

# Build Kansas Fund | Fiscal Year 2025 Application Package | Memo



To: Representative Troy Waymaster, Chair, Build Kansas Advisory Committee  
Chardae Caine, Kansas Legislative Research Department  
Shauna Wake, Office of the Kansas State Treasurer

From: Jason Fizell, Interim Executive Director, Kansas Infrastructure Hub

RE: Build Kansas Fund Application #2025-132-GP

Date: June 17, 2025

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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 18 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 and zip codes served by the project.
- Attachments – executive summary and project map images, pages 9-18.

## **Project Overview**

The City of Dodge City seeks funding from the U.S. Department of Transportation for funding available through the Safe Streets and Roads for All (SS4A) program for their Crossroads of the West: Taming Traffic with Smart Safety Solutions project which includes advancing the city's Vision Zero goals by constructing safety improvements identified in its Action Plan to reduce roadway fatalities and serious injuries.

This opportunity is a discretionary BIL program with a local match requirement of 20% of the total project cost. The entity is requesting \$1,114,113.00 from the Build Kansas Fund, and is providing a local match of \$58,638.00. This request has the potential to unlock \$4,691,000.00 in federal funds, for a total project cost of \$5,863,750.00.

The deadline is June 26, 2025, and this Build Kansas Fund application was received on June 2, 2025.

## **Build Kansas Fund Steering Committee Recommendation**

The Build Kansas Fund Steering Committee reviewed this application on June 11, 2025 following a successful completeness check. The Steering Committee **RECOMMENDS APPROVAL** of Build Kansas Funding to the Build Kansas Advisory Committee for final advice.

# Build Kansas Fund | Fiscal Year 2025

## Application Package | Coversheet



Build Kansas Fund Application Number	2025-132-GP
Applicant Name	City of Dodge City
Application Date Received	6/2/2025
Project Name	Crossroads of the West: Taming Traffic with Smart Safety Solutions
Project Description	Advancing the city's Vision Zero goals by constructing safety improvements identified in its Action Plan to reduce roadway fatalities and serious injuries
Entity Type	Local Government
Economic Development District (EDD) Planning Commission	Great Plains Development, Inc.
Infrastructure Sector(s)	Transportation
BIL Program	Safe Streets and Roads for All (SS4A) Program
BIL Program Type	Discretionary
Application Type	Implementation
BIL Application Deadline	6/26/2025
Build Kansas Fund Request	\$1,114,113.00
Technical Assistance Received	General Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	BIL Application Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	Build Kansas Fund Application Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	Other (Brief Description): Provided General TA and BKF Application Support.
Application Notes	Build Kansas Fund contribution of \$1,114,113.00 will unlock \$4,691,000.00 in federal BIL funding, with a local cash contribution of \$58,638.00 for a total project cost of \$5,863,750.00.
<b>Steering Committee Funding Recommendation</b>	<b>6/11/2025   Recommend <input checked="" type="checkbox"/> Declined <input type="checkbox"/></b>
<b>Advisory Committee Funding Recommendation</b>	<b>6/17/2025   Recommend <input type="checkbox"/> Declined <input type="checkbox"/></b>

Title	<b>City of Dodge City</b>	06/02/2025
	by <b>Andrew Young</b> in <b>Build Kansas Fund Application</b>	id. 50713396
	aryoung@transystems.com	

<b>Original Submission</b>	06/03/2025
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Score	n/a
Part 1: Applicant Information	
The name of the entity applying for the Build Kansas Fund:	City of Dodge City
Project Name:	Crossroads of the West: Taming Traffic with Smart Safety Solutions
Entity type:	Local Government
Entity Population:	27,788
Applicant Contact Name:	Tanner Rutschman
Applicant Contact Position/Title:	City Engineer
Applicant Contact Telephone Number:	+16204714620
Applicant Contact Email Address:	tannerr@dodgecity.org
Applicant Contact Address:	100 Chaffin Drive
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

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Part 2: Build Kansas Fund - Eligibility Criteria

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Certify that you are  
pursuing an  
Infrastructure  
Investment and Jobs  
Act (IIJA) funding  
opportunity for which  
your entity is eligible:

Yes

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

Yes

What is the primary  
county that the  
project will occur in?

Ford County

The Build Kansas Fund is intended to support Kansas-based infrastructure projects. Please provide a list of all the zip codes this project will be located in, along with an estimated percent [%] of the project located in that zip code. For example, if seeking funding for road infrastructure, provide a rough percent of the roads expected in each zip code:

[Zip Code Percentage.xlsx](#)

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Part 3: Infrastructure Investment and Jobs Act (IIJA) - Grant Application  
Information Please Note: This information is related to the federal  
Infrastructure Investment and Jobs Act (IIJA), commonly known as the  
Bipartisan Infrastructure Law (BIL), funding opportunity to which you will  
apply. This is NOT information for the Build Kansas Match Fund.

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Please enter the  
Infrastructure  
Investment and Jobs  
Act (IIJA) funding  
opportunity title that  
the entity is applying  
for:

USDOT FY25 Safe Streets and Roads for All Funding (SS4A)

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

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What is the Assistance Listing Number (ALN) for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity? 20.939

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What is the federal application due date for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity? 6/26/2025

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Application Type: Implementation

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What is the federal fiscal year for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity? 2025

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Enter the amount of funding being applied for, from the Infrastructure Investment and Jobs Act (IIJA) funding opportunity: \$4,691,000.00 for a total project cost of \$5,863,750.00

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Enter the total project cost: \$5,863,750.00

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Enter the required non-federal match percentage: 20%

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

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Enter the non-federal cash match amount being requested from the Build Kansas Fund: \$1,114,113.00 for a total project cost of \$5,863,750.00

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Enter the non-federal cash match amount being provided by the eligible applicant, if applicable: \$58,638.00 for a total project cost of \$5,863,750.00

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Enter the estimated value of the non-federal in-kind match amount being provided by the eligible applicant, if applicable: 0

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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](#)

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

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What other available funding sources that are currently planned to go unused by your entity will be leveraged for this project? None

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Will any American Rescue Plan Act (ARPA) or Coronavirus State & Local Fiscal Recovery Fund monies will be used for the non-federal match?	No
What other sources of in-kind match will be leveraged for this project? Please list and include the actual or estimated value of each.	None
What other funding sources (local, federal, or non-federal) will be used for this match?	The City of Dodge City has identified local funds to meet the BKF match requirement for this project but without Build Kansas Funds, the grant application could not be submitted.
Describe your efforts to find other available funding sources for this project:	The City has not found another source for funding, this partnership would enhance the overall impact of the project and directly addresses improvement opportunities on roadways maintained by the state.

#### Part 6: Additional Information

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

[DRAFT\\_Dodge\\_City\\_SS4A\\_Implementation\\_Grant.docx](#)

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

#### Part 7: Terms and Conditions

Understanding of Fund Release Requirements: checked

Understanding of Use of Funds: checked

Understanding of Reporting Requirements: checked

Authority to Make Grant Application: checked

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

Position/Title: Transportation Planner

Additional:

Position/Title:

Additional:

Position/Title:

Additional:

Position/Title:



Source	Amount	% of Project
Build Kansas Funds (non-federal match)	\$1,114,113.00	19.00%
Eligible Applicant Cash Match	\$58,638.00	1.00%
Eligible Applicant In-Kind Match (estimated value)	\$0.00	0%
BIL Federal Funds (applied for)	\$4,691,000.00	80.00%
Additional Project Contribution (if applicable)	\$0.00	0%
<b>TOTAL PROJECT COST</b>	<b>\$5,863,751.00</b>	<b>100%</b>

**\*Applicant satisfies recommended match contribution of 5% of the required match**

Zip Code	% of project in zip code
67801	100%
	<b>100% In Kansas</b>

## 1. Overview

Dodge City, Kansas, is a city of approximately 30,000 residents located in Western Kansas. Once a booming frontier cattle town on the Western Trail, today, Dodge City is a small but growing city continuing its Western Kansas legacy, with an economy focused on raising livestock, meatpacking, agriculture, and farm implement manufacturing. In response to recent growth, the city has made several commitments to improving the quality of life for residents, including improving traffic safety.

As part of its Vision Zero commitment to eliminate roadway deaths and serious injuries, Dodge City secured a Safe Streets and Roads for All (SS4A) planning grant in 2023 to develop a Comprehensive Safety Action Plan (CSAP)<sup>1</sup>. This plan studied ten years of crash history to identify Dodge City's highest-risk intersections, corridors, and locations, providing data-driven recommendations for safety improvements. Building on this foundation, the city now seeks implementation funding through the US Department of Transportation's Safe Streets and Roads for All program, to implement projects aimed at reducing death and serious injury on their roadways.

### 1.1. SAFETY CONTEXT

Ten years of crash data (2014-2023) was reviewed for the Dodge City area. The data provided a large sample size to identify crash trends. During this period, there were five fatal crashes, 49 serious injury crashes, 411 injury crashes, and 4,607 property damage only (PDO) crashes. Most crashes were with other motor vehicles (68%). There were 62 crashes with either a pedestrian or bicyclist, of which 20% of these crashes were fatal or serious injury crashes. For crashes with other vehicles, 53% were angle-side impact crashes and 28% were rear-end crashes.

Dodge City envisions building a comprehensive, multimodal transportation system that serves all residents by combining infrastructure improvements, education, and community collaboration, all aligned under the Vision Zero goal of eliminating traffic deaths and serious injuries. Dodge City is committed to reducing the risk of a fatal or serious injury to all road users, with an emphasis on intersections, distracted drivers, and speeding vehicles. Using the Safe System Approach, Dodge City will layer **Safer Roads, Safer Speeds, and Safer People** to create multiple layers of protection so that if one component fails, the others are still in place to prevent severe outcomes. Specifically, the project includes comprehensive multimodal enhancements including:

- Enhanced Pedestrian Crossings
- Speed Feedback Signs
- Traffic Signal Coordination
- Traffic Signal Borders
- Intersection Improvements
- Shared-use Path
- Intersection Control Evaluation

### 1.2. JURISDICTION

All projects included in this application fall within the municipal jurisdiction of Dodge City and support the City's goal to improve traffic safety for all roadway users. The Project aligns with local transportation planning goals and are consistent with broader regional safety objectives. The Kansas Department of

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<sup>1</sup> City of Dodge City Comprehensive Safety Action Plan: [\[link\]](#)

Transportation (KDOT) has demonstrated its commitment to the initiative through a letter of support included as part of this application package.

### **1.3. BACKGROUND**

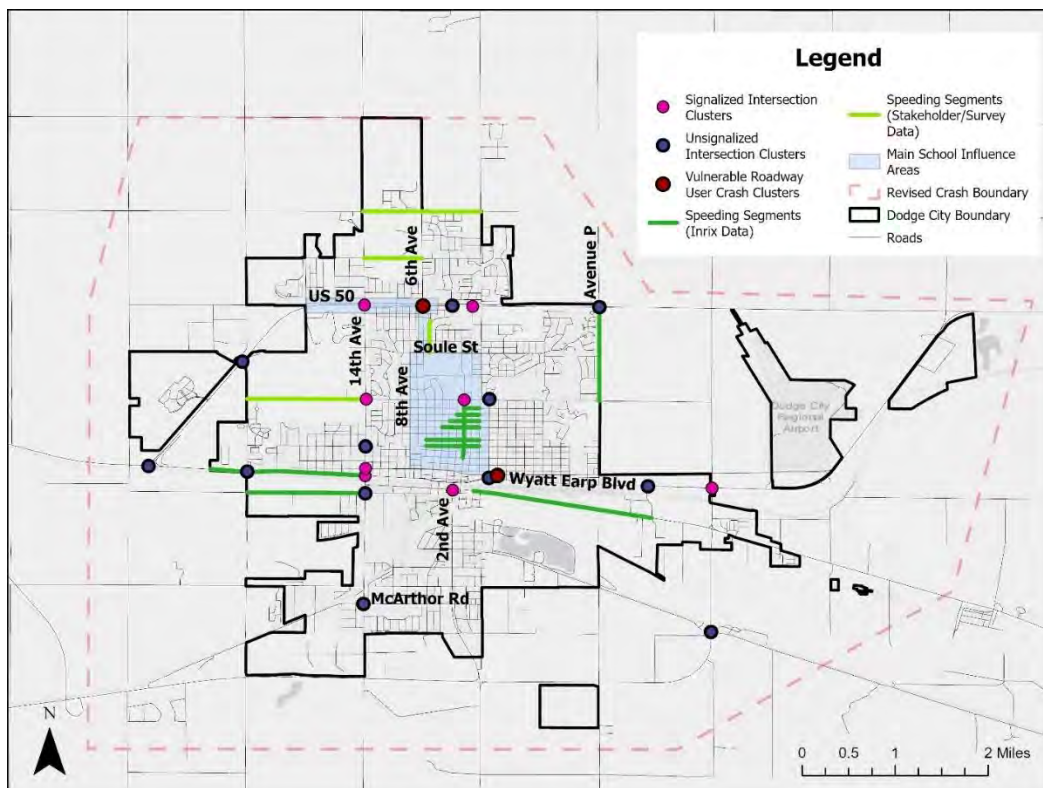
The city serves as a regional economic and cultural hub in southwest Kansas anchored by strong agricultural, manufacturing, and freight-related industries. The city is home to two major meat processing facilities, a major cheese production facility and distribution centers that support thousands of jobs and contribute significantly to both the local and state economy. Many of the proposed safety improvements are located near these employment centers, where high volumes of worker traffic (both vehicular and pedestrian) interact with freight and commercial vehicles on a daily basis. The proposed safety improvements are also situated near several schools and along two of Dodge City's primary thoroughfares: US-50 Highway and Wyatt Earp Boulevard. These corridors are critical for local mobility and regional connectivity but experience high volumes of mixed traffic including freight, commuters, school buses, and pedestrians. By targeting safety enhancements at these strategic locations, the City will reduce crashes and improve access for all roadway users.

## 2. Location

### 2.1. HIGH INJURY NETWORK

To identify Dodge City's High Injury Network (HIN), a cluster analysis was performed on 10-year crash data from 2014 to 2023. Clusters were identified if four or more fatal or injury crashes occurred within 300 feet of each other. This assessment identified two VRU clusters, nine signalized intersection clusters, and thirteen unsignalized intersection clusters. Speed was denoted as an emphasis area by stakeholders, but the clustering mechanism did not identify any locations related to speeding. Therefore, stakeholder feedback highlighted concerning corridors and speed data were used to identify street segments where 20 percent or more of the vehicles on that road segment traveled 10 mph or more over the posted speed limit. Cluster locations are shown in **Figure XX**.

Figure XX: Dodge City Emphasis Area clusters



### 2.2. PROJECT LOCATION

The project location for this implementation grant includes multiple crash cluster locations throughout Dodge City. The identified clusters are distributed across a variety of contexts including commercial corridors, school zones, residential neighborhoods, and intersections near key freight and agricultural routes. The selected locations address high-traffic, multimodal, and transitional areas where vehicle, pedestrian, and cyclist interactions are frequent. The Project will target these locations for improvements to reduce serious injuries and fatalities and improve access to safe, reliable transportation for all users.

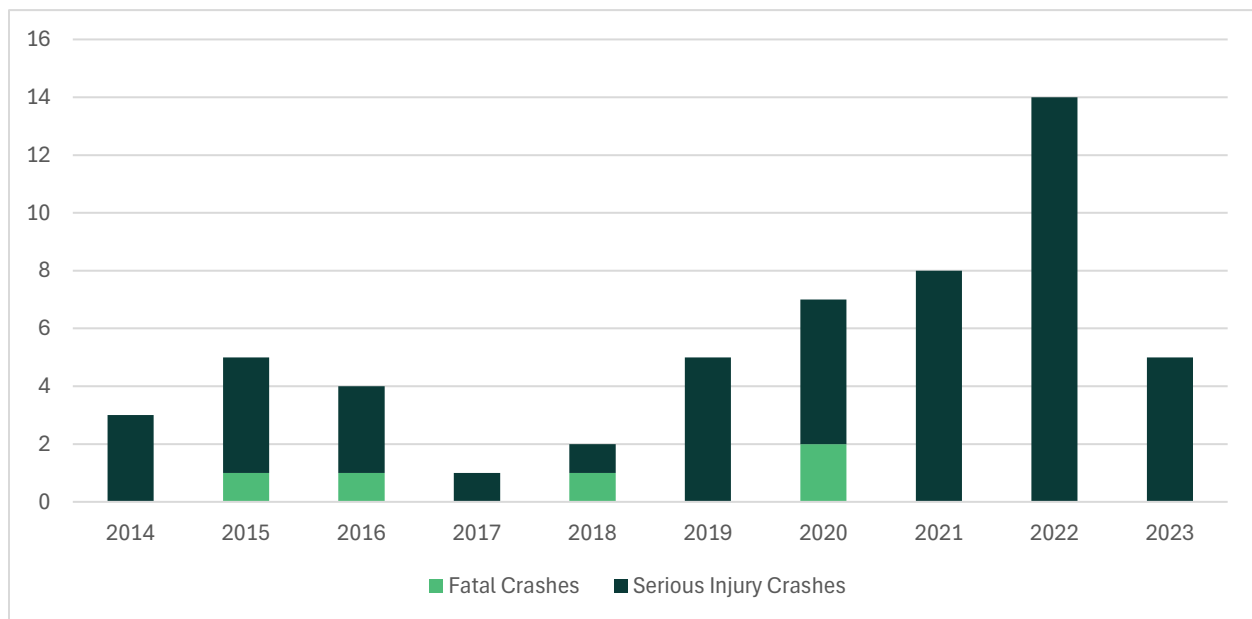
## 3. Response to Selection Criteria

### 3.1. SAFETY NEED

Dodge City, KS is seeking a comprehensive approach to reducing crashes that result in injury or death. The recent Comprehensive Safety Action Plan (CSAP) developed for Dodge City revealed several systemic and location specific projects that can help reduce crashes and increase safety on Dodge City streets. The projects selected from the CSAP for this implementation grant are focused on the most dangerous intersections and roadway segments in Dodge City and would provide the greatest return on investment in reduced injury and death on city roadways.

The CSAP provided a detailed examination of crashes in Dodge City over a ten-year period from 2014-2023. During this period there were 5 fatal crashes. In addition to these fatal crashes, Dodge City had 49 serious injury crashes, 411 injury crashes, and 4,607 property damage only crashes, shown in **Figure XX**. According to NHTSA's Fatality Analysis Reporting System (FARS), Dodge City experienced 8 fatal crashes from 2018-2022. This is likely due to a wider geographic study area and/or crash reports originating from different reporting law enforcement agencies. Regardless of the dataset, these fatal and serious injury crashes are unacceptable. Dodge City is committed to implementing evidence-based safety improvements that will meaningfully reduce the risk of sever crashes and advance its goal of zero traffic deaths.

Table XX: Fatal and Serious Injury Crashes in Dodge City



This analysis also provided context to where and why crashes are occurring. Many intersections emerged as crash hotspots, with 48% of all crashes in Dodge City occurring at intersections. Each intersection was examined further to understand how they can be made safer. Six of the nine projects listed in this request address intersections, representing 29 intersections slated for safety improvements.

Chart A Intersection (Fatal)		
Crash Type	Crash Number	Percent
Other motor vehicle	1	100

Chart B Intersection (Injury)		
Crash Type	Crash Number	Percent
Other motor vehicle	223	81
Fixed object	17	6
Pedalcycle	13	5
Pedestrian	11	4
Other non-collision	4	1
Other object	3	1
Overtaken	3	1
Parked motor vehicle	2	1
Total	276	100

Chart C Intersection (PDO)		
Crash Type	Crash Number	Percent
Other motor vehicle	2,010	92.8
Fixed object	89	4.1
Parked motor vehicle	43	2.0
Other non-collision	7	0.3
Other object	5	0.2
Overtaken	5	0.2
Pedestrian	4	0.2
Pedalcycle	1	0.0
Unknown	1	0.0
Total	2,165	100

## 3.2.SAFETY IMPACT

The projects selected from the Dodge City CSAP for implementation have the greatest impact toward crash reduction among identified projects. Project elements are described below with the crash modification factor obtained from FHWA's Crash Modification Factor Clearinghouse related to proposed countermeasures and associated construction costs, as well as which elements of the Safe System Approach the countermeasures address.

### ➤ Project Element 1: Signal Backplates with Retroreflective Borders

Adding Backplates to signals improves the visibility of a traffic signal with a controlled-contrast background. Adding a retroreflective border makes it even more conspicuous. This is a low-cost project that has a significant crash modification factor of .85. Twenty signals would be upgraded at a cost of \$130,000.

Project Element 1 Countermeasure	CMF	SSA Element Addressed
Signal Backplates with Retroreflective Borders	.85	Safer Roads

### ➤ Project Element 2: Signal Coordination

Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals. Signal Timing and Phasing Plan including LPI at higher pedestrian locations. This is another low-cost project that has a significant crash modification factor of .79. Twenty signalized intersections would be coordinated at a cost of \$250,000.

Project Element 2 Countermeasure	CMF	SSA Element Addressed
Signal Coordination	.79	Safer Roads, Safer Speeds

### ➤ Project Element 3: 14<sup>th</sup> Avenue at Wyatt Earp and Spruce

14th Avenue has four through lanes and no turning lanes. Split phase signal timing is used at both intersections to provide left turn movement. For this project, the center lanes in both directions will be designated as left turn lanes, removing the split phase timing. The project will also complete sidewalk gaps on the west side of 14th Avenue, provide signal coordination between the two signals, and add pedestrian signal heads and crosswalks. This project accomplishes a comprehensive update of two intersections and has a relatively low project cost at \$130,000.

Project Element 3 Countermeasures:	CMF	SSA Element Addressed
Left Turn Lane	.6	Safer Roads
Signal Timing and Coordination	.79	Safer Roads, Safer Speeds
Pedestrian Signal Heads	.92	Safer Roads, Safer People
Sidewalks	.11-.35	Safer Roads, Safer People
Crosswalks	.6	Safer Roads, Safer People

### ➤ Project Element 4: Speed Feedback Signs (7)

Speed measuring message sign which displays speeds back to driver which are proven to reduce speeds without the need for infrastructure projects or enforcement. Speed feedback is a low-cost solution to speeding and has a crash modification factor of .95. Seven of these signs would have a cost of \$70,000.

Project Element 4 Countermeasure	CMF	SSA Element Addressed
Speed Feedback Signs	.95	Safer Speeds, Safer People, Safer Roads

### ➤ Project Element 5: US-50 and Wyatt Earp Turn Lanes

Provide left turn lanes to reduce rear end crashes and to provide a consistent highway section on US-50 and Wyatt Earp Blvd. Project would construct four left turn lanes. For a project cost of \$1.5 million, installing left turn lanes is a low-cost solution to reducing crashes and has a crash modification factor of .6.

Project Element 5 Countermeasures	CMF	SSA Element Addressed
Left Turn Lanes	.6	Safer Roads

### ➤ Project Element 6: Shared Use Path Underpass Road to Thurow Park

This project would connect a neighborhood to one of Dodge City's largest employers where no pedestrian or bicycle facilities currently exist. This project includes a 3,700 foot shared use path and a pedestrian hybrid beacon with high visibility crosswalk across Wyatt Earp Boulevard. This project would cost an estimated \$1.5M and result in significant safety improvements for vulnerable road users. Alternatively, if project element 7 identifies a traffic signal as the appropriate intersection control, the pedestrian hybrid beacon would not be necessary.



Project Element 6 Countermeasures:	CMF	SSA Element Addressed
Shared Use Path/ Sidewalk	.11-35	Safer Roads, Safer People
High Visibility Crosswalk	.6	Safer Roads, Safer People
Pedestrian Hybrid Beacon	.45	Safer Roads, Safer People

#### ➤ Project Element 7: Wyatt Earp and Underpass Intersection Control Evaluation

This project would evaluate a 3-way intersection of Wyatt Earp and Underpass Road. Underpass road represents the primary access to National Beef, a major employer in Dodge City. This is a planning project that will lead to the application of one or more countermeasures at the subject location, most likely intersection control such as traffic lights and crosswalks with pedestrian signal heads and leading pedestrian intervals.

Project Element 7 Countermeasures	CMF	SSA Element Addressed
TBD	N/A	Safer Roads, Safer People

#### ➤ Project Element 8: Enhanced Pedestrian Crossings

Crash data and public input identified locations where enhancements could be considered to improve pedestrian travel. One project provides a pedestrian hybrid beacon on Wyatt Earp Boulevard in the vicinity of Ave. E and Ave. F. The project includes a median refuge and a speed table at the crossing location. At the other locations countermeasures such as high-visibility crosswalks, pedestrian signal heads and call buttons, and leading pedestrian interval would be installed. The estimated project cost is \$230,250, and each project element has a significant impact on safety for vulnerable road users as shown by the CMFs below.

Project Element 8 Countermeasures	CMF	SSA Element Addressed
Pedestrian Hybrid Beacon	.45	Safer Roads, Safer People
Median Refuge	.54	Safer Roads, Safer People
Speed Table (Raised Crosswalk)	.55	Safer Roads, Safer People
Countdown Pedestrian Signal Heads	.92	Safer Roads, Safer People
High Visibility Crosswalks	.6	Safer Roads, Safer People

#### ➤ Project Element 9: Comanche Intersection Improvements

This project will provide for improved pedestrian movement along Comanche Street. The project includes providing three crosswalks and extending sidewalks on the north side of the street to Avenue C. The project also includes improving southbound traffic flow on 1st Avenue at Comanche by improving lane assignments and providing signal coordination with the signal at Central Avenue and Comanche. This is an active area that includes Comanche Middle School, Dodge City Middle School, Memorial Stadium, Bright Beginnings Early Childhood Education Center, a grocery store and many businesses. This project would greatly enhance the safety of vulnerable road users and is relatively inexpensive at \$63,750.



Project Element 9 Countermeasures	CMF	SSA Element Addressed
High Visibility Crosswalks	.6	Safer Roads, Safer People
Sidewalks	.11-.35	Safer Roads, Safer People
Signal Timing and Coordination	.79	Safer Roads, Safer Speeds

### 3.2.1. IMPLEMENTATION COSTS

The proposed \$5.9 million project, with \$4.7 million federal share and \$1.2 million local match, would improve intersections and pedestrian safety at high-risk locations. There are nine (9) elements to the Project with varying costs outlined in **Table XX**. The costs associated with inspection and performance reporting are captured in the total budget. During the CSAP study period, the Project location experienced 21 serious injury crashes and 2 fatal crashes.

Table XX: Project Implementation Costs

Project Element		Cost
1	Signal Borders	\$130,000
2	Signal Coordination	\$250,000
3	14th Street at Wyatt Earp and Spruce	\$127,000
4	Ross Blvd. Speed Feedback Signs (7)	\$70,000
5	US-50 and Wyatt Earp Turn Lanes (4)	\$1,500,000
6	Shared Use Path Underpass Rd. to Thurow Park	\$1,500,000
7	Wyatt Earp & Underpass ICE	\$750,000
8	Enhanced Pedestrian Crossings (3)	\$230,250
9	Comanche Intersection Improvements	\$63,750
	ROW (PE/TCE)	\$70,000
	Construction Cost	\$4,691,000
	Design (10% of Construction Costs)	\$469,100
	Inspection (15% of Construction Costs)	\$703,650
	<b>Total Project Costs</b>	<b>\$5,863,750</b>
	80% Federal Share	\$4,691,000
	20% Local Share	\$1,172,750

### 3.3. ENGAGEMENT AND COLLABORATION

#### 3.3.1. Demographic Analysis

Dodge City, Kansas, has a unique demographic profile shaped by its historical roots, agricultural economy, and regional role as a service and employment hub for surrounding rural areas. The population includes a mix of long-time residents and newer households drawn by employment opportunities in industries such as meat processing, transportation, and service sectors. Surrounding rural areas contribute to a dynamic

labor force and modest population growth. **Table XX** provides a snapshot of demographics for Dodge City.

Table XX: Dodge City Demographics

	Dodge City	State of Kansas
Total Population	27,788	2,937,880
Median Age	29.5	37.9
Over Age 65 Population	9.1%	17.6%
Median Household Income	\$67,958	\$70,333
Poverty	15.9%	11.2%
Bachelor's Degree or Higher	19.7%	35.8%
Travel Time to Work	11.9 minutes	20.0 minutes
Living with a Disability	10.5%	13.9%
Population without Healthcare	15.2%	8.4%

### 3.3.2. Public Engagement

The development of the CSAP was guided by a robust Public Involvement Plan (PIP) that featured public and stakeholder engagement opportunities which allowed for meaningful involvement from study partners, residents, and communities throughout the planning process. There were three primary methods used to obtain feedback during the CSAP planning process: an open-house style public meeting, a publicized survey (available in English and Spanish), and traditional communication channels with the City including email, phone calls, face-to-face conversations, and written comments received during the engagement period.

This public input helped shape the priorities and recommendations in the CSAP, ensuring the final plan reflects community needs and concerns. Moving forward, Dodge City remains committed to engaging residents, stakeholders, and community groups throughout project implementation to ensure continued transparency and responsiveness.

### 3.3.3. Agency Coordination

Early in the planning process for the CSAP, a Safety Task Force (STF) was established with representatives from City departments, Dodge City Police Department, the transit supervisor, Unified School District 443, Ford County Sheriff, and Ford County Fire Department. Task force members played an integral role in verifying safety opportunities, challenges, and priorities. STF meetings included creating strategies and implementation efforts that aligned with the vision and goals of the region. This collaborative approach created a CSAP that reflects a shared vision for safer streets and identified actionable strategies included in this implementation grant.

## 4. Project Readiness

The City is well-positioned to complete the full project scope detailed in this grant proposal within five years of contract execution. The City has completed projects similar to these and understands the challenges and opportunities ahead. Most of the project area is under City maintenance and operational control, with staff ready and able to coordinate with the KDOT on their roadways. The City has a strong track record of executing federally funded transportation projects and is prepared to move into the final design, environmental clearance, and construction phases.

The project is anticipated to qualify for a Categorical Exclusion (CE) under the National Environmental Policy Act (NEPA), based on its scope of improvements to an existing transportation corridor and limited physical impacts. Preliminary assessments have not identified significant environmental, cultural, or historical resources within the project area that would require a more intensive review. Potential environmental impacts, such as minor right-of-way disturbance, will be mitigated through context-sensitive design and community engagement. No significant displacements or ecological disruptions are expected. Public outreach will be incorporated to address any neighborhood concerns about construction phasing or traffic detours.

The Project was developed with consideration for right-of-way constraints. No major acquisitions are anticipated, and only minor construction or permanent easements will be required to complete the Project. Utility relocations, where required, are expected to be minor and will be completed concurrent with early construction phases. The City has processes in place to negotiate and secure necessary easements within federal guidelines.

Table 1: Project Activity Schedule

	Year 1				Year 2				Year 3				Year 4				Year 5			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Community Collaboration																				
Environmental Review																				
Design																				
Plan Review and Approvals																				
Utility Relocation																				
Right-of-way Acquisition																				
Bidding																				
Construction																				
Final Project Closeout																				