

Build Kansas Fund | Fiscal Year 2024 Application Package | Memo



To: Representative Troy Waymaster, Chair, Build Kansas Advisory Committee
Murl Riedel, 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 #2024-061-FHRC

Date: July 3, 2024

Attached, please find an application made to the Build Kansas Fund by the Flint Hills Metropolitan Planning Organization. The application packet includes the following items:

- Coversheet – provides a high-level overview of the application including a unique identification number, page 1 of 12 of the Build Kansas Fund Application Package.
- Build Kansas Fund Application – includes information submitted with the Build Kansas Fund Application, pages 2-8. Page 8 provides the table of funding sources.
- Attachments – executive summary, pages 9-12.

Project Overview

The Flint Hills Metropolitan Planning Organization seeks funding from the U.S. Department of Transportation for funding available through the Active Transportation Infrastructure Investment (ATIIP) program to create and enhance mobility by providing a safe, connected, and equitable multi-modal transportation system through regional trail and transportation plan connectivity.

This opportunity is a discretionary BIL program with a local match requirement of 20% of the total project cost. The entity is requesting \$119,670.20 from the Build Kansas Fund. This request has the potential to unlock \$478,680.00 in federal funds.

The deadline is July 17, 2024, and this Build Kansas Fund application was received on June 18, 2024.

Build Kansas Fund Steering Committee Recommendation

The Build Kansas Fund Steering Committee reviewed this application on June 26, 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 2024 Application Package | Coversheet



Build Kansas Fund Application Number	2024-061-FHRC (Flint Hills MPO)
Project Name	Flint Hills ATIIP Grant
Entity Type	Local Government
Economic Development District (EDD) Planning Commission	Flint Hills Metropolitan Planning Commission
Infrastructure Sector(s)	Transportation
BIL Program	Active Transportation Infrastructure Investment Program (ATIIP)
BIL Program Type	Discretionary
BIL Application Deadline	7/17/2024
Build Kansas Fund Request	\$119,670.20
Technical Assistance Received	General Yes
	BIL Application No
	Build Kansas Fund Application Yes
	Other (Brief Description): Support on application and budget submission
Application Notes	Build Kansas Fund contribution of \$119,670.20 will unlock \$478,680.80 in federal BIL funding.

Steering Committee Funding Recommendation	June 26, 2024 Approve
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Advisory Committee Funding Recommendation	DATE Approve or Deny
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Completeness Review Data

Date Build Kansas Application Received:	6/18/2024
Date Of Completeness Check:	6/20/2024, 6/24/2024
Date Forwarded to Steering Committee:	6/25/2024

Title **Flint Hills Metropolitan Planning Organization** 06/18/2024
id. 46799051

by **Janna Williams** in **Build Kansas Fund Fiscal Year 2024 Application**

P.O. Box 514
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kansas
United States
405-612-4062
JWilliams@Flinthillsregion.org

Original Submission 06/18/2024

Score n/a

Part 1: Applicant Information

The name of the entity applying for the Build Kansas Fund: Flint Hills Metropolitan Planning Organization

Project Name: Flint Hills ATIIP Grant

Entity type: Non-Profit

Applicant Contact Name: Jared Tremblay

Applicant Contact Position/Title: Planning Manager, Flint Hills Metropolitan Planning Commission

Applicant Contact Telephone Number: +16362194139

Applicant Contact Email Address: tremblay@flinthillsmpo.org

Applicant Contact Address: 206 SOUTHWIND PL. STE 2B

Applicant Contact Address Line 2 (optional):

Applicant Contact City: Manhattan

Applicant Contact State: Kansas

Applicant Contact Zip Code: 66503

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

Part 2: Build Kansas Fund - Eligibility Criteria

Certify that you are pursuing a viable 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: Yes

What is the primary county that the project will occur in? Riley 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: Active Transportation Infrastructure Investment Program (ATIIP)

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? Active Transportation Infrastructure Investment Program

What is the application due date for this Bipartisan Infrastructure Law (BIL) funding opportunity? 7/17/2024

What is the federal fiscal year for this Bipartisan Infrastructure Law (BIL) funding opportunity? 2024

Enter the amount of funding being applied for, from the Bipartisan Infrastructure Law (BIL) funding opportunity: \$478,680.80

Enter the total project cost: \$598,351.00

Enter the required non-federal match percentage: 20.0

Part 4: Build Kansas Fund - Match Application Information

Enter the non-federal match amount being requested from the Build Kansas Fund: \$119,670.20

Is the project able to move forward with a lesser match amount than requested? Yes

If you are awarded less match than the amount requested, at what amount would your project NOT be able to move forward? \$119,000.00

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.xlsx](#)

Part 5: Build Kansas Fund - Means Test

Confirm that there are no available funding sources currently planned to go unused by your entity that could be leveraged for this project: Yes

Confirm there are no available American Rescue Plan Act (ARPA) or Coronavirus State & Local Fiscal Recovery Fund monies that could be used for this match: Yes

Confirm that you have explored other readily available funding sources (federal or non-federal) to be used for this match: Yes

Briefly describe your efforts to find other available funding sources for this project: Applied for a Thriving Community Grant in November, 2023 that was not awarded. The MPO is always looking for transportation funding.

Part 6: Additional Information

Please upload a copy of the Bipartisan Infrastructure Law (BIL) program application associated with this request OR a 2-page executive summary providing an overview of the project:

[ATIP_Grant_Executive_Summary_and_Budget_for_HUB_Final.pdf](#)

Provide any additional information about this project (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: Jared Tremblay
The following persons are responsible for making this Build Kansas Fund application.

Position/Title: Planning Manager, Flint Hills Metropolitan Planning Commission

Additional: Janna Williams

Position/Title: Regional Planner, Flint Hills Regional Council

Additional:

Position/Title:

Additional:

Position/Title:

Internal Form

Score n/a

Pre-Award Information:

Post-Award Information:

Deviation Report:

Source	Amount	Zip Code	% of project in zip code
BIL Federal Funds (applied for)	\$ 478,680.80	66441	25
Build Kansas Funds (non-federal match)	\$ 119,670.20	66517	25
Additional Project Contribution (if applicable)	\$ -	66502	50
			100% in KS
TOTAL PROJECT COST	\$ 598,351.00		



DOT Active Transportation Infrastructure Investment Program (ATIIP) Grant Project Summary

Project Description and Improvements: The Flint Hills Metropolitan Planning Organization (MPO) is requesting a planning and design grant from the Active Transportation Infrastructure Investment Program (ATIIP) which will provide planning and design to complete critical portions of an active transportation network to address significant inequities in the current active transportation system in the region. This plan and design work will ensure that the most underserved citizens in our region have access to our trail system, connect children to schools and adults to work and services, access to the region's fixed route transit systems, as well as allowing for everyone to take part in active outdoor activities and recreation. Once completed, this new active transportation network will be safe, reliable, and efficient. Currently, those living in the area adjacent to the proposed trail segments lack safe connections, forcing many to walk and bike along dangerous highways and major roads. The planning and design of the connections requested through this project will greatly enhance the quality of life for the low-income and disadvantaged residents adjacent to the trail segments, expanding their mobility and economic opportunities.

Currently, along several of the proposed trail segments, low-income citizens must rely on Demand Response public transit services, calling twenty-four hours in advance to schedule a ride, and then being provided with a two-hour pick-up window. By creating access to fixed route stops, these people will have more mobility, freedom, and time. Additionally, many elderly people are unable to drive, while many other people are zero-car households. These trails would address these inequities, while promoting active transportation to reduce greenhouse admissions. Other key locations with improved residential active transportation access include four K-12 schools, Kansas State University, and two Fort Riley US military base.

In addition, these trail segments would connect to the existing local trail systems to allow access to parts of the region effectively out-of-reach currently. Several proposed segments would also connect to recreation opportunities, including Tuttle Creek State Park and the Kansas River Trail, allowing all residents of the region active transportation options to access nature.

The investment of the funds received through this grant will be used for engagement of all citizens, with particular attention paid to low-income and marginalized populations adjacent to the proposed new trail connections. Work will focus on complete street design with focus on safety for vulnerable road users, as well address brownfield areas with the goal of supporting increased economic opportunities. Conceptual designs and engineering cost estimates will allow the region to leverage this plan in the future to pursue construction grant opportunities.



Project History and Previous Investment: Long identified as a need, this project would combine segments identified in the MPO's high-level Regional Connections Plan and the Kansas River Master Plan (currently being developed). Specifically, while greenways and other trail connections have been identified theoretically on maps, detailed concepts, project design/development, and cost estimates need to be completed to allow the region to focus on the vision and provide a clear path forward. The need and desire for additional active transportation connections were highlighted during the public input process of the Regional Connections Plan.

Building on the Regional Connections Plan, the FHMPO's Long Range Transportation Plan, Connect 2040, details the region's goals to create and enhance mobility by providing a safe, connected and equitable multi-modal transportation system. Connect 2040 proposes strengthening communities through sustainable and strategic investments and generating prosperity by considering equity and the environment.

The Kansas River Master Plan is an effort to encourage outdoor recreation on the Kansas River. Two of the proposed trail connections would connect to the boat launch park areas; one in Junction City and one in Ogden. These connections will increase active transportation opportunities and recreational access that will serve disadvantaged populations as well as help with talent attraction and retention.

Across the region, cities and towns have invested in numerous active transportation plans, including bike master plans, active transportation plans, and safe route to school plans. However, these plans have been limited to jurisdictional boundaries. This project would help begin to connect those communities and assets, by filling in the four key segments detailed in following sections of this application.

Location: The four trail segments detailed below are located entirely within the Flint Hills MPO region, which includes portions of Geary, Riley, and Pottawatomie counties, as well as the cities of Manhattan, Ogden, and Junction City, and a large portion of Fort Riley Army Installation (NONE OF THE SEGMENTS BELOW ARE ACTUALLY ON FEDERAL PROPERTY). They are:

1. From the **City of Manhattan to Green Valley Road** in Pottawatomie County (creating a connection to Kansas State University, Manhattan Christian College, Oliver Brown Elementary School, and Flint Hills Christian School). This section would tie into the City of Manhattan's extensive trail and bike network before crossing the Big Blue River and heading east through a commercial district before connecting to the Green Valley Road multi-use path and the neighborhoods, schools, and industrial park along Green Valley Road in Blue Township of Pottawatomie County. This section is critical as a new business creating hundreds of jobs in the Green Valley Road area is imminent, further creating a safety issue for vulnerable pedestrians walking or biking along the high-speed, high-traffic US Highway 24. Currently the only public transportation available to this area is Demand Response service, requiring 24-hour advance requests and two-hour pick-up windows. Providing this link between Manhattan and the growing Green Valley Road area is vital to creating options for residents and employees alike.



2. From the **City of Manhattan to Tuttle Creek State Park** in Riley County (adjacent to Eisenhower Middle School and creating a connection to Kansas State University, Manhattan Christian College, and Manhattan Technical College). This connection would allow low-income citizens in multiple mobile home parks to access Eisenhower Middle School directly, and Kansas State University and the soon to open National Bio and Agricultural Defense Facility (NBAF) via Manhattan’s existing bike and pedestrian trail system. Additionally, this segment would connect these low-income areas, and all of Manhattan, to Tuttle Creek State Park and the recreational opportunities within.

3. From the **City of Ogden to the Fort Riley Army Installation Ogden Gate** entrance (adjacent to Ogden Elementary School, downtown Ogden, and the Kansas River Trail Park and boat ramp). This section would connect from the Ogden gate of Fort Riley, home to 15,000 active-duty US Army service members plus their families, to Ogden’s main street, Riley Avenue and then south on Walnut Street passing Ogden Community Center, Ogden Elementary School, businesses, low-socioeconomic housing along the trail to the trailhead along the Kansas River. This trail would also connect to the bus stop at the Ogden Community Center, which is serviced by K-18 Connector route, the only public transit option, from Ogden to Manhattan. This ridership increased by 28% last year.

4. **Fort Riley Grant Gate entrance to downtown Junction City** (adjacent to Woodrow Wilson Elementary School and creating a connection to Cloud Community College in Junction City and Konza Prairie Community Health Center). Grant Avenue is home to numerous low-income neighborhoods with poor active transportation connections to the remainder of Junction City. This trail segment would provide not only a safe and direct option to Woodrow Wilson Elementary School, but also Konza Health, a federally qualified health center that serves all citizens regardless of their ability to pay for healthcare services. At Washington Street, the trail would turn south and continue to downtown Junction City at 10th Street. Additionally, this trail would provide better access to several fixed route transit stops providing access to the remainder of Junction City. On the north end of Grant Ave access to Fort Riley as well as the boat ramp at the start of the Kansas River Trail. In addition to the trail, this section would include right-sizing the roadway, improving the streetscape, improving public transit stops and crosswalks, and integrating green stormwater infrastructure.

Completing this planning work would allow for future prioritization, cost estimates, and a path forward. In the context of these projects, it is also important to understand the driving habits and demographics of residents in the region. Decreasing inefficient use of vehicles as well as separating vulnerable pedestrians from vehicles is a critical aspect of why the investment in planning and design of this network are critical. The Flint Hills MPO has been making a dent in reducing emissions and is actively working to increase the usage of public transportation options available in Geary and Riley counties. The public transportation options are limited to fixed routes within the cities of Manhattan, Ogden, and Junction City. With improved access to public transit stops, the goal of achieving higher ridership and fewer vehicle trips is possible.

If awarded this grant funds, the region would turn to identifying the resources needed to construct the connects as outlined in the design and planning work done throughout this funding. The region is very



focused on investing in the trail system to improve the local quality of life. The cities, counties, state, private philanthropy, and federal resources would all be marshalled to ensure the construction of trail segments moved to the top of the shovel ready project list in terms of trails. Therefore, as soon as funding was available the construction of these segments could occur because the planning and design work had already been completed.

Flint Hills MPO ATIIIP Planning and Design Grant Budget					80%	20%	0%
					ATIIIP Federal Grant Funds	Non-Federal Funds Local Match	Other Federal Funds being pursued, awarded, or programed at this time
Administration		Hours	\$ per Hour	Total			
FHRC*		997	\$60	\$ 59,836.00			
Subtotal				\$ 59,836.00	\$ 47,868.80	\$ 11,967.20	\$ -
Travel			\$ per Mile	Total			
Flint Hills MPO Mileage		2250	0.67	\$ 1,507.50			
FHRC Mileage		2250	0.67	\$ 1,507.50			
Subtotal				\$ 3,015.00	\$ 2,412.00	\$ 603.00	\$ -
Supplies				Total			
Printing				\$ 1,500.00			
Supplies/Misc				\$ 1,000.00			
Subtotal				\$ 2,500.00	\$ 2,000.00	\$ 500.00	\$ -
Public Engagement		Hours	\$ per Hour	Total			
Flint Hills MPO		350	\$60	\$ 21,000.00			
FHRC		300	\$60	\$ 18,000.00			
Subtotal				\$ 39,000.00	\$ 31,200.00	\$ 7,800.00	\$ -
Consultant				\$494,000.00	\$395,200.00	\$ 98,800.00	
Total				\$598,351.00	\$478,680.80	\$ 119,670.20	\$ -
* FHRC sets ~10% of grant total to grant administration							