

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 #2025-074-FHRC

Date: September 13, 2024

Attached, please find an application made to the Build Kansas Fund by the City of Ogden. 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

City of Ogden seeks funding from the U.S. Department of Transportation for funding available through the Safe Streets and Roads for All (SS4A) program for their Ogden Kansas Safety Action Plan project, which seeks 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 \$22,500.00 from the Build Kansas Fund, a local cash match of \$3,000.00 and an in-kind match of \$4,500.00. This request has the potential to unlock \$120,000.00 in federal funds.

The application deadline was August 29, 2024, and this Build Kansas Fund application was received on August 28, 2024.

Build Kansas Fund Steering Committee Recommendation

The Build Kansas Fund Steering Committee reviewed this application on September 11, 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	2025-074-FHRC
Applicant Name	City of Ogden
Project Name	Ogden Kansas Safety Action Plan
Entity Type	Local Government
Economic Development District (EDD) Planning Commission	FHRC- Flint Hills Regional Council
Infrastructure Sector(s)	Transportation
BIL Program	USDOT FY24 Safe Streets and Roads for All
BIL Program Type	Discretionary
BIL Application Deadline	8/29/2024
Build Kansas Fund Request	\$22,500.00
Technical Assistance Received	General Yes
	BIL Application Yes
	Build Kansas Fund Application Yes
	Other (Brief Description): Provided general assistance, BIL application review, and BKF application support.
Application Notes	Build Kansas Fund contribution of \$22,500.00 will unlock \$120,000.00 in federal BIL funding, with a local contribution of \$3,000.00 and an in-kind match contribution of \$4,500.00.

Steering Committee Funding Recommendation	September 11, 2024 Recommend
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Advisory Committee Funding Recommendation	DATE Recommend or Decline
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Completeness Review Data

Date Build Kansas Application Received:	8/28/2024
Date Of Completeness Check:	8/29/2024
Date Forwarded to Steering Committee:	9/9/2024

Title	City of Ogden	08/28/2024
	by Angela Schnee in Build Kansas Fund Application	id. 47331312
	222 Riley Av. PO Box C Ogden, Kansas 66517 United States 7855390311 zoning@ogden-ks.gov	

Original Submission	08/28/2024
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Score	n/a	
	Part 1: Applicant Information	
The name of the entity applying for the Build Kansas Fund:	City of Ogden	
Project Name:	Ogden Kansas Safety Action Plan	
Entity type:	Local Government	
Applicant Contact Name:	Angela Schnee	
Applicant Contact Position/Title:	Zoning Administrator/Planner	
Applicant Contact Telephone Number:	+17855390311	
Applicant Contact Email Address:	zoning@ogden-ks.gov	
Applicant Contact Address:	PO Box C	
Applicant Contact Address Line 2 (optional):		
Applicant Contact City:	Ogden	
Applicant Contact State:	Kansas	

Applicant Contact Zip 66517
Code:

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: 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: \$120,000.00

Enter the total project cost: \$150,000.00

Enter the required non-federal match percentage: 20%

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: \$3,000.00

Enter the estimated value of the non-federal in-kind match amount being provided by the eligible applicant, if applicable: \$4,500.00

Enter the non-federal cash match amount being requested from the Build Kansas Fund: \$22,500.00

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? 0

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 be used for this match? 0

Describe your efforts to find other available funding sources for this project: Ogden has applied for other funding to move safety projects forward but has largely been unsuccessful due to matching fund requirements. The city does not possess the resources to adequately compete for BIL funds.

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:

[SS4A_Narrative_2024_-_working.pdf](#)

[ss4a_budget_and_narrative2024USE.pdf](#)

[Layout.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: Angela Schnee
The following persons are responsible for making this Build Kansas Fund application.

Position/Title: Zoning Administrator/City Planner

Additional: David Ward

Position/Title: City Clerk

Additional:

Position/Title:

Additional:

Position/Title:

Internal Form

Score n/a

Pre-Award Information:

Post-Award Information:

Deviation Report:

Source	Amount
BIL Federal Funds (applied for)	\$ 120,000.00
Build Kansas Funds (non-federal match)	\$ 22,500.00
Eligible Applicant Cash Match	\$ 3,000.00
Eligible Applicant In-Kind Match (estimated value)	\$ 4,500.00
Additional Project Contribution (if applicable)	
TOTAL PROJECT COST	\$ 150,000.00

Zip Code	% of project in zip code	State
66517	100	KS

Overview

The City of Ogden, KS is a rural community of 1,661 located adjacent to Fort Riley (United States [US] Army base), The City is pursuing funding to develop a comprehensive safety action plan (CSAP). Ogden has some unique transportation challenges as the primary access point to Fort Riley Army Installation. Lying between the Fort to the west and fast-growing areas of Manhattan and Pottawatomie County to the east, one of the fastest-growing areas in Kansas. Ogden's local roads accommodate approximately 12,000 vehicles per day. These vehicles carry service members (1,248), their families, civilian workers (835 Department of the Army civilian workers), retired, and civilian contractors. Fort Riley is one of the largest employers in the region and provides \$1.81 billion to the regional economy. Safe efficient access to Fort Riley is essential to the region, state, and nation. Local leadership has demonstrated a strong commitment to making Ogden's roadways safe for everyone. The city participated in the Traffic Engineering Assistance Program (TEAP) through the Kansas Department of Transportation in 2014. While this program gave the city some insight into where the city should begin focusing safety efforts it did not go far enough to satisfy the CSAP requirements. No comprehensive planning has been completed. Ogden needs assistance identifying safety priorities, data collection, and recommendations to remediate the identified safety issues for all road users.

#1: Safety Impact

According to the Fatality Analysis Reporting System (FARS) data for the period 2018-2022 the census tract Ogden is in experienced 24 deaths per 100,000, which is higher than average. 83% were vehicle only accidents and 17% involved pedestrians. Within Ogden city limits there were zero traffic related fatalities in the same period. However, according to local data from Riley County Police Department (RCPD) 13% of all traffic accidents resulted in injury. 73% of all accidents in that same period resulted in over \$1,000 worth of damage. While Ogden has been fortunate not to have any fatalities, we have a higher-than-normal traffic volume for a town of our size and there is significant concern for the community's safety on our roadways. Ogden has two road segments identified in the state vulnerable road user safety assessment as high-risk roads (see attached VRU Map). It is expected that a CSAP will identify these road segments as priorities and will make recommendations on how to best address safety for the road network. One of those segments is the Riley Avenue corridor. Historically it was built as a state highway that was converted to a local road in the 1970's. Riley Avenue continues to function as a four-lane highway accessing Fort Riley, carrying 12,000 vehicles per day. It also divides the community in half. A large housing development and low-income housing are located to the north and essential services, such as schools, parks, post office, public transportation, community center, library, shopping, and city services are located to the south of Riley Avenue. While not the only safety concern Riley Avenue is assumed to be identified in a CSAP as one of the primary safety issues in our road network. Ogden leadership is committed to considering all recommendations identified in the CSAP as a priority and will work to implement safety recommendations within the next 10 years.

#2: Equity

The census tract Ogden is in is not identified as experiencing disadvantage on either the CJEST or ETC tools. The demographics at the census tract level do not provide a clear picture for the city of Ogden. Ogden is considered an Area of persistent poverty (Areas of Persistent Poverty and Historically Disadvantaged Communities Tool) and according to the US Census the median income for Ogden is \$47,900 which is well below the statewide median of \$68,5500. Ogden is a poor community and has historically faced challenges larger wealthier communities in the region haven't had to address. Ogden also has a high percentage of disabled residents, due to the high number of Army retirees and medically discharged, the DOT ETC Explorer shows Ogden in the 96% percentile ranking when compared to the state. Ogden also ranks high in all transportation insecurity factors and is considered disadvantaged in access and safety. When all factors are considered from the DOT, EPA, and US Census tools available Ogden has a history of high disability rates coupled with poverty and limited access to transportation, health services, higher education, and food sources.

#3: Added Safety Context

Safety for all road users is a top priority for Ogden leadership. This has been demonstrated by the implementation of a "Better Block" project and adoption of temporary low-cost safety improvements at various locations throughout the city. Completing a CSAP will inform community leaders allowing for data driven decisions needed to improve safety for all road users. With Ogden's limited funds it is important that the decisions made will make the biggest impact on roadway safety.

To adequately develop a comprehensive safety action plan (CSAP) several analyses need to be completed. Analysis of existing conditions, collection and analysis of crash data, geospatial identification and graphics, community wide safety needs survey, speed data collection, traffic counts, and comparison to 2015 data, equity analysis, and organization of collected data for final CSAP. The data collected would need to be compiled into safety recommendations for a final CSAP to be created.

The city has made assumptions about which road segments pose the greatest risk, there is no local granular data to make informed decisions. A CSAP will analyze the entire road network and identify the biggest safety risks and recommend solutions to mitigate the safety issues.

The city's mission is to implement safety recommendations by 2035 and reduce ALL traffic accidents by 15% in that same period while continuing to meet the state's goal of zero fatalities.

Budget

Preliminary Cost Estimate				
Task	Requested	Match from State	Local Match	Total
Staff time developing a Steering Committee, Public Engagement and Outreach for the Equity Analysis	\$0	\$0	\$4500	\$4500
Analyze Existing Conditions, collecting crash Data, Geospatial graphics, Community Wide Systemic Safety Needs, Speed, Traffic Count and compilation of data	\$100,000	\$22,500	\$3000	\$125,500
Development of safety recommendations, finalization of Community-Wide CSAP,	\$20,000	\$0	\$0	\$20,000
	\$120,000	\$22,500	\$7,500	\$150,000

The City of Ogden requests grant funding in the amount of \$120,000 to support the development and creation of the Comprehensive Safety Action Plan (CSAP) collect supplemental data and situation analysis to create the plan. The city has requested \$22,500 from the Build Kansas Fund and will be providing \$7,500 local match, this would be made up of cash and in-kind contributions. The following is a rough breakdown of the local match, mailings for \$1,600, advertising \$500, printing \$300, space rental \$240, misc. materials for public outreach \$100, and staff wages for \$4,760. The combined local and state funds of \$30,000 equal the 20% match required by DOT. Services to be performed by a contractor to create the CSAP are, a full set of data that includes existing conditions, crash data, geospatial identification and graphics, community wide safety needs surveys, and speed data will be compiled, analyzed and compared to 2015 data to complete the current safety condition snapshot. This information is crucial in developing the safety recommendations for the final CSAP.

Fort Riley

Riley County IT/GIS, Earthstar Geographics

Fort Riley

Legend

- Ogden
- Railroads
- Manhattan
- WaterBodies

Ogden Roads

KDOT CLASS

- Freeway/Expressway (Non-Interstate)
- Local Road
- Major Collector
- Minor Collector
- <all other values>
- FortRileyBoundary
- Regional Roadway

