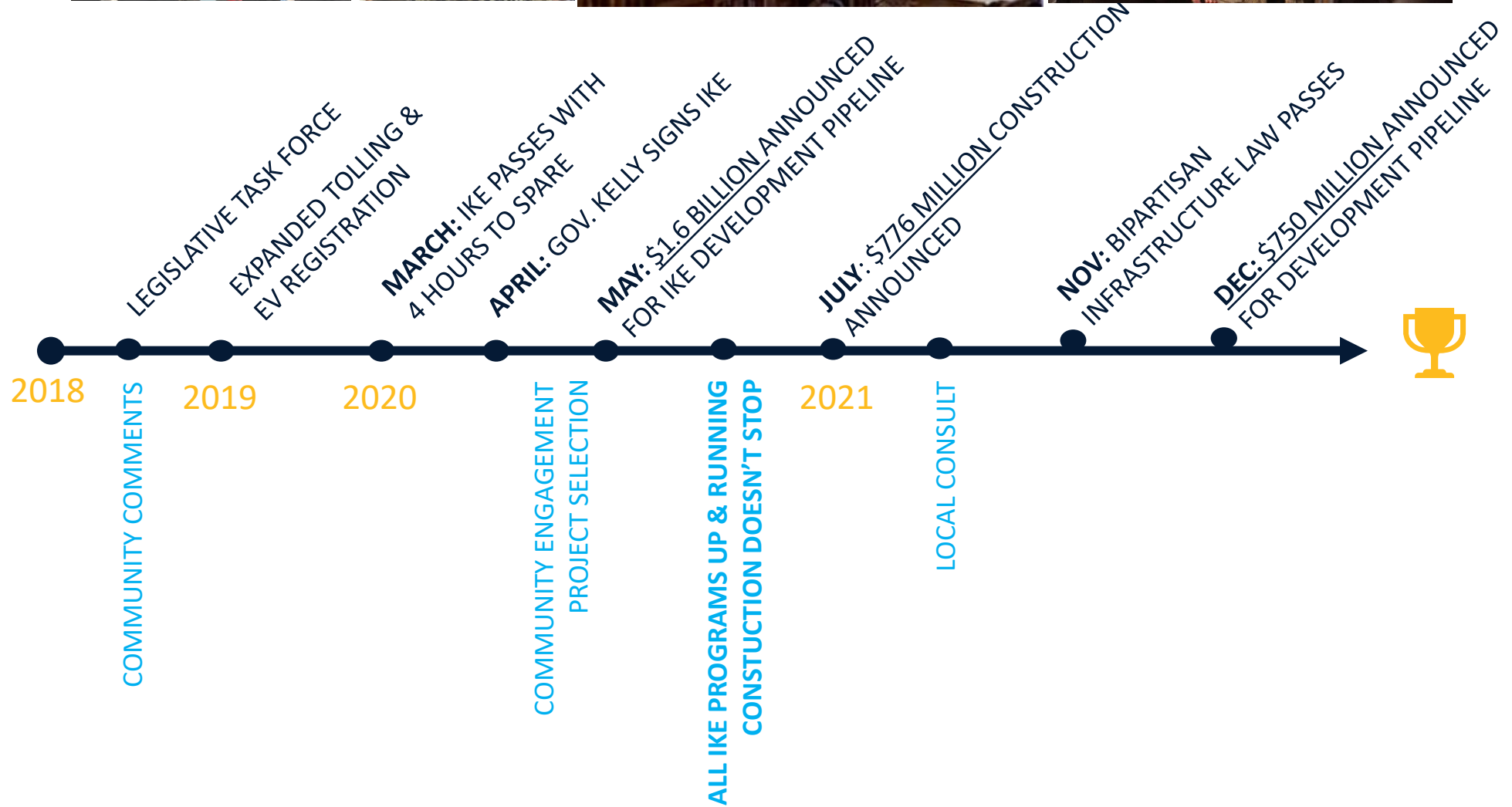




Bipartisan Infrastructure Law Impact on Kansas Transportation



PROGRESS HAS MANY PARTNERS





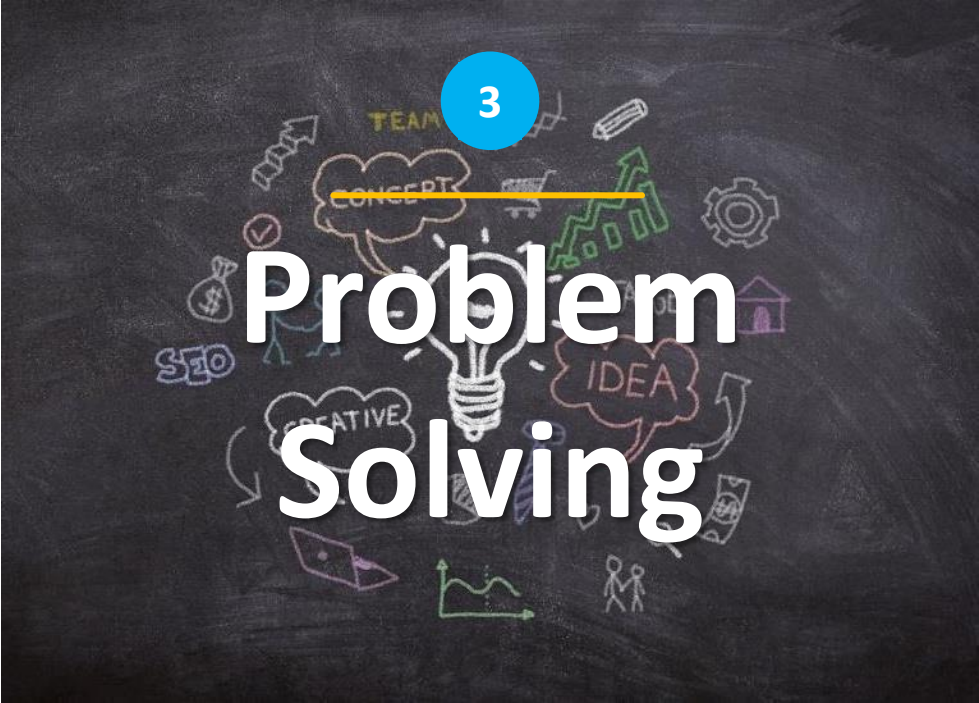
1

Partnerships



2

More Options



3

Problem Solving



Strong Progress

- ✓ All new programs launched
- ✓ All T-WORKS projects underway
- ✓ Workforce accidents decreased 46%
- ✓ \$1 million savings in reducing workers comp costs



2000%

KDOT



IKE

THE EISENHOWER LEGACY
TRANSPORTATION PROGRAM



**BIPARTISAN
INFRASTRUCTURE
LAW**

\$1.2 Trillion Investment across U.S.



Opportunity for Kansas

Our goals



Save lives by making our roads safer



Reduce transportation costs for people and goods



Strengthen communities by innovating our infrastructure

Safer | Cheaper | For the Future

Local bridge example

- 1,230 local bridges in poor condition
- 3,850 are weight restricted
- We replace/remove 60 per year with existing programs
- Would take 20 years to replace poor bridges only- not necessarily the most important bridges
- Adding some additional money is not enough – we need to be strategic in our investments & what we incentivize

Connect our actions to our goals

Bridge Example



Fewer deficient **bridges** make our roads safer



Upgrading essential **farm-to-market bridges** helps reduce transportation costs for consumers/farmers



A **sustainable grid** reduces the maintenance tax burden allowing communities to meet other needs & generate new opportunities

Bipartisan Infrastructure Law Overview

\$1.2 trillion
nationwide over 5 years

60%
Formula Funds

\$3.8 Billion
Total for Kansas

\$730M
For KS Transportation

40%
Competitive Grants

TBD
Total for Kansas

Not use it or lose it funds

Bipartisan Infrastructure Law Overview

\$1.2 trillion
nationwide over 5 years

60%
Formula Funds

\$3.8 Billion
Total for Kansas

\$730M
For KS Transportation

Today's focus

40%
Competitive Grants

TBD
Total for Kansas

Not use it or lose it funds

Additional Transportation Funding under BIL

	Avg. Annual	5-Year Avg. Total
HIGHWAYS: Federal-aid highway funding	\$89M	\$445M
BRIDGES: Funds targeted for bridges in poor/fair condition.	\$45M	\$225M
ELECTRIC VEHICLE INFRASTRUCTURE: Charging infrastructure, education & outreach	\$8M	\$40M
RURAL TRANSIT: KDOT administers rural transit funds	\$3.7M	\$14.8M
TOTAL	\$145.7M	\$730M


**Discretionary
Grant
Programs**

A good transportation system serves all



It's system of systems with varying needs & limited info to make the best investments – need your input

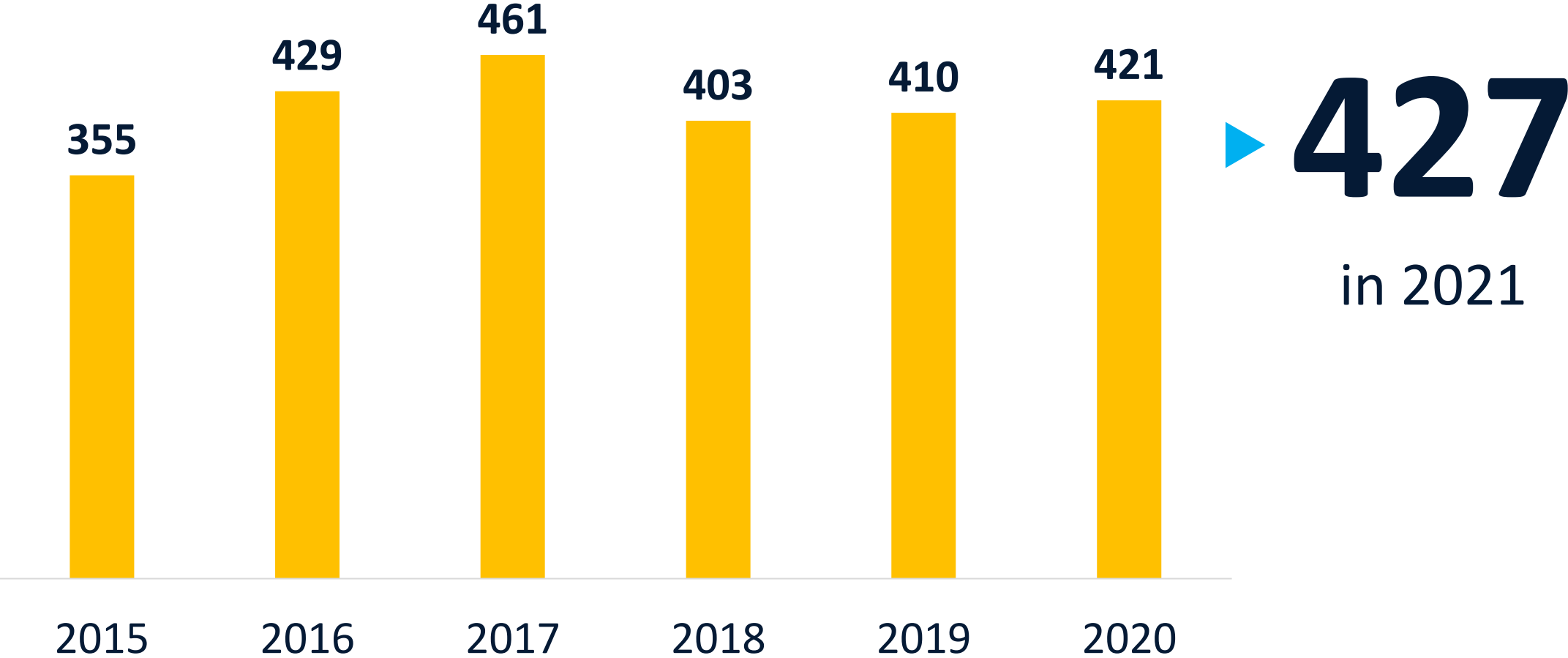
	County Roads	City Streets & City Connecting Links	KDOT State Highway System
Total (center line) miles	113,036	17,451	9,386
Paved	13%	95%	100%
Unpaved	87%	5%	0%
Traffic	15%	48%	37%
Annual Freight Transported value	?	?	\$221 Billion
System Condition			
Good	?	?	29%
Fair	?	?	53%
Poor	?	?	18%

*Excludes KTA



Investment considerations

Traffic fatalities have remained steady; what investments can reduce crashes?



Where do we need to modernize our system to meet current/future needs?

3,850 Kansas bridges cannot support ag loads

Photo Credit: KAKE News



What about long-time, expensive needs we haven't been able to address?

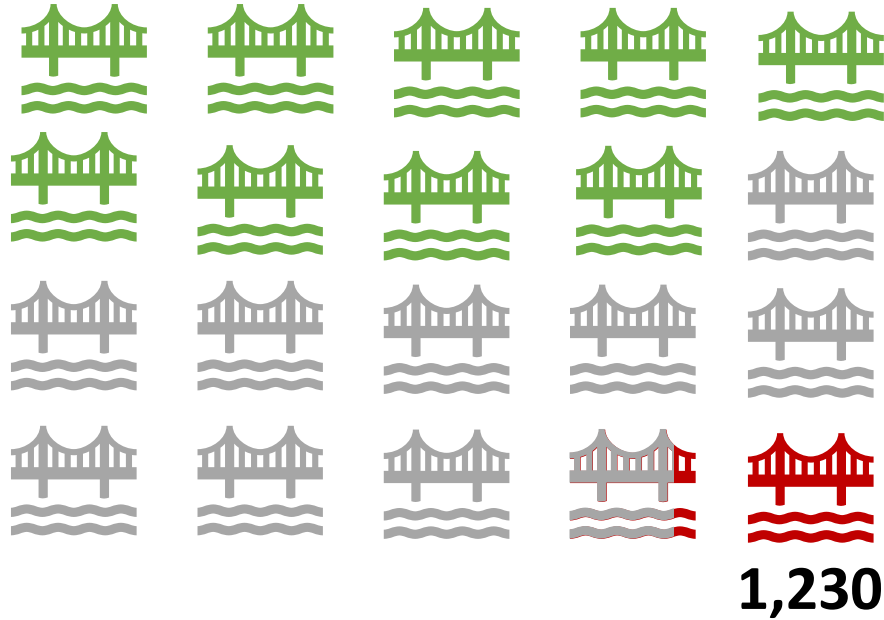


How do we make our infrastructure more resilient?



Where is the system in the worst shape?

19,323
Local
Bridges

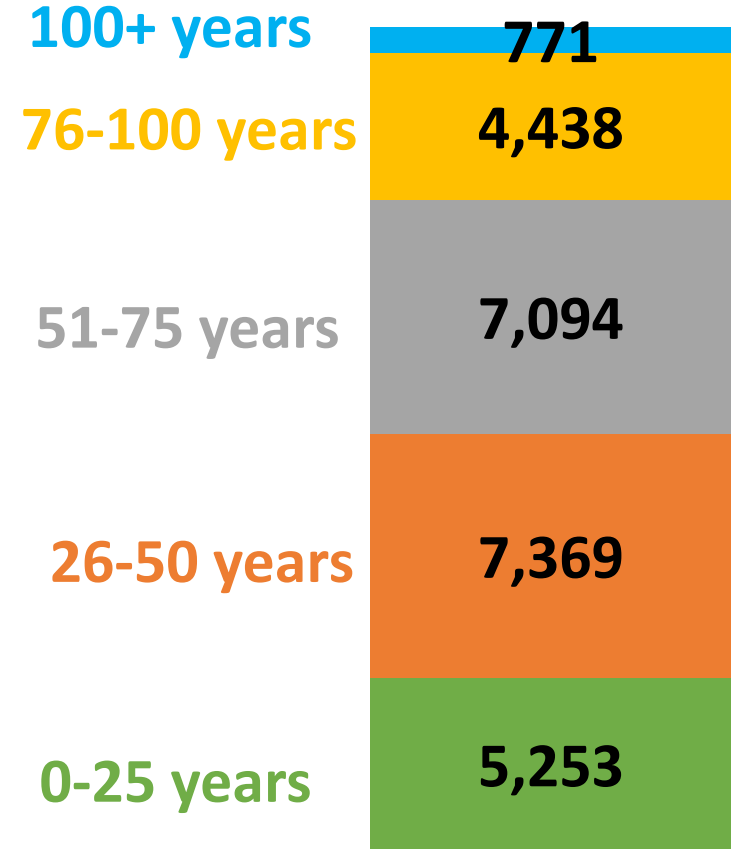


5,135
State
Bridges



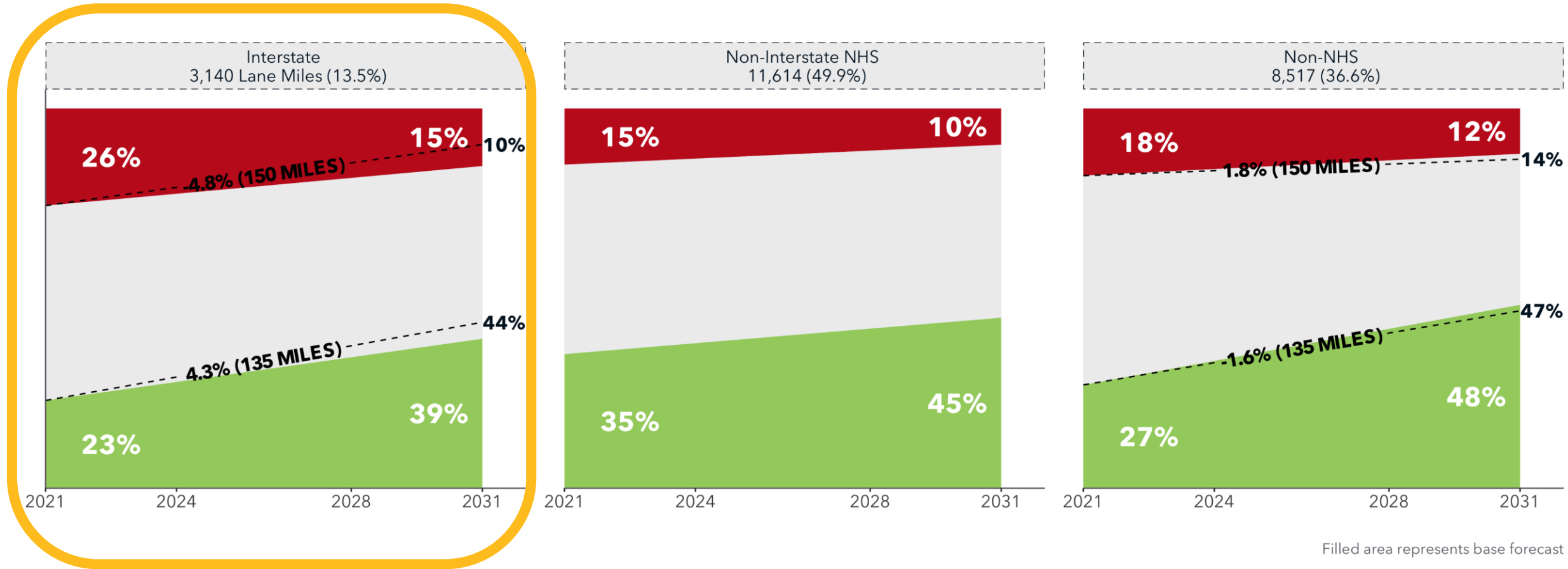
Good Fair Poor

Bridges by Age



Where is the state system in the worst shape?

State Highway System pavement conditions



Where could we save people money & time by reducing congestion, improving trip reliability times?





Implementation Considerations

Does it make sense to add more projects when costs are increasing?

► PRESERVATION

19%

cost increase
in FY22

Projected/Actual for FY 2022: **\$571**

Cost estimate for FY 2022: **\$479**

► MODERNIZATION & EXPANSION

5%

cost increase
in FY22

Projected/Actual for FY 2022: **\$301**

Cost estimate for FY 2022: **\$272**

There's no guarantee prices will go down and delaying projects is costly too



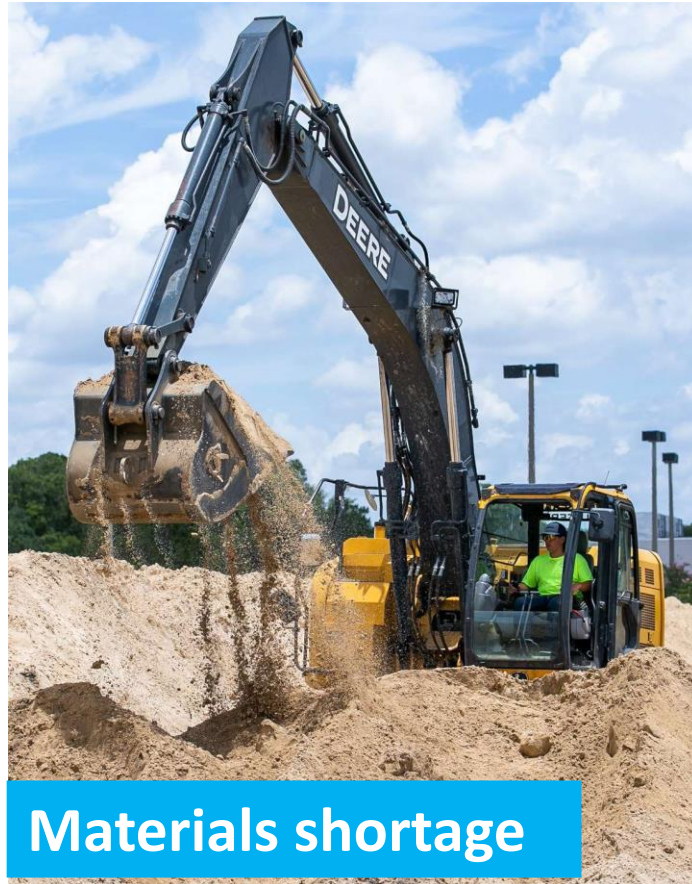
Lesson learned

\$100 million+ **Total cost of delaying T-WORKS projects**

\$4 million **Avg. cost per project**

What can we deliver on-time?

National workforce shortage



Materials shortage

5 –year deadline



Will adding to our system be sustainable long-term?

Average **cost increase per mile** for preservation

Shoulders + \$25K

Passing Lane + \$75K

Passing Lanes + \$125K

4-Lane Expressway + \$200K

- This is for a 1.5" Mill and Asphalt Overlay action
- KDOT typically does 700 miles of this type of work annually



\$89 million
annually for **Highways**

Proposed Investment Areas



Increase local partnership programs

POTENTIAL RANGES

- + \$10 to \$35M Local Construction KDOT Administers (RES)
- + \$0 to \$10M City Connecting Link Improvement Program
- + \$0 to \$10M Cost Share Program
- + \$0 to \$10M Transportation Alternatives Program
- + \$0 to \$10M Economic Development Program
- + \$0 to \$6M High Risk Rural Roads Program

\$89M
ANNUALLY

City Connecting Link Improvement Program – **potential modifications** with these dollars

- Increase the maximum above current \$1 million limit
- Allows for bigger projects and for more to be accomplished in one year rather than multiple years
- Would this be helpful to you all?
- Are there other modifications that would be helpful in this or other local partnership programs?



Potential Benefits & Challenges/Cons

Benefits

- Strengthens local systems
- Provides communities more tools to solve problems & capture opportunities

Your input needed:

- Communities' capacity to deliver more projects

Challenges/Cons:

- Selections ultimately driven by communities who “can” apply; may not always be the projects most needed (comparatively)
- Tough to have a systematic impact if dollars are divvied up too much among programs/applicants.

Safer | Cheaper | For the Future

More information about these programs & more available in our **Local Program Opportunities Guide**

Online at:

ksdot.org/burlocalproj/

Copies available here



A FIELD GUIDE

Local Program Opportunities



Increase modernization & safety projects

POTENTIAL RANGES

+ \$0 to \$55M

Increase in Highway Modernization

+ \$0 to \$35M

Increase safety projects

\$89M

- Clear Zone Projects
 - Removal of blunt end bridges & bypass lanes
 - Add shoulders

Clear Zone Pilot Program

- 46% of all Kansas fatalities are due to roadway departures
- 988 miles of Kansas highways lack adequate shoulders
 - Many of these miles have not been prioritized by existing federal fund programs
- New Clear Zone program aims to make safety improvements along these routes
- 1st Clear Zone Pilot project in Comanche County
 - Adds shoulders
 - Replaces blunt-end bridges



Potential Benefits & Challenges/Cons

Benefits

- Improves safety
- Addresses projects that we would be unable to do otherwise

Challenges/Cons:

- Addressing “low traffic” routes means less Kansans benefit directly from these investments
- Expands system size, which increases long-term preservation costs



Increase expansion work throughout life of IKE

\$89M TOTAL

- Value adds to existing projects in the pipeline
 - Adding a phase
 - Extending the length of project
- Using these funds now potentially means more dollars will be available in later years of IKE to increase total expansion



Potential Benefits & Challenges/Cons

Benefits

- Reduces more congestion
- Increases economic development opportunities
- These projects have seen less cost increases so far
- Can deploy faster

Challenges/Cons:

- Expands the size of system increasing long-term preservation costs

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There are trade-offs

B Modernization/Safety **VS** **C** Expansion

- Smaller, less expensive projects
- More miles improved for the dollars

- Larger, expensive projects means less miles improved
- Individual projects have a larger impact

Safer | Cheaper | For the Future



Increase heavy preservation work

- Emphasis on the interstate system
- Heavier actions
- Account for cost increases

+ \$89M



Potential Benefits & Challenges/Cons

Benefits

- Investing now saves money later on preservation costs
- Improves the routes that carry the most people and goods
- Addresses interstates which are in worse structural condition than understood 2 years ago

Challenges/Cons:

- These projects have seen the largest cost increases recently
- IKE guarantees preservation needs must be met first, other needs do not have that

Safer | Cheaper | For the Future

Earliest deployment for investment areas

	Now	6 months to 1 year	1 year +
A	Transportation Alternatives City Connecting Links	Cost Share High Risk Rural Roads	RES (Local Construction) Economic Development
B	Modernization		Safety specific projects
C	Expansion		
D	Heavy Preservation		

Scenario A

Scenario B

Scenario C

Scenario D

Investment areas and levels could vary by year and evolve overtime

CD

A

C

A

B

C

A

B

D

D

E

YEAR 1

YEAR 2

YEAR 3

YEAR 4

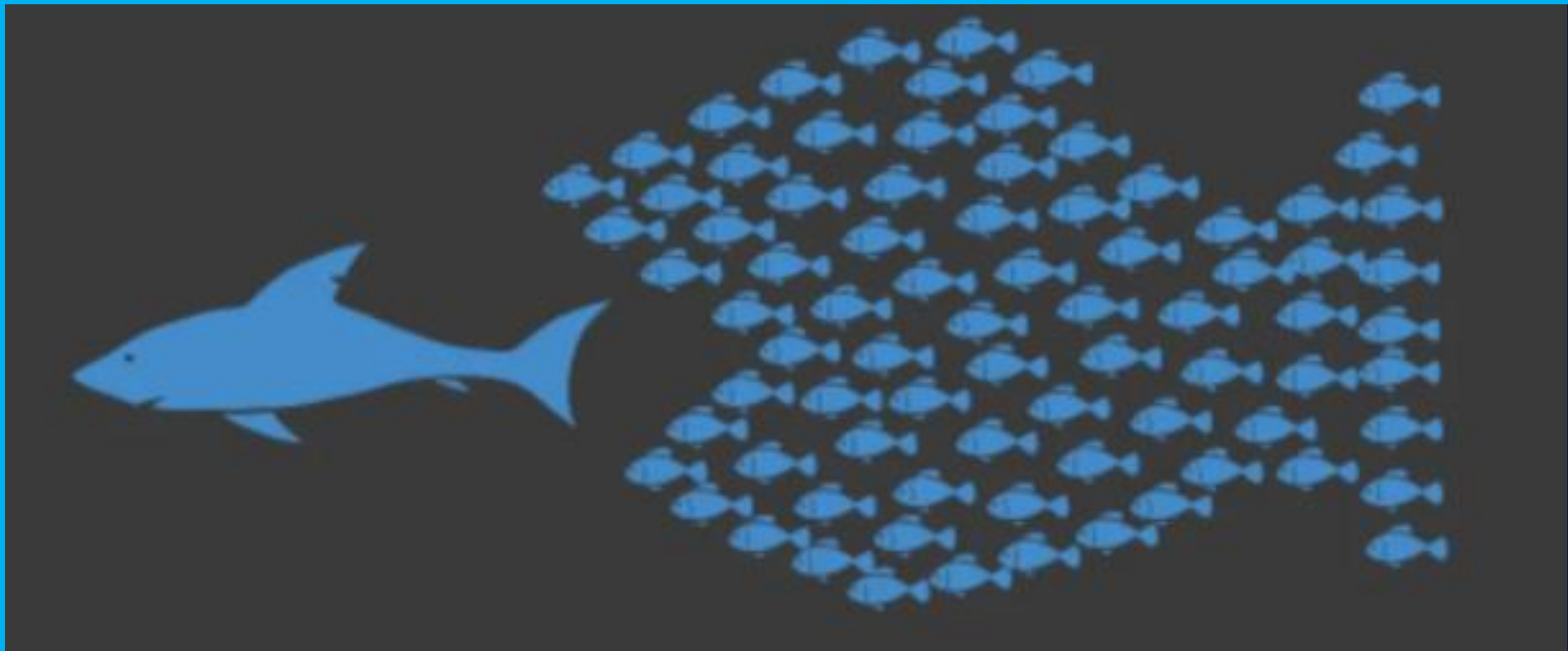
YEAR 5

Safer | Cheaper | For the Future

Magnitude of the funding increase

	Avg. Annual Funding	+ \$89M Annually	Percentage Increase
A Local Programs	\$81M	\$170M	110%
B Modernization & Safety Programs	\$85M	\$174M	105%
C Expansion work	\$90M	\$179M	101%
D Heavy Preservation	\$100M	\$189M	89%

The Power of
AND



**In 2021, there were nearly 1,200
work-zone related crashes.**

**Seven people were killed in six
different crashes. All were motorists.**

Protect highway workers.

Protect yourself. #GoOrangeKS

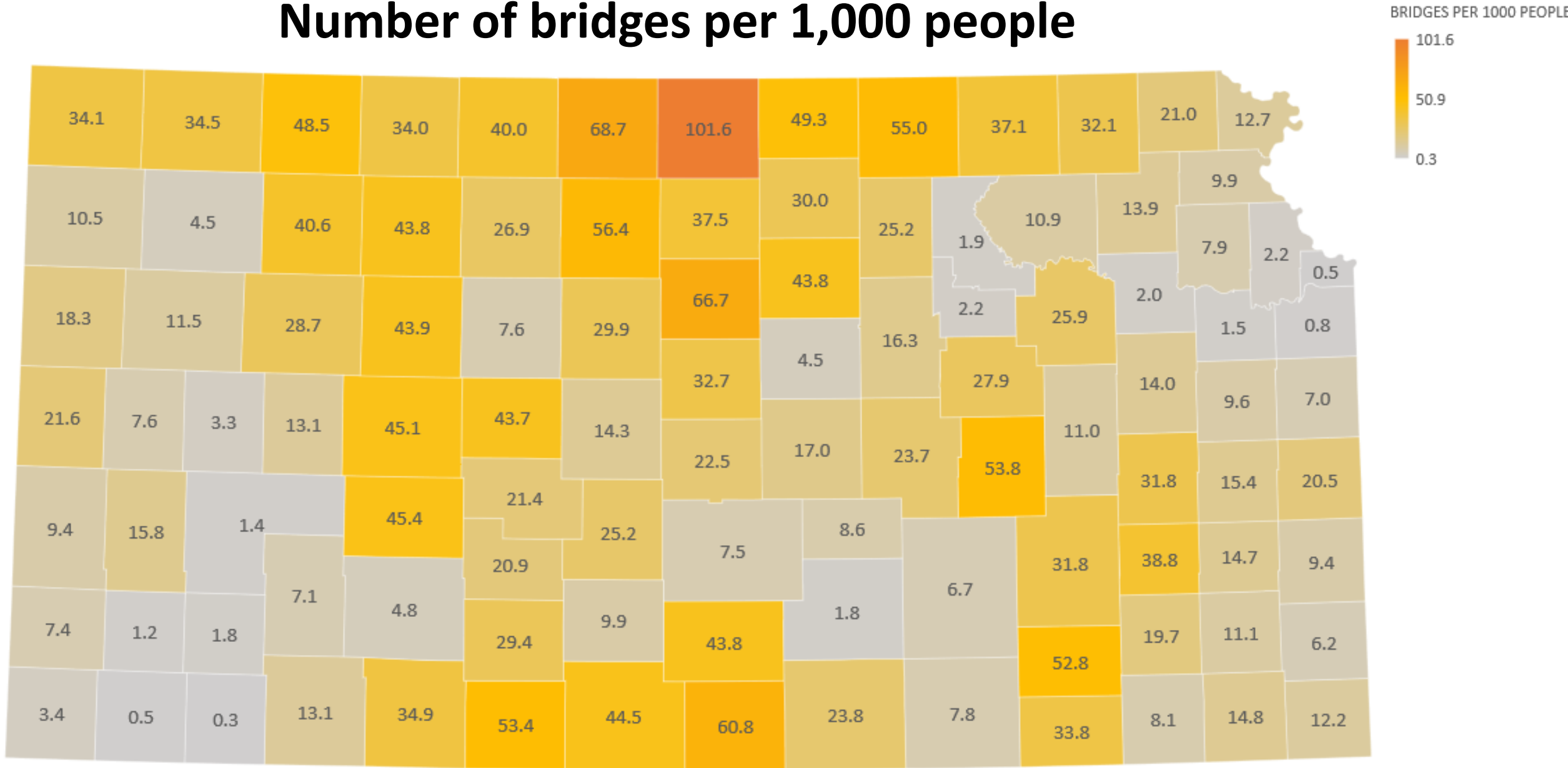


\$45 million
annually for **Bridges**

Kansas ranks 1st in most bridges per capita

		People per Bridge
1	Kansas	118
2	Nebraska	128
3	Iowa	134
4	South Dakota	151
5	Oklahoma	171
6	Mississippi	176
7	North Dakota	182
8	Wyoming	185
9	Montana	206
10	Vermont	227

Number of bridges per 1,000 people



Current Bridge Spending

Locally Owned Bridges

- Off-System Bridge Program \$8M/year
- Kansas Local Bridge Improvement Program (KLBIP) \$5M/year
- County Construction/Rehab (Local \$ and activities) \$30M/year

State Owned Bridges

- Maintenance \$40M/year
- Replacement \$80M/year

We spend about \$165M/year to replace or maintain existing bridges.

Bridge Formula Program- **\$225M Total**

(over 5 years)



Administering Agency	Avg. Annual Funding	5-Year Total	Additional or New Funding?
KDOT	\$45M	\$225M	Yes - New

New requirements for funding or important notes :

- Can be used for State and Locally owned bridges
- Minimum 15% (**\$6.75M/yr**) of funding set-aside for off-system (roadways not otherwise eligible for federal aid)
- An estimated additional **250-350** State **and** Locally owned bridges could be replaced/improved with these funds



Potential call
for projects

Summer 2022

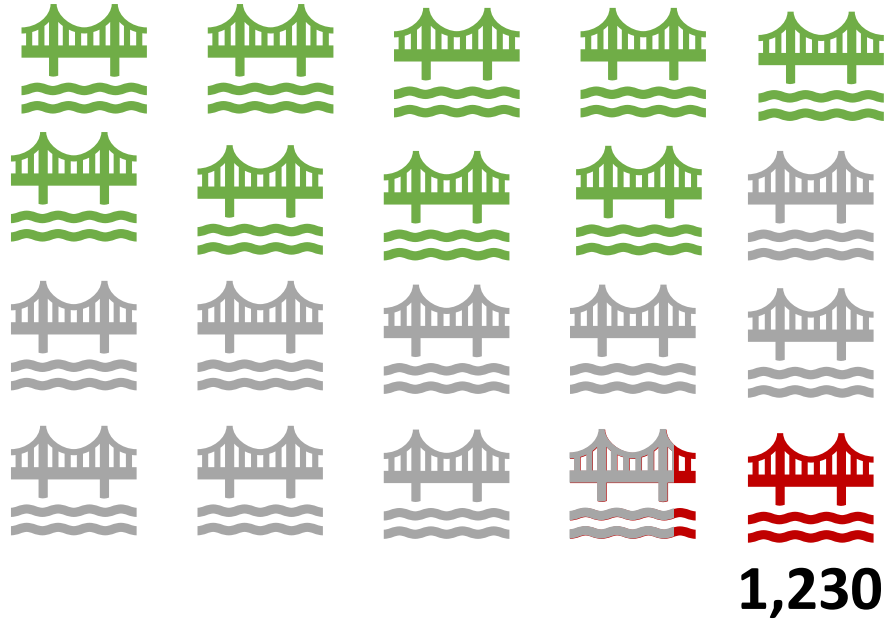
Investment or target areas for consideration

1. Reduce **poor condition** bridges
2. **Major bridges** on key routes
 - Typically, larger/expensive; haven't been able to fund previously
 - Closing these bridges would mean costly detours
3. Multiple bridges along key **corridors**
 - Goods to market routes
 - Corridors where large fire trucks/emergency response need access
4. **Modernize** load posting/restricted traffic bridges

Condition: 1,230 Local & 37 State need replaced

19,323

Local
Bridges



5,135

State
Bridges



 Good  Fair  Poor

Consideration:

Are “all” of these the most important bridges though?

Perhaps, a bridge in fair condition is a bigger long-term concern?

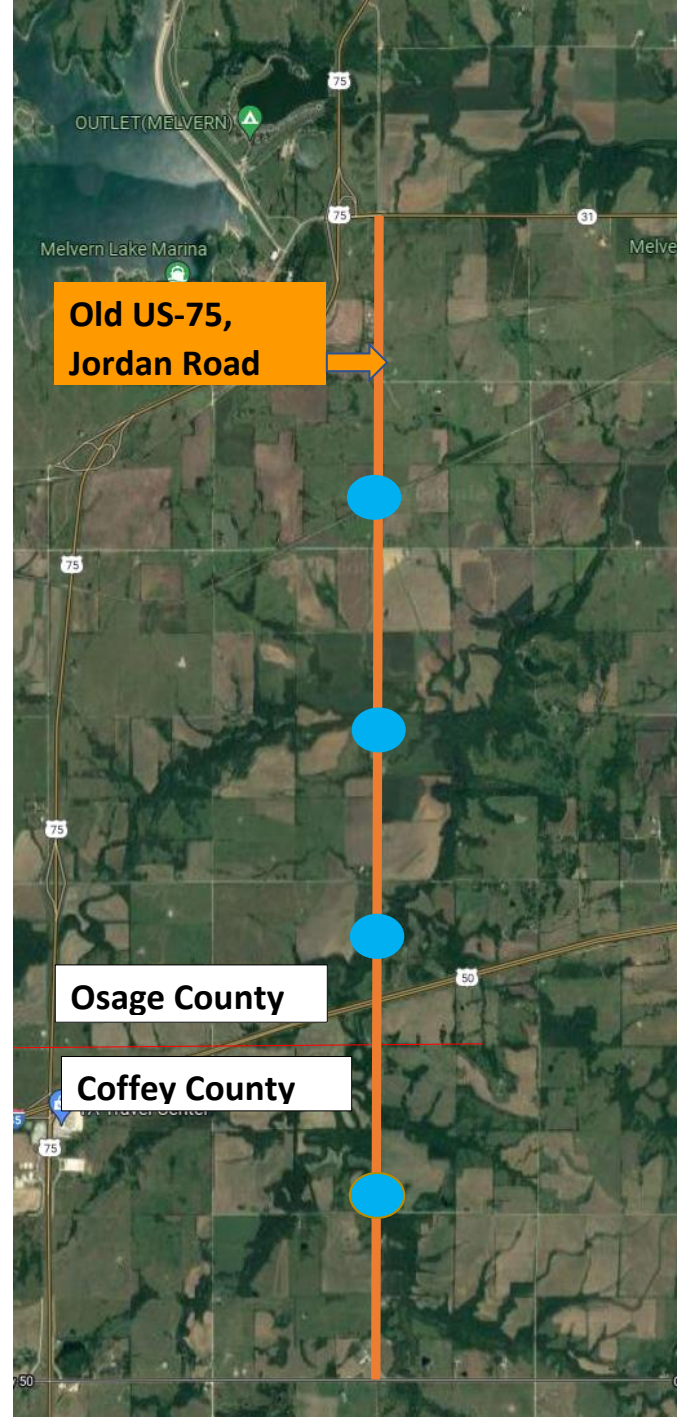
Paxico bridge is an example of major need; others across the state
Consideration: focusing on larger bridges, means less projects overall



Corridor Example:

- 4 load posted bridges in 7-mile stretch
- Modernizing 1 bridge doesn't get goods to market

Consideration: Need a way to prioritize which corridors would have biggest impact



● Load Posted Bridge



3,850 load posted/restricted traffic bridges across Kansas
Consideration: Can't afford to modernize all- need to prioritize

Photo Credit: KAKE News

KDOT developing a bridge need prioritization tool

- Provides inventory of needs
- Identifies key corridors where improvements would have the most value
- Matches needs to potential state and federal funding sources
- Will make available for communities to utilize
- Pilot launching this summer

**For questions about our bridge programs,
please contact:**

Calvin Reed


(785) 640-1835

calvin.reed@ks.gov

Tod Salfrank

(785) 368-7396

tod.salfrank@ks.gov



\$8 million
annually for
**Electric Vehicle Charging
Infrastructure**

National Electric Vehicle Infrastructure

(NEVI) Formula Program- **\$40M Total**

(over 5 years)



Administering Agency	Avg. Annual Funding	5-Year Total	Additional or New Funding?
KDOT	\$8M	\$40M	Yes - New

New requirements for funding or important notes :

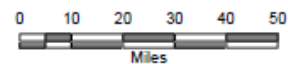
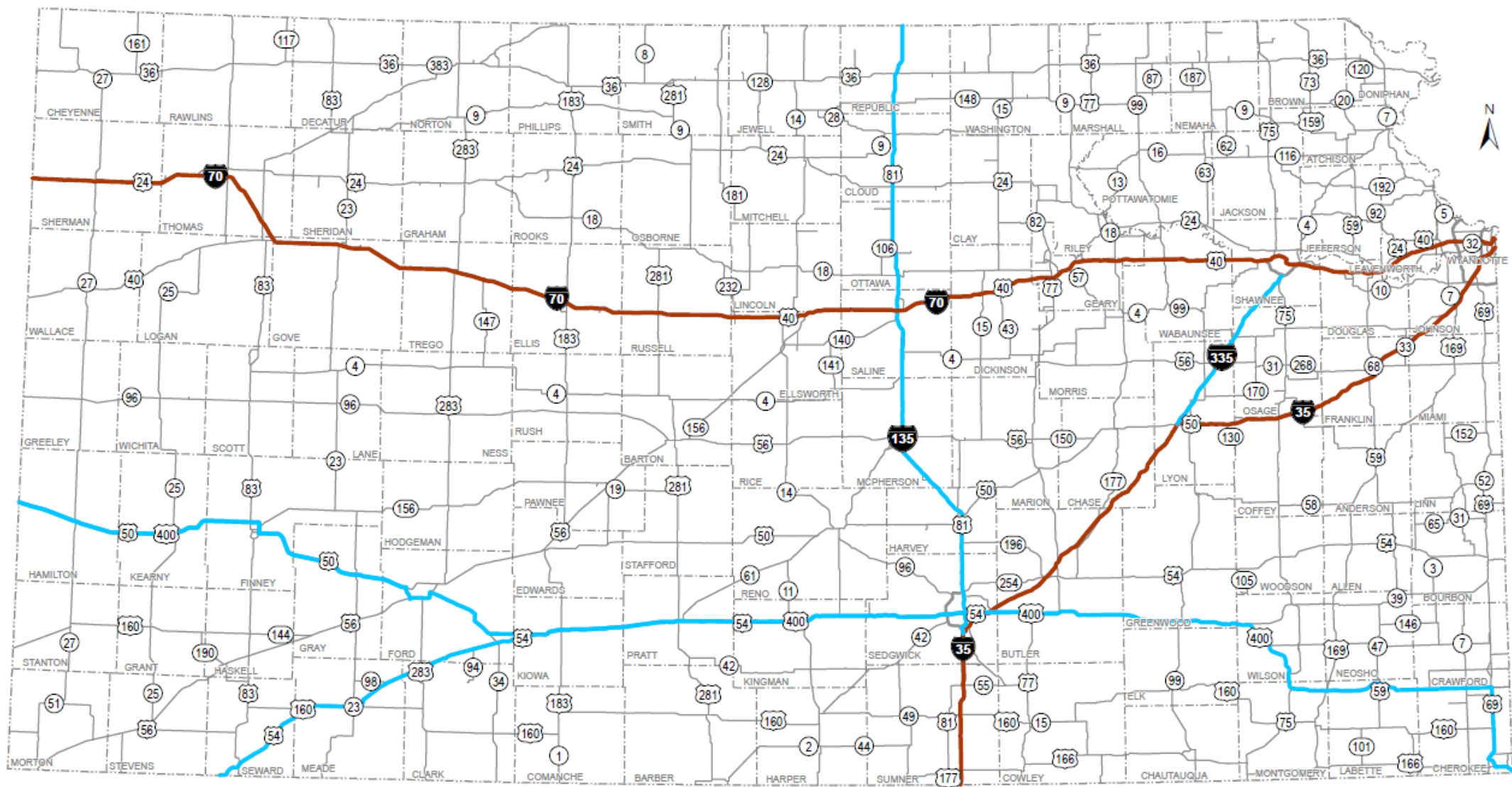
- States **required** to develop EV infrastructure deployment plan
- Funds must be spent on designated **Alternative Fuel Corridors**
- **Prioritizes** national network (interstate and highway systems)
- Once network is built out, funds can be spent on **any road** or in **any publicly accessible location**
- Program has a **20% match** requirement
- **Discretionary programs** will target investments in rural, disadvantaged or hard-to-reach communities



Potential call
for projects

1st Quarter 2023

Kansas Alternative Fuel Corridor Nominations (Electric Vehicles)



— Currently Designated — 2022 Candidates for Designation

PREPARED BY THE
KANSAS DEPARTMENT OF TRANSPORTATION
BUREAU OF TRANSPORTATION PLANNING

Date Created: Thursday, March 24, 2022

KDOT makes no warranties, guarantees, or representations for accuracy of this information and assumes no liability for errors or omissions.

New federal requirements for charging stations on Alt-Fuel Corridors:

- Located within **1 mile** of corridor
- No greater than **50 miles between** stations
- Must be DC Fast Charging stations capable of charging **4 vehicles simultaneously**
- Minimum power output of **150kW per vehicle**
- Must have **CCS connectors** (combined charging system)



NEVI Program funds may be used for:

- Projects directly related to EV charging infrastructure that is **open to the public** or to authorized **commercial motor vehicle operators** from more than one company:
 - Upgrades to existing public charging stations to meet new minimum requirements
 - On-site energy resources (solar arrays, energy storage, etc.)
 - Operations and maintenance of EV charging infrastructure (not to exceed 5 years)
 - Developmental activities (planning, education, outreach)
 - Traffic control devices and on-site signage
 - Data sharing, mapping, and evaluation activities

Preferred station location criteria:

- Located along AFC corridors and **within 1 mile** of a highway corridor – federally required
- Meet **ADA** requirements
- Provide **24/7 access** to chargers, restrooms and potable water
- Have access to **full-service amenities** on site or within short walking distances
- Lighting/shelter for **inclement weather**
- **Strong coordination** with utility provider and host site

EV Infrastructure Plan Outreach Timeline

- April 6-14: Social Media campaign on Facebook and Twitter
- April 7: EV Working Group (meeting #2)
- April 11-14: BIL Meetings
- April 14: KDOT's EV Infrastructure Plan Telephone Town Hall @ 6:30pm
- May (TBD): EV Working Group (meeting #3)
- May-June (TBD): 2 Focus Groups
- August 1: Deadline to submit NEVI Plan

Stay engaged in our efforts


Website: ksdotike.org/charge-up-kansas

Email: ChargeUpKS@ks.gov

Twitter: [@ChargeUpKS](https://twitter.com/ChargeUpKS)

Facebook: [Charge Up Kansas](https://www.facebook.com/ChargeUpKansas)





\$3.7 million
annually for
Rural Transit

Additional Transit Dollars **\$18.5M** Total



(over 5 years)

Administering Agency	Avg. Annual Funding	5-Year Total	Additional or New Funding?
KDOT	\$3.7M	\$18.5M	Yes - New

New requirements for funding or important notes :

- NA
- Allows for it to be incorporated into existing programs or efforts



Potential call
for projects

1st Quarter 2023



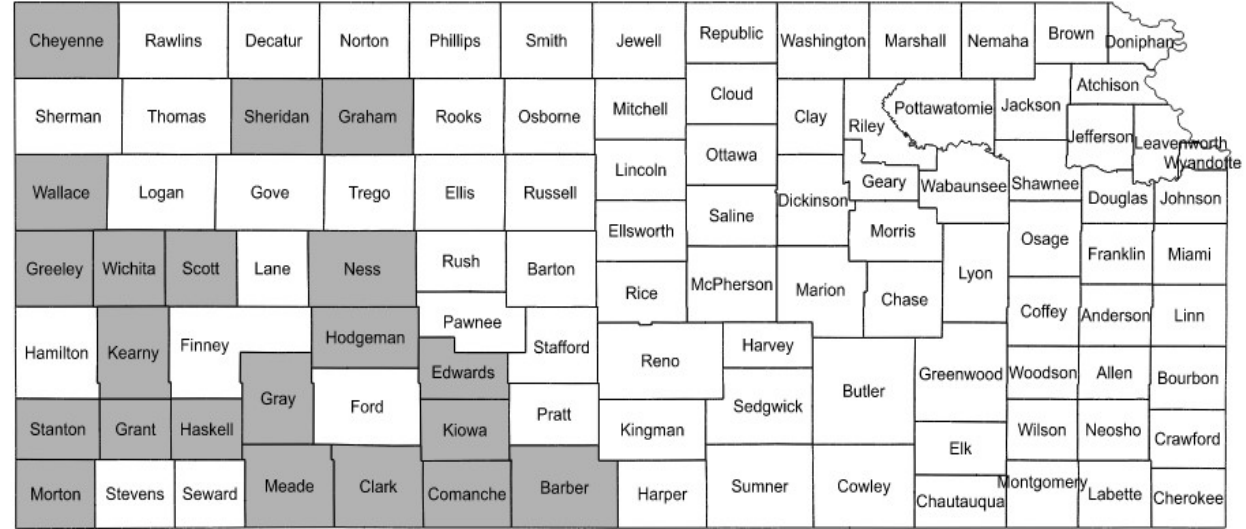
Benefits of Public Transit Programs

- Provides independence
- Access to jobs and job centers
- Aging-in-place
- Access to medical and social services
- Transportation for people of all ages and abilities
- Economic Impact
- Rural and Urban



How can we incentivize?

- Expanding service
 - COVID-19 Impacted Services
 - Nights & Weekends
 - Jobs Access/Equity
- Regional Coordination
- Neighboring County Coordination
- Eliminate Duplication



Counties in gray currently lack transit service

How can we address driver shortage?

- Increase driver pay
- Incentivize Agencies
- Driver Retention



Current KDOT Network Provider: “We are critically short on drivers, and local match is not keeping up with inflation”

How do we expand emerging technologies?

- Microtransit applications
- Electrify transit fleet
- Contract support for transition

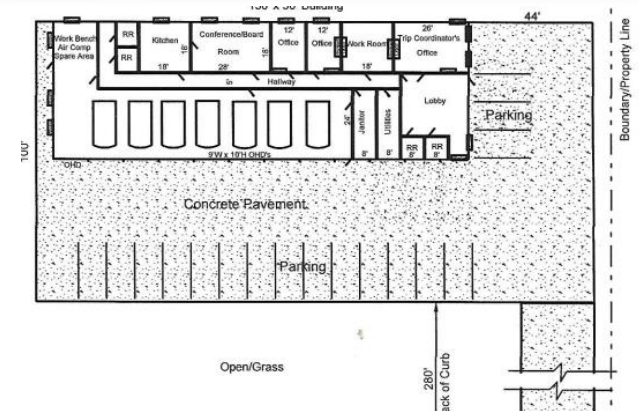


Access, Innovation, Collaboration Program: Opportunity to build off success

- Urban and rural transit programs are eligible
- Project types:
 - Constructing maintenance facilities to aid fleet management
 - Upgraded transit accessibility (ADA)
 - Advanced technologies
 - Expanded low emissions transit operations

Recent AIC Projects

- Flint Hills Area Transportation to expand the regional K-18 connector to serve Riley, Geary, Pottawatomie Counties
- Solomon Valley Transportation for a building project to store vehicles, provide administrative offices and a dispatch center
- Lawrence Transit to add bus stops in underserved areas



Learn more about transit programs...

Questions:

Rene Hart, Public Transportation Manager

Rene.Hart@ks.gov

Website:










ksdot.org/burTransPlan/pubtrans/index.asp



Additional Resources for Communities

BIL Formula Funding for Kansas

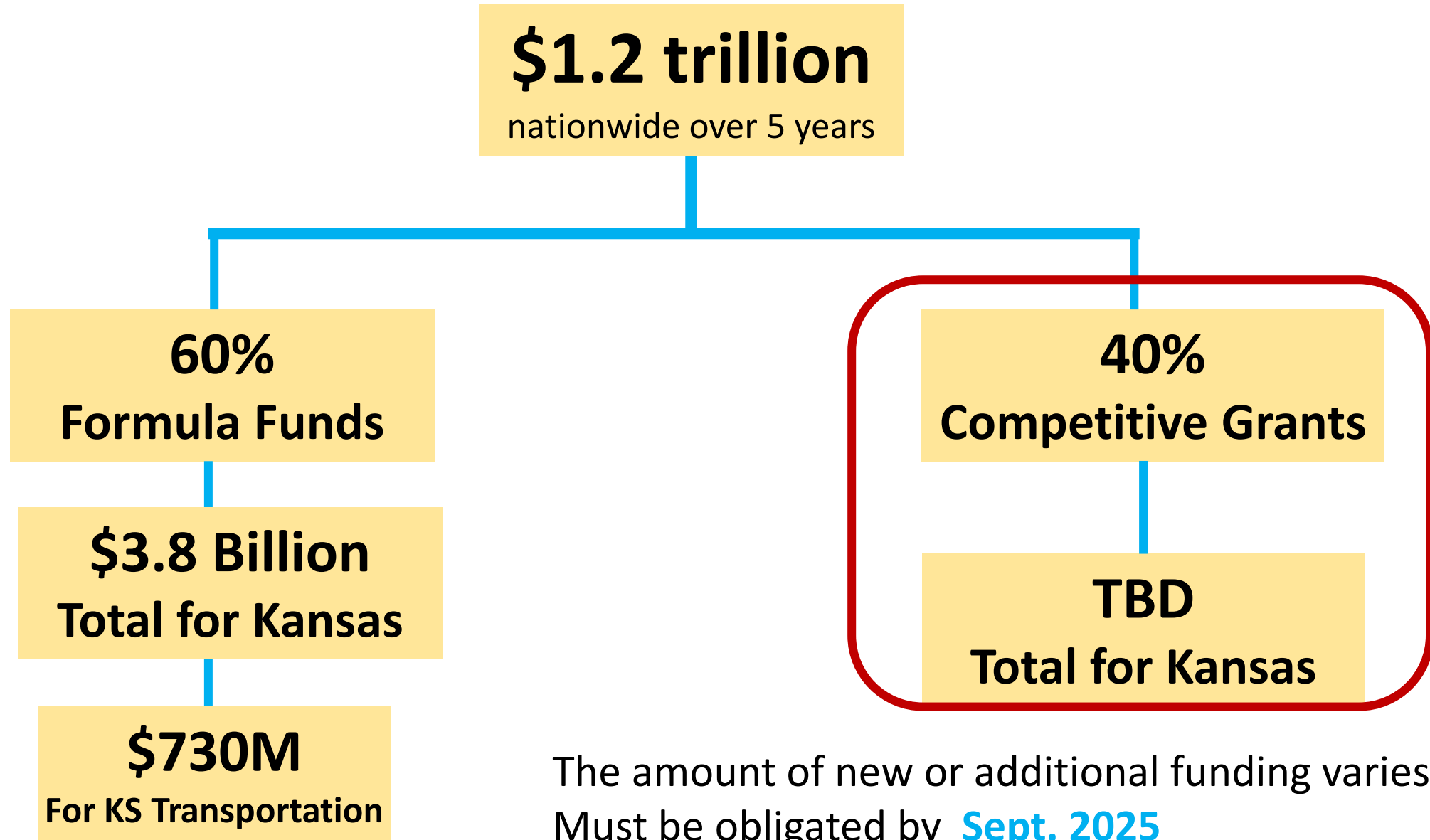
Preliminary Estimates

	Avg. Annual Funding	5-year Total
 Federal Highway Aid*	\$520 million	\$2.6 billion
 Bridge Replacement & Repair	\$45 million	\$225 million
 Public Transportation	\$54 million	\$272 million
 Airports	\$22 million	\$109 million
 EV Charging Network	\$8 million	\$40 million
 Broadband	\$20 million	\$100 million
 Water Infrastructure	\$91 million	\$454 million
 Wildfires Protection	\$5 million	\$25 million
 Cyberattack Protection	\$2.8 million	\$14 million
Statewide Totals:	\$768 million	\$3.8 billion

NOTE: Not all new money & does not include potential discretionary dollars

*Includes state, city & county

Bipartisan Infrastructure Law Overview



The amount of new or additional funding varies by sector
Must be obligated by **Sept. 2025**

Kansas Infrastructure Hub

- Resource for Kansans
- Will foster cross-agency and cross-sector collaboration to maximize opportunities for Kansas
- Sub-Cabinet members
 - Ag
 - Administration
 - Health & Environment
 - Commerce
 - Transportation



Grant opportunities handout available

- Not comprehensive – hits major categories
- Deadlines will be continually updated as more info becomes available
- Online at ksdot.org/kshub.asp



FEDERAL FUNDING OPPORTUNITIES for KANSAS

An at-a-glance look at Bipartisan Infrastructure Legislation's (BIL) grant programs

bill@ks.gov

ksdot.org/kshub

Spring 2022

TRANSPORTATION

Rebuilding American Infrastructure Sustainability and Equitably (RAISE) Grants– This existing competitive grant program at the Department of Transportation provides \$7.5 billion with an additional \$7.5 billion subject to Congressional approval in funding for road, rail, transit, and other surface transportation of local and/or regional significance.

Clean School Bus Program
This new \$5 billion competitive grant program at the Environmental Protection Agency (EPA) will provide funding to replace existing school buses with low- or zero-emission school buses.

Safe Streets and Roads for All
This new \$5 billion competitive grant program will provide funding directly to and exclusively for local governments to support their efforts to advance "vision zero" plans and other complete street improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.

Port Infrastructure Development Program Grants
This existing \$2 billion program funds investment in the modernization and expansion of U.S. ports to remove supply chain bottlenecks, ensure long-term competitiveness, resilience, and sustainability while reducing impacts to the environment and neighboring communities.

Buses & Bus Facilities Competitive Grants
This existing \$2 billion program provides capital funding to replace, rehabilitate, purchase, or lease buses and bus related equipment and to rehabilitate, purchase, construct, or lease bus-related facilities – as well as capital funding for low or no emissions bus projects. Fiscal Year 2021 grant selections will be announced soon.

Reconnecting Communities
The Bipartisan Infrastructure Law creates a first-ever \$1 billion program to reconnect communities divided by transportation infrastructure – particularly historically disadvantaged communities too often nearly destroyed or cut in half by a highway. This new competitive program will provide dedicated funding to state, local, metropolitan planning organizations, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, and other infrastructure to address these legacy impacts.

Charging and Fueling Infrastructure Grants
In addition to the \$5 billion formula program distributed to states, this \$2.5 billion discretionary grant program at the Department of Transportation will fund the strategic deployment of publicly accessible electric vehicle charging infrastructure.

FY22 MULTIMODAL PROJECT DISCRETIONARY GRANT OPPORTUNITIES

National Infrastructure Project Assistance (MEGA)
This \$5 billion competitive grant program supports multi-modal, multi-jurisdictional projects of regional or national significance. Communities are eligible to apply for funding to complete critical large projects that would otherwise be unachievable without assistance.

Infrastructure for Rebuilding America (INFRA) Grants
This Department of Transportation program supports highway and rail projects of regional and economic significance.

Rural Surface Transportation Grant
This new \$2 billion competitive grant program will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth.



FEDERAL FUNDING OPPORTUNITIES for KANSAS

An at-a-glance look at Bipartisan Infrastructure Legislation's (BIL) grant programs

bill@ks.gov

ksdot.org/kshub

Spring 2022

CLIMATE, ENERGY & ENVIRONMENT

	Eligible APPLICANTS	Application DEADLINE	
Brownfields Remediation Program – This program will provide \$1.2 billion in grants and technical assistants to communities to assess and safely clean-up contaminated properties and offer job training programs. Communities are currently able to request funding for Targeted Brownfields Assessments through their regional EPA office.	One or a combination of: States + Counties + Cities + ILEU Territories + Tribal governments	Expected 3RD QTR 2022	CLICK for INFO
Energy Efficiency and Conservation Block Grants – This program will provide \$550 million to states, local governments, and tribes for projects that reduce energy use, increase energy efficiency, and cut pollution.	Local School Districts, Government Education Agencies + non-profit education partners	Expected 3RD QTR 2022	CLICK for INFO
Grants for Energy Efficiency and Renewable Energy Improvements in Schools – This new Department of Energy Program will provide \$500 million for local government education agencies and nonprofit partners to make energy efficiency, renewable energy, and clean vehicle upgrades and improvements at public schools.	One or a combination of: Local School Districts, Government Education Agencies + non-profit education partners	Expected 3RD QTR 2022	CLICK for INFO
Energy Improvement in Rural or Remote Areas – This new program will provide \$1 billion to entities in rural or remote areas (defined as cities, towns, or unincorporated areas with fewer than 10,000 inhabitants) to increase environmental protection from the impacts of energy use and improve resilience, reliability, safety, and availability of energy.	Cities, towns, or unincorporated areas with fewer than 10,000 inhabitants.	Expected 3RD QTR 2022	CLICK for INFO
Building Resilient Infrastructure and Communities Program – This program will distribute \$1 billion to support communities undertaking hazard mitigation projects to reduce the risks they face from disasters and other natural hazards. FY21 applications are open until January 28th, 2022 and hundreds of millions of dollars in funding remains available. Communities will apply as sub-applicants under their states.	Local Governments apply as sub-applicants under the states.	Expected NO LATER THAN SEPT. 30	CLICK for INFO
Flood Mitigation Assistance – \$3.5 billion can be used for projects that reduce or eliminate the risk of repetitive flood damage to buildings insured by the National Flood Insurance Program. Communities will apply as subapplicants under their states.	Local Governments apply as sub-applicants under the states.	Expected NO LATER THAN SEPT. 30	CLICK for INFO
Grants for Energy Efficiency and Resilience Code Adoption – This program will provide \$225 million to state energy agencies, in partnership with local building code agencies, codes and standards developers, utilities, and other entities, to enable sustained, cost-effective implementation of updated building energy codes to save customers money on their energy bills.	State energy agencies, in partnership with local building code agencies, codes and standards developers, utilities, and other entities.	Expected by END OF 2022	CLICK for INFO

BROADBAND, CYBER, AND OTHER PROGRAMS

Middle Mile Grants Program – This new \$1 billion program that provides grants for the construction, improvement or acquisition of middle mile broadband infrastructure.	States + Tribes + Technology companies + Electric utilities, Cooperatives, Public utility districts + Telecommunications companies, Cooperatives, Nonprofit foundations + SOI (SOCS) + Regional Planning Councils	Expected 3RD QTR 2022	CLICK for INFO
Water & Groundwater Storage and Conveyance – This existing \$1 billion program at the Department of Interior provides funding for water storage projects with capacity between 2,000 and 30,000 acre-feet – as well as projects convey water to or from surface water or groundwater storage.	Guidance on how the funding will be allocated is still to come. Interest is on of the 20 states eligible for funding. Expected spring of 2022.	Expected 2ND QTR 2022	CLICK for INFO
ReConnect Program – This existing Department of Agriculture program will provide almost \$2 billion in loans and grants for projects that provide broadband in rural areas.	States + Local governments + Tribal governments + Territories + Corporations + LLC or LLPs + Cooperative or mutual organizations	Expected 3RD QTR 2022	CLICK for INFO
State and Local Cybersecurity Grant Program – This new \$1 billion program makes available federal funds to state, local, and tribal governments to address cybersecurity risks and cybersecurity threats to information systems that they own or operate.		Expected 3RD QTR 2022	

Tips for successful grant applications based on federal input

- Think **regionally**
- **Collaborate** with other communities, sectors as much as possible
- Consider **equity** in both in the areas you serve (disadvantaged neighborhoods/demographic groups) and how you deliver projects (workforce)

Stay engaged & learn more

- National info: build.gov
- Kansas Hub: ksdot.org/kshub.asp
- Hub contact: BIL@ks.gov
- Social:
 - [@kdothq](#)
 - [@SecJulieLorenz](#)

