

Off-System Bridge Program

Interim for duration of Bipartisan Infrastructure Law (BIL) FFY 2022-2026

Program Guideline Fact Sheet

PROGRAM FUNDING FFY 2025

- Up to \$20.5 mil per year for Program
- Up to \$2,000,000 per project

PROGRAM ELIGIBILITY

- The bridge must be located on a road functionally classified as a rural minor collector, rural local, or urban local.
- The bridge must have a current NBI inspection report.
- NBI Rating of “Poor”

PARTICIPATION

- This is a Federal Program Utilizing both Surface Transportation Block Grant (STBG) and Bridge Program Funds (BPF) and the participation will be 100% (Combined State and Federal) (up to \$2 million) for Construction and Construction Engineering. The local agency will be responsible for any Construction and Construction Engineering cost over the \$2M maximum as well as 100 percent (100%) of the design, right of way acquisition, utility relocation, and any non-participating cost.

KEY POINTS

- Federal law and regulations require that a specific portion of a state's apportionment of Surface Transportation Block Grant (STBG) funds and Bridge Program Funds (BPF) 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.
- The federal funds for this program, approximately \$10 million of STBG annually, are set aside prior to distribution of the remaining apportionment to Local Public Agencies (LPAs) with the match requirement being met with \$2.5 million of State funds; and approximately \$8 million of BPF.
- KDOT will cap the combined State and Federal funds awarded for this program for each project individually but cannot exceed two million dollars per project.
- The program is competitive, and funds are awarded through an application process.