

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 #2025-069-SEKRPC

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 10 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 9-10.

Project Overview

The City of Spring Hill seeks funding from the U.S. Department of Transportation for funding available through the Railroad Crossing Elimination (RCE) grant program for their Eastern Kansas Communities Rail Corridor At-Grade Crossing Elimination Plan. This funding will improve railroad safety along the BNSF Fort Scott Subdivision.

This opportunity is a discretionary BIL program with a local match requirement of 20% of the total project cost. The entity is requesting \$107,500.00 from the Build Kansas Fund, contributing \$107,500.00 in local cash match and additional funding contributions of \$215,000.00 from the BNSF. This request has the potential to unlock \$1,720,000.00 in federal funds.

The deadline is September 23, 2024, and this Build Kansas Fund application was received on August 15, 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	2025-069-SEKRPC
Applicant Name	City of Spring Hill
Project Name	Eastern Kansas Communities Rail Corridor At-Grade Crossing Elimination Plan
Entity Type	Local Government
Economic Development District (EDD) Planning Commission	SEKRPC – Southeast Kansas Regional Planning Commission
Infrastructure Sector(s)	Transportation
BIL Program	FY23-24 Railroad Crossing Elimination Grant Program
BIL Program Type	Discretionary
BIL Application Deadline	09/23/2024
Build Kansas Fund Request	\$107,500
Technical Assistance Received	General No
	BIL Application No
	Build Kansas Fund Application No
	Other (Brief Description):
Application Notes	Build Kansas Fund contribution of \$107,500 will unlock \$1,720,000 in federal BIL funding, with a local contribution of \$107,500. Other funding contributions of \$215,000 will come from the BNSF.

**Steering Committee
Funding Recommendation** **September 11, 2024 | Recommend**

**Advisory Committee
Funding Recommendation** **DATE | Recommend or Decline**

Completeness Review Data

Date Build Kansas Application Received:	08/15/2024
Date Of Completeness Check:	08/19/2024
Date Forwarded to Steering Committee:	09/09/2024

Title **Spring Hill, KS** 08/15/2024
by **Ashley Winchell** in **Build Kansas Fund Application** id. 47235192
ashley.winchell@wilsonco.com

Original Submission 08/15/2024

Score n/a

Part 1: Applicant Information

The name of the entity applying for the Build Kansas Fund: Spring Hill, KS

Project Name: Eastern Kansas Communities Rail Corridor At-Grade Crossing Elimination Plan

Entity type: Local Government

Applicant Contact Name: Lane Massey

Applicant Contact Position/Title: City Administrator

Applicant Contact Telephone Number: +19135747265

Applicant Contact Email Address: lane.massey@springhillks.gov

Applicant Contact Address: 401 N Madison St.

Applicant Contact Address Line 2 (optional):

Applicant Contact City: Spring Hill

Applicant Contact State: Kansas

Applicant Contact Zip Code: 66083

Is the Project Contact the same as the Applicant Contact?	No
Project Contact Name:	Ashley Winchell
Project Contact Position/Title:	Planning & Mobility Lead
Project Contact Telephone Number:	+18167970955
Project Contact Email Address:	ashley.winchell@wilsonco.com
Project Contact Address:	800 E 101st Terrace, Suite 200
Project Contact Address Line 2 (optional):	
Project Contact City:	Kansas City
Project Contact State:	Missouri
Project Contact Zip Code:	64131

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?	Bourbon 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: FY23-24 Railroad Crossing Elimination Grant Program

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? 20.327

What is the application due date for this Bipartisan Infrastructure Law (BIL) funding opportunity? 9/23/2024

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: \$1,720,000.00

Enter the total project cost: \$2,150,000.00

Enter the required non-federal match percentage: 20%

Part 4: Build Kansas Fund - Match Application Information Beginning in July 2024 and moving forward, eligible applicants are expected to contribute a portion of the non-Federal match requirement. This contribution can be in the form of cash and/or in-kind contributions. The goal is to demonstrate the applicant's commitment to the project. The contribution should be significant enough relative to the Build Kansas Fund request. For a local public entity, 5% of the non-federal match is a good guideline, but not a requirement

Enter the non-federal cash match amount being provided by the eligible applicant, if applicable: \$107,500.00

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

Enter the non-federal cash match amount being requested from the Build Kansas Fund: \$107,500.00

Expected breakdown of funding sources to support the project: Enter the funding source and projected amount from each source to support this project:

[Kansas+DOT+table_V2.xlsx](#)

Part 5: Build Kansas Fund - Means Test and Eligible Applicant Match

What other available funding sources that are currently planned to go unused by your entity will be leveraged for this project? n/a

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

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? BNSF - \$215,000.00

Describe your efforts to find other available funding sources for this project: Spring Hill has secured partial match from BNSF to assist with funding this project.

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:

[EKansas_Executive_Summary.pdf](#)

Provide any additional information about this project (optional):

Part 7: Terms and Conditions

Understanding of Fund Release Requirements: checked

Understanding of Use checked
of Funds:

Understanding of checked
Reporting
Requirements:

Authority to Make checked
Grant Application:

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

Position/Title: City Administrator - Spring Hill

Additional: Robert
Harrington

Position/Title: Executive Director - Bourbon County

Additional:

Position/Title:

Additional:

Position/Title:

Internal Form

Score n/a

Pre-Award Information:

Post-Award Information:

Deviation Report:

Source	Amount
BIL Federal Funds (applied for)	\$ 1,720,000.00
Build Kansas Funds (non-federal match)	\$ 107,500.00
Eligible Applicant Cash Match	\$ 107,500.00
Eligible Applicant In-Kind Match (estimated value)	
Additional Project Contribution (if applicable)	\$ 215,000.00
TOTAL PROJECT COST	\$ 2,150,000.00

Zip Code	% of project in zip code	State
66062	8%	Kansas
66083	46%	Kansas
66701	46%	Kansas

Eastern Kansas Communities Rail Corridor At-Grade Crossing Elimination Plan Executive Summary

The Eastern Kansas Communities Rail Corridor At-Grade Crossing Elimination Plan (Crossing Elimination Plan) is a collaboration between the cities of Spring Hill and Fort Scott to improve railroad crossing safety along the BNSF Fort Scott Subdivision. This data-driven plan will provide railroad crossing improvement recommendations with associated cost estimates, safety benefits, and implementation strategies including prioritization and funding mechanisms. Conceptual engineering will be performed for locations with recommended crossing closures, new roadway connections, and grade separations. Additional environmental considerations will be explored to prepare recommended grade separations for Track 2 – Project Development.

In addition to increased rail crossing safety, the recommended improvements will also improve freight efficiency; relieve traffic congestion caused by frequently blocked railroad crossings; ease infrastructure maintenance needs; reduce community isolation caused by railroad crossings; increase opportunity for economic growth; and improve regional connectivity.

The first stage of the project includes an in-depth data collection effort and inventory of existing conditions for each of the 12 railroad crossings and a proposed new grade separated crossing. The study will examine physical crossing attributes, including the number of tracks, crossing control, grade approach, roadway alignment, and surrounding context, and operational data, such as daily train and vehicular traffic volumes, truck traffic, pedestrian activity, incident history, and regulatory train and vehicle speeds. Recommendations will range from active warning devices, crossing realignment, approach grade improvements, flashing lights and gates upgrades, crossing closures, new roadway connections, and grade separations. Recommendations will be divided into priority tiers based on how critical the proposed safety improvements are for the corridor. Implementation will occur over time and require significant financial resources.

Many improvements will require additional feasibility and environmental studies, conceptual engineering, and significant stakeholder and public engagement before implementation. Stakeholders for this project will at a minimum include community members, elected officials, city and county staff, local businesses, and relevant community boards, commissions, and committees. Additional efforts will be focused on reaching individuals from the disadvantaged communities identified in the study area to ensure that multiple viewpoints are heard. Outreach methods will include public open houses, one-on-one conversations, advisory committees, city and county council meetings, and interactive online engagement.

Development in Spring Hill is increasing the number of interactions between road users and trains.

Spring Hill is a suburban community in Johnson and Miami counties and is in the southern portion of the Kansas City Metropolitan Area. Since 2000, Spring Hill has tripled in size with the current population just over 9,000 residents. Spring Hill's population is expected to continue to grow due to its proximity to Kansas City and a new 1,500-acre logistics park. This continued growth has resulted in an increase in traffic and more people travelling daily across BNSF at-grade railroad crossings. Future residential growth and annexations are expected to the east of Spring Hill which will require even more residents to cross BNSF tracks to travel to the community's core. The [Spring Hill Comprehensive Plan](#) and a 2020 community survey both identify that residents are looking for improvements to traffic flow and railroad quiet zones – both of which have the potential to be addressed through this study.

In Spring Hill, six existing at-grade crossings and one potential new crossing will be analyzed further. The grant will provide funds for crossing safety studies at 175th St, 183rd St, 191st St, 207th St, Hale St, and Nichols St and to explore the creation of a grade separated crossing at South St/215th St. These roads serve as vital community arteries, connecting key areas of industrial growth, residential neighborhoods, schools, and essential transportation hubs. Enhancing these crossings creates safer passage for road users, facilitates better access to

crucial resources and opportunities, and opens development opportunities to help Spring Hill grow.

BNSF tracks run north/south dividing Spring Hill with up to 22 trains traveling through daily. Most of the Spring Hill community lies to the west of the tracks with small pockets of residential development and some schools to the east. U.S. 169 runs along the west side of Spring Hill discouraging development further to the west. Most of Spring Hill's development potential is east of the crossings included in this grant. Industrial uses are located along the tracks, most of which are west of the tracks, and include manufacturing and warehousing uses with spurs to the BNSF line. Goods are further distributed from this area by freight trucks which utilize U.S. 169 to the west and U.S. 69 to the east to access to major interstates.

From 175th St to the north to 223rd St to the south there are a total of eight crossings over the BNSF tracks. Two of these crossings are grade separated – 199th St to the north has an overpass and 223rd St to the south has an underpass. These crossings are connected by Woodland Rd and are approximately three miles apart leaving motorists very few options for east/west travel in the area when at grade crossings are blocked. **In the past five years, there were a total of 101 blockages at 175th St.** The closest grade separated crossing is three miles to the north at 151st St three miles to the south at 199th St.

In Fort Scott, blocked crossings prevent connections to U.S. 69 increasing emergency response times and limiting access to vital community services such as schools and hospitals. Fort Scott is a city of 7,615 people and is the county seat of Bourbon County. In Fort Scott, crossing studies will be completed for six railroad crossings. Five of these crossings, Wall St, 6th St, 10th St, National Ave, and Jayhawk Rd, are at-grade railroad crossings and the final crossing, 3rd St, is a grade-separated underpass. The grant will provide funds for conceptual engineering for an overpass project at Jayhawk Rd and the widening of the 3rd St underpass.

The BNSF rail generally runs north/south in Fort Scott and is located east of U.S. 69. The BNSF Fort Scott Railyard is at the northernmost entry to the city. Up to 20 trains run through Fort Scott daily. The tracks run through industrial, commercial and residential areas.

Wall St/U.S. 54 is the northernmost crossing in Fort Scott. Wall St is a four-lane divided highway and at this location the tracks cross at an angle. The closest grade separated crossing is 3rd St, approximately a quarter mile to the south. The crossing is surrounded by industrial uses and is immediately adjacent to the railyard. **Within the past five years there were 283 reported blockages in this location.** Multiple community amenities are located west of the tracks include Eugene Ware Elementary School and a supermarket. Recommendations in this area are anticipated to only include safety improvements as grade separation would be difficult due to the proximity of the BNSF railyard.

The 3rd St underpass is a substandard 100-year-old underpass with 11'8" of clearance which floods frequently. 3rd St is a 2-lane roadway in need of upgrades to accommodate traffic traveling to U.S. 69 which is 215 feet to the east and to resolve dangerous flooding at the underpass. The roadway lowers to pass under the underpass. When underwater it is difficult for drivers to assess the water depth due to the change of grade. Additionally, improved pedestrian amenities are needed as there is currently a sidewalk only on the north side of the road. Fort Scott is unable to upgrade the roadway until this underpass is widened to prevent bottlenecking traffic. Conceptual engineering and preliminary environmental analysis will be undertaken.

Jayhawk Rd is an east/west street serving industrial uses to the north and residential developments to the south. **In the past five years there have been 90 blockages at this location.** The City of Fort Scott has identified the crossing at Jayhawk Rd as a potential location for an underpass. Jayhawk Rd was widened from the BNSF crossing to 245th St to the east. West of the BNSF crossing to U.S. 69 was not widened. Widening the western portion of the roadway requires a change to the crossing. Grade separation will allow for the complete widening of Jayhawk Rd and will improve connection to U.S. 69. Conceptual engineering is needed to develop alternatives to determine whether grade separated crossing project should move forward.