

Build Kansas Fund | Fiscal Year 2026 Application Package | Memo



To: Senator Rick Billinger, Chair, Build Kansas Advisory Committee
Chardae Caine, Kansas Legislative Research Department
Shauna Wake, Office of the Kansas State Treasurer

From: Shawn Wesner, Executive Director, Kansas Infrastructure Hub

RE: Build Kansas Fund Application #2026-170-GP

Date: May 6, 2026

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

- Coversheet – provides a high-level overview of the application including a unique identification number, page 1 of 38 of the Build Kansas Fund Application Package.
- Build Kansas Fund Application – includes information submitted with the Build Kansas Fund Application, pages 2-7. Page 8 provides the table of funding sources and zip codes served by the project.
- Attachments – Projective narrative pages 9-38.

Project Overview

The City of Dodge City seeks funding from the U.S. Department of Transportation for funding available through the Federal-State Partnership for Intercity Passenger Rail Program for their Dodge City’s Southwest Chief Corridor Safety and Access Improvement project which includes upgrading rail and roadway infrastructure by closing one at-grade crossing and constructing a grade-separated crossing to improve safety, reduce conflicts, and enhance intercity passenger and freight rail operations.

This opportunity is a discretionary IJIA program with a local match requirement of 20% of the total project cost. The entity is requesting \$20,000,000.00 from the Build Kansas Fund, and is providing a local cash match of \$6,183,994.00 and additional project contribution of \$3,000,000.00. This request has the potential to unlock \$116,735,978.00 in federal funds, for a total project cost of \$145,919,972.00.

The deadline was February 6, 2026, and this Build Kansas Fund application was received on January 7, 2026.

Previously Awarded BKF

Program/Fiscal Year	BKF Amount	Federal Award Status	BKF Status
WaterSMART FY24	\$20,000,000.00	Awarded	Obligated
RSTG FY25/26	\$7,620,280.00	Not Awarded	
RCE FY23/24	\$154,000.00	Not Awarded	
SS4A FY25	\$1,114,113.00	Not Awarded	

Build Kansas Fund Steering Committee Recommendation

The Build Kansas Fund Steering Committee reviewed this application on January 28, 2026 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 2026 Application Package | Coversheet



Build Kansas Fund Application Number	2026-170-GP		
Applicant Name	City of Dodge City		
Application Date Received	1/7/2026		
Project Name	Dodge City's Southwest Chief Corridor Safety and Access Improvement Project		
Project Description	Upgrade rail and roadway infrastructure by closing one at-grade crossing and constructing a grade-separated crossing to improve safety, reduce conflicts, and enhance intercity passenger and freight rail operations.		
Entity Type	Local Government		
Economic Development District (EDD)	Great Plains Development, Inc.		
Infrastructure Sector(s)	Transportation		
IIJA Program	Federal-State Partnership for Intercity Passenger Rail Program for Projects Not Located on the Northeast Corridor		
IIJA Program Type	Discretionary		
Application Type	Implementation		
IIJA Application Deadline	2/6/2026		
Build Kansas Fund Request	\$20,000,000.00		
Technical Assistance Received	General	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
	IIJA Application	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
	Build Kansas Fund Application	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Application Notes	Build Kansas Fund contribution of \$20,000,000.00 will unlock \$116,735,978.00 in federal IIJA funding, with a local cash contribution of \$6,183,994.00 and additional project contribution of \$3,000,000.00, for a total project cost of \$145,919,972.00.		
Previously Awarded BKF Applications (If Applicable)	Program/FY	BKF Amount	Status
	WaterSMART FY24	\$20,000,000.00	Awarded/Obligated
	RSTG FY25/26	\$7,620,280.00	Not Awarded
	RCE FY23/24	\$154,000.00	Not Awarded
	SS4A FY25	\$1,114,113.00	Not Awarded
Steering Committee Funding Recommendation	1/28/2026 Recommend <input type="checkbox"/> Declined <input type="checkbox"/>		
Advisory Committee Funding Recommendation	5/6/2026 Recommend <input type="checkbox"/> Declined <input type="checkbox"/>		

Title	City of Dodge City	01/07/2026
	by Andrew Young in Build Kansas Fund Application	id. 52771967
	aryoung@transystems.com	

Original Submission	01/07/2026
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Score	n/a
	Part 1: Applicant Information

The name of the entity applying for the Build Kansas Fund:	City of Dodge City
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Project Name:	Dodge City's Southwest Chief Corridor Safety and Access Improvement Project
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Entity type:	Local Government
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Entity Population:	27,788
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Applicant Contact Name:	Tanner Rutschman
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Applicant Contact Position/Title:	City Engineer
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Applicant Contact Telephone Number:	+16204714620
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Applicant Contact Email Address:	tannerr@dodgecity.org
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Applicant Contact Address:	100 Chaffin Road
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Applicant Contact Address Line 2 (optional):	
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Applicant Contact City:	Dodge City
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Applicant Contact State:	Kansas
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Applicant Contact Zip Code:	67801
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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 an Infrastructure Investment and Jobs Act (IIJA) funding opportunity for which your entity is eligible: Yes

Certify that the Infrastructure Investment and Jobs Act (IIJA) funding opportunity you are pursuing has a required non-federal match component: Yes

What is the primary county that the project will occur in? Ford 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: Infrastructure Investment and Jobs Act (IIJA) - Grant Application Information Please Note: This information is related to the federal Infrastructure Investment and Jobs Act (IIJA) funding opportunity to which you will apply. This is NOT information for the Build Kansas Match Fund.

Please enter the Infrastructure Investment and Jobs Act (IIJA) funding opportunity title that the entity is applying for: Federal-State Partnership for Intercity Passenger Rail Program for projects not located on the Northeast Corridor (FSP-National)

What is the funding agency for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity? U.S. Department of Transportation

What is the Assistance Listing Number (ALN) for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity?	20.326
What is the federal application due date for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity?	2/6/2026
Application Type:	Implementation
What is the federal fiscal year for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity?	2025
Enter the amount of funding being applied for, from the Infrastructure Investment and Jobs Act (IIJA) funding opportunity:	\$116,735,978.00 for a total project cost of \$145,919,972.00
Enter the total project cost:	\$145,919,972.00
Enter the required non-federal match percentage:	20%
<p>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.</p>	

Enter the non-federal cash match amount being requested from the Build Kansas Fund: \$20,000,000.00 for a total project cost of \$145,919,972.00

Enter the non-federal cash match amount being provided by the eligible applicant, if applicable: \$6,183,994.00 for a total project cost of \$145,919,972.00

Enter the estimated value of the non-federal in-kind match amount being provided by the eligible applicant, if applicable: \$3,000,000.00 for a total project cost of \$145,919,972.00

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? None

Will any American Rescue Plan Act (ARPA) or Coronavirus State & Local Fiscal Recovery Fund monies 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. None

What other funding sources (local, federal, or non-federal) will be used for this match? The City of Dodge City has identified local funds (\$6,183,994) and BNSF Railroad has identified funds (\$3,000,000) to complete the local match.

Describe your efforts to find other available funding sources for this project: The City has partnered with BNSF and would like to include the State as a partner as well to enhance the overall impact of the project and directly address improvement opportunities in Kansas.

Part 6: Additional Information

Please upload a draft or final version of the Infrastructure Investment and Jobs Act (IIJA) program grant application associated with this request OR an executive summary providing an overview of the project:

[Dodge_City_NRP_Narrative_DRAFT.pdf](#)
[2nd_Avenue_Underpass_Renderings.zip](#)

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: Andrew Young
The following persons are responsible for making this Build Kansas Fund application.

Position/Title: Transportation Planner

Additional:

Position/Title:

Additional:

Position/Title:

Additional:

Position/Title:

Source	Amount	% of Project
Build Kansas Funds (non-federal match)	\$20,000,000.00	13.71%
Eligible Applicant Cash Match	\$6,183,994.00	4.24%
Eligible Applicant In-Kind Match (estimated value)	\$3,000,000.00	2.06%
IIJA Federal Funds (applied for)	\$116,735,978.00	80.00%
Additional Project Contribution (if applicable)		0.00%
TOTAL PROJECT COST	\$145,919,972.00	100.00%

***Applicant match contribution is 5% of total match requirement**

Zip Code	% of project in zip code
67801	100%
	100% In Kansas

COVER PAGE

Project Title	Dodge City's Southwest Chief Corridor Safety and Access Improvement Project
Lead Applicant Name	
Joint Applicant Name(s)	
Amount of FSP Program Funding requested under this NOFO.	\$116,735,978
Amount of proposed non-Federal share	\$29,183,994
Sources(s) of proposed non-Federal share	City of Dodge City, BNSF
Amount of other Federal funding, if applicable	\$
Source (s) of other Federal funding, if applicable	
Total Project Cost	\$145,919,972
Capital Cost Estimate	\$
All costs and the value of any resources needed to complete the Project Development, Final Design, and Construction stages of a capital project.	
Total cost by Lifecycle Stage(s) for which funding is requested under this NOFO (list each Lifecycle Stage and cost separately)	\$
Is right of way acquisition (ROW) part of this funding request? (Please provide funding request associated with ROW).	Yes/No \$
City(ies), State(s) where project is located	
Congressional District(s) where the project is located	
Geospatial data for project location(s) in decimal degrees (with at least five decimal places of precision). If a track segment or corridor, provide start and end point data.	
Current Lifecycle Stage of project at time of application	
Anticipated completion date of current Lifecycle Stage	
Application Lifecycle Stage(s) proposed to be funded by this NOFO	
Existing Intercity Passenger Rail service(s) on routes not more than 750 miles benefiting from this project	
If applicable, existing Long-Distance services(s) (routes greater than 750 miles) benefiting from the project	Southwest Chief
If applicable, existing Commuter Rail service(s) benefiting from the project	N/A
If applicable, what Corridor, as identified in FY 2022 CID Selections, is benefitting from the project	
Host Railroad/infrastructure owner(s) of project assets and property	
Other impacted Railroad(s)	
Tenant Railroad(s), if applicable	
If applicable, is a 49 U.S.C 22905-compliant Railroad Agreement in place or pending?	Yes/No/Pending

LOI/PFA requested?	Yes/No
If LOI requested for Projects in Project Development, provide amount of future request of Final Design/Construction request.	\$
If PFA requested for Final Design and Construction	
(a) Provide amount of request under this NOFO for initial obligation.	\$
(b) Provide amount of request under this NOFO for contingent commitment (equal to the remaining amount of the project cost).	\$

PROJECT SUMMARY

The City of Dodge City is requesting \$116,735,978 from the FY24-25 Federal-State Partnership for Intercity Passenger Rail Grant Program for *Dodge City's Southwest Chief Corridor Safety and Access Improvement Project (the Project)*. The funding request includes design and construction activities at two at-grade crossings: 1st Avenue and 2nd Avenue. Current conditions in the project area create railroad operational challenges and increase crash risk for the travelers. This project will close the at-grade crossings at 1st Avenue and upgrade the 2nd Avenue at-grade crossing to a grade separation, leading to improved safety and connectivity.

The project is in Dodge City, Kansas. The project benefits the [Southwest Chief](#), a route that operates from Chicago to Los Angeles. The Southwest Chief service is on the BNSF La Junta Subdivision rail line through the project area, which sees approximately six trains per day, four freight trains and two passenger trains. Additionally, the Dodge City Yard is located east of the project area and East Cimarron Valley Railroad (CVR) uses the CV Industrial Spur to mate with BNSF trains at the Dodge City Yard. This mating activity connects CVR's 250-mile system in Kansas, Oklahoma, and Colorado to the greater BNSF network.

GRANT FUNDS, SOURCES, AND USE OF PROJECT FUNDS

The total project cost is \$145,919,972. The City of Dodge City is seeking \$116,735,978 in FY24-25 Federal-State Partnership for Intercity Passenger Rail Grant Program grant funds, which represents 80 percent of the estimated project cost. The budget request includes Project Development, Final Design, and Construction lifecycle stages. The State of Kansas, the City of Dodge City, and BNSF will provide the 20 percent matching funds, totaling \$29,183,994. The funding sources and tasks are summarized in Table 1. The City of Dodge City and the Build Kansas Fund have committed \$26,183,994 to the project (18 percent of the total project cost). BNSF will commit to \$3,000,000 (2.1 percent) cost share as described in 23 CFR 646.210(b)(3). The City will commit to a \$6,183,994 match (4.2 percent). Funding commitment letters are included in Appendix X. All project tasks will be done by city staff, BNSF personnel, or hired contractors.

Table 1: Project Funding Overview

Task #	Task Name/Project Component and Lifecycle Stage	Cost	Percentage of Total Cost	Source of Funds and Citation as applicable
1	Project Administration and Management	\$250,000		
2	Project Development	\$3,147,761		
3	Final Design	\$9,295,523		
4	Construction	\$133,226,688		
Total Project Cost		\$145,919,972		
Federal FSP funding requested in this application		\$116,735,978	80%	
Non-Federal Funding		Cash: \$29,183,994	20%	
Non-Federal Funding (State)		Cash: \$20,000,000	13.7%	Build Kansas Fund
Non-Federal Funding (Private Sector)		Cash: \$3,000,000	2.1%	
Non-Federal Funding (Local)		Cash: \$6,183,994	4.2%	
Other Federal funding committed and pending (e.g., FTA, congressionally directed/earmark, other FRA grant program funds - including previous FSP Program Grants, etc.)		Committed Amount: \$0 Pending Amount: \$0	0%	
Other Non-Federal Funding		\$0	0%	

APPLICANT ELIGIBILITY CRITERIA:

The applicant meets the eligibility criteria defined in the Notice of Funding Opportunity Section 3a. The lead applicant for this grant is the City of Dodge City, a unit of local government. The City operates within the legal framework established by Kansas state law and the state constitution, with elected officials, administrative staff, and departments responsible for managing city operations and serving the needs of its residents.

The City of Dodge City is an eligible applicant with an extensive and successful history of delivering federal aid. As the lead applicant for this FRA grant, the City will serve as the fiduciary recipient and grant administrator for federal funds. The City will oversee and coordinate with project partners, including BNSF, to facilitate the completion of the project activities. The primary contact for this application is:

The City of Dodge City
Public Agency (Applicant)

Melissa McCoy, Assistant City Manager/Public Affairs
806 N. 2nd Avenue
Dodge City, Kansas 67801
620.225.8100 | melissam@dodgecity.org

PROJECT ELIGIBILITY CRITERIA

The Project is eligible under the NOFO Section 3d, a project to improve intercity passenger rail service performance by reducing trip times, providing higher operating speeds, and other improvements. The Project will achieve these outcomes by upgrading one highway-rail grade crossing to a grade separated crossing, closing an at-grade highway-rail crossing, and installing track and signal improvements.

CORRIDOR IDENTIFICATION PROGRAM COORDINATION

The project is not located within a Corridor Identification and Development corridor.

DETAILED PROJECT DESCRIPTION

The purpose of Dodge City's Southwest Chief Corridor Safety and Access Improvement Project is to create a safe and reliable, multimodal north-south connection within city limits and improve railroad operational efficiency. The Project is needed to reduce crash risk, increase travel time reliability, and accommodate future growth.

Project Background

The history of the railroad in Dodge City, Kansas is pivotal to its development as a key frontier town in the late 19th century. The Atchison, Topeka, and Santa Fe Railway arrived in 1872, making Dodge City a crucial railhead for the cattle drives from Texas. This transformed the town into a bustling economic center, drawing cowboys, traders, and settlers. The railroad tracks were referred to as the "Deadline", which served as an unofficial boundary in the town. North of the tracks was a relatively orderly area under stricter law enforcement, while the south side became infamous for its lawless behavior. The "Deadline" has been the dividing line of Dodge City since the start of its history.

More than 150 years after the construction of the Santa Fe Railroad, its successor, BNSF, plays an important economic role in the success of many agricultural and industrial businesses in Dodge City and Ford County. Dodge City continues to have a booming agricultural and industrial economy and is home to two of the nation's largest beef packing plants. Additionally,

the Hilmar Cheese Company is also one of the nation's leading cheese and whey protein producers that delivers to customers in over 50 countries worldwide.

The highway-rail grade crossings included in the Project are directly south of Wyatt Earp Boulevard, the main east-west thoroughfare in Dodge City. The distance between the crossings and Wyatt Earp Boulevard's south edge of the roadway is only 36 feet.

This Project was identified through BNSF's Grant Prioritization Program. The Program identified various rail projects in BNSF's Kansas Division that would provide more efficient, resilient, and sustainable transportation on the combined public and private network. This Project was identified as a potential opportunity to advance Amtrak, BNSF, and Dodge City goals. The Project scope was created through strategic planning with stakeholders.

Railroad Operations

BNSF's La Junta Subdivision through Dodge City serves six trains per day, including four freight trains and two passenger trains. Through a trackage rights agreement with BNSF, Amtrak provides passenger rail service via the [Southwest Chief](#) route, a route that operates from Chicago to Los Angeles. East Cimarron Valley Railroad (CVR) uses the CV Industrial Spur to mate with BNSF trains at the Dodge City yard. This mating activity connects CVR's 250-mile system in Kansas, Oklahoma, and Colorado to the greater BNSF network.

The BNSF La Junta Subdivision provides regional freight service between southern Colorado and southcentral Kansas. While most of the subdivisions are single tracked, the area through Dodge City is double tracked to support switching at their rail yard. Two mainline tracks feed the Dodge City Yard, located on the east side of the 1st Avenue at-grade crossing. The rail corridor currently serves approximately four freight trains per day with an average operating speed of 12 miles per hour. A limiting factor for operations along the corridor is the lack of Centralized Traffic Control (CTC). Currently, BNSF crews are required to manually throw switches which reduces efficiency and limits track speeds. Each day, trains between Kansas City and Denver set out and pick up cars. Additionally, a local train is assembled on Tuesday, Wednesday, Saturday, and Sunday. Additionally, the Dodge City Business Park is a Certified Site by BNSF; this designation shows a readiness for future industrial development and could increase rail traffic on the corridor. With the average train length of 6,000 feet, rail operations within the Dodge City Yard impact each at-grade highway-rail grade crossing from 1st Avenue to 14th Avenue. As a result, every at-grade crossing in the city can be occupied for up to an hour at a time.

Dodge City established a 24-hour Quiet Zone on April 20, 2018, which encompasses six highway-rail grade crossings. The quiet zone was achieved through the installation of alternative safety measures that brought the quiet zone risk index (QZRI) below the risk index with horns. Dodge City submitted affirmation letters in January 2023 to continue the Quiet Zone for an additional three years. The investments identified through this Project will improve crossing safety and further reduce the QZRI.

Challenges the Project Aims to Address

The project aims to address several challenges related to highway-rail crossings in Dodge City including safety, connectivity, and barriers to economic development. With six highway-rail crossings along a 2.4-mile corridor, this project is necessary to reduce existing barriers and improve community cohesiveness. The project is expected to result in many benefits including reduced crash risk, increased multi-modal access, strengthened community cohesion, and improved transportation resiliency. Performance measures are identified within each project benefit.

Safety

During a five-year period (2019-2023), there have been 74 crashes at highway-rail at-grade crossings included in the Project. Most crashes were identified as property damage only, with six identified as resulting in injuries in the crash report. There are crash hot spots on roadways near the at-grade highway-rail crossings at 2nd Avenue and 14th Avenue. The lack of adequate north-south connectivity in Dodge City funnels traffic to 2nd Avenue and 14th Avenue, which have the second and third highest traffic volumes in the city, respectively. The presence of the at-grade crossing increases the likelihood of conflicts on these heavily trafficked corridors. The speed differential caused by both crossing closures and vehicles that are required to stop at all crossings may be a contributing circumstance in crashes adjacent to highway-rail crossings. Rear ends are a common crash trend along the corridor due to the backup of traffic from the trains and the close spacing for turning vehicles. The proximity of the highway-rail crossing to the 2nd Avenue/Wyatt Earp intersection, the city's highest volume intersection, increases the risk of crashes.

Expected Benefits

The project will reduce crash risk at and around these crossing locations with a specific focus on crashes that could delay rail service.

Performance Measures

- Number of vehicle-vehicle crashes reported near highway-rail crossings
- Number of buses/heavy duty truck crashes reported near highway-rail crossings
- Severity of crashes near highway-rail crossings
- Number of crashes occurring when trains are occupying highway-rail crossings

Multi-Modal Access

Currently, three of the six at-grade highway-rail crossings have sidewalks (2nd Avenue, 4th Avenue, and 14th Avenue). While sidewalks are present at the crossing location, the network traveling away from crossings is incomplete. For example, 2nd Avenue, which has an AADT of over 13,000, only has sidewalk connectivity on the east side of the crossing. Traveling south, the sidewalks are consistent, but directly adjacent to the roadway. There are several locations where utility poles are placed in the footprint of the sidewalk, which limits the potential use and access by individuals with mobility devices. Wide driveway aprons at several businesses along the corridor create conflict points. Underpass Road, the only grade separated crossing in the city limits, narrows underneath the bridge, causing pedestrians to travel in the roadway. The City has adopted a [Trails Master Plan](#) and is continually implementing trail projects. The existing trail network is north of the Project, with future trails planned that will connect north and south at 4th Avenue.

The [Dodge City Public Transportation System's](#) Green Route crosses north-south at 2nd Avenue and at 14th Avenue and the Blue Route crosses at 2nd Avenue. Regular crossing closures cause service delays. Additionally, buses must stop at the crossing, even when not occupied, to be compliant with the Federal Motor Carrier Administration's regulations for commercial motor vehicles. Stopping in these locations causes conflicts, as drivers may not expect vehicles to stop.

Expected Benefits

By consolidating at-grade highway-rail crossings and constructing a grade separated highway-rail crossing, the Project would enhance safety, connectivity, and accessibility for the community regardless of transportation mode choice.

Performance Measures

- Number of pedestrians crossing at project locations
- Number of bicyclists crossing at project locations
- On-time performance of transit routes crossing the rail corridor at project locations
- Crashes involving pedestrians, bicyclists, and transit vehicles at project locations

Community Cohesion

The city has historically been divided by the railroad and Wyatt Earp Boulevard corridor. The railroad can be a physical and psychological barrier that hinders community cohesion. Just as the tracks were referred to as the "Deadline" in the late 1800s, the presence of rail lines bisecting the community today creates divisions, limits social interaction, and poses connectivity challenges between residents on either side of the tracks. Crossing rail lines can be challenging, particularly in the absence of safe and accessible pedestrian crossings, further isolating neighborhoods and impeding access to amenities and essential services.

Expected Benefits

By providing a reliable, uninterrupted crossing and consolidating at-grade highway-rail crossings, the Project will reconnect neighborhoods, economic centers, and recreational opportunities.

Performance Measures

- Level of support for the Project
- Number of participants in community engagement efforts
- Level of satisfaction with the Project results

Transportation Resiliency

Since the FRA's Public Blocked Crossing Incident Reporter went live, XX incidents have been reported. On four occasions, first responders were observed unable to cross the tracks. Frequently, employees of nearby businesses are impacted by unexpected, occupied crossings, restricting their ability to return to work after lunch breaks. With slow-moving trains averaging 6,000 feet in length and regularly scheduled hour-long stops, rail crossings are frequently occupied. The most reported reason is a stationary train occupying the crossing. Due to rail operations, trains can occupy crossings for up to an hour or longer. Occupied crossings typically occur from 1st Avenue to 14th Avenue, resulting in a detour length of 3.7 miles for travelers using the city's busiest roadway, 2nd Avenue. School buses are also at risk of waiting at occupying crossing, potentially delaying students' arrival to school.

Rail operations along the corridor and within the Dodge City Yard are inefficient due to the frequency and proximity of at-grade crossings. The La Junta corridor through Dodge City is speed-restricted so that freight trains cannot exceed 20 mph and passenger trains cannot exceed 30 mph; however, average speeds for eastbound and westbound trains are only 12 mph. Train volume and train length are anticipated to continue to grow as the sector experiences growth. An alternative to prevent trains from occupying the crossings requires the

separation and reconnection of railcars, which is a time-consuming process. The alternative reduces rail operation efficiency and effectiveness.

Expected Benefits

The project would address constraints created by the proximity of Wyatt Earp Boulevard and the La Junta Subdivision. The project would result in at least one grade separation and several crossing closures to increase the distance between the Dodge City Yard and the next closest at-grade crossing. Reducing detour-related vehicle miles traveled and idling time would decrease GHG emissions. The project will result in 718,060 hours of avoided delay and 3,859 metric tons of avoided CO2 emissions in a 30-year analysis period following project completion.

Performance Measures

- Average speed of passenger trains
- Travel time reliability
- Number of highway-rail grade crossings in Dodge City
- Number of blocked crossing reports

Specific Project Components and Outcomes

Lifecycle stages

The Project is currently in the Project Planning lifecycle stage. The requested funding in this application would support completion of the Project Development lifecycle stage through Final Design and Construction. The tasks associated with each lifecycle stage are summarized in the table below, followed by a detailed description.

Table 2: FRA Lifecycle Stage, Tasks, and Schedule

FRA Lifecycle Stage	Lifecycle Tasks	Schedule
Project Development	Environmental Review (NEPA), Preliminary Engineering, Cost Estimate, Budget & Schedule, Project Management Plan & Financial Strategy, Procurement Strategy, Stakeholder Agreements	Summer 2026 – Summer 2028
Final Design	Final Engineering, Final Budget & Schedule, Procurement Process, Project Agreements, Refined Project Management Plan & Financial Plan, Right-of-Way Acquisition, Early work & Relocations	Summer 2028 – Summer 2029

Construction	Capital Construction, Equipment Acquisition, Utility Construction, Financing Costs, Construction Oversight, Testing and Commissioning	Fall 2029 – Fall 2032
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Project Planning Tasks

Currently, the Project is in the Project Planning lifecycle stage, with ongoing activities funded locally and privately by Dodge City and BNSF. Dodge City has developed a purpose and need statement and reviewed project alternatives based on the purpose and need, completed conceptual engineering for one project alternative, completed an environmental resource inventory, began project-specific stakeholder engagement, and completed an order-of-magnitude project cost estimate. Concurrently, BNSF has identified track and signal improvements along the corridor and agreed to support Project Development. A more detailed description of project planning activities is included in the *Lifecycle Stage and Completion of Preceding Activities* section of the grant application.

Project Development Tasks

Environmental Review - Complete all work necessary to satisfy the NEPA classification assigned to the Project. An issued NEPA decision will signify the completion of this task.

Design - Conduct preliminary design work, creating a construction plan set up to 60% of project design. Perform all necessary pre-design work such as topographical, boundary, geotechnical and/or other surveys.

Project Management Plan – Complete a Project Management Plan addressing implementation including addressing the intended project delivery strategy, including consideration of alternative delivery contracting methods, and establishing the status of agreements and the availability of implementation funding. Additionally, a project schedule will be developed to be used for the Capital Cost Estimate and summarized throughout other documentation.

Capital Cost Estimate & Financial Plan – Complete a detailed cost estimate based on the prepared preliminary design and prepare an Initial Financial Plan.

Final Design Tasks

Final Design – Complete final design concurrent with previous documentation and supported by Dodge City and BNSF.

Documentation Updates – Update the Project Management Plan, Schedule, and Capital Cost Estimate. Additionally, the Financial Plan updates will be completed annually.

Early Work & Relocations – Complete right-of-way negotiations and utility relocations.

Construction Tasks

Construction & Installation – Complete physically constructing and installing capital improvements, including testing of equipment, systems integration testing, and final inspection.

Project Outcomes

Based on BNSF's understanding of future corridor operations related to the project, a reduction in delays and operating friction across multiple train types is expected. On average, freight train travel times are expected to be reduced by approximately 0.50 hours per train and passenger trains are expected to see a travel time reduction of 0.25 hours per train.

Over the BCA analysis period (2033-2062), these operational improvements translate into substantial cumulative train travel time savings. Over the 30-year analysis horizon, the project avoids approximately 87,410 freight train hours avoided each year, along with 5,475 passenger train hours and approximately 4.7 million railcar hours of delay reduction annually.

Safety is a primary purpose of the proposed project, and the safety benefits associated with the proposed project are presented in the *Safety Benefit Data* section of the grant request. Table 2 presents project outcomes for ridership, train volume, and operating speeds, as requested in the Notice of Funding Opportunity. Assumptions and data sources used for the completion of the Project Outcomes table are as follows:

- Passenger Rail Service – this project is served by the Amtrak Southwest Chief service, which originates in Los Angeles and terminates in Chicago. Ridership and service data is sourced from the Amtrak Fiscal Year 2024 data¹. Ridership and train count outcomes are the same in the No Build and Build Scenarios as the proposed project does not include funding for train equipment or operations.
- Commuter Rail Service – there is no commuter rail service in the project area.

¹ Rail Passenger Association Ridership Statistics | <https://www.railpassengers.org/site/assets/files/3439/28.pdf>

- Freight Rail Service – the project area is served by BNSF Railroad and is on their La Junta subdivision. Operating speed information was sourced using data provided by the railroad.

Table 3: Project Outcomes

Ridership in the Project Area						
	No Build Scenario			Build Scenario		
Total Annual Ridership						
Annual Intercity Passenger Rail (IPR) Ridership	4,500			4,500		
Annual Commuter Passenger Rail (CR) Ridership (if applicable)	n/a			n/a		
Train Counts in the Project Area						
	No Build Scenario			Build Scenario		
Total Weekly Trains	49			49+		
Weekly Intercity Passenger Rail (IPR) Trains	14			14		
Weekly Commuter Rail (CR) Trains (if applicable)	n/a			n/a		
Weekly Freight Trains (if applicable)	56			70		
Operating Speeds in the Length of Track Improvement Area						
	No Build, IPR	Build, IPR	No Build, CR	Build, CR	No Build, Freight	Build, Freight
Average Operating Speed (mph)			n/a	n/a	13.05	
Highest Maximum Authorized Speed (mph)			n/a	n/a		
Lowest Maximum Authorized Speed (mph)			n/a	n/a		

Average Scheduled Travel Time (Time/Trip)			n/a	n/a		
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Expected Users and Beneficiaries

Passenger Rail: The Amtrak Southwest Chief passenger rail route utilizes the rail corridor approximately two times per day. The Amtrak Southwest Chief is a passenger rail route that travels between Chicago, Illinois, and Los Angeles, California, covering approximately 2,265 miles. The Southwest Chief’s stop in Dodge City plays a significant role in enhancing transportation access, supporting tourism and economic development, facilitating connectivity to major cities, and improving community accessibility for residents of Dodge City and surrounding areas. The Project would eliminate conflict points and improve safety for Amtrak passengers traveling along the rail corridor.

Freight Rail: The La Junta Subdivision is owned by BNSF which operates approximately four through trains per day and switching operations at multiple locations. Rail operations at the Dodge City Yard would be optimized with additional space for track expansion as well as potential industrial development. A reduction in the number of at-grade crossings will improve the fluidity of the BNSF trains, as well as resiliency by reducing the number of service interruptions.

Emergency Services: Dodge City emergency services (EMS) are strategically located on both the north and south sides of Wyatt Earp Boulevard and the BNSF railroad to provide service during an occupied crossing instance. However, if the crossings between the 1st and 14th Avenues are occupied by trains, EMS requires several additional minutes and miles to cross at an existing grade separation. The Project would provide a grade separated route across the rail corridor to support critical, time-sensitive, reliable fire and medical service to the entire community.

Dodge City School District (USD 443): Trains occupying the crossings between 1st and 14th Avenues, particularly during the morning, can cause students and school faculty to be late. In November 2022, 13 school buses and three city buses were significantly late arriving at 11 schools due to the train-occupied crossing. On March 18, 2024, a train blocking Wyatt Earp Boulevard caused four buses to be 40 minutes late for school. This delay can cause missed instructional time, delayed food preparation, and emotional distress. The Project will provide consistent crossing times for USD 443 students and staff and mitigate the negative externalities caused by delayed school buses.

Residents: According to the Census Bureau, Dodge City has a population of approximately 27,471 people, 39 percent of whom are low-income and 68 percent identify as people of color (U.S. Census Bureau, American Community Survey (ACS) 2017 -2021). Dodge City has a relatively youthful population, with a significant proportion of residents under the age of 18. Residents and visitors alike would benefit from reduced emissions and improved safety and connectivity.

SAFETY BENEFIT DATA

The proposed project will deliver measurable safety improvements by upgrading 2nd Avenue to a grade separated crossing and closing the 1st Avenue at-grade crossing. The project's primary safety objectives include eliminating vehicle and rail exposure, improving emergency response times, increasing bicycle and pedestrian safety.

On an annual average basis, the project delivers meaningful safety improvements by reducing crashes, fatalities, and injuries through the elimination of at-grade rail-road conflicts and the reduction of risky traffic detours during train switching operations. Compared to existing conditions, the project results in an average annual reduction of 14.4 crashes, 0.1 fatalities, and 3.3 injuries. These reductions reflect both the removal of direct vehicle-train collision risk at former grade crossings and decreased exposure on longer or less safe detour routes when crossings are blocked, producing sustained, long-term safety benefits.

As part of this application, a safety analysis was conducted using standardized, objective data sources recommended by the Federal Railroad Administration (FRA), including *GradeDec.Net*, the FRA Safety Data Dashboard, the Grade Crossing Inventory, and other relevant datasets. The analysis evaluated the existing level of risk and the expected reduction in incidents resulting from the proposed improvements.

GradeDec is a web-based decision support tool that assists federal, state, and local authority decision makers in evaluating the benefits and costs of highway-rail grade crossing upgrades, separations and closures. The safety analysis function within *GradeDec* examines predicted incidents at grade crossings. The safety analysis is essentially a comparison of a "before" (base case) and "after" (alternative case) situation, where the base case represents the status quo, and the alternative case reflects the impacts of the crossing improvements. The safety analysis reflects a snapshot of current conditions and does not account for the forecast growth of highway traffic or rail operations. The Project's summary of predicted annual accidents is provided in Table 4.

Table 4: Summary of Predicted Annual Accidents

GradeDec Safety Analysis	Fatal	Injury	PDO	Total
Base	0.00075243940	0.00156295399	0.00302395400	0.0053393473
Alternative	0	0	0	0

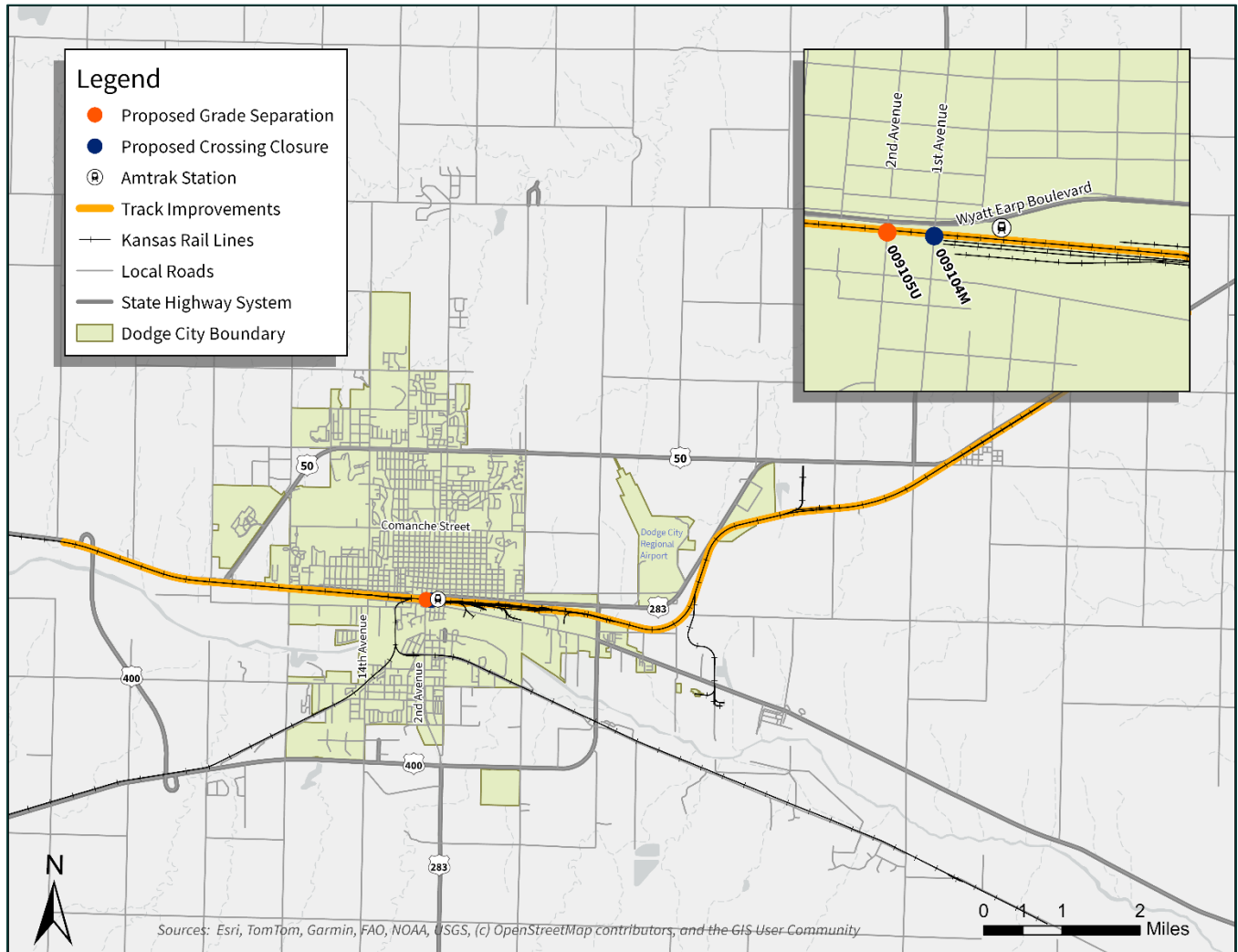
GradeDec analyzes crash risk as the probability of an accident occurring at a crossing. The principal metric of incident risk is the number of annual predicted incidents at a crossing by severity category. For this analysis, incident risk was measured using The New Accident Prediction and Severity (APS) Model – a recently developed model that uses advanced statistical methods and recent crash and grade crossing inventory data. The results from the safety analysis for the Project conclude that all crash risks would be eliminated with the construction of a grade separation at 2nd Avenue and the elimination of the at-grade crossing at 1st Avenue.

The Project would provide additional safety benefits beyond what is calculated in the GradeDec safety analysis. The crossing improvements will vastly enhance safety through fewer crashes related to vehicle queuing when warning devices are activated at the crossing. Closing the crossing sites would eliminate vehicle queuing as they wait for trains to cross, reducing the risk of rear-end vehicle collisions as traffic approaches the crossing. The construction of a crosswalk and pedestrian tunnel will allow for active transportation modes to utilize the 2nd Avenue grade separated crossing as well.

PROJECT LOCATION

The proposed project is located within Dodge City, Kansas – the county seat of Ford County. According to the 2020 U.S. Census, Dodge City is the 15th largest city in Kansas. The Project area follows the BNSF La Junta Subdivision through the middle of the city from Milepost (MP) 341 to MP 357, and includes roadway improvements to Wyatt Earp Boulevard which runs parallel to the tracks. The Project is within the 1st Congressional District of Kansas. The project location and limits are shown in Figure 1: Project Location.

Figure 1: Project Location



The proposed project includes the construction of a grade separated roadway under rail underpass at 2nd Avenue (009105U) and the closing of the 1st Avenue at-grade crossing (009104M). 2nd Avenue is classified as an Urban Major Collector and serves 13,295 vehicles per day. 1st Avenue is classified as a local road and serves 2,635 vehicles per day. BNSF’s La Junta Subdivision through Dodge City serves six trains per day, four freight trains and two passenger trains. Table 5 displays the highway-rail grade crossing information.

Table 5: Grade Crossing Information for Proposed Project

DOT Grade Crossing Inventory #	Proposed Improvement	Rail Operator(s)	Railroad Owner	Latitude Coordinates (at least five decimal places)	Longitude Coordinates (at least five decimal places)	5 Year Incident History
009104M	Closure	BNSF, Amtrak	BNSF	37.7523011	-100.018141	N/A
009105U	Grade Separation	BNSF, Amtrak	BNSF	37.7523581	-100.019271	O (2023)

EVALUATION AND SELECTION CRITERIA

The Project meets the criteria identified in the Notice of Funding Opportunity, as shown in the following sections.

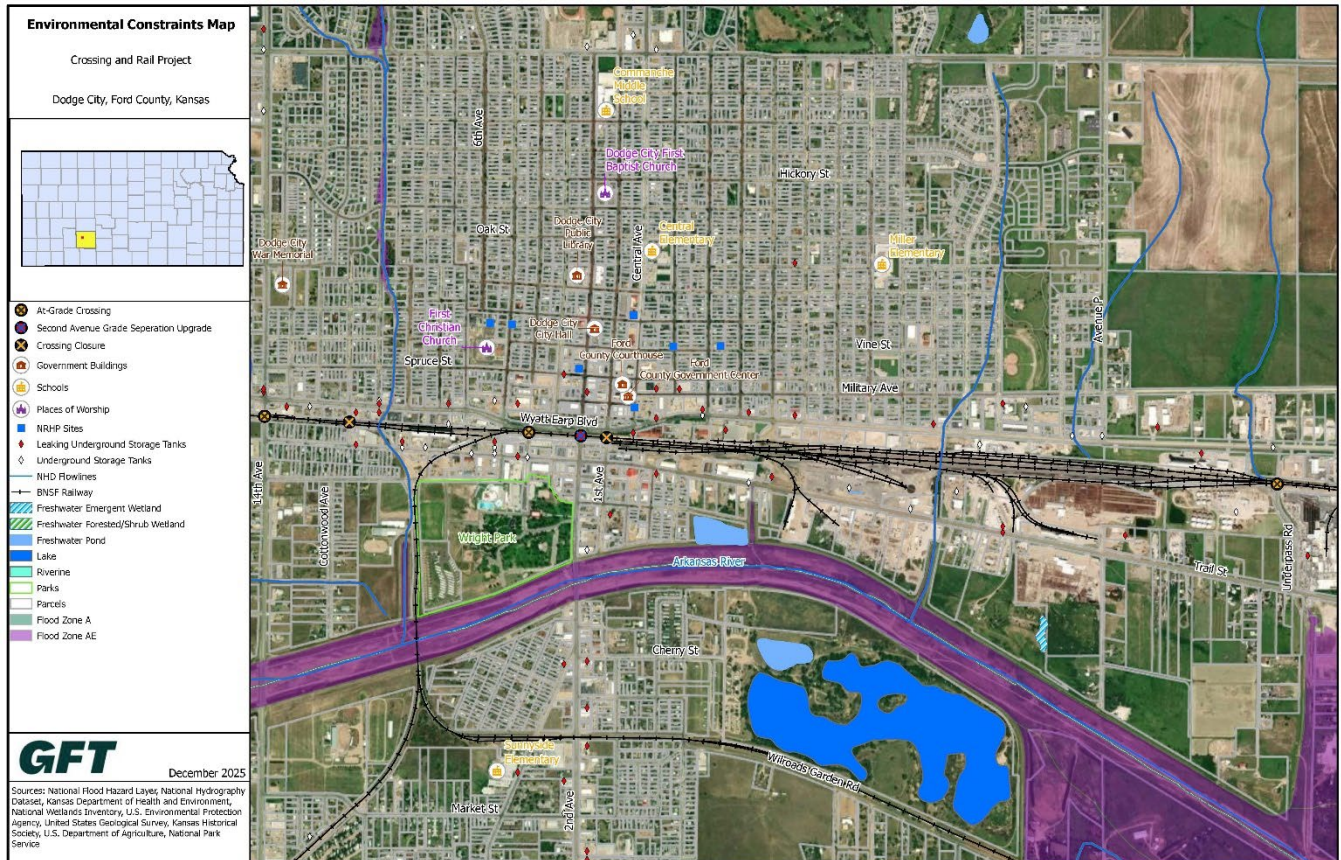
Project Readiness

Leaders within Dodge City and BNSF staff have identified 2nd Avenue as a priority location for a grade separation project. The proposed project demonstrates strong project readiness as summarized below.

A. Environmental and Permitting Readiness

The Project has not yet started the environmental review and NEPA phase. Dodge City will work with the FRA to determine the appropriate NEPA Class of Action (anticipated to be a Categorical Exclusion). A map showing an initial desktop review of nearby resources is shown in Figure 1: Environmental Constraints Map. The Project is ready to continue moving forward with the Project Development stage.

Figure 2: Environmental Constraints Map



B. Lifecycle Stage and Completion of Preceding Activities

The project has completed the Project Planning phase. If awarded the project will enter the Project Development Phase, which is anticipated to take one to two years depending on which NEPA classification is required. The City of Dodge City is committed to following the FRA lifecycle stages in logical progression towards the full implementation of the Project. Activities completed as part of the Project Planning phase are described below.

Completed Project Planning Tasks

BNSF Public Infrastructure and Investments Grant Support Program – BNSF’s Public Infrastructure and Investments (PII) Team works in collaboration with public agency partners to identifying eligible projects that deliver shared benefit and advance a safer, more efficient, and resilient transportation network. Through coordination with local communities across BNSF’s Kansas Division, the program evaluates opportunities that enhance connectivity and community cohesion while supporting railroad operations and accommodating future growth. Through this collaborative process, the Project was identified as an opportunity to advance both BNSF’s and Dodge City’s goals.

Purpose and Need Statement – The purpose of Dodge City’s Southwest Chief Corridor Safety and Access Improvement Project is to create a reliable, multimodal north-south connection within city limits and improve railroad operational efficiency. The Project is needed to reduce crash risk, increase travel time reliability, and accommodate future growth.

Alternatives Review - A high-level alternatives analysis determined that raising the BNSF tracks is not feasible due to the proximity of the Dodge City Amtrak Station and BNSF’s Dodge City Yard. As a result, roadway-over-rail and roadway-under-rail configurations represent the only options for providing a grade-separated crossing within city limits. Further evaluation identified additional constraints affecting the feasibility of these alternatives, including the close proximity of Wyatt Earp Boulevard (approximately 46-feet from the mainline tracks). As the City’s primary east-west thoroughfare, maintaining access and acceptable levels of service on Wyatt Earp Boulevard is a critical consideration.

The 2nd Avenue crossing is located near the historic Boot Hill Museum² and the Amtrak Train Station which is listed on the [National Register of Historic Places](#). Due to these constraints, an overpass at 2nd Avenue was determined not feasible. Based on the results of the alternatives screening, a 2nd Avenue roadway underpass and a 14th Avenue roadway overpass were identified as the most feasible build alternatives and were carried forward for further evaluation. The results of the high-level alternatives review are shown in Table 6.

Table 6: Alternatives Matrix

Alternative	Feasibility	ROW Impact	Cost Implication	RR Operational Complexity	Drainage Requirements
2nd Ave Underpass	Favorable	Moderate	Moderate	Favorable	Moderate
14th Ave Overpass	Moderate	Challenging	Challenging	Moderate	Moderate
No-Build	Challenging	None	Moderate	Challenging	None

Concept Engineering – The Project has advanced through concept engineering for the 2nd Avenue underpass to ensure a feasible and coordinated design that accounts for both railroad and roadway constraints. During this phase, designers evaluated existing rail operations, track geometry, right-of-way limitations, drainage, utilities, and roadway connectivity to develop a grade separation concept that can be constructed within the operational requirements of the

² <https://www.nps.gov/places/boot-hill-museum.htm>

railroad and the physical constraints of the corridor. The concept engineering process included coordination with railroad stakeholders and consideration of constructability, safety, and long-term growth accommodation. This early technical work has refined the project footprint, confirmed feasibility, and positioned the Project to advance through environmental review and final design.

The 2nd Avenue underpass accounts for the redistribution of traffic resulting from the planned closure of the 1st Avenue highway-rail crossing. To evaluate operational performance, a high-level traffic analysis was conducted using counts collected in early December 2025. The analysis reviewed three scenarios: existing conditions, proposed conditions, and proposed conditions with a 20-year horizon assuming a 1% annual traffic growth rate. Results indicate that, even with the anticipated redistribution of trips and long-term growth, the intersection of 2nd Avenue and Wyatt Earp Boulevard will continue to operate at an acceptable level of service. Specifically, the projected LOS remains at C during both AM and PM peak periods under all scenarios. This demonstrates that the proposed improvements will not only address current operational needs but also provide sufficient capacity to accommodate future demand.

Environmental Constraints – Environmental screening indicates the Project can be advanced with minimal environmental constraints and without significant impacts to regulated resources. Floodplains are not expected to pose a major issue at the project location; while FEMA Flood Zone AE is located south of the Project, construction activities will avoid the floodplain. No National Wetlands Inventory-mapped wetlands are present near the project location and therefore impacts requiring Section 404 authorization are not anticipated. If more than one acre of total ground disturbance occurs a National Pollution Discharge Elimination System Construction General Permit will be required pursuant to Section 402 of the Clean Water Act. A Stormwater Pollution Prevention Plan will be prepared and implemented to mitigate negative impacts during construction. Construction-related air quality effects are expected to be minor, short-term, and localized.

Reviews of cultural and recreational resources indicate no adverse effects as a result of the Project. Properties listed on or eligible for the National Register of Historic Places (NRHP) are located in the vicinity of the project, however, none will be directly or indirectly impacted. The closest listed resource is the Dodge City Historic Downtown District, located approximately 450 feet northeast of the 1st Avenue highway-rail crossing. As a result, the Project will not affect any Section 4(f) resources. Similarly, a review of Section 6(f) resources indicates the nearest facility, Homestead Park, is located approximately 400 feet northeast of the 1st Avenue crossing. A desktop environmental review also indicated no EPA-listed hazardous waste or

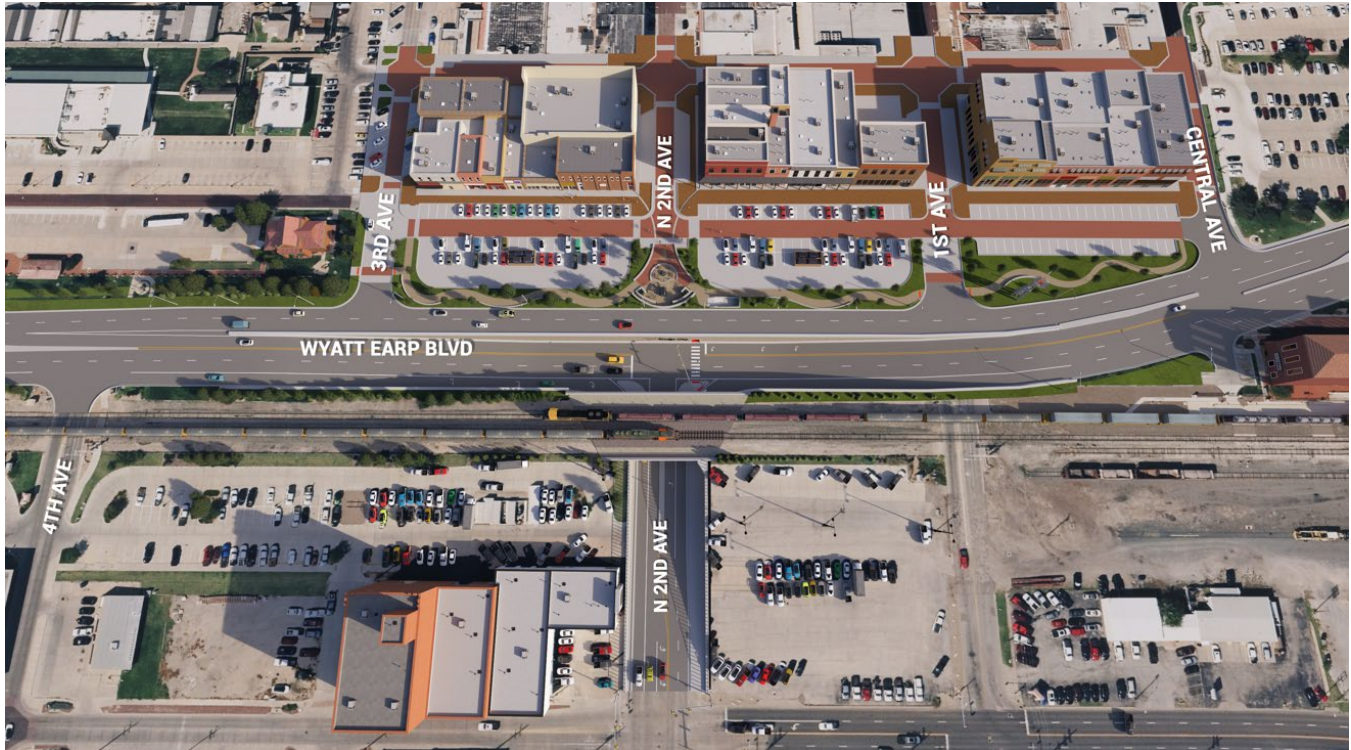
Envirofacts sites located within the project area. While underground storage tanks and leaking underground storage tanks are present in the broader vicinity, none are located within the project limits and no contaminated sites are anticipated to impact project implementation.

A review of federally listed threatened and endangered species identified four species with potential occurrence in the broader project area: the lesser prairie-chicken, whooping crane, peppered chub, and monarch butterfly. Although these species are known to occur regionally, the project area does not contain suitable habitat for these species, and construction activities are not anticipated to result in direct or indirect impacts to listed species or their habitats. As a result, the Project is expected to have no impact on federally listed threatened or endangered species.

Community Engagement – The City of Dodge City has conducted community engagement specifically for this project, hosting an open-house style event and conducting a community survey to inform the community and solicit input on potential improvements.

A key outreach activity was the Municipal Services building Christmas Open House, which was promoted through social media posts and advertisements, the city website, radio interviews, a media press release, and a livestream on Facebook. The event provided residents with an opportunity to learn about the Project and share feedback as the City, in partnership with BNSF, advance the Project. Community members reviewed three potential scenarios: an underpass, an overpass, and a no-build alternative. The scenarios were presented through informational display boards describing the benefits and considerations of each option. A looping presentation with conceptual renderings of a potential underpass alternative, shown in Figure 2, was also displayed. City engineering staff were available throughout the event to answer questions, and a Spanish interpreter was available to assist and ensure accessibility. The event had 50 participants and the underpass option received the greatest level of community support.

Figure 3: Underpass Concept Rendering



In addition to the in-person engagement event, the City launched an online community survey to broaden participation and gather input from residents unable to attend in person. The survey received more than 600 responses, reflecting strong community interest in the Project. Results of the survey indicate a high level of awareness of existing challenges and strong desire to see improvements.

Cost Estimate – The City utilized an ongoing contract with a trusted engineering firm to prepare an opinion of probable construction cost for Dodge City’s Southwest Chief Corridor Safety and Access Improvement Project. The Project includes roadway re-alignment, active transportation facilities, stormwater management, extensive retaining walls, a temporary railroad shoefly, railroad track and signal improvements, and a rail bridge to accommodate a future triple track. The total project cost of \$145,919,972 is detailed in Table 8.

C. Partner Coordination and Commitment

The project has been developed through close coordination with key partners, including Amtrak, BNSF, local agencies, KDOT, and other stakeholders. These partners have actively

participated in project scoping, review, and advancement activities to ensure the project's design and implementation align with regional and corridor priorities.

Dodge City has worked collaboratively with BNSF to define project roles, confirm funding responsibilities, and coordinate necessary approvals. Letters of support and documentation of funding commitments from these partners are included in the appendices.

D. Agreements and Institutional Capacity

All necessary agreements required under 49 U.S.C. 22905(c)(1) are [in progress / have been executed] to support the delivery and long-term management of the Project. [Insert applicant name] has established the legal, financial, and technical capacity necessary to successfully execute, administer, and oversee all phases of the Project in compliance with Federal Railroad Administration (FRA) requirements.

Agreements with BNSF define key terms related to access, maintenance responsibilities, cost-sharing, and operational coordination, ensuring the Project's long-term viability. Additional agreements with [insert relevant partners, e.g., state DOT, MPO, or local agencies] will be advanced or finalized prior to the obligation of federal funds to ensure a fully coordinated implementation framework.

E. Financial Readiness and Match Commitments

The project meets the non-federal match requirement, with 20% of total project costs committed from state, local, and private sources. Dodge City and its partners have secured funding commitments that demonstrate the financial readiness of the Project and the ability to obligate funds in a timely manner.

Signed cost-share agreements and letters of financial commitment are included in the appendices, confirming the availability and source of matching funds. The Project's funding strategy is structured to support efficient use of federal resources and to support seamless progression through the remaining project lifecycle stages.

Technical Merit

The proposed project is supported by a clear and well-defined technical approach designed to achieve the intended safety, operational, and community outcomes. The project scope, schedule, and budget have been developed based on established engineering practices, stakeholder coordination, and prior planning efforts, ensuring that all elements are feasible, cost-effective, and deliverable within the proposed timeframe.

The following subsections provide additional detail on the project’s scope, design considerations, implementation strategy, and anticipated outcomes.

A. Statement of Work, Schedule, and Budget

The statement of work defines the key tasks, deliverables, and milestones necessary to achieve the Project’s objectives, maintaining full compliance with the FRA requirements. The scope of work includes project administration, project development, final design, and construction.

The project schedule incorporates appropriate milestones for preliminary engineering, a NEPA decision, final design, and construction, providing a realistic path for on-time delivery within the proposed project timeline. Project milestones are provided in Table 7.

Table 7: Project Milestones

Milestone	Schedule Date
Preliminary Engineering Completion	Summer, 2028
NEPA Completion	Summer, 2028
Final Design Completion	Summer, 2029
Construction Substantial Completion	Summer, 2032

The project budget provides detailed cost estimates for all major tasks and phases, aligned with Article 6 of Attachment 2. The budget reflects reasonable, well-supported costs based on industry standards and comparable project experience.

Table 8: Project Budget by Task

Task #	Task Title	Agreement Federal Funds	Agreement Non-Federal Funds	[Other Federal Funds]	[Other Non-Federal Funds]	Total
1	Project Administration and Management	\$200,000	\$50,000	\$	\$	\$250,000
2	Project Development	\$2,518,209	\$629,552	\$	\$	\$3,147,761

3	Final Design	\$7,436,418	\$1,859,105	\$	\$	\$9,295,523
4	Construction	\$106,581,350	\$26,645,338	\$	\$	\$133,226,688
Total		\$116,735,978	\$29,183,994	\$	\$	Total Project Cost: \$145,919,972

B. Qualifications and Experience

The applicant team includes personnel with extensive experience managing and delivering complex rail infrastructure projects in partnership with the Federal Railroad Administration (FRA) and other federal funding agencies. Dodge City and BNSF have a proven record of successfully executing projects involving environmental review, design, right-of-way coordination, construction, and grant administration.

Key staff and partner organizations, including BNSF, bring specialized expertise in rail project development, safety improvements, and federal compliance. This collective experience demonstrates the technical, managerial, and administrative capacity necessary to deliver the Project on time, within budget, and in accordance with all FRA requirements.

C. Private Sector Participation

Incorporating private sector expertise can promote cost efficiency, innovation, and schedule acceleration through proven delivery methods and advanced technical capabilities. Dodge City has evaluated opportunities for private participation that enhance the Project’s overall value and performance while maintaining compliance with all FRA requirements.

Coordination with BNSF Railway, the host railroad for the corridor, provides a critical partnership opportunity. BNSF’s active involvement supports efficient project delivery, ensures that design and construction activities align with operational and safety requirements, and leverages the railroad’s technical expertise in grade separation and corridor improvement projects.

D. Legal, Financial, and Technical Capacity

Dodge City possesses the institutional capacity, internal controls, and financial management systems necessary to carry out the Project in full compliance with all Federal Railroad

Administration (FRA) and U.S. Department of Transportation (USDOT) requirements. The applicant maintains established procedures for procurement, contracting, financial reporting, and auditing that meet federal standards for transparency and accountability.

The applicant also has demonstrated technical capacity to manage complex rail infrastructure projects, supported by experienced in-house staff and qualified consultants. Following project completion, Dodge City will retain satisfactory continuing control over all project equipment and facilities, ensuring their proper use, maintenance, and long-term functionality in accordance with federal requirements.

E. Innovation and Technology

The project incorporates innovative design features and technologies to enhance delivery efficiency, safety performance, and long-term asset durability. Elements such as Centralized Train Control (CTC), modernized signaling, and use of innovative materials will be evaluated and implemented where feasible to maximize project effectiveness.

These innovations promote cost efficiency, accelerate delivery timelines, and ensure the project remains compatible with emerging rail safety and communications technologies. Dodge City is committed to advancing modern design and construction practices that align with FRA's goals for safety, reliability, and system modernization.

F. Consistency with Planning Guidance

The project is consistent with Federal Railroad Administration (FRA) and U.S. Department of Transportation (USDOT) planning guidance, including applicable state and regional rail plans, long-range transportation plans, and corridor investment strategies.

The project also complies with applicable NEPA, Title 49, and state planning requirements, integrating environmental considerations and stakeholder coordination throughout project development. The City will continue to coordinate with FRA, KDOT, and other planning partners to maintain consistency with all relevant rail, safety, and infrastructure planning initiatives.

Project Benefits

The project location experiences frequently occupied crossings and crash risk created by two at-grade highway-rail crossings. The proposed project would create a reliable north-south connection and reduce highway-rail conflict points, improving railroad and roadway safety,

performance, and providing economic benefit to the project community and stakeholders. The following demonstrates how project elements result in positive outcomes.

A. System and Service Performance

Dodge City's Southwest Chief Corridor Safety and Access Improvement Project will improve system reliability, speed, and on-time performance by improving track conditions and modernizing signals. These improvements are expected to yield measurable gains in service quality for both intercity passenger and freight operations. The current condition of the project location is inefficient, resulting in delays. These measurable gains are presented in *Project Outcomes* section of the grant request. If the anticipated result is to improve intercity passenger rail performance include a specific discussion on current performance measures and anticipated related to applicable Amtrak routes or stations.

B. Safety Benefits

Safety is a primary project purpose for Dodge City's Southwest Chief Corridor Safety and Access Improvement Project and promotes a higher level of safety and reduces the potential for rail-related incidents including trespassing supporting the USDOT's effort to achieve the national rail safety goals.

The results from the safety analysis outlined in the *Safety Benefit Data* section for the Project conclude that all crossing-related crash risks would be eliminated with the construction of an underpass at 2nd Avenue. The Project would provide additional safety benefits beyond what is calculated in the *GradeDec* safety analysis.

Implementation of the Project would improve safety along the busiest corridors in Dodge City, reducing the potential for FRA-reportable incidents.

C. Competitiveness, Reliability, and Environmental Outcomes

The Project will implement the proposed improvements to increase operating speeds and reduce travel times, thereby enhancing the competitiveness, reliability, and efficiency of the rail network. These improvements will reduce user conflicts and enable faster freight and/or passenger operations, supporting the regional freight and passenger rail systems as more competitive and sustainable modes of transportation.

The Project will enhance system connectivity by improving track and signal infrastructure, strengthening its role within the broader regional and national rail network. Locally, the project will improve community connectivity by removing at-grade crossings and providing a reliable

grade separated highway-rail crossing. The project will yield travel time savings for motorists by eliminating vehicle delay associated with blocked at-grade railroad crossings and the lengthy detours that occur when trains occupy the crossings during switching operations. Under existing conditions, switching activities frequently block roadway crossings, forcing motorists—particularly passenger vehicles—to wait for extended periods or divert to longer alternate routes.

By separating roadway and rail movements, the project removes these sources of delay, resulting in substantial reductions in vehicle and person-hours of travel time. On an annual basis, the project is estimated to avoid approximately 309,309 vehicle-hours of delay for passenger vehicles and 6,312 vehicle-hours of delay for trucks. When accounting for vehicle occupancy, this translates to approximately 470,149 person-hours of delay avoided for passenger vehicles and 6,312 person-hours avoided for trucks.

By eliminating recurring traffic delay and detouring, the project reduces criteria pollutant emissions from passenger vehicles and trucks. On an annual average basis, the project is estimated to avoid 2.32 metric tons of NO_x, 0.04 metric tons of SO_x, and 0.075 metric tons of PM_{2.5}. These emissions reductions generate significant public health and environmental benefits.

Overall, the Project will support a more competitive, reliable, and connected rail network improving the resiliency of the transportation network.

D. Economic and Employment Impacts

The project supports local and regional economic growth by creating construction jobs, enhancing access to employment centers, and catalyzing transit-oriented development near passenger stations and opportunity zones.

This project will further invest in high-quality workforce development as future phases of the project progress. With the intent of this project eventually advancing to construction, the project will create high-paying construction jobs for the local community

By implementing a grade separated crossing, the project will create a more fluid and efficient transportation network, improving connectivity and accessibility to employment centers, commercial districts, and industrial areas adjacent to the project corridor. Enhanced mobility will facilitate job creation, business attraction, and private investment, particularly in areas with existing economic potential or planned redevelopment.

E. Multimodal Integration

The proposed project advances multimodal efficiencies through improved integration with other modes by eliminating roadway–rail conflicts, reducing delay for vehicular and transit traffic, enhancing freight and passenger rail reliability, and providing safer, continuous multimodal connections for pedestrians and cyclists.

Currently, three of the City’s six at-grade highway-rail crossings have sidewalks (2nd Avenue, 4th Avenue, and 14th Avenue). The Project would maintain access and improve reliability for active transportation by including a crosswalk and tunnel to access the grade separated crossing.

The Dodge City Public Transportation System’s Green Route crosses the tracks at 2nd Avenue and 14th Avenue, while the Blue Route crosses at 2nd Avenue. Regularly occupied crossings cause service delays. Additionally, buses must stop at the crossing, even when not occupied, to be compliant with the Federal Motor Carrier Administration’s regulations for commercial motor vehicles. By creating a grade separated crossing, travel time reliability will increase and bus related crash risk will decrease.

F. Demand and Long-Term Sustainability

The project address demonstrated existing demand and positions the corridor for future ridership and service growth. Projected ridership and freight traffic data indicate a sustained and increasing need for reliable, efficient transportation options. Table 2: Project Outcomes in the Detailed Project Description section displays the projected growth in the project area and how the project will accommodate demand.

The proposed improvements will also support future service expansion, ensuring that the La Junta Subdivision can continue to meet regional mobility needs as demand evolves. By improving reliability and reducing travel barriers, the project will strengthen long-term user confidence in the system, contributing to sustained utilization over time.

Long-term maintenance and funding strategies support sustained benefits over the project lifecycle. Dodge City and BNSF’s experience with projects of similar scale and complexity demonstrates their capacity to effectively manage the project’s long-term sustainability. As detailed in the Project Implementation and Management section, the project team is committed to maintaining the improvements and ensuring the system continues to provide safe, reliable, and efficient service well into the future.

PROJECT IMPLEMENTATION AND MANAGEMENT

Dodge City will implement and manage the Project in accordance with Federal Railroad Administration (FRA) requirements and 2 CFR Part 200. The applicant has established internal procedures for project delivery, including contracting, construction oversight, change-order control, and risk management, ensuring full compliance with federal procurement and reporting standards.

Project implementation will follow a structured approach that includes defined milestones, regular coordination with FRA, and transparent progress reporting. Contracting arrangements for design, construction, maintenance, and operations will be managed through competitive procurement processes, with oversight mechanisms in place to safeguard adherence to schedule, scope, and budget.

The project management team includes personnel with extensive experience delivering federally funded rail infrastructure projects. Key staff possess the technical qualifications and management expertise necessary to oversee complex design and construction activities. Supporting organizations, including BNSF, bring proven success on similar FRA-funded initiatives.

Risk identification and mitigation will be integrated throughout project development, consistent with the factors outlined in 2 CFR 200.206(b). A formal risk management plan will be maintained to monitor and address potential cost, schedule, and coordination challenges.

Following project completion and closeout, Dodge City will retain responsibility for the continued use, maintenance, and disposition of all facilities and equipment funded under this award, consistent with 2 CFR 200.345 and the FRA grant agreement.