

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 #2025-140-MARC

Date: June 17, 2025

Attached, please find an application made to the Build Kansas Fund by the City of Olathe. 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 2-7. Page 8 provides the table of funding sources and zip codes served by the project.
- Attachments – narrative, pages 9-10.

Project Overview

The City of Olathe seeks funding from the U.S. Department of Transportation for funding available through the Safe Streets and Roads for All (SS4A) program for their City of Olathe Safety Action Plan Demonstration Project which is intended to positively address traffic safety concerns and crash histories in the community.

This opportunity is a discretionary BIL program with a local match requirement of 20% of the total project cost. The entity is requesting \$164,160.00 from the Build Kansas Fund, and is providing a local match of \$8,640.00. This request has the potential to unlock \$691,200.00 in federal funds, for a total project cost of \$864,000.00.

The deadline is June 26, 2025, and this Build Kansas Fund application was received on June 3, 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	2025-140-MARC
Applicant Name	City of Olathe
Application Date Received	6/3/2025
Project Name	City of Olathe Safety Action Plan Demonstration Project
Project Description	This project is intended to positively address traffic safety concerns and crash histories in the community.
Entity Type	Local Government
Economic Development District (EDD) Planning Commission	MARC
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	\$164,160.00
Technical Assistance Received	General Yes <input checked="" type="checkbox"/> No <input 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 General TA BKF Application Support.
Application Notes	Build Kansas Fund contribution of \$164,160.00 will unlock \$691,200.00 in federal BIL funding, with a local cash contribution of \$8,640.00 for a total project cost of \$864,000.00.
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 Olathe	06/03/2025
	by Andy Fry in Build Kansas Fund Application	id. 50724924
	andy.fry@wsp.com	

Original Submission	06/03/2025
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Score	n/a
Part 1: Applicant Information	
The name of the entity applying for the Build Kansas Fund:	City of Olathe
Project Name:	City of Olathe Safety Action Plan Demonstration Project
Entity type:	Local Government
Entity Population:	149,035
Applicant Contact Name:	Andrew Robertson
Applicant Contact Position/Title:	Assistant City Engineer, Traffic Manager
Applicant Contact Telephone Number:	+19137311025
Applicant Contact Email Address:	arobertson@OLATHEKS.ORG
Applicant Contact Address:	1385 S Robinson St
Applicant Contact Address Line 2 (optional):	
Applicant Contact City:	Olathe
Applicant Contact State:	Kansas
Applicant Contact Zip Code:	66061

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?

Johnson 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

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: Planning

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: \$691,200.00

Enter the total project cost: \$864,000.00

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: \$164,160.00

Enter the non-federal cash match amount being provided by the eligible applicant, if applicable: \$8,640.00

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? The City of Olathe will be providing the funding of \$8,640 from a public works fund set aside to used on capital projects. See attached letter from the City of Olathe Public Works affirming the location of these funds.

Will any American Rescue Plan Act (ARPA) or Coronavirus State & Local Fiscal Recovery Fund monies will be used for the non-federal match? \$0

What other sources of in-kind match will be leveraged for this project? Please list and include the actual or estimated value of each.

\$0

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

\$0

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

The City of Olathe does not have adequate local funds to match the entirety of the 20% local match necessary to submit for the Safe Streets for All (SS4A) Demonstration Project grant. The remainder of the City of Olathe's public works funding is obligated to projects, maintenance, and other initiatives. With the other local funding obligated, the FY SS4A funding paired with the Build Kansas funding was a great fit for the need and opportunity for funding and implementation in the City of Olathe.

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:

[BUILD_KS_Executive_Summary.pdf](#)

[Olathe_SAP_Demonstration_Grant_Application_Planning_Level_Costs-Final.xlsx](#)
[Form-SF-424C_SS4A.pdf](#)

[Letter_of_Financial_Commitment.pdf](#)

[Olathe_Safety-Action-Plan.pdf](#)

Provide any additional information about this project not covered in previous sections of this application (optional):

- The BUILD_Kansas_Executive_Summary.pdf is the summary requested by the Kansas Infrastructure Hub with a description, needs addressed, collaborators, goals, and outcomes.
- Olathe_SAP_Demonstration_Grant_Application_Planning_Level_Costs-Final.xlsx is a budget reflecting the different projects and their costs, within the greater planning and demonstration project.
- The Form-SF-424C_SS4A.pdf is the proposed budget in the FHWA SS4A grant formatting. This provides a another lens on the budget costs.
- Letter_of_Financial_Commitment.pdf is a letter from the City of Olathe City Engineer Nate Baldwin confirming the City's ability to participate in the Build Kansas grant financially.
- Olathe_Safety-Action-Plan.pdf is the Safety Action Plan developed as a part of the Olathe SS4A grant effort.

Part 7: Terms and Conditions

Understanding of Fund Release Requirements:	checked
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Understanding of Use of Funds:	checked
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Understanding of Reporting Requirements:	checked
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Authority to Make Grant Application:	checked
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Persons and Titles: The following persons are responsible for making this Build Kansas Fund application.	Andrew Robertson
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Position/Title:	Assistant City Engineer, Traffic Manager
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Additional:	Cheryl Lambrecht
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Position/Title:	Senior Traffic Engineer
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Additional:	Zach Baker
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Position/Title:	Traffic Engineer
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Additional:	
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Position/Title:	
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Source	Amount	% of Project
Build Kansas Funds (non-federal match)	\$164,160.00	19.00%
Eligible Applicant Cash Match	\$8,640.00	1.00%
Eligible Applicant In-Kind Match (estimated value)	\$0.00	0.00%
BIL Federal Funds (applied for)	\$691,200.00	80.00%
Additional Project Contribution (if applicable)	\$0.00	0.00%
TOTAL PROJECT COST	\$864,000.00	100%

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

Zip Code	% of project in zip code
66061	49.9%
66062	50.1%
	100% In Kansas

Description:

The Olathe Safety Action Plan helped develop a broad array of priorities and potential projects for the City of Olathe to pursue to positively address traffic safety concerns and crash histories in the community. The City of Olathe's Safe Action Plan Demonstration Project (Demonstration Project) consists of a combination of new design approaches, as well as further studies and plans to develop and study more niche topics that were identified in the plan.

Elements of the larger project include:

- Development of Olathe's Compact Roundabout Design Guidelines
- Installation of a compact roundabout that can be used in multiple installations to test applicability across the community
- Development of a City-wide Speed Management Plan
- Installation of further speed-related signage to clarify speed expectations and active transportation corridors
- Various Road Safety Audits to develop localized traffic safety countermeasures
- Planning efforts related to the other elements
- Pre- and post- study of impacts of the planned improvements to evaluate Olathe traffic behavior changes and safety improvements

These projects and elements will be implemented over the next 2-3 years and help evolve the initial Safety Action Plan into actionable change.

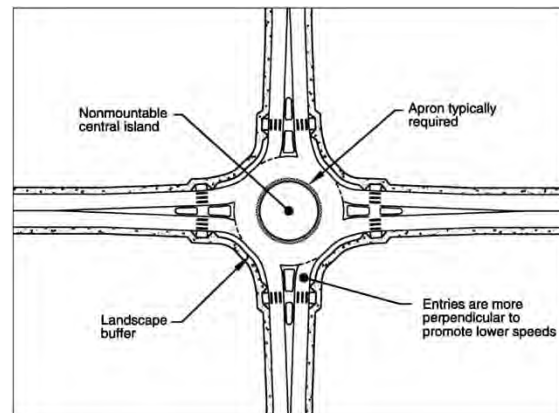
The City-wide Speed Management Plan will consist of operational analysis of the Olathe road network as well as a more focused, in-depth safety analysis of specific areas with speed issues. There will be field reviews completed that will have on-site investigation using modern Road Safety Audit analyses and techniques. The final output of this plan will include proposals of concepts of ways to augment speed in areas of concern and historical speed crashes.

Needs Addressed:

The City of Olathe's Demonstration Project will address the need to innovate with new materials and approaches to improving safety in neighborhoods by implementing hard plastic, modular compact roundabout materials. Traffic engineering is a very safety-conscious field, so it commonly takes pilot projects and experiences around initially limited deployments to build local experiences and confidence in new approaches to safe road configurations.



Bike Lane to Cycle Track transition at S. Kansas Ave and W. Cedar St in Olathe, KS



Common Compact Roundabout Layout from the Federal Highway Administration, "Roundabouts and Informational Guide" FHWA-RD-00-067

Building on the idea of new approaches, the concept of Road Safety Audits, while intuitive, is a developing practice. The prioritization of doing site visits with a multi-jurisdictional team to investigate opportunities to update, upgrade or enhance safety at an intersection or corridor is a process that has growing adoption across the country. Entities like the Kansas Department of Transportation, as well as the University of Kansas's Transportation Center (KUTC), are currently providing training both online and virtually to bring exposures to this practice among traffic engineering and planning professionals across Kansas.



Roundabout near Olathe North High School at E. Kansas City Rd and E. Prairie St

While the Safety Action Plan itself identified many opportunities to enhance safety on Olathe roads, it also identified areas for further study and development. Safety is a deep topic and one that is multifaceted and multilayered. Several topics requiring further, focused study include Speed Management across Olathe as well as a process for the City of Olathe to implement compact roundabouts. The need for study is never to be overlooked as it provides the opportunity to identify

and avoid challenges and pitfalls prior to spending the larger sum of the local funds that facilitate such projects.

Collaborators/Partners:

The City of Olathe continues to collaborate with area agencies like school district transportation departments and neighboring public works departments as well as the Mid-America Regional Council, the local Metropolitan Planning Office, to communicate as well as learn from shared experiences. Other authorities and resources in traffic safety are engaged in these projects include the Kansas Department of Transportation and The Federal Highway Administration under the United States Department of Transportation. The City of Olathe has been supported by WSP USA Inc. with the crash trend analysis and safety best practices thus far in their Safety Action Plan.

Project Goals:

The City of Olathe Demonstration Project aims to make its roads safer to drive, bike, walk, and roll for residents of Olathe. Further, the Demonstration Project aims to make informed changes to the road environment to enhance both the infrastructure, shift driving behaviors and develop long-term, proactive planning efforts to continue to improve safety outcomes for those moving about the Olathe community.

Expected Outcomes:

The City of Olathe anticipates deepening knowledge and experience around implementation of new traffic safety tools both in the street and in its planning processes. Other outcomes include being able to implement further measures to decrease speed in areas of current speed-related concern. The City of Olathe anticipates that the Road Safety Audits of both corridors and intersections will also identify further actions that can be implemented to improve traffic safety outcomes for users.