# 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 #2025-070-GPDA

Date: September 13, 2024

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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 55 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 – planning and design project application, pages 9-55.

**Project Overview**
Dodge City seeks funding from the U.S. Department of Transportation for funding available through the Railroad Crossing Elimination (RCE) grant program for their Connecting Dodge City – Corridor Planning and Design Project. This funding will be used for project planning and development activities for grade crossings of the BNSF La Junta subdivision corridor in Dodge City.

This opportunity is a discretionary BIL program with a local match requirement of 20% of the total project cost. The entity is requesting $154,000.00 from the Build Kansas Fund and contributing $100,000.00 in local cash match, and additional funding contributions of $100,000.00 from BNSF. This request has the potential to unlock $1,416,000.00 in federal funds.

The deadline is September 23, 2024, and this Build Kansas Fund application was received on August 16, 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 | 2025-070-GPDA | |
| Applicant Name | City of Dodge City | |
| Project Name | Connecting Dodge City - Corridor Planning and Design Project | |
| Entity Type | Local Government | |
| Economic Development District (EDD) Planning Commission | GPDA- Great Plains Development Authority | |
| Infrastructure Sector(s) | Transportation | |
| BIL Program | Railroad Crossing Elimination | |
| BIL Program Type | Discretionary | |
| BIL Application Deadline | 09/23/2024 | |
| Build Kansas Fund Request | $154,000.00 | |
| Technical Assistance Received | General | Yes |
| | BIL Application | No |
| | Build Kansas Fund Application | Yes |
| | Other (Brief Description): Provided BKF application and budget support. | |
| Application Notes | Build Kansas Fund contribution of $154,000.00 will unlock $1,416,000.00 in federal BIL funding, with a local contribution of $100,000.00. Other funding contributions of $100,000.00 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: | 08/16/2024 |
| Date Of Completeness Check: | 08/22/2024 |
| Date Forwarded to Steering Committee: | 09/09/2024 |

Title

# City of Dodge City

08/16/2024

by **lisa koch** in **Build Kansas Fund Application**

id. 47246540

lskoch@transystems.com

## Original Submission

08/16/2024

| | |
|---|---|
| Score | n/a |
| | Part 1: Applicant Information |
| The name of the entity applying for the Build Kansas Fund: | City of Dodge City |
| Project Name: | Connecting Dodge City - Corridor Planning and Design Project |
| Entity type: | Local Government |
| Applicant Contact Name: | Melissa McCoy |
| Applicant Contact Position/Title: | Assistant City Manager/Public Affairs |
| Applicant Contact Telephone Number: | +16202258100 |
| Applicant Contact Email Address: | melissam@dodgecity.org |
| Applicant Contact Address: | 806 N 2nd Ave |
| Applicant Contact Address Line 2 (optional): | |
| Applicant Contact City: | Dodge City |
| Applicant Contact State: | Kansas |
| Applicant Contact Zip Code: | 67801 |

| | |
|---|---|
| Is the Project Contact the same as the Applicant Contact? | Yes |
| | Part 2: Build Kansas Fund - Eligibility Criteria |
| Certify that you are pursuing a viable Bipartisan Infrastructure Law (BIL) funding opportunity for which your entity is eligible: | Yes |
| Certify that the Bipartisan Infrastructure Law (BIL) funding opportunity you are pursuing has a required non-federal match component: | Yes |
| What is the primary county that the project will occur in? | 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: Bipartisan Infrastructure Law (BIL) - Grant Application Information<br>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: | Railroad Crossing Elimination |
| 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: | $1,416,000.00 |
| Enter the total project cost: | $1,770,000.00 |
| 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: | $200,000.00 |

| | |
|---|---|
| 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: | $154,000.00 |

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? | The City of Dodge City is committing $100,000.00 to this project. BNSF is committing $100,000.00 to this project. |

| | |
|---|---|
| Describe your efforts to find other available funding sources for this project: | This project was submitted for the CRISI Grant Program in May 2024. This grant application is being adapted for the RCE request. The application is attached to this request. |

## 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:

**Dodge_City_CRISI_-_Final_Wo_Appendix_1.pdf**

| | |
|---|---|
| Provide any additional information about this project (optional): | The attached document is the CRISI grant submittal for the same project. This grant is being adapted for the RCE Program. |

## 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: The following persons are responsible for making this Build Kansas Fund application. | Lisa<br>Koch |
| Position/Title: | Grant Writer |
| Additional: | |
| Position/Title: | |
| 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) | $ | 1,416,000.00 |
| Build Kansas Funds (non-federal match) | $ | 154,000.00 |
| Eligible Applicant Cash Match | $ | 100,000.00 |
| Eligible Applicant In-Kind Match (estimated value) | | |
| Additional Project Contribution (if applicable) | $ | 100,000.00 |
| **TOTAL PROJECT COST** | $ | 1,770,000.00 |

| Zip Code | % of project in zip code | State |
|---|---|---|
| 67801 | 100 | kansas |

# Connecting Dodge City - Corridor Planning and Design Project

## FY23-24 Railroad Crossing Elimination Grant Program

**City of Dodge City, Kansas**

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**Appendix C:** USDOT Crossing Inventory

## I. Cover Page

Commented [EH2]: Less than 25 pages

| | |
|---|---|
| Project Title | Connecting Dodge City - Corridor Planning and Design Project |
| Applicant Name | City of Dodge City, Kansas |
| **FUNDING** | |
| Amount of RCE Program Funding Requested under this NOFO | $1,416,000.00 |
| Amount of Proposed Non-Federal Match | $354,000.00 |
| Does some or all of the proposed Non-Federal Match for the total project cost consist of Preliminary Engineering cost incurred before project selection (but after November 15, 2021)? If yes, how much? | No |
| Other sources of Federal funding, if applicable | $0 |
| Source(s) of Proposed Non-Federal match | Dodge City - $254,000<br>BNSF Railway - $100,000 |
| If applicable, are set-aside funds requested? Is the project eligible for a funding set-aside in Section B.1 | Yes, Rural set-aside |
| If "Yes", amount of set-aside funds requested? | $1,416,000.00 |
| Total Project Cost | $1,770,000.00 |
| **PREVIOUS FEDERAL GRANTS** | |
| Was a Federal Grant Application Previously Submitted for this Project? | Yes – FY2023-2024 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program<br>The project name, *Connecting Dodge City – Corridor Planning and Design Project*, and scope are the same as this application. |
| **LOCATION** | |
| City(ies), County(ies), State(s) Where the Project is Located | Dodge City, Ford County, Kansas |
| Is the Project Located in a Rural Area or on Tribal Lands? | Yes |
| If the Project is located in a Rural Area or Tribal Land, is the Project Located in a county with 20 or fewer residents per square mile, according to the most recent decennial census? | No |
| Congressional District(s) Where the Project is Located | Kansas District 1 |
| **APPLICATION TRACKS/PROJECT LIFECYCLE STAGES** | |

| | |
|---|---|
| Application Track(s) proposed to be funded by this NOFO? | Track 1 - Systems Planning and Project Planning |
| Lifecycle Stage(s) proposed to be funded by this NOFO? | Systems Planning, Project Planning, and Project Development |
| Current Lifecycle Stage and Anticipated completion of current Lifecycle Stage? | Systems Planning – May 2027 |
| **RAIL LINE INFORMATION** | |
| Is the Project located on real property owned by someone other than the applicant? | For the requested Project, there is no right-of way needed. Future right-of-way will be identified through a later phase of work. |
| Host Railroad/Infrastructure Owner(s) of Project Assets; | BNSF |
| Other impacted Railroad(s) | Amtrak |
| Tenant Railroad(s), if applicable | Amtrak |
| If applicable, is a 49 U.S.C. 22905-compliant Railroad Agreement executed or pending? | No |
| **PLANNING CONSIDERATIONS** | |
| Is the project currently programmed in ANY Medium- or long-range planning document: *For example, State rail plan, or interregional intercity passenger rail systems planning study, State Freight Plan, TIP, STIP, MPO Long Range Transportation Plan, State Long Range Transportation Plan, etc.* ? | Yes – Dodge City, 2030: Comprehensive Plan |
| *Is the project located on a potential corridor selected for the Corridor Identification and Development Program?* | No |

## II. Project Summary

The City of Dodge City, Kansas is seeking $1,416,000 in federal assistance through the Track 1, Systems Planning, Project Planning, and Project Development of the Fiscal Year (FY) 2023-2024 Railroad Crossing Elimination (RCE) Grant Program for the *Connecting Dodge City - Corridor Planning and Design Project*. This project qualifies for the required set-aside for rural investment. The proposed project involves project planning and project development activities for grade crossings of the BNSF La Junta subdivision corridor in Dodge City, Kansas. In partnership with BNSF, the city will conduct a study to evaluate and prioritize grade crossing investments along the La Junta subdivision, which is also served by Amtrak's Southwest Chief's passenger service. The project aims to address several challenges related to highway-rail crossings in Dodge City including safety, connectivity, and barriers to economic development. The 2.4-mile study area features six highway-rail crossings that will be evaluated to identify strategies that enhance north-south connectivity and support rail operations throughout town. When constructed, this project will improve safety, increase multi-modal access, strengthen community cohesion, increase rail operational efficiency and resiliency, improve traffic flow, and reduce greenhouse gas (GHG) emissions from idling vehicles.

***Cover Photo***

## III. Grant Funds, Sources, and Uses of Project Funds

The total project cost for the planning and project development phase of the Connecting Dodge City - Corridor Planning and Design Project is $1,770,000. The City of Dodge City is seeking $1,416,000 in the Fiscal Year (FY) 2023-2024 *Railroad Crossing Elimination* (*RCE*) *Grant* Program, representing 80% of the estimated project cost. Dodge City and BNSF Railway (BNSF) will provide the 20% matching funds of $354,000. Dodge City's local match of $254,000 will come from their general fund. BNSF will contribute $100,000 from private matching funds. The funding has been specifically identified for this project, but there are no other limitations that would require adjustment of scope or schedule. The funding sources and tasks are summarized in ***Table 1***. This Project has the same scope and cost as the previously submitted FY2023-2024 CRISI Grant Program. The RCE Project Lifecycle stages for the identified tasks are:

- Task 2 (Corridor Evaluation): Track 1 - Systems Planning,
- Task 3 (Corridor Planning): Track 1 - Project Planning, and
- Task 4 is (Project Design): Track 2 - Project Development

The Kansas Department of Transportation (KDOT) has active Cost Share and Build Kansas Matching Fund (Build Kansas Fund) programs available for state matching funds. While the City of Dodge City has committed to the non-federal share, they will seek additional KDOT funds for this expense. Funding commitment letters and letters of support are included in Appendix A.

### A. Project Funding Table

***Table 1: Project Funding***

| Task | Task Name | Cost | Percentage of Total Cost | Sources of funds and citation, as applicable |
|---|---|---|---|---|
| 1 | Project Administration and Management | $70,000.00 | 4% (rounded) | |
| 2 | Corridor Evaluation | $75,000.00 | 4% (rounded) | |
| 3 | Corridor Planning | $300,000.00 | 17% (rounded) | |
| 4 | Project Design (Up to 60%) | $1,325,000.00 | 75% (rounded) | |
| **Total Project Cost** | | **$1,770,000** | 100% | |
| Federal Funding Requested in this Application (RCE Program Request) | | $1,416,000.00 | 80% | FY2023-2024 RCE Grant |
| Total Non-Federal Match | | $354,000.00 | 20% | BNSF: $100,000 |

| | | | |
|---|---|---|---|
| | | | City of Dodge City: $254,000 |
| Non-Federal Funding (State) | Cash: $0<br>In-Kind: $0 | - | - |
| Non-Federal Funding (Private Sector) | Cash: $100,000<br>In-Kind: $0 | 6% | BNSF: $100,000 |
| Non-Federal Funding (Local) | Cash: $254,000<br>In-Kind: $0 | 14% | City of Dodge City: $254,000 |
| Other Committed Federal Funding | $0 | - | - |
| Other Pending Federal Funding Requests | $1,416,000.00 | 80% | FY23-24 CRISI Grant |
| Amount (if any) of funding request eligible for set-aside funds as described in section B(1) (Planning, Rural/Tribal set-aside, or Highway-Rail Grade Crossing safety information and education programs) | $1,416,000.00 (Rural Set-aside) | 100% | - |
| Portion of Total Project Costs Spent in a Rural Area, if applicable | $1,416,000.00 | 100% | - |
| Does some or all the proposed Non-Federal Match for the total project cost consist of Preliminary Engineering costs incurred before project selection (but after November 15, 2021)? | No | - | - |

## IV. Applicant Eligibility Criteria

The applicant meets the eligibility criteria defined in the Notice of Funding Opportunity (NOFO) Section C(1)(d). 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 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

## V. Project Eligibility Criteria

The *Connecting Dodge City - Corridor Planning and Design Project* ("Project") is an eligible project as defined in NOFO Section C(3)(a)(6). This Project is a highway-rail grade crossing

improvement project in the Systems Planning lifecycle stage. The goal of the Project is to identify improvements to six highway-rail crossings, including at least one grade crossing elimination.

## VI. Detailed Project Description

The Project involves Systems Planning, Project Planning, and Project Development activities for six grade crossings of the BNSF La Junta subdivision corridor in Dodge City, Kansas. In partnership with BNSF, the city will conduct a study to evaluate and prioritize grade crossing investments along the La Junta subdivision, which is also served by Amtrak's Southwest Chief's passenger service. The 2.4-mile study area features six highway-rail crossings that will be evaluated to identify strategies that enhance north-south connectivity and support rail operations throughout town. When constructed, this project will eliminate at least one existing highway-rail crossing. The grade separation(s) will improve safety, increase multi-modal access, strengthen community cohesion, increase rail operational efficiency and resiliency, improve traffic flow, and reduce GHG emissions from idling vehicles.

### Project Components and Elements

The Project is in the systems planning stage. This Project will include Systems Planning, Project Planning, and Project Development. The specific components and elements of this grant request include Corridor Evaluation, Corridor Planning, and Project Design up to 60% Plans, as outlined in ***Figure 1***. A more detailed description of the Project is described in the **Statement of Work**.

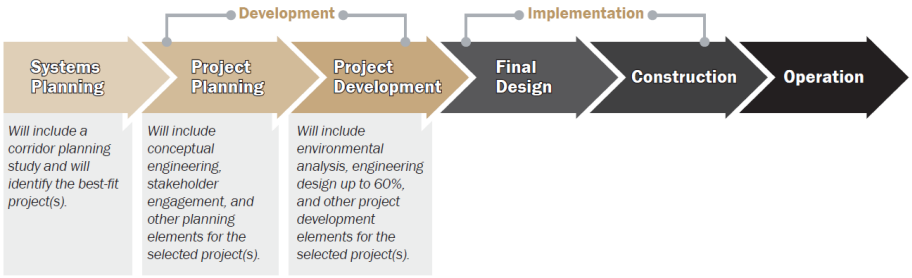



***Figure 1: Lifecycle Stages***

**Commented [EH3]:** @Lisa -

Would you agree systems planning is Task 2 (Corridor Evaluation), Task 3 is Project Planning (Corridor Planning), and Task 4 is Project Development (Project Design up to 60% Plans)? I will update the names to match the titles

***Table 6: Statement of Work Sum***

| Task |
| --- |
| **1 – Corridor Evaluation** condition analysis |
| **2 – Corridor Planning** – crossing toolbox develo development, engagem corridor strategy, and in |
| **3 – Project Design up to Development** – prelimi roadway and structural consultation, NEPA con financing strategy, and i evaluation. |

**Commented [EH4R3]:** This was previously listed. Should we find a way to fit the names to tasks in this section?

## Project Background

*Project History*

Dodge City is well known for its “Wild West” history. Chief Deputy Marshall Wyatt Earp’s gunslinging approach to law and order is known around the globe and to this day brings thousands of tourists to the many historic attractions, including the Boot Hill Museum.

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. South of the tracks, saloons, gambling dens, and brothels flourished, attracting a rough crowd and frequent violent confrontations. 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 several meatpacking plants, including National Beef – Dodge City and Cargill Meat Solutions. A new cheese processing facility (Hilmar Cheese Company, Inc.) also recently broke ground in Dodge City.

This Project was identified through BNSF’s Grant Prioritization Project. 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 corridor study and design Project was identified as a potential opportunity to advance both BNSF and Dodge City goals. Through strategic planning, the Project scope was created.

Enhancing connectivity and mobility across the BNSF railroad and Wyatt Earp Boulevard has been a continuing trend through each comprehensive plan Dodge City has completed. Dodge City's 1999 Comprehensive Plan discussed the lack of a defined north-south connection. The Dodge City 2030 Comprehensive Plan recommends improvements to the cluster of intersections near Wyatt Earp Boulevard and 2nd Avenue.[1] Dodge City is currently completing a Safe Street for All (SS4A) study to complete a comprehensive review of crash reduction strategies to eliminate all fatal and serious injury crashes. The city is prioritizing transportation safety, with multimodal safety enhancements across the BNSF tracks being one. This Project will complete all necessary work of the Systems Planning and Project Planning stage including a purpose and need statement, alternatives development, conceptual engineering, environmental resource inventory, cost estimates, and extensive public engagement to meet the community's goal of improved north/south connectivity over the BNSF railroad tracks. The study area, shown in ***Figure 2***, includes a 0.5-mile buffer around the BNSF corridor between Underpass Road and 14th Avenue.

Sidebar: **An excerpt from Dodge City, 2030: Comprehensive Plan – Planning for Tomorrow**

"The cluster of intersections [Wyatt Earp Boulevard, 2nd Avenue, 1st Avenue and Central Avenue] and the railroad that closely parallels Wyatt Earp Blvd. presents several points of congestion. Part of the problem is the diversion of north-south bound traffic from 2nd Ave. to Central Ave. at Wyatt Earp Blvd. This two-block jog can cause the traffic to back up. This problem could potentially increase once the Central Ave. reconstruction project is completed and is opened to two-way [traffic] from Wyatt Earp Blvd. and Central Ave."

[1] https://www.dodgecity.org/DocumentCenter/View/10079/Dodge-City-2030-Comprehensive-Plan#:~:text=Population%20has%20consistently%20grown%20in,has%20grown%20by%20approximately%2030%25.&text=This%20level%20of%20growth%2C%20without,continue%20in%20the%20foreseeable%20future.

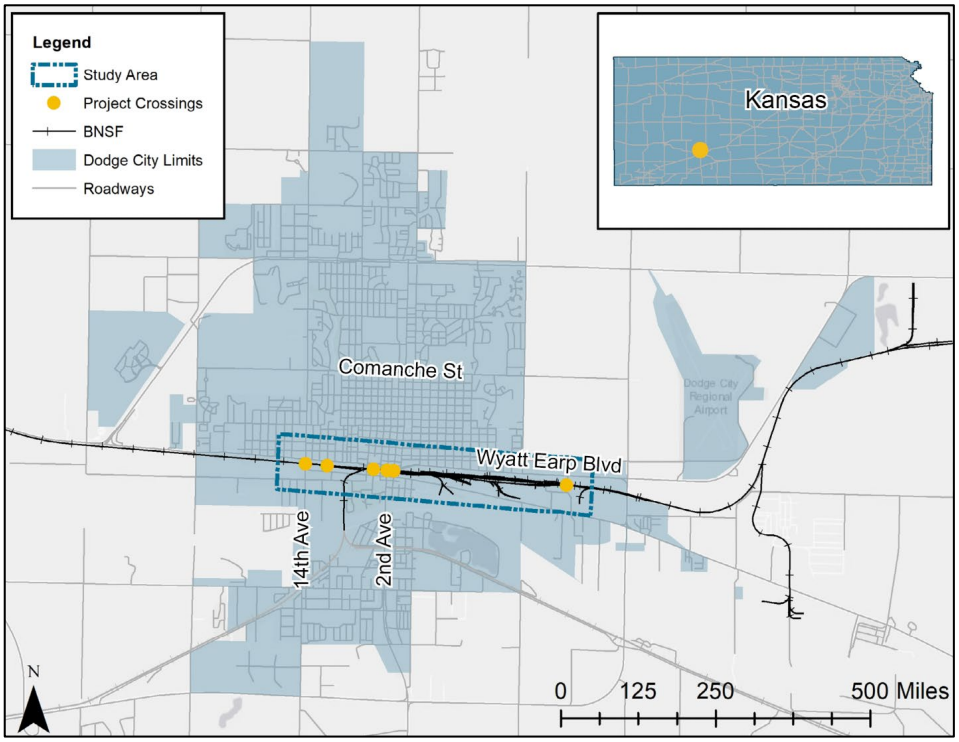



***Figure 2: Connecting Dodge City - Corridor Planning and Design Project Study Area***

## Railroad Operations

BNSF's La Junta Subdivision through Dodge City serves six freight trains per day. Through a trackage rights agreement with BNSF, Amtrak provides passenger rail service via the Southwest Chief route, which has two trains per day. 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.

Two mainline tracks feed the Dodge City Yard located within the Project area. The rail corridor currently serves approximately four freight trains per day with an average operating speed of 12 miles per hour. 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.

No capital work is anticipated through this Project. However, the agricultural businesses are very active in rail transport. Within the previous five years, the area has experienced growth from both existing and new customers. 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 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 project will improve crossing safety and further reduce the QZRI.

The BNSF La Junta Subdivision provides regional freight service between southern Colorado and south-central Kansas. While most of the subdivision is single tracked, the area through Dodge City is double tracked to support switching at their rail yard, which is located between 1st Avenue on the west and Underpass Road on the east. The double track portion divides east of 4th Avenue with the northern track continuing west as the La Junta Subdivision, parallel to Wyatt Earp Boulevard, and the south track traveling southwest as the CVR Industry Spur before becoming the CVR north of US-56 at US-400.

The rail crossings in the study area are directly south of Wyatt Earp Boulevard, the main east-west thoroughfare in Dodge City. As shown in ***Table 2***, the distance between crossings on the east side of the study area and Wyatt Earp Boulevard's south edge of the roadway is thirty-six (36) feet, substantially less than the recommended 200-foot Clear Storage Distance identified by the Manual on Uniform Traffic Control Devices. The crossing features identified in ***Table 2*** include signal interconnection and pre-emption intended to clear vehicles that are stored in the rail crossing area, and enhanced lighting and gates.

The number of travel lanes and the Annual Average Daily Traffic (AADT) at the highway-rail crossing are also included in ***Table 2***.

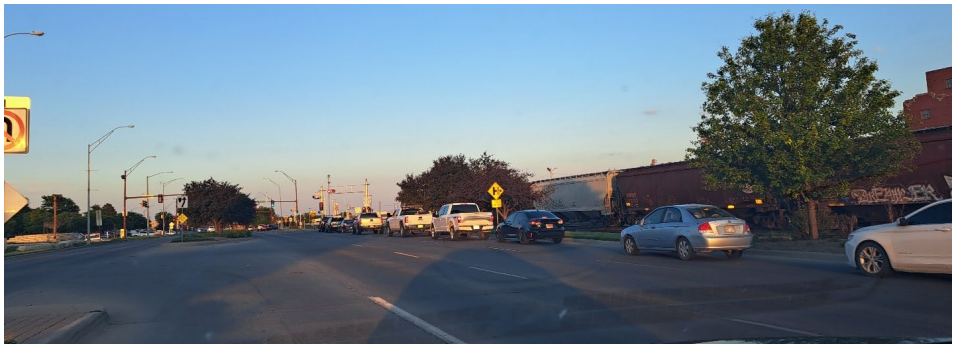


***Figure 3: Train at Wyatt Earp Boulevard***

Because the Project is still in the Systems Planning lifecycle stage, proposed investments are yet to be determined. Details about the six highway-rail grade crossings are in ***Table 2***.

***Table 2: Grade Crossing Information and Proposed Improvements***

| US DOT Grade Crossing Inventory # | Proposed Improvement | Roadway Crossed | Travel Lanes | Annual Average Daily Traffic (AADT) | Distance between Wyatt Earp (edge of roadway) and Crossing | Current Crossing Features |
|---|---|---|---|---|---|---|
| 009103F | To be determined based on study results | Underpass Road | 2 | 3,140 | 440 feet | Grade Separation (railroad over roadway) |
| 009104M | To be determined based on study results | 1st Avenue | 3 | 2,635 (2021) | 36 feet | 2 Quad Gates, 2 Cantilevered Flashing Light Structures, 4 Mast Mounted LED Lights, Signal |

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | | | | Interconnection with Highway |
| 009105U | To be determined based on study results | 2nd Avenue | 4 | 13,295 (2021) | 36 feet | 3 Quad Gates, 3 Cantilevered Flashing Light Structures, 6 Mast Mounted LED Lights, Signal Interconnection with Highway |
| 009106B | To be determined based on study results | 4th Avenue | 3 | 2,385 (2021) | 36 feet | 2 Quad Gates, 2 Cantilevered Flashing Light Structures, 4 Mast Mounted LED Lights, Signal Interconnection with Highway |
| 009107H | To be determined based on study results | 11th Avenue | 2 | 755 (2021) | 180 feet | 2 Quad Gates, 2 Mast Mounted LED Lights |
| 009108P | To be determined based on study results | 14th Avenue | 4 | 11,335 (2021) | 175 feet | 2 Quad Gates, 2 Cantilevered Flashing Light Structures, 4 Mast Mounted LED Lights, Signal Interconnection with Highway |

## Challenges and Expected Outcomes

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, improved traffic flow, increased rail operational efficiency and resiliency, and a stronger state of good repair. The Federal Railroad Administration (FRA) documents railroad project performance measures in Article 7 of the Grant Agreement (see ***Appendix B***). Performance measures, once the project is completed, are identified within each Project benefit.

***Figure 4: Drone Photo at 1st Avenue (looking East)***

## Safety

As shown in ***Figure 5***, 840 crashes occurred in the study area in the previous five years (2019-2023). One crash occurred in 2023 at the 2nd Avenue highway-rail crossing (DOT #009105U). Of these crashes, the vast majority were identified as property damage only, with only 66 identified minor injuries in the crash report. There are crash hot spots within the environs of the at-grade highway-rail crossings at 2nd Avenue, 4th Avenue, and 14th Avenue, as well as at the grade separation at Underpass Road. The lack of adequate north-south connectivity in Dodge City funnels traffic to 2nd Avenue and 14th Avenue, which had the second and third highest traffic volumes in the city, respectively, in 2022. 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.

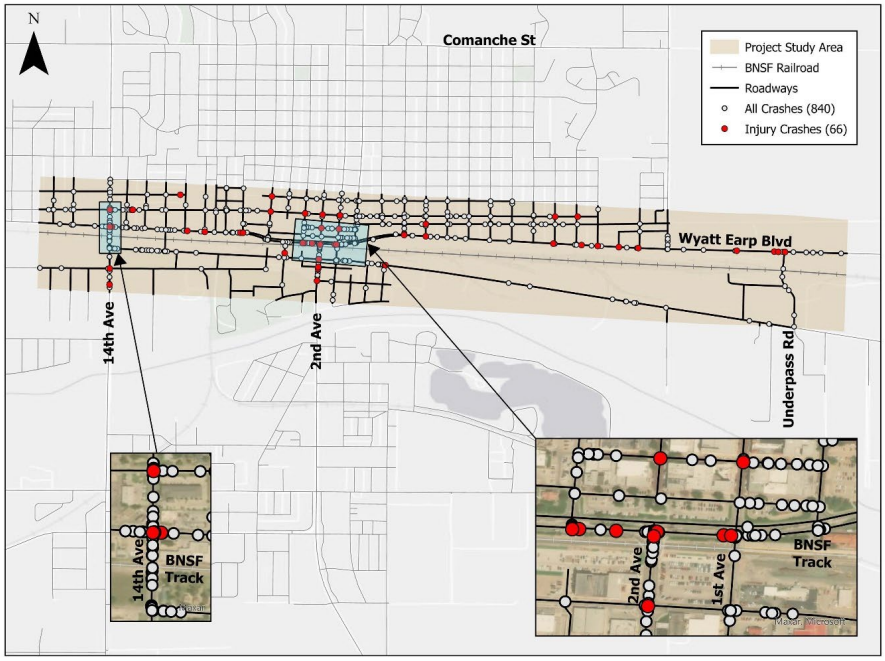



***Figure 5: Five-Year Study Area Crashes (2019-2023)***

**Expected Outcomes:** The Project will evaluate crashes in and around the grade crossing locations to identify patterns, with a specific focus on vehicle-vehicle crashes, as these make up the vast majority of the crashes at and around crossing locations. This output will be used to identify corridor-wide north-south throughput strategies, as well as investments at specific crossings. When implemented, identified countermeasures will reduce the risk of conflicts at crossing locations.

**Performance Measures:** ***(after full implementation of the project)***

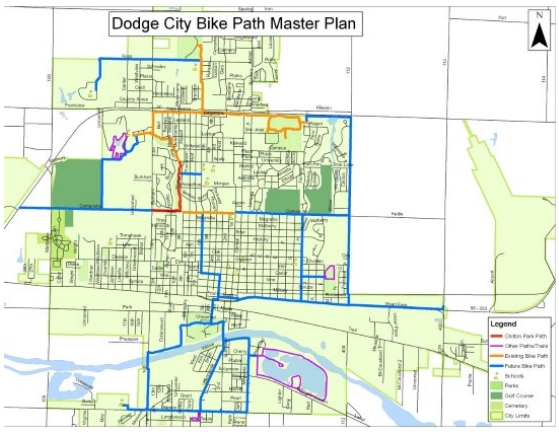
- Number of vehicle-vehicle crashes reported near highway-rail crossings.
- Number of buses/heavy duty trucks – vehicle crashes reported near highway-rail crossings.

- Severity of crashes near highway-rail crossings.
- Number of crashes occurring when crossings are blocked.

## 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 by individuals with mobility devices. Wide driveway aprons at several businesses along the corridor create conflict points.

***Figure 6: Dodge City Bike Path Master Plan***




Underpass Road, the only grade separated crossing in the city limits, narrows underneath the bridge, causing pedestrians to travel in the roadway.

Dodge City has a growing cycling population, with many residents traveling by bicycle as their main mode of transportation. The City has adopted a Trails Master Plan, as shown in Figure 6, and is continually implementing trail projects. The existing trail network is north of the study area, with future trails planned that will connect north and south at 4th Avenue.

The Dodge City Public Transportation System's Green Route crosses from 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 blocked, 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. The fixed route transit map is shown in Figure 7.

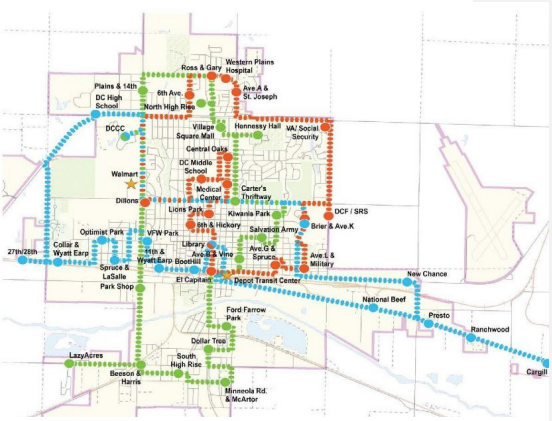



*Figure 7: Dodge City Fixed Route Transit*

**Expected Outcomes:** During the Systems Planning stage of the lifecycle, crossing strategies will consider multi-modal connectivity, with a focus on travel patterns that connect users to destinations north and south of the corridor.

**Performance Measures:** ***(after full implementation of the project)***

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

## 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 Outcomes:** By improving or consolidating highway-rail grade crossings, the project would enhance safety, connectivity, and accessibility within the community. Improved transportation networks facilitate easier movement between neighborhoods and districts, strengthening social ties and promoting community cohesion.

**Performance Measures:**

- Number of participants in community engagement
- Level of support for the project
- Number of available bicycle and pedestrian connections ***(after full implementation of the project)***
- Level of satisfaction with the project ***(after full implementation of the project)***

## Traffic Flow

Since the FRA's Public Blocked Crossing Incident Reporter went live, there have been 31 blocked crossings reported.[2] On four occasions, first responders were observed unable to cross the tracks. Frequently, employees of nearby businesses are impacted by unexpected, blocked 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 for blocked crossings is a stationary train. 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.

In addition to travel delay, the proximity of Wyatt Earp Boulevard to the north of the rail corridor complicates traffic movements. As travel demand continues to rise in Dodge City, comprehensive solutions are required to accommodate future needs.

**Expected Outcomes:** The project would address constraints created by the proximity of Wyatt Earp Boulevard and the La Junta Subdivision. A future grade separation project would enable the area to function when trains are present. People could better access services, amenities, and employment opportunities and first responders would have a guaranteed route to every neighborhood. The reduction in detour-related vehicle miles traveled and idling time would reduce GHG emissions. The project will result in 718,060 hours of avoided delay and 3,859 metric tons of avoided $CO_2$ emissions.

**Performance Measures:** ***(after full implementation of the project)***

- Level of Service for roadways in the Project area
- Travel time reliability
- Number of blocked crossing reports
- Average Speed of travelers

[2] https://www.fra.dot.gov/blockedcrossings/

### Rail Operations and Resiliency

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

**Expected Outcomes:** 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. The project contributes toward managing rail traffic and yard operations as train length and train volume increase.

**Performance Measures:** ***(after full implementation of the project)***

- Number of highway-rail grade crossings in Dodge City
- Average speed of trains
- Number of daily trains

### State of Good Repair

The existing structure of Underpass Road, a rail over roadway bridge, is aging. The structure was built in 1980. The structure has low clearance restrictions (14’3”) and is at risk of being struck due to the heavy freight movements that frequent the roadway. The bridge structure also limits the roadway width. The existing drainage and retaining walls also require improvements. A good state of repair is important to provide a safe mode of transportation for freight and passenger rail and roadway users.

**Expected Outcomes:** The Project would assess the current conditions of the study area and identify preferred alternatives for improvement. The Project would support this important freight and passenger rail corridor by keeping it in a state of good repair.

**Performance Measures:** ***(after full implementation of the project)***

- Asset condition index
- Annual maintenance costs
- Frequency of maintenance-related disruptions

## Expected Beneficiaries and Users

Multiple groups and users that would benefit from the project, including:

**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.

**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.

**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, Table 3 shows highlighted demographic statistics for the city. Residents and visitors alike would benefit from reduced emissions and improved safety and connectivity.

***Table 3: Dodge City Demographics***

| | |
|---|---|
| Population | 27,471 |
| People of Color | 68% |
| Youth (Under Age 18) | 31% |
| People Living with a Disability | 11% |
| Low-Income | 39% |
| Unemployment | 4% |
| Limited-English Households | 14% |

**Businesses and Employees:** Similar to residents, employees and nearby businesses will specifically benefit from this project. According to the Census Bureau's OnTheMap Tool, approximately 21% of all jobs in Dodge City are located within 0.5 miles of the Project area (14th Avenue to Underpass Road).[3] Often, employees who leave work for lunch are delayed

[3] https://onthemap.ces.census.gov/

from returning by blocked crossings. Employees and businesses would benefit from improved safety and connectivity.

**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 a blocked crossing instance. However, if the crossings between the 1st and 14th Avenues are blocked, EMS requires several additional minutes and miles to cross at an existing grade separation. The project would provide at least one additional key grade separated route across the rail corridor to ensure critical, time-sensitive, reliable fire and medical service to the entire community.

*"My biggest concern is the scenario where our Station 2 truck, located on South 14th Ave., is north of the tracks, which happens daily due to response districts, and it gets stopped by a train blocking all crossings. If this occurs, it would force all fire units to take alternative routes to get to anything in South Dodge and would delay response times significantly, negatively impacting the outcome of the incident." - Dodge City Fire Chief Ken Spencer- April 17, 2024 **

**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-blocked crossing. On March 18, 2024, a train blocking Wyatt Earp Boulevard caused four buses to be 40 minutes late to school. This delay can cause missed instructional time, delayed food preparation, and emotional distress. This Project will identify solutions to provide consistent crossing times for USD 443 students and staff and mitigate the negative externalities caused by delayed school buses.

## VII. Highway-Rail Grade Crossing Safety Information and Education Program

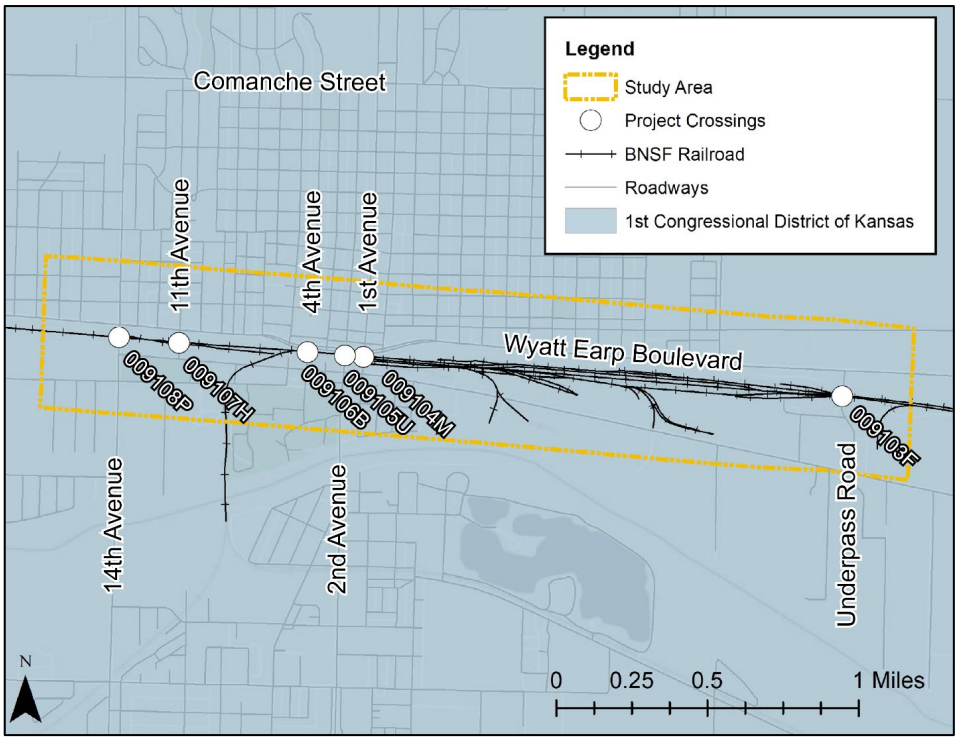
This grant does not request funding for safety or outreach programs. However, BNSF is a member of Operation Lifesaver. The mission of Operation Lifesaver is to prevent collisions, injuries, and fatalities on and around railroad tracks and highway-rail grade crossings.

## VIII. Project Location

The Project is in 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 (parallel to Wyatt Earp

Boulevard), from Milepost (MP) 350.95 to MP 353.44. **Figure 3** shows the Project location, located within the 1st Congressional District of Kansas. The Project is within a Rural Area.

*Figure 3: Project Location*




| | Latitude | Longitude | | Latitude | Longitude |
|---|---|---|---|---|---|
| Starting Coordinates: | 37.7507891 | -99.9891569 | Ending Coordinates: | 37.7530416 | -100.032951 |

## IX. Grade Crossing Information

The six highway-rail crossings and USDOT inventory numbers are detailed in ***Table 4***. The Project corridor is approximately 2.4 miles in length and features six highway-rail grade crossings. Five of the six highway-rail crossings are at-grade and one is grade separated

(rail over roadway). The proposed investments are yet to be determined because the Project is in the Systems Planning lifecycle stage.

***Table 4: Crossing Information***

| USDOT Grade Crossing Inventory Number | Proposed Improvement | Rail Operator(s) | Railroad Owner | Latitude Coordinate (to 5 decimal points) | Longitude Coordinate (to 5 decimal points) |
|---|---|---|---|---|---|
| 009103F | To be determined based on study results | BNSF, ATK | BNSF | 37.7507891 | -99.9891569 |
| 009104M | To be determined based on study results | BNSF, ATK | BNSF | 37.7523011 | -100.018141 |
| 009105U | To be determined based on study results | BNSF, ATK | BNSF | 37.7523581 | -100.019271 |
| 009106B | To be determined based on study results | BNSF, ATK | BNSF | 37.7524819 | -100.021531 |
| 009107H | To be determined based on study results | BNSF, ATK | BNSF | 37.7528315 | -100.029311 |
| 009108P | To be determined based on study results | BNSF, ATK | BNSF | 37.7530416 | -100.032951 |

## X. Safety Benefit

As part of this RCE application, a safety analysis was conducted using GradeDec.Net on the potential safety benefits of closing the 1st Avenue roadway-rail crossing and grade separating the 2nd Avenue roadway-rail crossing.

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 accidents at grade crossings. The safety analysis is 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 by crossing location is provided in ***Table 5*** and ***Table 6***.

***Table 5: 1st Avenue GradeDec Results***

| GradeDec Safety Analysis | Fatal | Injury | PDO | Total |
|---|---|---|---|---|
| **Base** | 0.00026474948 | 0.00060321525 | 0.0013852022 | 0.0022531669 |
| **Alternative** | 0 | 0 | 0 | 0 |

***Table 6: 2nd Avenue GradeDec Results***

| GradeDec Safety Analysis | Fatal | Injury | PDO | Total |
|---|---|---|---|---|
| **Base** | 0.00048768992 | 0.00095973874 | 0.0016387518 | 0.0030861804 |
| **Alternative** | 0 | 0 | 0 | 0 |

GradeDec analyzes accident risk as the probability of an accident occurring at a crossing. The principal metric of accident risk is the number of annual predicted accidents at a crossing by severity category. For this analysis, accident 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 at both crossing locations with the construction of a grade separation along 2nd Avenue and the closure of 1st Avenue.

The Project would provide additional safety benefits beyond what is calculated in the GradeDec safety analysis. The potential 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 grade separation of the 2nd Avenue crossing and closure of the 1st Avenue crossing will provide significant safety benefits by eliminating vehicle-to-rail exposure, reducing pedestrian-to-rail exposure, reducing trespasser safety risk, and reducing vehicle crashes involving collisions of queued traffic waiting for the trains to cross.

## XI. Evaluation and Selection Criteria

The Connecting Dodge City - Corridor Planning and Design Project effectively meets the criteria identified in the Notice of Funding Opportunity, as shown in this section.

### Project Readiness

The proposed Project request is for activities categorized in Track 1 – Systems Planning and Project Planning, with additional activities in Tract 2 – Project Planning and Project Development. The Statement of Work, provided in ***Appendix B***, details the requested activities, which are summarized in ***Table 7***.

***Table 7: Statement of Work Summary***

| Task | RCE Tract | Analysis Level |
|---|---|---|
| **1 – Corridor Evaluation** – Goal setting, baseline condition analysis | 1 – Systems Planning and Project Planning | All crossings |
| **2 – Corridor Planning** – Screening methodology, crossing toolbox development, crossing strategy development, engagement, identification of corridor strategy, and implementation plan. | 1 – Systems Planning and Project Planning | All crossings |
| **3 – Project Design up to 60% Plan Developmen**t – preliminary engineering, roadway and structural design, railroad consultation, NEPA completion, cost estimation, financing strategy, and initial right-of-way evaluation. | 2 – Project Planning and Project Development | Identified crossing location(s) |

The City of Dodge City is interested in thoroughly evaluating the network of highway-rail crossings that run parallel to Wyatt Earp Boulevard before identifying a project or projects to progress through design and construction. This evaluation will include a screening methodology that sets a future project up for environmental review by identifying the potential benefits and consequences of the Project to the human and natural environment.

For example, the only existing grade separation crossing in Dodge City is on the east side of town, but the highest volume at-grade highway-rail crossings are in the core of town, providing a direct link to the historic downtown area. However, the proximity of the crossing to Wyatt Earp Boulevard and the tight downtown grid add substantial complexity to the project design.

As the project progresses into design, the city will work closely with FRA on their determination of the NEPA Class of Action and will develop the appropriate NEPA evaluation and documentation as part of this funded Project.

The City of Dodge City is committed to working closely with its rail partners, BNSF and Amtrak, through the corridor planning and design process to develop an implementation strategy that reflects the current and future needs of the area. This grant request will progress the project(s) through 60% of plan preparation and completion of NEPA. It is expected that the designed projects will be included in a subsequent federal discretionary funding request for right-of-way acquisition, final design, PS&E, construction, and construction inspection. The development and execution of the 22905 Agreement between the City of Dodge City and BNSF will be programmed into the subsequent grant request as part of the right-of-way acquisition.

Amtrak and BNSF have both provided letters in support of this Project, as found in ***Appendix A***. Additionally, BNSF is committed to providing a portion of the non-federal share of this Project. Details of their commitment are presented in the Grant Funds, Sources, and Uses Section. This Project has received extensive support from the community. Letters of support have been received from Amtrak, KDOT, Cimarron Valley Railroad, Jerry Moran (U.S. Senator), Roger Marshall (U.S. Senator), Ron Ryckman (Kansas State Senator), Gary White (Kansas State Representative), Jason Goetz (Kansas State Representative), Dodge City Unified School District (USD) 443, Ford County Fire and EMS, National Beef Packing, and Dodge City/Ford County Development Corporation.

**Commented [EH5]:** Will confirm after receiving Amtrak support

***Table 8. Project Readiness Summary***

| Project Readiness Criteria | How this Project Meets the Criteria |
|---|---|
| NEPA Study and Environmental Readiness | As the Project moves into the design phase, the city will work closely with the FRA on their determination of the NEPA Class of Action. |
| Status and Timeline of Agreements | The Project is not in this phase yet. Once the project moves into the design phase, the appropriate agreements will be drafted and formalized for the project to advance. |

| | |
|---|---|
| Identify Appropriate Lifecycle Stage | This Project is in Systems Planning stage. The Project also includes the Project Planning and Project Development stages. |
| Project Partner Coordination | BNSF is a partner as demonstrated through their letter of support and their commitment to funding a share of the local match. There are several additional letters of support for this project in Appendix A. |

## Technical Merit

### *Statement of Work*

The Project has a fully developed statement of work, provided in ***Appendix B***, which reflects the discrete elements of the Project. The scope, schedule, and budget identified in the Statement of Work were evaluated and are consistent with similar efforts undertaken by the city and its partners. There is a limited risk of cost overruns or schedule delays.

### *Applicant Experience and Capacity*

The City of Dodge City has experience managing a variety of federal grant awards, including USDOT Federal Discretionary Grants. In the previous four years, Dodge City was awarded seven grants in 2023, totaling $16,233,005; eight grants in 2022, totaling $5,537,375; 12 grants in 2021, totaling $3,517,877; and seven grants in 2020, totaling $3,388,551. The Project Implementation and Management Section of this grant request details the City's experience and expertise in implementing federal grant projects, as well as their processes for grant administration. The City has ample capacity to manage both the technical and administrative functions of this grant, which is also detailed in the Project Implementation and Management Section.

### *Business Plan*

As part of this planning grant award, the City will work closely with industry partners, including partner railroads BNSF and Amtrak. Additionally, education and workforce development partners, including the Dodge City USD 443 and Dodge City Community College, and business and economic development partners, including the Dodge City/Ford County Economic Development Corporation and their members, will be engaged to develop strategies that best serve the current and future needs of the community and identify opportunities to participate in the Project implementation. This active engagement will be a substantial input into the Business Plan, which will detail the implementation strategy for the entire lifecycle of all projects identified in the corridor planning process. This strategy will include prioritization, phasing, financing, and action steps associated with each of the future projects. The city is proactive in identifying non-traditional funding

sources to implement infrastructure projects. For example, the city used State of Kansas Sales Tax and Revenue (STAR) Bonds for infrastructure and streetscape projects in the historic downtown. The city will also coordinate closely with private sector partners to identify opportunities to leverage the support of private sector partnerships in financing, construction, and operations that will be evaluated at the corridor level and for each independent project.

Dodge City will incorporate successful strategies to receive public feedback that were employed during its 2023-2030 Comprehensive Plan process. The previous process had well-attended meetings, including a broad demographic of residents, and provided valuable feedback. A concerted effort to engage as many stakeholder communities/groups as possible, with meetings in English or Spanish as needed. The city will:

- Make at least two **public presentations/workshops** at convenient/accessible locations.
- Conduct stakeholder group **interviews**.
- Conduct an **online community survey**, through the City's website that will be placed on the City's social media platforms.
- **Rural-specific public engagement strategies** will be used, making a concerted effort to engage communities of color and underserved populations. This may include attending existing meetings like Rotary and Kiwanis, and events like Final Friday, Main Street Festival, Dodge City Days Kidfest, and the Dodge City International Festival to interact with the public and provide feedback.

*Legal, Financial, and Technical Capacity*

The City of Dodge City has the legal, financial, and technical capacity to carry out the proposed Project. The City has satisfactory continuing control over the use of the equipment and facilities, and the capability and willingness to maintain the equipment and facilities, in conjunction with BNSF and Amtrak as the railroad operators. The City has the financial system and adequate staff to properly manage this grant. Its financial software can segregate and separately manage the grant funds from other revenues and expenses related to the Project and it can easily produce the data needed for the required financial reports. The City maintains a financial management system that will safeguard grant funds, has appropriate policies and procedures for funds to be used for allowable costs, and uses an accounting system that assures financial information is reported accurately and timely. The City has established administrative safeguards to ensure the Project activities are accounted for separately and distinctly from non-grant-related activities. The City Attorney will evaluate all agreements and provide direction to City staff. BNSF legal staff will review documents and collaborate with the City Attorney as necessary. The city

staff included in the Project Implementation and Management section of this application have the technical expertise to oversee the Project based on past and current experience.

*Innovative Approaches*

The Project will identify opportunities for project delivery innovation as part of the development of the implementation strategy. This will include identifying potential project bundling options and opportunities to leverage diverse financing sources. The corridor evaluation plan and follow-up design will leverage the City's innovative approach to community engagement. Dodge City's Strategic Plan for Welcoming and Integration outlines a series of strategies that are used to engage with residents and partners. This approach is centered on the following pillars:

- Equitable Access,
- Civic Engagement,
- Refugee and Immigrant Integration,
- Safe and Healthy Community, and
- Economic Opportunity and Education.

To encourage civic engagement, the City and its partners identified the barriers to engagement that specifically impact the large immigrant population. Increasing access to public transportation, internet access, and translation services reduces the engagement gap. Members of the Cultural Relations Advisory Board (CRAB) work closely with the City to provide information and seek engagement with members of the community that are hardest to reach. CRAB includes diverse members of the community from Dodge City's largest employers, social service organizations, education institutions, and ministerial fellowships. Engagement strategies identified with CRAB, and many others identified in the Strategic Plan for Welcoming and Integration, will be used to engage with the community throughout this Project. Additionally, the Project will review climate resilience and emissions within the corridor screening process.

*Consistency with USDOT Planning Guidance*

The Project is consistent with planning guidance and documents set forth by USDOT. Needs associated with this Project have been identified through several planning documents, including the Kansas State Rail Plan, completed in 2022. As a critical station on the Southwest Chief Amtrak service, the State Rail Plan identifies strategies to improve access to the passenger rail station in Dodge City and increase service efficiency through infrastructure investments. The 1999 and 2030 Dodge City Comprehensive Plans identify goals of improving north-south connectivity. This project will fulfill the intentions outlined within the city's long-range plans. The Project will identify preferred project(s) that reflect improved multimodal mobility across the BNSF tracks, including vehicular and non-

motorized modes. Strategies will focus on travel patterns that connect users north and south of the corridor, and specific performance measures will review bicycle and pedestrian counts and safety.

***Table 9. Technical Merit Summary***

| Technical Merit Criteria | How this Project Meets the Criteria |
|---|---|
| Tasks outlined in SOW, Project Budget and Project Schedule are appropriate | The tasks outlined in Articles 4-7 are appropriate for the Project. |
| Technical qualifications of key personnel | The City of Dodge City staff have extensive experience managing projects and federal grant funding. See Section XII. |
| The project is identified in the freight investment plan of the state rail | This Project is identified in the Dodge City 2030 Comprehensive Plan. If awarded federal funds, the Project will be added to the Kansas State Rail Plan. |
| The project will use innovative technologies, innovative design and construction techniques, or construction materials that reduce greenhouse gas emissions | The Project will identify innovative project delivery in the implementation strategy and will analyze climate resiliency in the alternatives analysis. |
| The project will use financial support from impacted rail carriers | See Section III. BNSF Railway has committed $100,000 to the local share for the planning study. |
| The project will improve the mobility of multiple modes of transportation | The Project will identify preferred project(s) that reflect improved multimodal mobility across the BNSF tracks, including vehicular and non-motorized modes. |

## Project Benefits

A benefit-cost analysis (BCA) was completed for the FY23-24 CRISI grant application. The project is expected to yield significant benefits, resulting in a benefit-cost ratio (BCR) of 1.90.

### *Improved safety*

This project will significantly enhance safety across multiple transportation modes by reducing the amount of at-grade highway-rail crossings and focusing on improvements that target the reduction of overall conflict points. Several at-grade highway-rail crossings will be eliminated. At least one grade separation will be selected from this Project. The Project will evaluate crashes in and around the grade crossing locations to identify patterns to identify corridor-wide safety strategies. When implemented, the identified countermeasures will reduce the risk of conflicts at crossing locations along the Project corridor.

*Effects on mobility and climate resilience*

The project is anticipated to mitigate traffic congestion, improve travel time reliability, and provide economic competitiveness. Per the BCA, the project will result in a reduction of 718,060 hours of total person-hours of delay. The project would also benefit travel time reliability for Amtrak passengers. Reducing the number of at-grade crossings would reduce the likelihood of passenger rail disruption. Benefits to non-rail travel modes will be substantial, including improved connectivity for roadway users and non-motorized travelers. The construction of a grade separated crossing would offset any reductions in connectivity as a result of crossing closure. Currently, no grade separated crossings exist in the downtown core of Dodge City, posing a significant barrier to travelers. A grade separated crossing will allow roadway users and non-motorized travelers to cross the railroad tracks at any time, regardless of rail operations. Pedestrian and bicycle user accessibility will be considered during the project selection process. Improving multimodal access across the rail line would encourage more active transportation trips.

*Effects on access and emergency services*

Dodge City has historically been divided by the railroad and Wyatt Earp Boulevard corridors. The project would enhance safety, connectivity, and accessibility within the community by providing at least one additional grade separation to improve north-south connectivity. Improved transportation networks facilitate easier movement between neighborhoods and districts, strengthening social ties and promoting community cohesion.

Dodge City emergency services are located on the north and south sides of Wyatt Earp Boulevard and the BNSF railroad to provide service during a blocked crossing instance. However, if the crossings between the 1st and 14th Avenues are blocked, EMS requires several additional minutes and miles to cross at an existing grade separation. The project would implement at least one additional grade separated route across the corridor to provide critical, time-sensitive, reliable fire and medical service to the entire community, especially for those located in the central part of town.

*Economic Benefits*

The economic competitiveness of the corridor will increase with this project. A substantial part of Dodge City's economy, particularly the agricultural industries, relies on the resiliency of the rail network in Kansas. The implemented project(s) will enhance mobility, therefore improving the supply chain movement and associated economic impacts in Dodge City and Ford County. The project area is adjacent to the greater downtown. The project will allow for easier multimodal access from the southern part of Dodge City to the

downtown area. Safe, accessible access to downtown businesses could increase customers and profit for local businesses. Additionally, economic benefits will result from decreased transportation costs (fuel, maintenance costs, etc.) as vehicles and trucks idle less at the highway-rail crossing. Dodge City will use contracting incentives to employ local labor.

***Table 10. Project Benefits Summary***

| Project Benefits Criteria | How this Project Meets the Criteria |
|---|---|
| Improves safety at Highway-Rail or Pathway-Rail Crossing | Eliminating at least one at-grade crossing will improve highway-rail safety by eliminating all conflict points, as detailed in Section IX. |
| Proposes to grade separate, eliminate, or close one or more grade crossings | The Project will select at least one location to eliminate an at-grade highway-rail crossing through a grade separation. Additional closures may also be included in the project. |
| Improves the mobility of both people and goods | The project will result in a reduction of 718,060 hours of total person-hours of delay, greatly improving the mobility of all modes. |
| Reduces emissions, protects the environment, and provides community benefit | A reduction in idling for both trains and vehicles would reduce the amount of greenhouse gas emissions. |
| Improves access to emergency services | The project will provide at least one additional grade separated route to provide critical EMS service, as detailed in Section VI. |
| Improves access to communities | The project will improve north-south connectivity and will promote community cohesion, as outlined in Section VI. |
| Provides economic benefit | This project will improve mobility for Dodge City employees and BNSF, which plays an important economic role in the success of many agricultural and industrial businesses in Dodge City and Ford County. |
| Uses contracting incentives to employ local labor | Dodge City will use contracting incentives to employ local labor. |

## Administration Priorities

This Project will conduct a corridor-wide analysis to determine the most appropriate project for the highway-rail grade crossings in the study area. The project will result in at least one grade separation.

## Safety

The project would address safety by assessing alternative highway-rail grade crossing improvements. Improvements may include proposing enhancements, closures, or a grade separation. An in-depth crash review will be completed to understand and implement applicable crash mitigation strategies. The Project's planning and engineering design will be conducted by a skilled, licensed workforce.

Since 2019, 840 crashes occurred in the study area. Of these, 66 were injury crashes and none were fatalities. The highest concentration of crashes is along 2nd Avenue. A reduction in the amount of at-grade railroad crossings would result in fewer vehicle-rail and pedestrian-rail conflict points. By reducing the number of access points along the tracks, the risk of crashes decreases, enhancing overall safety for both rail operations and the surrounding community. Vehicle-vehicle and vehicle-pedestrian interactions due to the improved network connectivity and roadway realignment are anticipated to be reduced from the project. The street network, particularly surrounding the intersection of 2nd Avenue and Wyatt Earp Boulevard, will be improved to make the roadways safer. All the proposed project designs will align with the ongoing FY23 SS4A planning grant that was awarded to Dodge City. Multi-modal improvements, including sidewalks, will be considered to provide safe, separated lanes for non-motorized users. Other potential design elements known to improve safety are adequate signage, pavement markings, ADA crosswalks/curb ramps, landscaping, and improved traffic signal timing.

The project will also improve operations for Dodge City EMS. Blocked crossings can significantly impact response time. Current fire, medical, and police services must utilize the existing grade separations (on the east and west ends of town) to navigate across Wyatt Earp Boulevard and the BNSF railroad during a blocked crossing event. If the crossings are blocked between 1st and 14th avenues, one alternative route is to drive an additional two miles, adding another three to four minutes to the response time. Another alternative route is driving east to Overpass Road, which adds several miles and minutes to the response time. Every minute counts in an emergency. This project will improve response times and allow better outcomes for people needing emergency services.

## Climate Change and Sustainability

This project would support efforts to reduce the harmful effects of climate change through transportation network improvements. The results of this Project will be proposed corridor grade crossing improvements, including a grade separation. Grade separated crossings play a pivotal role in reducing the harmful effects of climate change by improving traffic flow, thereby reducing braking, idling, and overall vehicle emissions. This project will

increase rail efficiency and encourage businesses to have a modal shift to more sustainable transportation modes.

Grade separated crossings, such as overpasses or underpasses, can contribute to mitigating the harmful effects of climate change in several ways, particularly by reducing GHG emissions and improving fuel efficiency for rail operators. Grade separated crossings eliminate the need for vehicles to wait at railroad crossings for trains to pass and additional vehicle miles driven from detour routes. Based on the BCA, the project will result in 3,859 metric tons of avoided carbon dioxide ($CO_2$) emissions. This leads to smoother traffic movement, reduced congestion, and improved fuel efficiency for vehicles traveling through the area. Reduced congestion results in less stop-and-go traffic, which can lead to lower fuel consumption and emissions from vehicles. Idling vehicles emit significant amounts of GHGs, contributing to air pollution and climate change. By reducing congestion and idling at railroad crossings, grade separated crossings help decrease overall vehicle emissions in the surrounding area.

Grade separated crossings allow trains to pass through intersections without stopping which improves rail efficiency and reduces fuel consumption for locomotives. Trains can maintain a consistent speed, avoiding the need to slow down or stop on at-grade crossings. This increased efficiency leads to lower fuel consumption per unit of freight transported, resulting in reduced GHG emissions from rail operations. Grade separated crossings provide a safer and more efficient infrastructure for rail transportation, making rail travel more attractive compared to road transport for both passengers and freight. As a result, there may be a shift toward increased utilization of rail transportation, which generally emits fewer GHGs per ton-mile compared to road transportation. This modal shift can further contribute to reducing overall emissions from the transportation sector.

The project increases the community's ability to respond to potential stresses – whether natural disasters such as flooding or manmade hazards such as crashes, hazardous conditions, or long-term maintenance. Additionally, grade separated crossings are designed to accommodate future growth and development, providing a long-term solution to transportation challenges. By investing in infrastructure that promotes efficient and sustainable transportation, communities can reduce their dependence on fossil fuels and minimize their contribution to climate change over the long term. The project selection will take environmental considerations into account when selecting the best location and project type. The project's design will work to enhance environmental resiliency for the area, including, but not limited to, providing access across the tracks in a high-water scenario.

Landscaping, drainage enhancements, and construction best practices will be encouraged during the design process to support the protection of local ecosystems. Overall, the project would improve the functionality of the transportation system without increasing impermeable surface and minimizing impacts to adjacent land. There are no anticipated adverse impacts to air or water quality as a result of the project. During the planning process, potential environmental impacts would be identified along with mitigation steps.

## Equity and Justice40

Dodge City has historically been cut in half due to the Wyatt Earp Boulevard and BNSF railroad corridor. People living in the southern part of Dodge City, most of whom are considered historically disadvantaged, often feel disconnected from the rest of the city. This project will help the community through improved safety, reduced noise and air pollution, and enhanced connectivity. The community will experience safety benefits as a result of grade crossing improvements proposed by the Project. Closed or improved crossings would reduce the risk of crashes, enhancing overall safety for vehicles and non-motorized travelers. Consolidating grade crossings can mitigate noise and air pollution generated by passing trains and idling roadway vehicles. By reducing noise levels and air emissions, the project can contribute to a healthier and more pleasant living environment. Lastly, through a grade-separation project or other proposed improvements as a result of the planning study, connectivity will be improved for crossing the railway for both vehicles and non-motorized travelers.

The project poses potential short-term and long-term burdens to the community which would be mitigated during the planning process. Potential burdens include disruption of transportation routes, environmental impacts, financial impacts, and construction nuisances. The project may result in railroad crossing closures which could disrupt transportation routes within the community, leading to longer travel times and increased congestion on alternative routes. Crossing closures or grade separation projects can affect access to businesses located near the improved crossings. Reduced visibility, changes in traffic patterns, or limited access can lead to decreased foot traffic and potential loss of customers.

Railroad crossing improvement projects can have environmental consequences, such as habitat disruption. Construction activities associated with the project may also result in temporary disturbances to local ecosystems, air quality, and water resources. Railroad crossing improvement projects require significant financial investment for planning, design, construction, and maintenance. These costs would not be the sole responsibility of Dodge City taxpayers; BNSF would bear a portion of project costs as well. Indirect

financial impacts are possible from future construction projects, for example, changes in land value near improved crossings. Lastly, construction impacts may temporarily burden the community. Noise, heavy-vehicle traffic, and other temporary nuisances could occur. During the planning process, steps to mitigate negative impacts would be identified.

The benefits and potential burdens of the project would be experienced by Dodge City residents, visitors, and businesses operating in the city. Dodge City has a history of attracting immigrants, particularly from Mexico and Central America, drawn by opportunities in the agriculture and meatpacking industries. Industries located adjacent to the railway would be most affected by the proposed project, experiencing both the short-term impacts of construction and the long-term impacts of improved connectivity.

Consolidating railroad crossings can mitigate noise and air pollution generated by passing trains and idling vehicles, which may disproportionately impact low-income or minority neighborhoods located near railways. By reducing noise levels and air emissions, the project could contribute to a healthier and more pleasant living environment for residents. Benefits to safety, emissions, and connectivity are anticipated to outweigh disbenefits. Ultimately, proposed improvements would result from a planning study that will include extensive community engagement to identify potential benefits and burdens.

According to the Justice40 Rail Explorer Tool, most of the Project area is within Census Tract 2005796210, a DOT Disadvantaged tract in the 95th percentile on the disadvantaged community index, as shown in Figure 8. The Project also includes two highway-rail crossings in Census Tract 20057962000. According to the Climate and Economic Justice Screening Tool (CEJST), both Project area census tracts are identified as disadvantaged.[4] The tracts are considered disadvantaged because they meet more than one burden threshold and the associated socioeconomic thresholds for climate change, workforce development, and legacy pollution indicators.

[4] https://screeningtool.geoplatform.gov/en/

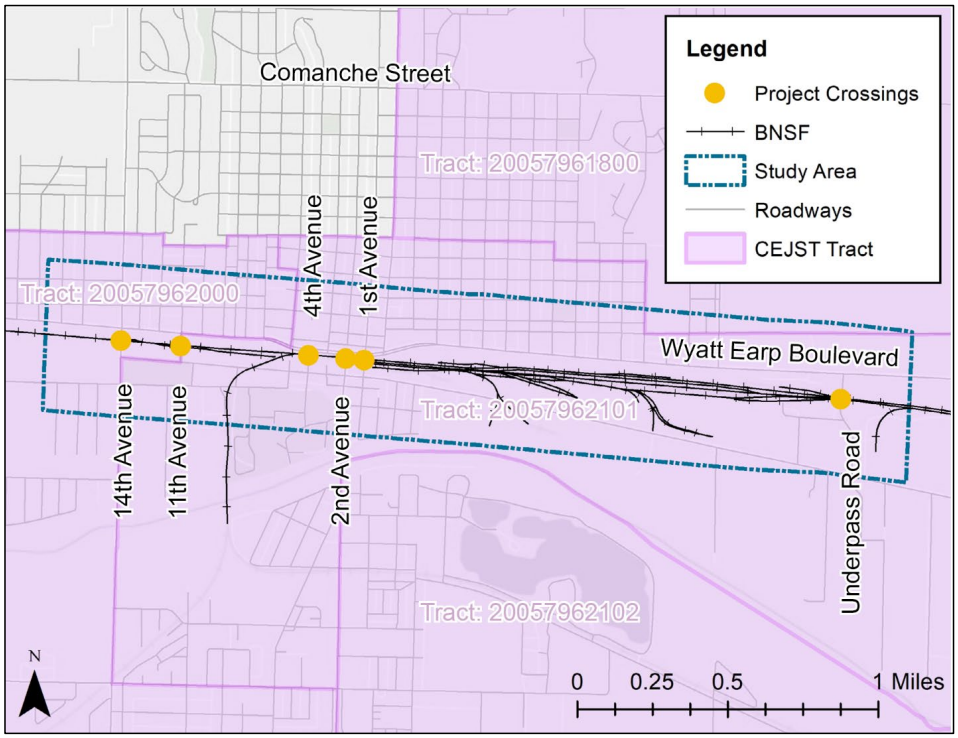



***Figure 8: Disadvantaged Census Tracts***

To assess how the entire study area scores across different measures, the USDOT E-quitable Transportation Community (ETC) explorer was utilized. The ETC indicates the two census tracts included in the study area experience social vulnerability (92nd percentile) but are not identified as disadvantaged for climate and disaster risk burden (40th percentile), environmental burden (62nd percentile), health vulnerability (46th percentile), or transportation insecurity (48th percentile).

There are many social vulnerability indicators identified as disadvantaged for the study area. The percentages of people at 200% of the poverty line, people without a high school diploma, and/or unemployed are all above the 80th percentile. Lack of internet access, limited English proficiency, and people uninsured are also disadvantaged indicators. Social vulnerability indicators from the study area are shown in ***Figure 9***.

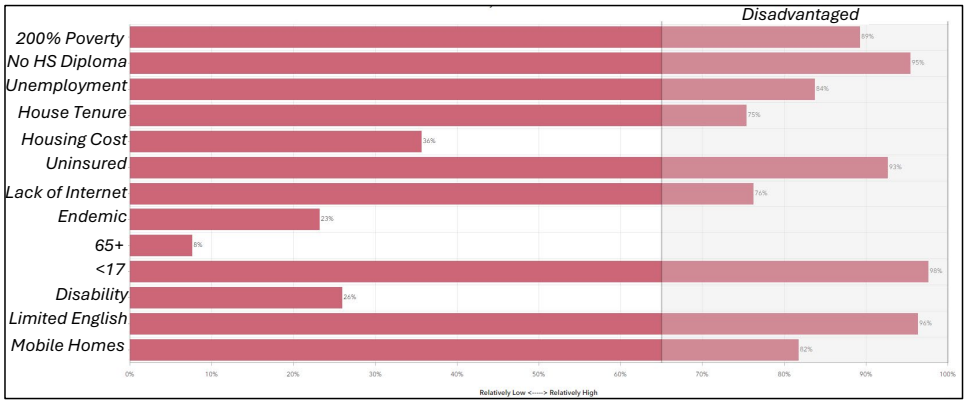



***Figure 9: Social Vulnerability Indicators (Percentile Risk)***

*Source: USDOT Equitable Transportation Community Explorer (2024)*

## i. Workforce Development, Job Quality and Wealth Creation

Dodge City and Ford County have strong ongoing workforce development efforts. The Dodge City/Ford County Development Corporation assists existing and new businesses with recruitment efforts. They host the DodgeCityHasJobs.com website and offer multiple job fairs each year. The Development Corporation assists new and existing businesses with new investment and expansion and facilitates incentive programs through the local, state, and federal government. Dodge City and Ford County hosts a seven-county Small Business Development Center (SBDC) to advise new and existing small businesses. The SBDC provides no-cost advising and hosts workshops and training opportunities.

The Rural Education and Workforce Alliance (REWA) works with Dodge City local high schools, community colleges, and universities throughout the state to provide the education and training needs of businesses in the community. This is accomplished by hosting bachelor- and master-level courses, associate degree programs, technical programs, and a variety of workshops and certifications.

Through apprenticeships and an education workforce alliance, Dodge City has a strong workforce development program. This project will align with the existing efforts of both Ford County and Dodge City. Additionally, local consultants may be used to complete planning and engineering design and will be included during stakeholder engagement efforts. With the intent of this project eventually advancing to construction, the project will create high-paying construction jobs for the local community.

# XII. Project Implementation and Management

The City of Dodge City has extensive experience managing and overseeing projects for intersection and highway-rail grade crossing improvements. The city will implement and manage the project while working closely to manage funding provided by FRA and BNSF. A project management plan will be created for the management and implementation of the proposed Project, including the management and mitigation of project risks.

## Project Implementation

**Project Contracting:** The City of Dodge City will procure all contractual services associated with the grant-requested Project in a fashion that is consistent with the Uniform Administrative Requirements, Cost Principles, and Audit Requirements of Federal Awards. The procurement method will be based on the estimated value of the contract and the services offered. Documentation of the procurement process will be maintained based on the document retention requirements stipulated in the Grant Agreement. The requested Project is for planning and design activities, therefore there will be no construction, maintenance, or operations activities procured through the requested Project.

**Contract Oversight and Control:** The City will be responsible for all related matters such as utilities, environmental assessment and mitigation, engineering services, construction responsibilities, and any right-of-way or real property acquisition.

**Change-Order Management:** Administration of the Project/contract includes the responsibility for construction engineering and for issuance of any change orders, supplemental agreements, amendments, or additional work orders that may become necessary.

**Risk Management:** Outlined in ***Table 10***, the city has identified potential project risks and associated mitigation measures. The Project will proactively plan for potential environmental, design, and community consensus risks.

**Conformance with Requirements for Progress Reporting:** The City and all contractors will adhere to all federal progress reporting requirements and compliance as well as local ordinances. During the term of the agreement, the City will submit the following to maintain conformance with federal requirements, FRA Quarterly Progress Reports Federal Financial Report SF-425, and the Final Performance Report.

**Dodge City's Plan to Employ Small Business:** The City of Dodge City will employ small and minority-owned businesses, as outlined in 2 CFR 200.321. The city will follow the policies outlined in State and Federal government regulations by implementing a competitive bid process.

## Qualifications

Dodge City has considerable experience managing and executing a wide variety of capital improvement projects that have received local, state, and federal funding. In the previous four years, Dodge City was awarded seven grants in 2023, totaling $16,233,005; eight grants in 2022, totaling $5,537,375; 12 grants in 2021, totaling $3,517,877; and seven grants in 2020, totaling $3,388,551. Some of the most notable recent federal and state grant awards include:

- US Environmental Protection Agency (EPA) – FY22 Wastewater Reuse via Managed Aquifer
  Recharge (MAR) Grant [$60,000,000.00 with a $25,500,000.00 local match, ongoing]
- Kansas Department of Transportation – STAR Bond-Fund [$2,000,000.00, ongoing]
- US Department of Transportation (DOT) – FY 22 Safe Streets for All (SS4A) [$345,651.00 with a $57,608.50 local match, ongoing]

The City of Dodge City is also currently pursuing several key federal grant opportunities. All of these projects, including this Project, are anticipated to be fully and successfully executed within the proposed timeframe and budget.

Dodge City was recently identified as a second-place winner for the under 50,000 population group in the National League of Cities (NLC) 2024 City Cultural Diversity Awards.[5] The City was celebrated for pioneering an innovative program demonstrating its cultural diversity and promoting inclusive community engagement through its *Engage Dodge* program. The NLC selected Dodge City because of its efforts in the *Engage Dodge* interactive educational opportunity. The *Engage Dodge* program is designed to introduce residents to city services, programs, and employees and provide a better understanding of local government.[6] This success shows Dodge City's capability to have meaningful, comprehensive public engagement. All information was provided in both English and Spanish to fit the languages of the residents.

**Completed Project Public Engagement:** The City of Dodge City held public engagement activities on Tuesday, May 14, 2024 and Wednesday, May 15, 2024 with the *Engage Dodge* classes. Currently, 102 residents are enrolled in this program, including students from the Adult Learning Center, the English for Speakers of Other Languages (ESOL) and Diversity, and community members at large.

[5] https://www.nlc.org/post/2024/03/11/nlc-celebrates-innovative-programs-promoting-cultural-diversity/
[6] https://www.dodgecity.org/1016/Engage-Dodge

The students were asked if the congestion caused by the train at major intersections affected their quality of life and their ability to get to work and school. The answer was a

***Figure 100: Engage Dodge Public Engagement Classes***

resounding yes. The students expressed that they experience constant challenges with the congestion at the railroad crossings making them late for work and school. They were supportive of the City and BNSF's efforts to find solutions to this growing issue.

**Key Staff**

**Melissa McCoy** (melissam@dodgecity.org)

*City of Dodge City – Assistant City Manager*

*Melissa McCoy has served the people of City of Dodge City for the past 12 and half years. She assists the City Manager in providing effective municipal services regarding City activities including citizen concerns and personnel. She works closely with other governmental agencies, citizens, businesses, and community groups both on a local and state level. She is the lead project manager responsible for major initiatives including federal and state grant applications for the city and the staff person for the City's renowned "Why Not Dodge" projects. Melissa is bilingual in English/Spanish and oversees in the City's Public Engagement efforts.*

**Ray Slattery, PE** (rays@dodgecity.org)

*City of Dodge City – Director of Engineering Services*

*Ray Slattery has worked with the City of Dodge City for over 29 years and has served as the Director of Engineering Services for the past 12 years. He is a licensed professional engineer in the state of Kansas. Ray has been instrumental in the City's infrastructure projects*

*including the award-winning Biogas Warrior Project, the Downtown Streetscape and "Paving the Future", and street sales tax projects. Under his leadership, City Engineering Services has received both state and national awards for the City's conservation and renewable energy efforts and infrastructure improvements.*

**Tanner Rutschman, PE** (tannerr@dodgecity.org)

*City of Dodge City – City Engineer*

*Tanner Rutschman has worked for Dodge City for the past 12 years and is instrumental in planning, designing, and constructing Dodge City's critical municipal infrastructure projects. He is a licensed professional engineer in the state of Kansas and is GIS certified. Tanner has been the City Engineer since 2017 and is skilled in all facets of municipal infrastructure projects. He has 10 years of achieving state funding for the city's major transportation initiatives. Tanner is the primary contact for the Economic Development Administration (EDA) grant for the expansion of the City's nationally recognized wastewater treatment facility and is the project lead for the SS4A planning grant. Tanner also serves as the City's Sustainability Manager and oversees all regulatory compliance and certifications for the national award-winning Warrior Biogas Project.*

## Risk Assessment and Mitigation

***Table 10: Potential Risks and Mitigation Strategies***

| Risk | Description | Level of Impact/Likelihood of Occurrence | Mitigation Strategy |
|---|---|---|---|
| Receiving Environmental Permits and Approvals | Identifying and completing necessary Federal environmental compliance documents | High level of impact<br><br>High likelihood | This Project will complete NEPA documentation and other permitting necessary. This is anticipated to be a Categorical Exclusion (CE). |
| Not Receiving Public Support | Obtaining public support through public engagement efforts | Medium level of impact<br><br>Low likelihood | Dodge City has extensive experience with quality community engagement. Proactive engagement will be ongoing. |
| Roadway Design Constraints | Meeting or upgrading existing roadway geometrics to | Medium level of impact<br><br>Medium likelihood | The Project will identify implementable design strategies based on land use and roadway standards. |

| | | | |
|---|---|---|---|
| | meet current design standards | | |
| Delays from Project Partnership Coordination | Project partners are not able to come to consensus on implementation strategy | Medium level of impact<br><br>Low likelihood | BNSF has been an active participant in this Project and no schedule delays are expected due to coordination. |
| Securing Funding | Not securing adequate funding for the Project | High level of impact<br><br>Low likelihood | A funding package is being developed from several sources, including Federal, local, and private funding sources. |

# XIII. APPENDIX

## B. Appendix A: Funding Commitment Letters and Letters of Support

## C. Appendix B: Grant Agreement Attachments

Article 4: Statement of work

Article 5: Award Dates and Estimated Project Schedule

Article 6: Award and Project Financial Information

Article 7: Performance Measurement Information

## Appendix C: Grade Dec Analysis