

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 #2025-068-NCRPC

Date: August 16, 2024

Attached, please find an application made to the Build Kansas Fund by Dickinson County. The application packet includes the following items:

- Coversheet – provides a high-level overview of the application including a unique identification number, page 1 of 9 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, page 9.

Project Overview

Dickinson County seeks funding from the U.S. Department of Transportation for funding available through the Safe Streets and Roads for All (SS4A) program to develop a comprehensive safety action plan.

This opportunity is a discretionary BIL program with a local match requirement of 20% of the total project cost. The entity is requesting \$36,000.00 from the Build Kansas Fund and contributing \$12,000.00 in local match. This request has the potential to unlock \$192,000.00 in federal funds.

The deadline is August 29, 2024, and this Build Kansas Fund application was received on August 12, 2024.

Build Kansas Fund Steering Committee Recommendation

The Build Kansas Fund Steering Committee reviewed this application on August 15, 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	2025-068-NCRPC
Project Name	Dickinson County Road Safety Action Plan
Entity Type	County Government
Economic Development District (EDD) Planning Commission	NCRPC – North Central Regional Planning Commission
Infrastructure Sector(s)	Transportation
BIL Program	Safe Streets and Road for All (SS4A)
BIL Program Type	Discretionary
BIL Application Deadline	8/29/2024
Build Kansas Fund Request	\$36,000.00
Technical Assistance Received	General Yes
	BIL Application No
	Build Kansas Fund Application Yes
	Other (Brief Description): Provided application and budget support.
Application Notes	Build Kansas Fund contribution of \$36,000.00 will unlock \$192,000.00 in federal BIL funding, with a local match of \$12,000.00.

Steering Committee Funding Recommendation **8/15/2024 | Recommended**

Advisory Committee Funding Recommendation **8/21/2024 | Recommend or Decline**

Completeness Review Data

Date Build Kansas Application Received:	08/12/2024
Date Of Completeness Check:	08/13/2024
Date Forwarded to Steering Committee:	08/14/2024

Title **Dickinson County** 08/12/2024
by **Jonathan Thompson** in **Build Kansas Fund Application** id. 47213662
jonathant@kveng.com

Original Submission 08/13/2024

Score n/a

Part 1: Applicant Information

The name of the entity applying for the Build Kansas Fund: Dickinson County

Project Name: Dickinson County Road Safety Action Plan

Entity type: County Government

Applicant Contact Name: Janelle Dockendorf

Applicant Contact Position/Title: County Administrator

Applicant Contact Telephone Number: +17852633120

Applicant Contact Email Address: jdockendorf@dkcoks.gov

Applicant Contact Address: 109 E. 1st Street, Suite 208

Applicant Contact Address Line 2 (optional):

Applicant Contact City: Abilene

Applicant Contact State: Kansas

Applicant Contact Zip Code: 67410

Is the Project Contact the same as the Applicant Contact?	No
Project Contact Name:	Jonathan Thompson
Project Contact Position/Title:	Design Engineer
Project Contact Telephone Number:	+17858233400
Project Contact Email Address:	jonathant@kveng.com
Project Contact Address:	1627 Sunflower Lane
Project Contact Address Line 2 (optional):	
Project Contact City:	Salina
Project Contact State:	Kansas
Project Contact Zip Code:	67401

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?	Dickinson 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: USDOT FY24 Safe Streets and Roads for All Funding

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? 20.939

What is the application due date for this Bipartisan Infrastructure Law (BIL) funding opportunity? 8/29/2024

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: \$192,000.00

Enter the total project cost: \$240,000.00

Enter the required non-federal match percentage: 20.0

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

Enter the non-federal cash match amount being provided by the eligible applicant, if applicable: \$12,000.00

Enter the estimated value of the non-federal in-kind match amount being provided by the eligible applicant, if applicable: 0.0

Enter the non-federal cash match amount being requested from the Build Kansas Fund: \$36,000.00

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_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? N/A

What other available American Rescue Plan Act (ARPA) or Coronavirus State & Local Fiscal Recovery Fund monies will be used for this match? \$0

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? \$0

Describe your efforts to find other available funding sources for this project: N/A

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:

[Executive_Summary.docx](#)

Provide any additional information about this project (optional):

Part 7: Terms and Conditions

Understanding of Fund Release Requirements: checked

Understanding of Use checked
of Funds:

Understanding of Reporting
Requirements: checked

Authority to Make Grant Application: checked

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

Position/Title: County Administrator

Additional: Martin
Tannahill

Position/Title: Road & Bridge Supervisor

Additional: Jonathan
Thompson

Position/Title: Design Engineer

Additional: Chad
McCullough

Position/Title: Office Manager

Internal Form

Score n/a

Pre-Award Information:

Post-Award Information:

Deviation Report:

Source	Amount
BIL Federal Funds (applied for)	\$ 192,000.00
Build Kansas Funds (non-federal match)	\$ 36,000.00
Eligible Applicant Cash Match	\$ 12,000.00
Eligible Applicant In-Kind Match (estimated value)	
Additional Project Contribution (if applicable)	
TOTAL PROJECT COST	\$ 240,000.00

Zip Code	% of project in zip code	State
67410	20	KS
67431	20	KS
67441	20	KS
67451	20	KS
67492	20	KS
	100	

Executive Summary

Dickinson County has had fourteen fatalities and thirty- four serious injuries according to roadway data collected by the Kansas Department of Transportation from the year 2017 to 2021. Dickinson County currently has a Local Road Safety Plan (LRSP) to aid in combatting roadway fatalities and serious injury accidents.

The LRSP identifies risk factors for three areas of road safety concerns which are as follows: Roadway Segments, Intersections and Curves. Risk factor scores for roadway segments are calculated by factors that include average daily traffic, shoulders width, lane departure score, and edge condition scores. Risk factor scores for intersections are calculated by factors that include average daily traffic, sight distance, skewed approach, and horizontal curve score. Risk factor scores for curves are calculated by factors that include average daily traffic, curve radius, superelevation, and crash experience score. The current local road safety plan recommends seven roadway segments, two intersections, and one curve in Dickinson County as viable projects for improvement.

Dickinson County would also like to focus on a fourteen-mile stretch of roadway, 1400 Avenue from K 15 to Woodbine to the action plan.

Dickinson County proposes taking this data from the LRSP and calculating the Crash Modification Factor for each roadway segment to then be used in a cost benefit analysis of each roadway improvement project.

This action plan as part of this Grant “Safe Street for All” the county proposes to set a public goal to eliminate roadway fatalities and serious injuries.

A task force will analyze historical crash data along major roadways with fatalities in the County limits and propose projects to improve road safety measure as outline in the Highway Safety Manual and AASHTO A Policy on Geometric Design of Highways and Streets. Roadway improvements will be evaluated by a cost - benefit analysis. Roadway improvements may include roadside improvements, signage, or geometric realignment. Intersections identified on roadway safety audit evaluation may include an evaluation of stopping sight, an addition of clear zone and the installation of rumble strips.

The projects once identified will be presented to the County Commission for public feedback. Projects will be ranked to help the people of disadvantaged areas first and by the representative crash data.

Projects will consider current ADA standards and safety measures as presented in the Guide for the Planning, Design and Operation of Pedestrian Facilities. Project improvement may include Walking paths near roadways or larger roadway shoulders for bike traffic.

The project team will work closely with county staff with quarterly status meetings to identify and prioritize roadways and other projects for improvement. Quarterly status meetings will be held with the county to measure progress.

In summary, Dickinson County proposes to take the Local Road Safety Plan one step further to calculate the Crash Modification Factor (CMF) for projects identified on the Local Road Safety Plan and the fourteen-mile roadway segment and perform a cost benefit analysis and equity impact of the roadway improvements. Projects will then be vetted by the roadway cost – benefit analysis data and presented at a county commission meeting for their approval to proceed in producing engineered plans for the project.