p>Counties: Funding available annually. Cities: Funding availability annually.</p>
<p>Source</p>	<p>Federal</p>
<p>Program Contact</p>	<p>Sondra Clark, Program Manager Bureau of Local Projects, 785-296-3861 sondrac@ksdot.org</p>
<p>Website Help</p>	<p>http://www.ksdot.org/burlocalproj/default.asp</p>
<p>Updated</p>	<p>November 1, 2013</p>

KDOT Program Fact Sheet 15

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 60% of fuels tax, Cities & Counties 40% • Cities receive 43% of the 40% • Counties receive 57% of the 40% • \$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	Ron Seitz, Bureau Chief, Bur. of Local Projects Bureau of Local Projects 785-296-3861 seitz@ksdot.org
Website Help	
Updated	February 3, 2009

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	Fred Holthaus, Assist. Cartography Manager Bureau of Transportation Planning, 785-296-4866 fredh@ksdot.org
Website Help	http://www.ksdot.org/IDMWS/kdot/12/resolutions/cclresolution.asp
Updated	January 27, 2010

KDOT Program Fact Sheet 17

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 Gurss, Highway Access & Land Use Planning Manager Bureau of Transportation Planning, 785-296-3267 dgurss@ksdot.org
Website Help	www.ksdot.org/accessmanagement
Updated	December 16, 2013

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	Leslie Fowler, ITS Program Manager Bureau of Transportation Safety & Technology, 785-296-5652 leslie@ksdot.org
Website Help	www.ksdot.org/burTransPlan/burovr/inttrans.asp
Updated	July 12, 2010

KDOT Program Fact Sheet 19

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	Jesse R. Romo, Acting Director Division of Aviation, 785-296-2553 KDOTAviation@ksdot.org
Website Help	www.ksdot.org then click on Aviation under Other Transport Modes
Updated	August 19, 2013

KDOT Program Fact Sheet 20

<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: Lynn Berges, Bureau of Local Projects, 785-296-0410, lynn.berges@ksdot.org</p> <p>State Highway: Peter Carttar, Bureau of Maintenance, 785-296-7184, carttar@ksdot.org</p>
<p>Website Help</p>	<p>http://www.fhwa.dot.gov/map21/qandas/qaer.cfm</p>
<p>Updated</p>	<p>September 18, 2013</p>

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 & Inspection 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	Sondra Clark, Program Manager Bureau of Local Projects, 785-296-3861 sondrac@ksdot.org
Website Help	http://www.ksdot.org/burlocalproj/default.asp
Updated	August 26, 2013