

Build Kansas Fund | Fiscal Year 2025 Application Package | Memo



To: Representative Troy Waymaster, Chair, Build Kansas Advisory Committee
Chardae Caine, Kansas Legislative Research Department
Shauna Wake, Office of the Kansas State Treasurer

From: Matthew A. Volz, PE, Executive Director, Kansas Infrastructure Hub

RE: Build Kansas Fund Application # 2025-078-GPDA

Date: November 15, 2024

Attached, please find an application made to the Build Kansas Fund by the Stafford County Port Authority.

The application packet includes the following items:

- **Coversheet** – provides a high-level overview of the application including a unique identification number, page 1 of 19 of the Build Kansas Fund Application Package.
- **Build Kansas Fund Application** – includes information submitted with the Build Kansas Fund Application, pages 2-9. Page 9 provides the table of funding sources.
- **Attachments** – Executive Summary and Project budget, pages 10-19

Project Overview

The Port Authority of Stafford County seeks funding from the U.S. Department of Transportation available through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Round 1 Grant Program for their Central Kansas Transload Facility project, focusing on the development of a rail-served transload facility and grain terminal adjacent to BNSF Railway's (BNSF) La Junta subdivision.

This opportunity is a resubmission of the FY24 RAISE application Stafford County Submitted early in 2024. The BKF Advisory Committee previously approved this application to the BKF in March 2024. Due to the rules for FY25 RAISE Round 1, the applicant needs to submit the same application budget, which included \$5 million from the BKF. The entity is requesting \$5,000,000.00 from the Build Kansas Fund, with a local match of \$2,500,000.00. This request has the potential to unlock \$25,000,000.00 in federal funds, for a total project cost of \$32,500,000.00.

The deadline is December 3, 2024, and this Build Kansas Fund application was received on November 4, 2024.

Build Kansas Fund Steering Committee Recommendation

The Build Kansas Fund Steering Committee reviewed this application on November 6, 2024 following a successful completeness check. The Steering Committee **RECOMMENDS APPROVAL** of Build Kansas Funding to the Build Kansas Advisory Committee for final advice.

Build Kansas Fund | Fiscal Year 2025 Application Package | Coversheet



Build Kansas Fund Application Number	2025-078-GPDA
Applicant Name	Port Authority of Stafford County (PASC)
Application Date Received	11/4/2024
Project Name	Central Kansas Transload Facility
Project Description	Develop a rail-served transload facility and grain terminal adjacent to BNSF Railway's (BNSF) La Junta subdivision.
Entity Type	Port Authority
Economic Development District (EDD) Planning Commission	Great Plains Development, Inc.
Infrastructure Sector(s)	Transportation
BIL Program	Rebuilding American Infrastructure with Sustainability and Equity (RAISE) 2025 Round 1
BIL Program Type	Discretionary
BIL Application Deadline	12/3/2024
Build Kansas Fund Request	\$5,000,000.00
Technical Assistance Received	General Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	BIL Application Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	Build Kansas Fund Application Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	Other (Brief Description): Provided applicant advice on BKF application, budget, and review process.
Application Notes	Build Kansas Fund contribution of \$5,000,000.00 will unlock \$25,000,000.00 in federal BIL funding, with a local contribution of \$2,500,000.00, for a total project cost of \$32,500,000.00.

Steering Committee 11/6/2024 | Recommend X Declined
Funding Recommendation

Advisory Committee 11/20/2024 | Recommend Declined
Funding Recommendation

Title **Port Authority of Stafford County** 11/04/2024
 id. 48735966

by **Carolyn Dunn** in **Build Kansas Fund Application**

200 NW 20th St
 St. John, Kansas
 67576
 United States
 6203775219
 staffordportauthority@gmail.com

Original Submission 11/04/2024

Score n/a

Part 1: Applicant Information

The name of the entity applying for the Build Kansas Fund: Port Authority of Stafford County

Project Name: Central Kansas Transload Facility

Entity type: Other

If you selected "other," please describe your organization: Port Authority

Applicant Contact Name: Carolyn Dunn

Applicant Contact Position/Title: President

Applicant Contact Telephone Number: +13166441540

Applicant Contact Email Address: cdunn@staffordecodevo.com

Applicant Contact Address: 311 N. Broadway

Applicant Contact Address Line 2 (optional):

Applicant Contact City: St. John

Applicant Contact State: Kansas

Applicant Contact Zip Code: 67576

Is the Project Contact the same as the Applicant Contact? Yes

Part 2: Build Kansas Fund - Eligibility Criteria

Certify that you are pursuing a Bipartisan Infrastructure Law (BIL) funding opportunity for which your entity is eligible: Yes

Certify that the Bipartisan Infrastructure Law (BIL) funding opportunity you are pursuing has a required non-federal match component: No

What is the primary county that the project will occur in? Stafford County

The Build Kansas Fund is intended to support Kansas-based infrastructure projects. Please provide a list of all the zip codes this project will be located in, along with an estimated percent [%] of the project located in that zip code. For example, if seeking funding for road infrastructure, provide a rough percent of the roads expected in each zip code:

[Zip Code Percentage.xlsx](#)

Part 3: Bipartisan Infrastructure Law (BIL) - Grant Application Information
Please Note: This information is related to the federal Bipartisan Infrastructure Law (BIL) funding opportunity to which you will apply. This is NOT information for the Build Kansas Match Fund.

Please enter the Bipartisan Infrastructure Law (BIL) funding opportunity title that the entity is applying for: Rebuilding American Infrastructure with Sustainability and Equity (RAISE) 2025 Round 1

What is the funding agency for this Bipartisan Infrastructure Law (BIL) funding opportunity? U.S. Department of Transportation

What is the Assistance Listing Number (ALN) for this Bipartisan Infrastructure Law (BIL) funding opportunity? 20.933 National Infrastructure Investments

What is the federal application due date for this Bipartisan Infrastructure Law (BIL) funding opportunity? 12/3/2024

Application Type: Implementation

What is the federal fiscal year for this Bipartisan Infrastructure Law (BIL) funding opportunity? 2025

Enter the amount of funding being applied for, from the Bipartisan Infrastructure Law (BIL) funding opportunity: \$25,000,000.00

Enter the total project cost: \$32,500,000.00

Enter the required non-federal match percentage: 0%

Part 4: Build Kansas Fund - Match Application Information Beginning in July 2024 and moving forward, eligible applicants are expected to contribute a portion of the non-Federal match requirement. This contribution can be in the form of cash and/or in-kind contributions. The goal is to demonstrate the applicant's commitment to the project. The contribution should be significant enough relative to the Build Kansas Fund request. For a local public entity, 5% of the non-federal match is a good guideline, but not a requirement. See Build Kansas Fund Program Guidance for exceptions and more information.

Enter the non-federal cash match amount being requested from the Build Kansas Fund: \$5,000,000.00

Enter the non-federal cash match amount being provided by the eligible applicant, if applicable: \$2,500,000.00

Enter the estimated value of the non-federal in-kind match amount being provided by the eligible applicant, if applicable:

Expected breakdown of funding sources to support the project: Enter the funding source and projected amount from each source to support this project:

[Kansas+DOT+table_V2.xlsx](#)

Part 5: Build Kansas Fund - Means Test and Eligible Applicant Match

What other available funding sources that are currently planned to go unused by your entity will be leveraged for this project?	We are implementing a \$11 million phase of the project using BASE funding from Kansas as well as CRISI funding from USDOT. This will be administered completely separately from any funding that is awarded under the RAISE program. We submitted a RAISE application in FY2024 which was not funded but selected as a Project of Merit. The NOFO for FY2025 provides Round 1 as consideration of the FY2024 Project of Merit applications with no changes to the applications. Therefore, we request the same pledge of support from Build Kansas that was provided for the FY2024 application.
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Will any American Rescue Plan Act (ARPA) or Coronavirus State & Local Fiscal Recovery Fund monies will be used for the non-federal match?	no
What other sources of in-kind match will be leveraged for this project? Please list and include the actual or estimated value of each.	0%
What other funding sources (local, federal or non-federal) will to be used for this match?	\$2.5 million from local funds through Tax Increment Financing
Describe your efforts to find other available funding sources for this project:	<p>We applied for CRISI 2023 unsuccessfully</p> <p>2024 CRISI was funded with \$5.366 million through Congressionally Directed Spending</p> <p>\$5 million Building A Better Economy</p> <p>local Tax Increment Finance has been authorized</p> <p>\$800,000 loan through Stafford County Economic Development</p> <p>Important to note, however, these are listed to illustrate the effort that has gone into the development of this project. As far as the budget and scope of work for the current request, the Build Kansas and RAISE request is segregated and separate.</p>

Part 6: Additional Information

Please upload a draft or final version of the Bipartisan Infrastructure Law (BIL) program grant application associated with this request OR an executive summary providing an overview of the project:

[Project_Description.pdf](#)

[Project_Budget.pdf](#)

Provide any additional information about this project not covered in previous sections of this application (optional):

Part 7: Terms and Conditions

Understanding of Fund Release Requirements: checked

Understanding of Use of Funds: checked

Understanding of Reporting Requirements: checked

Authority to Make Grant Application: checked

Persons and Titles: Carolyn
The following persons are responsible for making this Build Kansas Fund application. Dunn

Position/Title: President

Additional:

Position/Title:

Additional:

Position/Title:

Additional:

Position/Title:

Internal Form

Score n/a

Pre-Award Information:

Post-Award Information:

BKF Application Budget Submission

Source	Amount
BIL Federal Funds (applied for)	\$ 25,000,000.00
Build Kansas Funds (non-federal match)	\$ 5,000,000.00
Eligible Applicant Cash Match	\$ 2,500,000.00
Eligible Applicant In-Kind Match (estimated value)	
Additional Project Contribution (if applicable)	
TOTAL PROJECT COST	\$ 32,500,000.00

Zip Code	% of project in zip code	State
67576	100	Kansas

Project Summary

The Port Authority of Stafford County (PASC) Transload Facility Project (Project) is an initiative to create a rail-served transload facility and grain terminal adjacent to BNSF Railway's (BNSF) La Junta subdivision. The new facility will consist of 39,635 feet of track for a rail loop, staging, and storage of rail cars and two one-mile lead tracks (eastbound and westbound) connecting to the BNSF mainline near St. John in the south-central region of Kansas. This project will provide rail car capacity for 475 62-foot rail cars, including loop capacity for a 120-car unit train to serve planned grain silos and manifest track capacity for 292 cars. The PASC Transload Facility Project will facilitate the movement of a variety of commodities, such as grain, fertilizer and plastics, that currently move into and out of the County by truck.

PASC has acquired 256 acres of land for the Project as shown in **Figure 1**. The Project has been designed in cooperation with BNSF, ensuring seamless integration with existing infrastructure. There is sufficient land and track space to accommodate multiple tenants, making the facility a hub of activity and a catalyst for growth in a region that is in dire need of employment to support the viability of rural Stafford County and the towns within it, including the Cities of St. John, Stafford, Macksville, Hudson, and Seward; but also the adjacent counties Pratt, Edwards, Barton, Pawnee, Reno, and the thirty small communities within them.

Detailed Statement of Work

Engineering design of the Project is currently at 30 percent. A schematic diagram of the Project provides a clear picture of the facility's layout and design (**Figure 1**). Construction of the Project will require ground stabilization, installation of 39,635 track feet of rail, 39,209 track feet of AREMA Grade 5 cross ties, 18,304 cubic yards of AREMA Grade 4 granite ballast and 29 switches, installation of two rail scales and four truck scales, and the relocation of one-half mile of NW 20th Street/Old US 50. The current alignment of NW 20th Street/Old US 50 traverses the middle of the Project site cutting across planned Track A (the eastbound connection to the BNSF mainline) and Track C (access to the manifest storage tracks and westbound BNSF mainline). Relocation of the road will avoid at-grade crossing conflicts and pave two miles of dirt road providing easier access for trucks serving the adjacent farmland and the PASC Transload Facility.

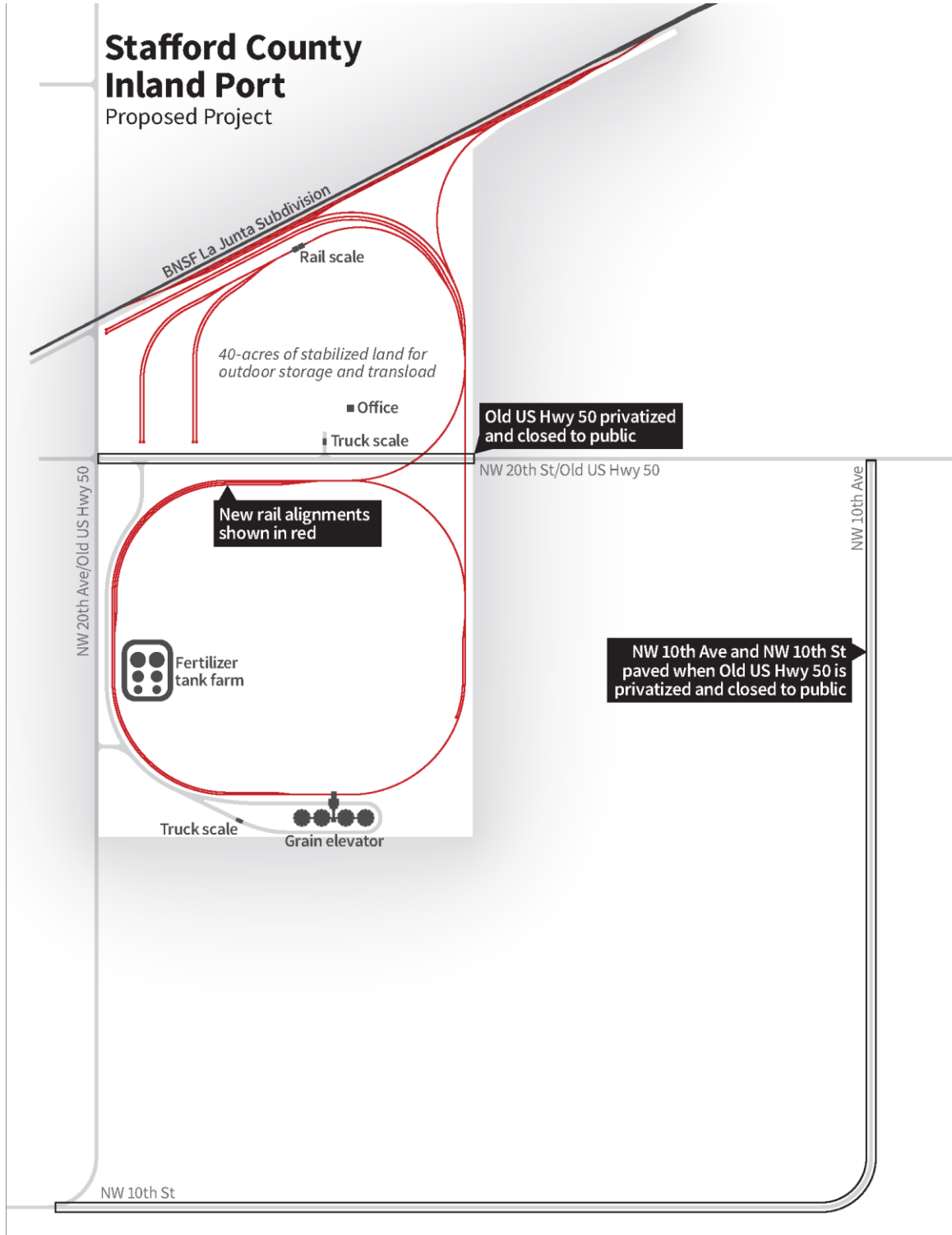
Project Need

Stafford County, located in a rural area of central Kansas, is experiencing an increase in retirees, and at the same time, a decrease in workers that contribute to the tax base. Younger generations are leaving due to the lack of available jobs, which is creating a significant economic strain on the County. The County's revenues are dwindling. Stafford County Economic Development has been actively courting job-generators to retain the working generation and provide revenue to sustain their retiring parents and grandparents. In the last decade, three grain merchandising companies have considered investing in building a unit car loadout for grain in the area; however, none of the proposals moved forward in large part

Port of Stafford County
Project Description

because of the lack of infrastructure. The State recognized the problem and legislated the formation of the Port Authority of Stafford County to reverse the demographic

Figure 1: Project Site Plan



Port of Stafford County
Project Description

trend and sustain the region’s essential social services, such as schools, healthcare, and grocery stores. The State allocated the initial funding to purchase the land, prepare the engineering drawings, and conduct the environmental site assessment and is providing the matching funds for this RAISE grant to construct the infrastructure. PASC will control the land and enter into long-term lease agreements that allow tenants to construct, operate and maintain structures for storing, transloading, and handling a variety of commodities.

PASC has the commitment of a logistics/transload facility –trucking – warehousing company and has received a letters of interest from a grain cooperative/operator and a plastics company. All three private companies intend to invest in the development of this facility because of the public investment in rail infrastructure.

Adams Industries, a private transload operator based in Sidney, Nebraska, and BNSF Certified Premier Transloader, is currently in negotiations with PASC to become the Port Operator for all PASC tenants. ([Link to Adams Industries commitment letter in supporting documentation.](#)) In addition to the rail operations, Adams Industries intends to become a tenant and operate a transload business that would facilitate the movement of manifest rail carloads to support local industries. Based on discussions with industries in the region, the transload facility would support the movement of the following commodities by rail as follows:

Table 1: Transload Commodities

Cement	OCTG Pipe	Dry and Liquid Fertilizer
Fly Ash	Coated Line Pipe	Lumber
Subballast/Road Gravel	Asphalt Pavement Overlay	Shingles
Scrap Metal	PVC Pipe	Machinery/Heavy Equipment
Frac Sand	Crude Oil	Palm Oil/Corn Oil/Tallow
Aggregate	Plastic Pellets	Other Agricultural Products
Railroad Ties	Siding	Railroad Tracks
Solar Panels	Steel Coils	Plate Steel

The nearest rail-served transload facilities moving these commodities are in Wichita, El Dorado, and Garden City located 98 miles, 118 miles, and 125 miles away, respectively. These commodities are currently being moved by truck. Developing an onsite fertilizer facility is also planned. Fertilizer for the region typically arrives by barge at the Port of Catoosa and is trucked over 200 miles. During the first ten years, the transload facility would employ an additional 50 employees ranging from inventory managers, yard operators, facility managers, business development, and final mile truck drivers.

Kansas-based MKC Grain, a reputable grain company, would like to operate at PASC. MKC proposes to invest \$40 million at the future Project site to construct grain loadout facilities and related components to serve their customers in the region. Currently, there are 14 grain storage facilities located within 30 miles of the Project with storage capacity totaling 21,980,000 bushels. A truck can carry a maximum of 1,000 bushels. The closest rail-served

Port of Stafford County Project Description

grain facility is located 50 miles away in Offerle. The Project creates an opportunity to reduce truck volumes and miles traveled on the region's roadways. The proposed grain outload facility will also create 30 new jobs inclusive of local truck drivers. [MKC's decision to invest is dependent on construction of the rail infrastructure.](#)

In addition to the transload facility operator's customer base, a Kansas based plastics company, [National Plastics Color](#), that currently does not have rail service directly to its facility has signed a letter of interest to locate at PASC citing the benefit of rail service over shipping nearly 1,000 truckloads to Wichita each year. The plastics company stated benefits of utilizing shared public rail infrastructure over independently establishing a rail siding to serve its facility, such as service frequency.

Transportation Challenges Project Addresses

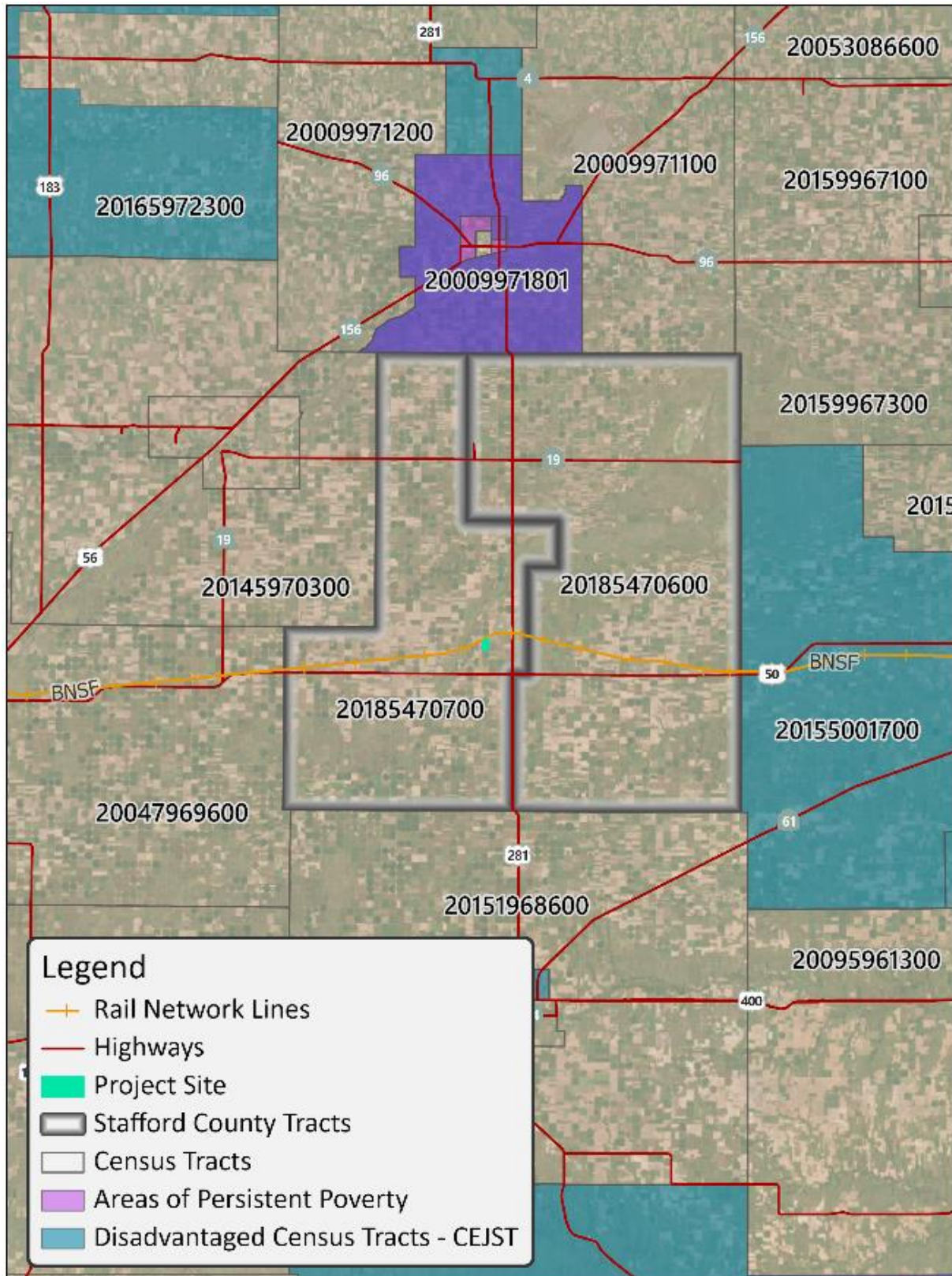
Stafford County, and the surrounding counties, produce a significant amount of grain that is shipped out of the region by truck. Grain production requires the importation of fertilizer, animal feed, heavy farm equipment, and other agricultural products. This region is also one of the largest energy producers (wind, biofuels, and oil/gas) and a producer of plastics, another export commodity. At present, inputs to production and exports move into and out of the region by truck. In recent years when supply chain disruptions occurred, the region struggled to move exports because of a lack of available trucking capacity. Shippers in the area are very supportive of a more reliable, sustainable, cost-effective, and environmentally friendly rail transport solution.

Areas of Persistent Poverty, Historically Disadvantaged Communities, and Rural

The Project is located within **Census Tract 20185470700**, a rural county in south central Kansas. The closest urban area, Wichita, Kansas, is located 97 miles east of the Project site. While not designated as an area of persistent poverty (APP) or historically disadvantaged community (HDC) by the United States Department of Transportation (USDOT), assessing the US Census Bureau's American Community Survey (ACS) 2018-2022 5-year estimates, the project's immediate Census Tract location (tract 20185470700) had 10.2% of its population whose income was below the poverty level. The eastern portion of Stafford County (adjacent tract 20185470600) had 12.2% of its population whose income was below the poverty level. Census estimates illustrate low-income levels, but data from the Kansas Department of Revenue (KDOR) tell an even more bleak story. The annual report of KDOR reports total income by county as reported through income tax returns. In 2021, the total adjusted income for Stafford County was \$86,643,246. Considering the 4034 residents, this is a per capita annual income of \$21,478.25. **Figure 2** portrays census tracts that are Federally recognized as Areas of Persistent Poverty and Historically Disadvantaged Communities. RAISE funding for the Project will generate local job opportunities for residents in this very rural region and alleviate cost burdens caused by long commute trips to access jobs as far away as Wichita and Dodge City.

Port of Stafford County
Project Description

Figure 2: Areas of Persistent Poverty & Historically Disadvantaged Communities



Project Budget

This section describes the costs associated with the development of a new multimodal transload facility in Stafford County, Kansas. The Project is in a rural, underserved region of Central Kansas. The costs are based on 30 percent design engineering drawings for developing a new rail loop with one-mile eastbound and westbound lead tracks connecting to BNSF Railway’s La Junta subdivision, as well as storage tracks, working tracks, and roadways to accommodate the movement of inputs to agricultural and energy production, and exports of agricultural and other commodities produced in the region.

Previously Incurred Costs

Stafford County has previously incurred costs for land acquisition, legal, planning, environmental site assessment, and preliminary engineering design of the Project.

Budget for Future Eligible Project Costs

The Port Authority of Stafford County is requesting a total of \$25,000,000 in RAISE grant funding for the construction phase of the Project. The estimated cost of the construction phase (Bid and Award, Construction, Close Out and Hard Contingency) for the Project is \$35,907,655. RAISE grant funding will provide the necessary funding to construct this critical rail-served transload facility. **Table 1** below shows estimated future eligible construction-related costs, the County’s RAISE grant funding request (70%) and the local match (30%).

Table 1: Project Costs and Funding Request

Funding Source	Project Components		Total Funding
	Roadways	Rail Buildout	
RAISE Funds	\$3,791,641	\$21,208,359	\$25,000,000
Other Federal Funds	\$0	\$0	\$0
Non-Federal	\$1,818,359	\$9,089,297	\$10,907,656
Total	\$5,610,000	\$30,297,655	\$35,907,655

Grant Project Location Verification

The Project is in Census Tract number 20185470700 in Stafford County, Kansas, a rural region in the Nation’s Great Plains. The City of St. John is 1.5 miles northwest of the Project with a population of 1,149 as of December 2023. The closest urban area, Wichita, KS, is located 100 miles to the southeast. The Project’s census tract data shows a population of 2,255 and employment of 1,139. The number of employees commuting is 1,055 and the average commute distance for residents of the County is 52 miles. The Project is in a census tract where Expected Population Loss Rate falls into the 96th percentile, which exceeds the Climate and Economic Justice Screening Tool’s threshold of 90th percentile. However, the census tract falls just two

points below the 65th percentile for Low Income threshold at the 63rd percentile. At the same time, using direct measure of income from the Kansas Department of Revenue (data from 2021 Annual Report showing total income by county as reported through income tax returns) the per capita income is much lower than reported through US Census estimates which are used in the Climate and Justice Screening Tool. While the U.S. Census estimates per capita annual income to be \$32,921, the KDOR data shows much lower per capita income in Stafford County at \$21,478. The census tract immediately north that covers the City of Great Bend has a population of approximately 5,100 and is a designated Disadvantaged Community measuring in the 97th percentile for Population Loss and 76th percentile for Low Income, and the census tract 13 miles east is also a designated Disadvantaged Community with the same projected loss of population but in the 73rd percentile for Low Income. There are very few job opportunities in this region, which is why the Project census tract has shown a population decrease and a job loss of 1.5 percent per year for the past decade.

The Project is contained within one census tract so suggested Tables 2a – 2c in the notice of funding opportunity have been consolidated into a single **Table 2** below.

Table 2: CESJT Data for Census Tract 20185470700

Census Tract No. 20185470700	Designation	Project Cost
Disadvantaged Designation (CESJT)	Meets for Population Loss, but Fails to meet Low Income criterion	\$35,907,655
Urban/Rural	Rural	\$35,907,655

This project improves and expands economic options for an underserved community. Stafford County is classified as a low-income, high migration rural area as defined by the US Department of Treasury, and an underserved and distressed county by the Federal Reserve system which tracks activity to comply with the Community Reinvestment Act. Additionally, census tracts in Stafford County are designated as eligible for federal Opportunity Zone to encourage investment in a distressed area. However, investment in infrastructure has not been in proportion with need. An example was federal pandemic funding that was distributed to cities and counties on a per capita basis, from which Stafford County and all of its cities combined received less than \$1 million.

To further expand on income levels and population characteristics that support the importance of USDOT funding for this Project, over the past decade, the workforce population has been leaving due to a lack of employment opportunities. At the same time, the population of retired persons has been increasing. This mismatch is creating a strain on public and social services. Costs for caring for the aging population are increasing while state and local revenues to support retirees are decreasing. As shown in **Table 3** below, the State and U.S. averages for population by age cohort are similar, but Stafford County where the Project is located has 10 percent fewer working age residents and eight percent more retirees than the U.S. average.

Table 3: Comparison of Population and Available Workforce

	Stafford County	Kansas	United States
Ages 0-19 years	26.9%	26.3%	24.8%
Ages 20-54 years	35.8%	44.3%	45.8%
Over the Age of 55 years	37.2%	29.3%	29.4%

Sources, Uses, and Availability

Table 4 below shows estimated future eligible construction costs for the Project components broken out by Federal Share (RAISE grant funding request) at 70 percent and a local match of 30 percent share of eligible Project costs.

The County has submitted a Build Kansas application to the Kansas Infrastructure Hub for \$5 million, and an attached email from KDOT indicates that it has been favorably recommended but the committee with the final review has not met for a vote. The Build Kansas Fund is an ad-hoc committee given responsibility to approve funds to match local requests for Bipartisan Infrastructure Law. From its website “The intent of the Build Kansas Fund is to accelerate local infrastructure investment to support transformative community projects enabling Kansas communities to move forward with infrastructure projects, including improvements to water, transportation, energy, cybersecurity, and broadband. The Build Kansas Fund can provide **up to \$200M in state matching dollars** to Kansan entities to apply for and achieve federal local match requirements until the fund has been fully expended. Applications for local match funding assistance will be accepted on a rolling basis over the next 4 years, until all funds have been committed or the Build Kansas Fund expires June 30, 2027.”

At the writing of this application, the steering committee has favorably recommended the PASC application to the legislative committee which has not scheduled a review meeting, and the \$200 MM in funds made available in the program have not been fully subscribed. The email indicates that the committee will be meeting soon and will consider the PASC application.

The County will continue to seek federal and State funding opportunities, such as CRISI until sufficient funding to complete the project has been secured.

Table 4: Funding Sources, Uses, and Availability

Project Components	RAISE	State of Kansas	County	TOTAL
Roadways	\$3,791,641		\$1,818,359	\$5,610,000
Rail Buildout	\$21,208,359	\$8,750,000	\$339,296	\$30,297,655
Total Project Cost	\$25,000,000	\$8,750,000	\$2,000,000	\$35,907,655

Contingency Amount

Preliminary design to 30 percent has been completed for all components. The estimated cost for the Project is based on 30 percent preliminary design of the Program and is in year-of-expenditure dollars using a 3.0 percent per year escalation rate to the mid-point of construction. The contingency costs are budgeted at ten percent of the base construction value of \$32,643,323, or \$3,264,332. Project costs by component and hard cost contingency are shown in **Table 5**.

Table 5: Detailed Participating Construction Phase Costs by Project Component

Component Name	Estimated Construction Phase Costs		Participating Project Costs	Funding Request 70% Eligible Project Costs
	Construction	Hard Cost Contingency	State and Private Funds	RAISE
Roadways	\$5,100,000	\$510,000	\$1,683,000	\$3,927,000
Rail Buildout	\$27,543,323	\$2,754,332	\$9,089,297	\$21,208,359
Totals	\$32,643,323	\$3,264,332	\$10,772,297	\$25,135,359

Level of Design

The design schedule for the Project is shown in **Table 6**. The table shows that Final Design will commence in the third quarter of 2024 and be completed by the first quarter of 2025. PASC has allocated \$3,750,000 for finalizing design and initiating construction. These funds were allocated by the State with an expenditure deadline of 2025. The successful implementation of this Project is dependent upon federal aid. PASC intends to seek permission from USDOT to encumber these dollars immediately upon award of RAISE funding to keep the Project on schedule and within budget.

Table 6: PASC Transload Facility Buildout Project Final Design Schedule

Project Components	Design Start	Design End
Roadways	3Q-2024	1Q-2025
Rail Buildout	3Q-2024	1Q-2025

Cost Estimates

The costs were estimated in December 2023 based on the updated 30 percent design drawing prepared by ASM Engineering. The [breakdown of costs](#) were developed with inputs from the design engineer and BNSF Railway (**see Table 7**).

Table 7: PASC Transload Facility Buildout Project Final Design Schedule

Construction Components	Construction Costs (including 10% Contingency)
Rail - including site, civil/ground stabilization, and rail	\$21,091,220
BNSF Switches (BNSF 2023 estimate + inflation adjustment and contingency)	\$ 1,232,423
Ground Stabilization for transload 40 acres	\$3,819,680
building - for rail and truck scales and bathrooms	\$400,000
Rail Scale and Truck Scale for grain side	\$1,000,000
Signage	\$ 100,000
internal roads	\$2,000,000
External Road - 2 miles	\$3,000,000
<i>subtotal</i>	<i>\$32,643,323</i>
contingency 10%	\$3,264,332
Total	\$35,907,655

Cost Share or Non-Federal Match

Non-federal matching funds include a total of \$3.75 million awarded to the project by the Kansas Department of Commerce, Building A Stronger Economy (BASE) program (non-federal ARPA funds). This includes \$2.5 million awarded through a competitive grant process through the Kansas Department of Commerce and an additional \$2.5 million designated by the Kansas Legislature through the 2022 Omnibus Appropriations. Of the \$5 million BASE awarded, \$1.25 million has been expended and is not included as match in this application. This funding has been identified as originating ARPA recovery funds provided by federal sources to the State and identified by Congress as non-federal share. These ARPA funds must be fully expended by 2024; specifically, the State of KS has stipulated in its grant agreement that funds be spent by June 22, 2024. Given this deadline, PASC intends to seek authorization from the USDOT Secretary to expend these funds prior to RAISE grant award.

The State has recommended to the final legislative review committee an additional \$5 million in Build Kansas funding as a match for this Project. In addition, the Port Authority has secured up to a \$2 million loan from SJN Bank of Kansas based on its established tax increment financing authority and a \$800,000 zero interest loan from Stafford County Economic Development which may be used for cash flow during project construction ([documentation is provided in the Project folder](#)).