



DOING BUSINESS WITH KDOT

T-WORKS Rail Program

What's new or different under T-WORKS:

In direct response to input we received at Local Consultation meetings, the Rail Rehabilitation Program has been expanded to include shippers and local units of government. In addition, KDOT will consider applications for rail improvements at industrial parks if the project application is submitted by the serving railroad, a local unit of government or a shipper in the park in coordination with the railroad. Funding will increase to \$5 million annually. The program also has been expanded to include capacity improvement and economic development projects along with traditional major rehabilitation projects. And, to be more responsive to emerging opportunities, economic development projects will be selected more frequently.

How it works: Major rehabilitation and capacity improvement projects will be selected annually by a competitive application process. Economic development project applications will be accepted year round. KDOT will utilize cost-benefit methodologies and economic impact analyses as tools in the selection process.

Be watching for: T-WORKS rail funding will begin in 2013. However, we still have \$3 million available. If you have a project that may be eligible, please contact us.



A good return on investment - Since its inception in 1999, KDOT's rail program has rehabilitated more than a thousand miles of track across Kansas. A study revealed that by allowing more freight to travel by rail, KDOT's Rail Program saves the state more than \$40 million annually in highway damage and maintenance costs.

What they're saying:

"The viability of Kansas short line railroads positively impacts local and regional economies. The changes in the rail program under T-WORKS now allow shippers and local governments to participate, as well as railroads. We think this is a win-win for all who depend on freight rail transportation."

-Gary Beachner, CEO of Beachner Grain Inc.

"The expansion of the T-WORKS rail component will provide an opportunity to more aggressively address rail infrastructure needs for both our rail partners and shippers throughout the state."

-John Maddox, KDOT Rail/Freight Manager



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