

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: Jason Fizell, Interim Executive Director, Kansas Infrastructure Hub

RE: Build Kansas Fund Application #2025-139-SCKEDD

Date: June 17, 2025

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

- Coversheet – provides a high-level overview of the application including a unique identification number, page 1 of 17 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 – narrative, pages 9-17.

Project Overview

The City of Goddard seeks funding from the U.S. Department of Transportation for funding available through the Safe Streets and Roads for All (SS4A) program for their Goddard Bicycle and Pedestrian Shared Use Bridge Over US 54-400 -SS4A Implementation Grant Project which includes the improvement of the safety of US 54-400 for pedestrians and cyclists.

This opportunity is a discretionary BIL program with a local match requirement of 20% of the total project cost. The entity is requesting \$1,235,000.00 from the Build Kansas Fund, and is providing a local match of \$65,000. This request has the potential to unlock \$5,200,000.00 in federal funds, for a total project cost of \$6,500,000.00.

The deadline is June 26, 2025, and this Build Kansas Fund application was received on June 4, 2025.

Build Kansas Fund Steering Committee Recommendation

The Build Kansas Fund Steering Committee reviewed this application on June 11, 2025 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	2025-139-SCKEDD
Applicant Name	City of Goddard
Application Date Received	6/4/2025
Project Name	The Goddard Bicycle and Pedestrian Shared Use Bridge Over US 54-400 -SS4A Implementation Grant
Project Description	This project is to improve the safety of US 54-400 for pedestrians and cyclists.
Entity Type	Local Government
Economic Development District (EDD) Planning Commission	South Central KS Economic Development District
Infrastructure Sector(s)	Transportation
BIL Program	Safe Streets and Roads for All (SS4A) Program
BIL Program Type	Discretionary
Application Type	Implementation
BIL Application Deadline	6/26/2025
Build Kansas Fund Request	\$1,235,000.00
Technical Assistance Received	General Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	BIL Application Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	Build Kansas Fund Application Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	Other (Brief Description): Provided BKF Application Support.
Application Notes	Build Kansas Fund contribution of \$1,235,000.00 will unlock \$5,200,000.00 in federal BIL funding, with a local cash contribution of \$65,000 for a total project cost of \$6,500,000.00.
Steering Committee Funding Recommendation	6/11/2025 Recommend <input checked="" type="checkbox"/> Declined <input type="checkbox"/>
Advisory Committee Funding Recommendation	6/17/2025 Recommend <input type="checkbox"/> Declined <input type="checkbox"/>

Title	City of Goddard, Kansas	06/04/2025
	by lisa koch in Build Kansas Fund Application	id. 50730489
	lskoch@transystems.com	

Original Submission	06/05/2025
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Score	n/a
Part 1: Applicant Information	
The name of the entity applying for the Build Kansas Fund:	City of Goddard, Kansas
Project Name:	The Goddard Bicycle and Pedestrian Shared Use Bridge Over US 54-400 - SS4A Implementation Grant
Entity type:	Local Government
Entity Population:	5,084
Applicant Contact Name:	Tina Powell
Applicant Contact Position/Title:	City Planner
Applicant Contact Telephone Number:	+13163225934
Applicant Contact Email Address:	tpowell@goddardks.gov
Applicant Contact Address:	118 N Main Street
Applicant Contact Address Line 2 (optional):	
Applicant Contact City:	Goddard
Applicant Contact State:	Kansas
Applicant Contact Zip Code:	67502

Is the Project Contact the same as the Applicant Contact?	No
Project Contact Name:	Lisa Koch
Project Contact Position/Title:	consultant
Project Contact Telephone Number:	+17853120373
Project Contact Email Address:	lskoch@transystems.com
Project Contact Address:	2400 Pershing Road, Suite 400
Project Contact Address Line 2 (optional):	
Project Contact City:	Kansas City
Project Contact State:	Missouri
Project Contact Zip Code:	66210
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?	Sedgwick 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), commonly known as the Bipartisan Infrastructure Law (BIL), 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:	Safe Streets and Roads for All (SS4A) FY 2025
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?	20.939
What is the federal application due date for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity?	6/26/2025
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:

\$5,200,000.00

Enter the total project cost:

\$6,500,000.00

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. See Build Kansas Fund Program Guidance for exceptions and more information.

Enter the non-federal cash match amount being requested from the Build Kansas Fund:

\$1,235,000.00

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

\$65,000.00

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

\$0

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

Will any American Rescue Plan Act (ARPA) or Coronavirus State & Local Fiscal Recovery Fund monies will be used for the non-federal 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 be used for this match?

The \$65,000 will be allocated from the City's general fund - with a limited tax base, this project could not be implemented without the support of Build Kansas.

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

The City of Goddard submitted two federal discretionary applications in 2024 for elements of this project. This included an EPA CPRG Grant for the bridge construction and a USDOT ATIIP grant for design of the bridge.

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:

[Goddard_FY25_SS4A_Implementation_DRAFT_1_BKF_Submission.pdf](#)

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: Lisa
The following Koch
persons are
responsible for
making this Build
Kansas Fund
application.

Position/Title: Consultant

Additional:

Position/Title:

Additional:

Position/Title:

Additional:

Position/Title:

Source	Amount	% of Project
Build Kansas Funds (non-federal match)	\$1,235,000.00	19.00%
Eligible Applicant Cash Match	\$65,000.00	1.00%
Eligible Applicant In-Kind Match (estimated value)	\$0.00	0.00%
BIL Federal Funds (applied for)	\$5,200,000.00	80.00%
Additional Project Contribution (if applicable)	\$0.00	0.00%
TOTAL PROJECT COST	\$6,500,000.00	100%

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

Zip Code	% of project in zip code
67052	100%
	100% In Kansas

1. Overview

1.1 Introduction and Safety Context

For residents of Goddard, Kansas, US 54-400, which bisects the town, virtually eliminates the ability for pedestrians or cyclists to move north and south in the city without driving. The highway's presence is a challenge as neighborhoods, businesses, churches, parks and other activity centers are on both sides of the highway – all within a reasonable walking or biking distance. US 54-400, with annual average daily traffic of up to 30,000 vehicles, is a limited access corridor. The few at-grade intersections within Goddard's city limits have a substantial crash history, including seven of Goddard's nine fatal/suspected serious injury crashes between 2019 and 2023.

In November 2016, a driver hit a mother and her two young children as they were crossing US 54-400 at 183rd Street. This crash hit home for Goddard residents, and the need for a grade separated crossing has been a top priority identified in surveys for the City's recent Comprehensive Plan and the subsequent Bicycle and Pedestrian Plan.



This sentiment is echoed at the regional level. The Wichita Area Metropolitan Planning Organization's (WAMPO) Comprehensive Safety Action Plan (CSAP) found that over 30% of the fatal and serious injury crashes in the region included a pedestrian or bicyclist.¹ When reviewing all crashes in the metropolitan area, the most prevalent contributing circumstances listed in crash reports were right of way violation, inattention, and following too closely. When evaluating overlaps in the CSAP's emphasis areas, vulnerable road user (VRU) crashes had substantial overlap with intersection locations and distracted driving.

The requested project, a pedestrian and bicyclist shared-use bridge over US 54-400 in Goddard, is ideally suited to the Safe Streets and Roads for All (SS4A) program. The project's need is demonstrated through the WAMPO CSAP and local planning effort and will reduce VRU exposure to both high crash locations prevalent contributing circumstances to crashes.

¹ [bbf89d_599f97e715a24942a3cf180c37bc7d36.pdf](#) pg. 23

1.2 Jurisdiction and Local Commitment

The project is located in the municipal jurisdiction of Goddard, Kansas. The goals of this project align with previous City plans, including the recent Comprehensive Plan and Bicycle and Pedestrian Plan. The City has been proactive in planning for traffic safety and has been proactively addressing high crash locations, including the intersection of US 54-400 and 183rd Street. A community of just over 5,000 residents, there is limited local budget to address the intersections along US 54-400, which were the locations of 7 out of 9 fatal/suspected serious injury crashes between 2019 and 2023. The City has been active in seeking funding opportunities and partnering with KDOT to reduce exposure to the highest concentration of crashes in their community. With KDOT's plans to transition US-54-400 to an access-controlled freeway in the next 20-40 years, the need for a grade separated crossing is acute.

“This four-lane divided expressway corridor bisects the city and presents a major obstacle to connecting the north and south parts of the city. Many of the city's commercial destinations are located along Kellogg, the major arterial linking Goddard to Wichita. As such, a corridor like Kellogg should be a bridge, not a wall. But the highway not only presents a physical barrier, but also reinforces community divisions between the north and south, between new neighborhoods and the traditional town.”

Excerpt from the Goddard Pedestrian and Bicycle Plan

This project can only be delivered with grant funding support. If awarded, the City of Goddard, Kansas is committed to delivering and maintaining this very important project.

1.3 Background and Strategic Alignment

The City of Goddard (City) seeks to create a robust network of high-quality bicycle and pedestrian facilities suitable for all ages and abilities. To achieve this, the City is seeking a SS4A implementation grant for a pedestrian and bicycle shared use bridge over US 54-400, the top project identified in the Goddard Pedestrian and Bicycle Plan².

The Pedestrian and Bicycle Plan was developed with an eye towards implementation. The three plan principles of **Incremental, Priority-Based, and Efficient focus the plan – making it both transformative and practical.** The two focus areas in the proposed project follow these plan principles and will assist in focusing the City's limited resources.



The is identified in WAMPO's CSAP (page 66) and aligns with the plan's emphasis areas related to speed, intersections, and vulnerable road users. The project would reduce crash exposure to VRUs at intersections adjacent to the proposed location, including 183rd Street, which was the location of 3 of the 9 fatal and suspected serious injury crashes between 2019-2023.

Goddard -101	West of the intersection of 199th St. and US-54/400 and various locations along 199th St.	A shared-use bicycle and pedestrian bridge over US-54/400 and approximately two miles of shared-use sidewalk connecting to the bridge. Realignment of the north and	Intersections VRU Speed	Short (1-5 Years)	
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2. Location

2.1 High-Injury Network

2.2 Project Location

The proposed project is in the City of Goddard, Sedgewick County, Kansas. Goddard is west of Wichita, KS and is included in the Census Qualifying Urban Area of Wichita.

Proposed Shared-Use Paths and Bridge Location



The primary barrier to community connectivity in Goddard is US-54/400. The highway virtually eliminates the ability for pedestrians or cyclists to move north and south in the City without driving. The highway's presence is a challenge as neighborhoods, businesses, churches, parks and other activity centers are on both sides of the highway. This highway is expected to become more of a barrier to community connectivity as KDOT is developing plans to improve US-54/400 to an access-controlled freeway in the next 20-40 years.

In addition to creating a safe crossing of US-54-400, the project creates critical linkages between important community destinations including housing, retail, churches, schools, and parks. Bicycle and pedestrian connections to these community assets were identified and supported through public engagement in our 2019 Pedestrian and Bicycle Plan.

The construction of a shared-use bridge over US-54/400 would serve as a critically important component of the city's active transportation network. There are 1,593 dwelling units north of

US-54/400 and each of these families are separated from public services and the regional Prairie Sunset Trail, all located on the south side of town. The construction of a grade-separated crossing will make access possible for those who wish to cross the highway on foot or bike.

3. Response to Selection Criteria

3.1 Safety Need

The project will be planned with concepts and practices that have been shown to increase safety for vulnerable road users.

A grade-separated crossing over US-54/400 is the most effective way to achieve a safe crossing for pedestrians, cyclists and other active transportation users.

Transportation safety is paramount to the City of Goddard. As our community grows, the City looking for opportunities to reduce the prevalence of injury and death related to vehicle crashes. The City will look to proven methods to reduce crashes by utilizing a Safe System Approach. This includes strategies such as mode shift to walking and cycling, reducing traffic speeds, and training for drivers and non-drivers.

Crash Trends and Contributing Factors

High-Injury Network and Geospatial Risk

3.2 Safety Impact

Safety Impacts

Implementation Costs

3.3 Engagement and Collaboration

Demographic Analysis

This project would allow for non-motorized travel to both sides of the US-54-400 barrier regardless of income, age, or physical ability. The project will occur within Sedgwick County which has a median household income of \$54,974, significantly below the state/national average.

The project study area, based on a one-mile buffer surrounding the project location. The study area is not in a census tract that meets the definition of a disadvantaged community.

Study Area Census Tracts		
GEOID	Disadvantaged or in the 90 th Percentile?	Percentage of Study Area
20173009508	No	60.36%
20173009509	No	30.53%

20173010600	No	0.01%
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While Goddard does not meet the definition of being disadvantaged, the city is a diverse, rapidly changing place. Ten percent (10%) of residents identify as minority population, 10% of residents are low-income, and 10% of residents live with a disability. Additionally, according to the U.S. Census Bureau, 2.97% of households in Goddard do not own a vehicle. According to the HUD location affordability index, median income families spend around 32.2% of their income on Transportation. While the National Walkability Index only gives Goddard a score of 7.5 out of 20. There is significant room to improve walkability within Goddard to make it a better place to live for those who hope to reduce their greenhouse gas emissions. The new shared-use bridge would help Goddard residents live a more active, healthier lifestyle.

Exhibit X: Study Area Demographics

	Study Area	City of Goddard	Sedgwick County
Per Capita Income	\$35,139	\$36,314	\$32,302
Number of Households	1,444	1,467	200,871
Low-income Population	10%	10%	32%
Minority Population	10%	10%	33%
Persons Living with a Disability	10%	10%	15%

According to the US DOT Equitable Transportation Community Explorer, the city of Goddard ranks in the 50th percentile nationally on key metrics including asthma prevalence, high blood pressure, cancer prevalence, and mental health issues. The city also has an ozone level, at the 83rd percentile of all US communities. The 2020 census reported that 31.84% of Goddard is under the age of 17, putting it in the 91st percentile of communities nationwide. US-54-400 is a substantial barrier for young residents of Goddard. The majority of housing in the city is on the north side of US-54/400, while most of the parks, schools, restaurants, and stores are located on the south side.

Public Engagement

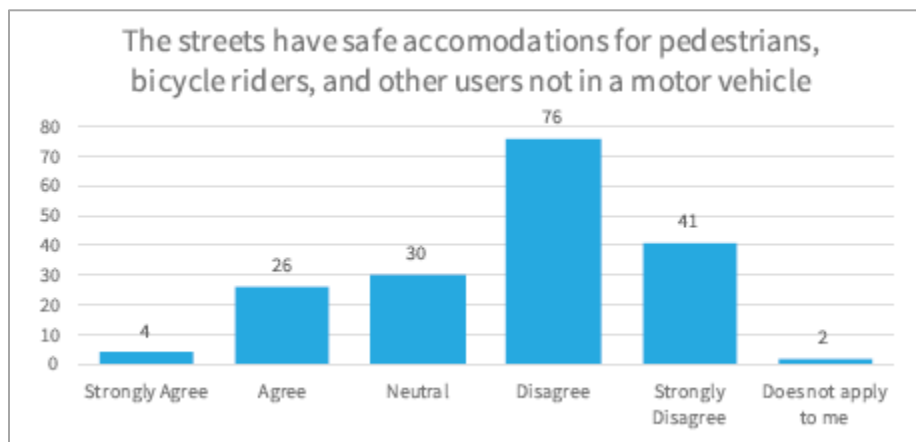
The City has long heard from residents who wish to see safer connections for pedestrians across Goddard. Residents have long asked for the construction of a bridge, reporting that they would choose to walk more often if there was a bridge. The City has already completed a significant community engagement process during the creation of the Goddard Bike and Pedestrian Plan which was released in 2019. The City held several public meetings and worked with residents to develop ideas for an active network of bike routes and trails around Goddard. The City sent out a survey which received 259 responses with 55.49% of respondents saying they at least regularly walk for enjoyment or travel. A lower share of residents bike, with 28.69% of respondents saying

they bike on a regular basis. In total, 89.5% of survey respondents support constructing a pedestrian or bicycle overpass over US-54/400 and 90.5% of residents support constructing sidewalks on least one side of all major streets. Many City-run amenities are located south of the bridge while a significant number of new-construction homes are being built to the north. The plan recognizes that improving access across US-54-400 should be a top priority for the City as the highway poses a significant barrier for those seeking to travel between both sides of Goddard. The highway effectively locks residents out from their own community and resources without having a car.

Goddard elected officials and community institutions have supported improving pedestrian and bicycle connectivity in the community for several years. Many iterations of Goddard's elected body has expressed support for a pedestrian bridge over US-54-400. The Goddard City Council has approved several documents that reference improving pedestrian and bicycle connectivity, an active transportation network, and a bridge over US-54-400. These documents include the Pedestrian and Bicycle Plan, the Goddard Comprehensive Plan, and the Goddard Community Plan. Passage of these planning documents were foundational exercises that make this project possible.

In addition to public engagement facilitated by the City of Goddard, the WAMPO CSAP included a public survey to understand current safety attitudes and concerns. Questions were asked about behaviors of different road users, vulnerable road user projections, enforcement, and equitable investment priorities. In an effort to reach a variety of people, the survey was shared through the WAMPO webpage, social media, and community-based organizations throughout the region. In total, 209 survey responses were received. A majority of respondents felt safe traveling by car, but many indicated they feel unsafe walking or biking. **Figure XX** shows how respondents felt about accommodations for roadway users other than motor vehicles.

Figure xx: Public Survey Results: Streets not Perceived as Safe for Non-motorized Travelers



In addition to the public online survey, a public meeting was held as part of the CSAP planning process. The open-house style meeting provided an overview of the planning process, survey results, existing conditions summary, and potential countermeasures. During the meeting, exhibits and interactive tools were used to gather feedback about missing strategies and what people felt were the most important elements of the planning effort. Participants had the opportunity to provide feedback through comment forms and flip charts, which were used to record participants' ideas about safety needs and proposed improvements.



Agency Coordination

The Transportation Safety Technical Advisors (TSTA) were a crucial aspect of the engagement strategy, fostering coordination between agencies throughout the WAMPO region. The TSTA was established to offer feedback on the formation of the CSAP and provide guidance and recommendations throughout the process. Members of the TSTA included:

- City of Wichita
- Sedgwick County
- Wichita Transit
- City of Derby
- City of Haysville
- Derby Police
- KDOT
- Wichita Police
- WAMPO
- University of Kansas School of Medicine
- Coordinated Transit District 9

Three (3) TSTA meetings took place during the development of the CSAP. Members had the chance to identify safety challenges and opportunities. TSTA focused on strategies and implementation efforts aligned with the vision and goals of the region. Additionally, TSTA members conducted a field review of high-crash intersections and helped to identify countermeasures.

4. Project Readiness

The City of Goddard will be responsible for overseeing the construction of the bridge. The City will hire contractors to complete construction of the bridge and shared-use path. KDOT controls US-54-400 and the project will need their approval before construction. KDOT has been involved in the development of this proposal and supports the City of Goddard in seeking funding, as shown by their letter of commitment included in the **Appendix**. During the construction period, lane closures and short-term shutdowns may be needed to complete construction. Coordination with KDOT will be ongoing throughout the life of the project to assure success.

In the last three years, the City of Goddard has received three federally funded grants. The table below details the past performance of Goddard when working on federal grants.

Exhibit X: Funding History

Project Title	CARES Act funding assistance SPARK	CARES Act funding assistance CDBG CV	American Rescue Plan Act (ARPA) Local Fiscal Recovery funding assistance
Assistance Agreement Number	NA	20-CV-084	N/A
Assistance Listing Number	N/A	Community Development Block Grant Cluster (CDBG) No. 14.228	United States Department of the Treasury. Assistance Listing No. 21.027
Brief Description	The agreement made the city a subrecipient of CARES grant funds under the grant awarded to Sedgwick County. It allowed for reimbursement of the costs allowed as defined by section 5001 of H.R. 748, of the CARES Act.	The CARES Act provides that CDBG-CV funds may be used to cover or reimburse allowable costs of activities to prevent, prepare for, and respond to coronavirus incurred by a state or locality regardless of the date on which such costs were incurred.	ARPA funds are to be used to make strategic investments in long-lived assets, rebuild reserves to enhance financial stability, and cover temporary operating shortfalls until economic conditions and operations normalize.
Contact From Organization	Kansas Office of Recovery, Eisenhower State Office Building, 700 SW Harrison Street, Suite 1020 Topeka, KS 66612, (785) 368-8507 recovery@ks.gov Sedgwick County sedgwickcares@sedgwick.gov (316) 6607148	Kansas Office of Recovery Eisenhower State Office Building 700 SW Harrison Street, Suite 1020 Topeka, KS 66612 (785) 368-8507 recovery@ks.gov	DEPARTMENT OF THE TREASURY 1500 Pennsylvania Avenue, NW Washington, D.C. 20220 (202) 622-2000
Discussion	The city has met all reporting requirements as described in the Subrecipient Grant	The city has completed all quarterly reporting requirements and the required close-out reporting procedures.	The city has met all annual filing requirements. The city has not reported any expenditures to date

	Agreement with Sedgwick County.		because projects which will use ARPA funds are still in the planning stages. We anticipate allocating funds to water infrastructure projects in 2024.
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The City of Goddard has responsibly managed all their federal grants in a timely manner, meeting all required deadlines. The City has experience submitted progress reports and financial reports for ongoing awards. In all its previous grants, the City has accurately handled all reporting and monitoring obligations, including final program reports with close-out within allotted timeframes.

The City of Goddard is committed to the implementation of this project. The Goddard City Council has approved this application, and the City has applied for \$1,235,000 from Build Kansas, a State of Kansas fund that helps municipalities pay matching funds for projects funded by federal grants. Should the application for Build Kansas be successful, the City is prepared to provide \$65,000 in local match.

		Federal Funding	Local Match	
Project Phase	Budget	Federal SS4A Request	Build Kansas Fund Request	City of Goddard
Grant Administration	\$ 200,000	\$ 160,000	\$ 38,000	\$ 2,000
Architectural and Engineering Services	\$ 700,000	\$ 560,000	\$ 133,000	\$ 7,000
Construction	\$ 5,600,000	\$ 4,480,000	\$ 1,064,000	\$ 56,000
Total	\$ 6,500,000	\$ 5,200,000	\$ 1,235,000	\$ 65,000
Federal Share/Local Share in Dollars		\$ 5,200,000	\$	1,300,000
Federal Share/Local Share in Percentage		80%	20%	