

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 #2025-071-MARC

Date: September 13, 2024

Attached, please find an application made to the Build Kansas Fund by the City of Spring Hill. 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 2-8. Page 8 provides the table of funding sources.
- Attachments – executive summary, pages 9-19.

Project Overview

The City of Spring Hill seeks funding from the U.S. Department of Transportation for funding available through the Safe Streets and Roads for All (SS4A) program for their Safe Streets and Connection in Spring Hill project, 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 \$434,016.04 from the Build Kansas Fund and contributing \$22,842.96 in local cash match. This request has the potential to unlock \$1,827,437.00 in federal funds.

The deadline was August 29, 2024, and this Build Kansas Fund application was received on August 27, 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	2025-071-MARC
Applicant Name	City of Spring Hill
Project Name	Safe Streets & Connections in Spring Hill
Entity Type	Local Government
Economic Development District (EDD) Planning Commission	MARC - Mid-America Region
Infrastructure Sector(s)	Transportation
BIL Program	Safe Streets and Roads for All
BIL Program Type	Discretionary
BIL Application Deadline	8/29/2024
Build Kansas Fund Request	\$434,016.04
Technical Assistance Received	General No
	BIL Application No
	Build Kansas Fund Application Yes
	Other (Brief Description): Met with applicant regarding the understanding of funds. Provided budget support.
Application Notes	Build Kansas Fund contribution of \$434,016.04 will unlock \$1,827,437.00 in federal BIL funding, with a local contribution of \$22,842.96.

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:	8/27/2024
Date Of Completeness Check:	8/27/2024
Date Forwarded to Steering Committee:	9/9/2024

Title	City of Spring Hill	08/27/2024
	by Ashley Winchell in Build Kansas Fund Application	id. 47318698
	ashley.winchell@wilsonco.com	

Original Submission 08/27/2024

Score	n/a	
	Part 1: Applicant Information	

The name of the entity applying for the Build Kansas Fund:	City of Spring Hill
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Project Name:	Safe Streets & Connections in Spring Hill
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Entity type:	Local Government
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Applicant Contact Name:	Lane Massey
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Applicant Contact Position/Title:	City Administrator
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Applicant Contact Telephone Number:	+19132473508
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Applicant Contact Email Address:	lane.masse@springhillks.gov
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Applicant Contact Address:	401 N. Madison
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Applicant Contact Address Line 2 (optional):	
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Applicant Contact City:	Spring Hill
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Applicant Contact State:	Kansas
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Applicant Contact Zip Code:	66083
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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? Miami 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: Safe Streets and Roads for All

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:	\$1,827,437.00
Enter the total project cost:	\$2,284,296.00
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:	\$22,842.96

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: \$434,016.04

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? There are no other funding sources available for this project.

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. N/A

What other funding sources (local, federal or non-federal) will to be used for this match? N/A

Describe your efforts to find other available funding sources for this project: The city is applying for federal funds to cover 80% of the project cost. The city will provide a local match of 5% (\$22,842.96) of the match requirement. The remaining funds are being requested from the KS Infrastructure HUB.

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:

[FY2024-Spring_Hill_SS4A_Narrative_Planning.pdf](#)

[FY2024-Spring_Hill_SS4A_Supporting_Documentation.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: Lane Massey
The following persons are responsible for making this Build Kansas Fund application.

Position/Title: City Administrator

Additional: Rhonda Dunn

Position/Title: Finance Director

Additional: Taylor McHenry

Position/Title: Consultant/Engineering

Additional: Alysen
Abel

Position/Title: City Engineer

Internal Form

Score n/a

Pre-Award Information:

Post-Award Information:

Deviation Report:

Source	Amount
BIL Federal Funds (applied for)	\$ 1,827,437.00
Build Kansas Funds (non-federal match)	\$ 434,016.04
Eligible Applicant Cash Match	\$ 22,842.96
Eligible Applicant In-Kind Match (estimated value)	
Additional Project Contribution (if applicable)	
TOTAL PROJECT COST	\$ 2,284,296.00

Zip Code	% of project in zip code	State
66083	100%	Kansas

SAFE STREETS & CONNECTIONS IN SPRING HILL

U.S. Department of Transportation
FY24 Safe Streets and Roads for All

August 29, 2024

NARRATIVE

I. Introduction

The City of Spring Hill, Kansas, a growing community located in the Kansas City metropolitan area, is dedicated to improving the safety and well-being of its nearly 7,000 residents. Spring Hill's population has nearly doubled in the past two decades, which creates a challenge for the City to expand its infrastructure to meet the needs of residents while maintaining a high quality of life. **The City is requesting a total of \$2,284,296 for supplemental planning and demonstration activities.** The supplemental planning (\$565,000) will conceptualize new corridor cross-sections and determine strategies to build a bike/pedestrian network with the assistance of public input. The request will also fund the implementation of a vulnerable road user (VRU) demonstration project, which will consist of a 1.6-mile pathway connection that fills in sidewalk gaps along S Webster Street, W 223rd Street, and Victory Road, multiple Rectangular Rapid Flashing Beacons (RRFBs) at key pedestrian crossings.

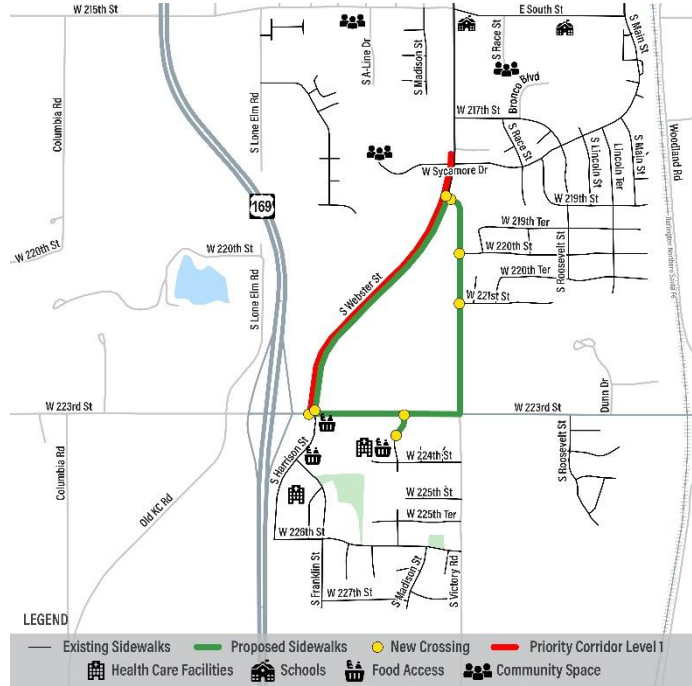


Figure 1. Project Location Map

These initiatives are designed to improve the safety and mobility of all modes of transportation, especially pedestrians, ensuring that all streets in Spring Hill are safer for everyone, from schoolchildren to seniors. Residents use rural backroads to bike or walk with their families. Many of these roads lack sidewalks and Trails that provide for safe VRU mobility. Implementing a new



Figure 2. Residents Walking/Biking on Spring Hill Streets

VRU demonstration project will allow the City to determine how new pedestrian connections should be established across the City moving forward. **By enhancing connectivity and increasing visibility at critical crossings, the Safe Streets & Connections in Spring Hill project will contribute significantly to the overall quality of life, promoting an active and secure environment for all.**

II. Selection Criteria

Selection Criterion #1: Safety Impact

From 2017-2021, Spring Hill experienced one roadway fatality, according to the NHTSA's Fatality and Injury Reporting System Tool (FIRST). Based on the 2020 American Community Survey (ACS) population data, which estimates Spring Hill's population at approximately 6,992 residents, the fatality rate was calculated using the 5-year annual average of fatalities. This rate, normalized per 100,000 persons, is **2.86**.

In addition, the Kansas Department of Transportation's (KDOT) Vulnerable Road User Safety Assessment Tool¹ identifies portions of Webster Street/Old Kansas City Road as a top priority (Priority 1) roadway. The corridor meets risk factors included in KDOT's systemic analysis and falls under the State's high-injury and high-risk network. Although Spring Hill is currently developing its Safety Action Plan, the funded supplemental planning and demonstration activities seek to provide a head start in addressing known transportation safety issues the City faces based on an analysis completed by KDOT.

Selection Criterion #2: Equity

The entire Spring Hill population lives in census tracts identified as partially underserved, according to the USDOT Equitable Transportation Community (ETC) Explorer. Spring Hill residents face transportation insecurity and are faced with heightened risk due to limited access to safe pedestrian infrastructure, higher traffic volumes, and fewer transportation options. By investing in activities for Spring Hill, the City aims to reduce the disparities in roadway safety and ensure that all current and future residents, regardless of where they reside, have equal access to safe and reliable transportation opportunities.

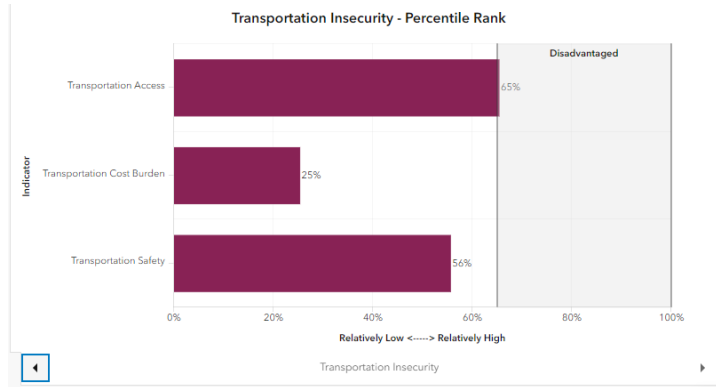


Figure 3. Spring Hill Transportation Insecurity Percentile Rank

The City of Spring Hill has proposed activities that will directly benefit underserved communities by enhancing pedestrian connectivity and safety in areas where these improvements are most needed. Supplemental planning activities will help the City make meaningful considerations for all modes of transportation while its transportation infrastructure grows. The sidewalk VRU demonstration project will provide a critical link between residential neighborhoods and key areas of interest in Spring Hill, making it easier and safer for residents to walk or bike to schools, parks,

¹ <https://storymaps.arcgis.com/stories/d2f84d52c22b44d983c3907dcaf76f4b>



and local businesses. Installing RRFBs will improve visibility and safety at crossings frequently used by pedestrians who experience transportation insecurity.

Selection Criterion #3: Additional Safety Context

The City of Spring Hill is committed to a comprehensive initiative to significantly enhancing roadway safety for all users by completing a Complete Streets Framework and Bike/Ped Network Plan to help provide the City a path forward for incorporating VRUs in new infrastructure. The Demonstration project will create a new pathway connections and key pedestrian crossings. These Planning and Demonstration Activities are integral to the broader strategy of addressing the rapidly growing community's safety challenges. Once developed, these activities will serve as key elements of Spring Hill's Safety Action Plan. The scope of each activity was developed to:



Figure 4. Example RRFB Installation

- Prevent roadway fatalities and serious injuries involving all road users.
- Implement proven low-cost, high-impact safety strategies and countermeasures that fall under those identified by FHWA.²
- Involves Public Outreach
- Adopts the use of innovative technology like RRFBs.

It's important to note that the funding request includes the installation of three pedestrian/bike count stations along the proposed sidewalk system to monitor usage. The City will summarize the usage rate to FHWA and help the City understand what infrastructure accommodations incentivize the public to use sidewalks and crossings before the City invests resources to build more sidewalks and crossings. The results of the pilot project will set the stage for future pedestrian/bike infrastructure projects. The demonstration activity would consist of three tasks: design, installation, and three-year monitoring of the improvements. The project is intended to be completed within four years of signing the agreement, outlined in the following schedule:

Figure 5: Demonstration Project Schedule

VRU Demonstration Project	2025				2026				2027				2028				2029				2030			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Task 1: Final Design																								
Task 2: Installation of Sidewalks and Crossings																								
Task 3: Pilot Monitoring and Reporting																								

² <https://highways.dot.gov/safety/proven-safety-countermeasures>

SAFE STREETS & CONNECTIONS IN SPRING HILL

U.S. Department of Transportation
FY24 Safe Streets and Roads for All

August 29, 2024

BUDGET
NARRATIVE

Budget

The City of Spring Hill is requesting a total of \$2,284,296 for supplemental planning and demonstration activities. The supplemental planning (\$565,000) will conceptualize new corridor cross-sections and determine strategies to build a bike/pedestrian network with the assistance of public input. The request will also fund the implementation of a vulnerable road user (VRU) demonstration project, which will consist of a 1.6-mile pathway connection that fills in sidewalk gaps along S Webster Street, W 223rd Street, and Victory Road, multiple Rectangular Rapid Flashing Beacons (RRFBs) at key pedestrian crossings.

These initiatives are designed to improve the safety and mobility of all modes of transportation, especially pedestrians, ensuring that all streets in Spring Hill are safer for everyone, from schoolchildren to seniors. Residents use rural backroads to bike or walk with their families, catering only to vehicular traffic. Implementing a new sidewalk demonstration project will allow the City to determine how new pedestrian connections should be established across the City moving forward. **By enhancing connectivity and increasing visibility at critical crossings, the Safe Streets & Connections in Spring Hill project will contribute significantly to the overall quality of life, promoting an active and secure environment for all.**

The budget table below goes into detail, the funding that is needed to complete these demonstration and supplemental planning project activities and goes into detail about the requested SS4A funding request, non-federal funding, total project costs, and how much funding the City of Spring Hill will be contributing. It should be noted that the City of Spring Hill has requested local match assistance from the State of Kansas (Build Kansas Fund¹) in the amount of **\$ 434,013.04**. An official approval decision for the local match assistance is expected in September 2024.

¹ <https://kshub.org/ks-infrastructure-hub-build-overview>

Table 1: Planning and Demonstration Grant Supplemental Estimated Budget

Itemized Estimated Costs of New or Update Action Plan Activities (if applicable)			
	SS4A Federal Request	SS4A Non-Federal Match	Total Project Cost
New or Updated Action Plan	\$ -	\$ -	\$ -
Subtotal Budget for New or Updated Action Plan	\$ -	\$ -	\$ -
Itemized Estimated Costs of Supplemental Planning Activities			
	SS4A Federal Request	SS4A Non-Federal Match	Total Project Cost
Supplemental Planning Activity #1 - Complete Streets Framework Plan	\$ 400,000	\$ 100,000	\$ 500,000
Supplemental Planning Activity #2 - Bicycle and Pedestrian Network Plan	\$ 52,000	\$ 13,000	\$ 65,000
Subtotal Budget for Supplemental Planning Activities	\$ 452,000	\$ 113,000	\$ 565,000
Itemized Estimated Costs of Demonstration and Pilot Activities			
	SS4A Federal Request	SS4A Non-Federal Match	Total Project Cost
Demonstration/Pilot Project	\$ 1,375,437	\$ 343,859	\$ 1,719,296
Mobilization	\$ 40,000	\$ 10,000	\$ 50,000
Clearing and Grubbing	\$ 60,000	\$ 15,000	\$ 75,000
Contractor Construction Staking	\$ 40,000	\$ 10,000	\$ 50,000
Earthwork	\$ 80,000	\$ 20,000	\$ 100,000
Drainage	\$ 20,000	\$ 5,000	\$ 25,000
Sidewalk Construction (10' Wide, 6" thickness)	\$ 581,904	\$ 145,476	\$ 727,380
Aggregate Base (AB-3 O.P. Modified) (4")	\$ 71,840	\$ 17,960	\$ 89,800
Sidewalk Ramp Construction	\$ 18,000	\$ 4,500	\$ 22,500
Crosswalk - Continental (2' X 10')	\$ 6,480	\$ 1,620	\$ 8,100
Crosswalk - Signing	\$ 8,640	\$ 2,160	\$ 10,800
Rectangular Rapid Flashing Beacon (RRFB) System	\$ 60,000	\$ 15,000	\$ 75,000
Pedestrian/Bike Count Stations	\$ 6,000	\$ 1,500	\$ 7,500
Engineering	\$ 184,000	\$ 46,000	\$ 230,000
Contingency (20%)	\$ 198,573	\$ 49,643	\$ 248,216
Subtotal Budget for Demonstration and Pilot Activities	\$ 1,375,437	\$ 343,859	\$ 1,719,296
Total Budget for Planning and Demonstration Activities	\$ 1,827,437	\$ 456,859	\$ 2,284,296

SAFE STREETS & CONNECTIONS IN SPRING HILL

U.S. Department of Transportation
FY24 Safe Streets and Roads for All

August 29, 2024

PROJECT LOCATION MAP

Key Information Table (Planning & Demonstration Grants)

Title	Instructions
Lead Applicant Name	City of Spring Hill
Lead Applicant Unique Entity Identifier (UEI)	D3NKD8XFD4M3
Eligible Entity Type	Local Government
Total Applicant Jurisdiction Population	6,992 ¹
Total Count Motor Vehicle-Involved Roadway Fatalities that includes the last 5 years of data made available in the Fatality Analysis Reporting System (FARS) during the NOFO period	1
Total Average Annual Fatality Rate (per 100,000 population)	2.86
Total Percent of Population in Underserved Communities Census Tract(s)	0%
Project Title	Safe Streets & Connections in Spring Hill
Application Type (select all that apply)	<ul style="list-style-type: none"> • Conduct Supplemental Planning to update an Action Plan; • Demonstration Activities to inform the development of an Action Plan.
Description of Supplemental Planning and Demonstration Activities (if relevant)	Conduct a Complete Streets Framework Plan and Bicycle and Pedestrian Network Plan. Construction of a new pathway, creating connections for those who use dangerous and rural roads to bike or walk with their family. Placing new RRFB's in strategic locations around the City to enhance pedestrian safety along a high-risk corridor.
Total Federal Funding Request	\$1,827,437
Total Non-Federal Share	\$456,859
Total SS4A Funds Requested	\$1,827,437
Total Other Federal Funds Used	\$0
Total Project Cost	\$2,284,296
Coordination	N/A

¹ <https://data.census.gov/table/ACSDT5Y2020.B01003?q=Population%20Total&q=160XX00US2067625>

SAFE STREETS & CONNECTIONS IN SPRING HILL

U.S. Department of Transportation
FY24 Safe Streets and Roads for All

August 29, 2024

KEY INFORMATION TABLE



LEGEND

- Existing Sidewalks
- Proposed Sidewalks
- New Crossing
- Priority Corridor Level 1 *
- Health Care Facilities
- Schools
- Food Access
- Community Space

*Kansas DOT designated Priority Level 1 corridor per the Kansas VRU Assessment