

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 #2025-138-SCKEDD

Date: June 17, 2025

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

- Coversheet – provides a high-level overview of the application including a unique identification number, page 1 of 12 of the Build Kansas Fund Application Package.
- Build Kansas Fund Application – includes information submitted with the Build Kansas Fund Application, pages 2-7. Page 8 provides the table of funding sources and zip codes served by the project.
- Attachments – narrative, pages 9-12.

Project Overview

The City of Winfield seeks funding from the U.S. Department of Transportation for funding available through the Safe Streets and Roads for All (SS4A) program for their Simpson Ave. Pedestrian and Trafficway Safety Improvements Project which addresses the Simpson Avenue corridor from College Street to US 160 which represents a high-risk zone within Winfield’s urban grid.

This opportunity is a discretionary BIL program with a local match requirement of 20% of the total project cost. The entity is requesting \$896,785.75 from the Build Kansas Fund, and is providing a local match of \$47,199.25. This request has the potential to unlock \$3,775,940.00 in federal funds, for a total project cost of \$4,719,925.00.

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

Build Kansas Fund Steering Committee Recommendation

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

Build Kansas Fund | Fiscal Year 2025 Application Package | Coversheet



Build Kansas Fund Application Number	2025-138-SCKEDD
Applicant Name	City of Winfield
Application Date Received	6/4/2025
Project Name	Simpson Ave. Pedestrian and Trafficway Safety Improvements
Project Description	This project addresses the Simpson Avenue corridor from College Street to US 160 which represents a high-risk zone within Winfield’s urban grid.
Entity Type	Local Government
Economic Development District (EDD) Planning Commission	South Central KS Economic Development District
Infrastructure Sector(s)	Transportation
BIL Program	Safe Streets and Roads for All (SS4A) Program
BIL Program Type	Discretionary
Application Type	Implementation
BIL Application Deadline	6/26/2025
Build Kansas Fund Request	\$896,785.75
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 \$896,785.75 will unlock \$3,775,940.00 in federal BIL funding, with a local cash contribution of \$47,199.25 for a total project cost of \$4,719,925.00.
Steering Committee Funding Recommendation	6/11/2025 Recommend <input checked="" type="checkbox"/> Declined <input type="checkbox"/>
Advisory Committee Funding Recommendation	6/17/2025 Recommend <input type="checkbox"/> Declined <input type="checkbox"/>

Title	City of Winfield Kansas	06/04/2025
	by Amy Kellner in Build Kansas Fund Application	id. 50739497
	akellner@winfieldks.org	

Original Submission	06/04/2025
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Score	n/a
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Part 1: Applicant Information

The name of the entity applying for the Build Kansas Fund:	City of Winfield Kansas
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Project Name:	Simpson Ave. Pedestrian and Trafficway Safety Improvements
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Entity type:	Local Government
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Entity Population:	11,777
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Applicant Contact Name:	Amy Kellner
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Applicant Contact Position/Title:	Community Development Coordinator
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Applicant Contact Telephone Number:	+16202215523
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Applicant Contact Email Address:	akellner@winfieldks.org
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Applicant Contact Address:	PO BOX 646
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Applicant Contact Address Line 2 (optional):	
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Applicant Contact City:	Winfield
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Applicant Contact State:	Kansas
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Applicant Contact Zip Code:	67156
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Is the Project Contact the same as the Applicant Contact? Yes

Part 2: Build Kansas Fund - Eligibility Criteria

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

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

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

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

[Zip Code Percentage.xlsx](#)

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

Please enter the Infrastructure Investment and Jobs Act (IIJA) funding opportunity title that the entity is applying for: USDOT FY25 Safe Streets and Roads for All Funding

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

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

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

Application Type: Implementation

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

Enter the amount of funding being applied for, from the Infrastructure Investment and Jobs Act (IIJA) funding opportunity: \$3,775,940.00

Enter the total project cost: \$4,719,925.00

Enter the required non-federal match percentage: 20%

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

Enter the non-federal cash match amount being requested from the Build Kansas Fund: \$896,785.75

Enter the non-federal cash match amount being provided by the eligible applicant, if applicable: \$47,199.25

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

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

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

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

What other available funding sources that are currently planned to go unused by your entity will be leveraged for this project? \$0

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

What other sources of in-kind match will be leveraged for this project? Please list and include the actual or estimated value of each. \$0

What other funding sources (local, federal, or non-federal) will be used for this match? \$0

Describe your efforts to find other available funding sources for this project: The project is unable to be funded by the local agency due to size and scope and lack of availability of funds.

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:

[Simpson_Ave._Improvement_Exec_Summary.pdf](#)

[Simpson_Exhibit.pdf](#)

[Simpson_Improvement_SF424C_2_0-V2.0.pdf](#)

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

Part 7: Terms and Conditions

Understanding of Fund Release Requirements: checked

Understanding of Use checked
of Funds:

Understanding of checked
Reporting
Requirements:

Authority to Make checked
Grant Application:

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

Position/Title: City Manager

Additional: Amy
Kellner

Position/Title: Community Development Coordinator

Additional:

Position/Title:

Additional:

Position/Title:

Source	Amount	% of Project
Build Kansas Funds (non-federal match)	\$896,785.75	19.00%
Eligible Applicant Cash Match	\$47,199.25	1.00%
Eligible Applicant In-Kind Match (estimated value)	\$0.00	0.00%
BIL Federal Funds (applied for)	\$3,775,940.00	80.00%
Additional Project Contribution (if applicable)	\$0.00	0.00%
TOTAL PROJECT COST	\$4,719,925.00	100.00%

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

Zip Code	% of project in zip code
67156	5%
	100% In Kansas

City of Winfield – SS4A Implementation Grant Narrative: Simpson Ave. Pedestrian and Trafficway Safety Improvements

1. Overview

The City of Winfield is seeking funding through the U.S. Department of Transportation's SS4A Implementation Grant to undertake critical traffic and pedestrian safety improvements along Simpson Avenue from College Street to US 160. This project aligns with Cowley County's Comprehensive Safety Action Plan (CSAP), adopted in April 2025, which sets forth a Vision Zero strategy rooted in a Safe System Approach, emphasizing that traffic fatalities and serious injuries are preventable and unacceptable.

Simpson Avenue is a vital east-west corridor connecting multiple community institutions including Southwestern College, Winfield High School, and the Winfield Recreation Center. It traverses Census Tract 4935, an area federally recognized as historically disadvantaged under the Equitable Transportation Community (ETC) Explorer, Social Vulnerability Index (CDC), and Justice40 designations. These communities face compounded health, economic, and environmental burdens, necessitating equitable investment in transportation safety infrastructure.

2. Location

The Simpson Avenue corridor from College Street to US 160 represents a high-risk zone within Winfield's urban grid. The corridor has been flagged in the CSAP as an emphasis area for vulnerable road users (VRUs), intersection crashes, and speeding. The open ditches make the area particularly high risk to distracted drivers that may leave the roadway. It includes locations identified in crash cluster maps for pedestrian-involved and serious injury incidents (Figure 16, p. 30).

The project will focus on improving safety at three key intersections:

- **Simpson Ave. & College St.**, adjacent to the Winfield Recreation Center.
- **Simpson Ave. & Alexander St.**, serving Southwestern College.
- **Simpson Ave. & Viking Blvd.**, adjacent to Winfield High School.

Each key intersection will be upgraded with Rectangular Rapid Flashing Beacons (RRFBs), proven to reduce pedestrian crashes by up to 53%. This corridor also intersects high pedestrian traffic zones and lacks adequate separation between vehicular lanes and pedestrian infrastructure. Reconstructing the roadway to include stormwater management elements that double as pedestrian buffers will mitigate crash risk, especially in adverse weather conditions.

3. Response to Selection Criteria

Criterion #1: Safety Need

Cowley County has experienced over 8,000 crashes in the last decade, including 47 fatalities and over 1,600 injury incidents. Simpson Avenue itself lies within a documented VRU crash cluster area. Analysis in the CSAP shows that nearly 15% of pedestrian and bicycle crashes result in serious injury or death. This corridor is a priority due to its proximity to multiple youth-serving institutions and the prevalence of pedestrian-vehicle conflicts. Distracted driving and the presence of open ditches on this route further exacerbates the conflicts between vehicles and pedestrians. The current roadway width is not supportive of modern emergency vehicle access requirements, particularly at key intersections.

Criterion #2: Safety Impact

The project incorporates multiple safety countermeasures with demonstrated effectiveness. RRFBs, high-visibility crosswalks, stormwater-separated pedestrian paths, and roadway realignment to correct sight-line and turning conflicts are key components. These interventions are aligned with FHWA's Proven Safety Countermeasures and FHWA Crash Modification Factors, ensuring a high benefit-to-cost ratio. The design anticipates reducing pedestrian-involved crashes and improving travel flow for both vehicles and non-motorized users. The stormwater improvements will aid in a safer roadway with respect to distracted driving which was identified as a top issue in Cowley County. Widening the roadway and making key intersection improvements such as increased radii will enhance emergency vehicle access and reduce response times.

Criterion #3: Engagement and Collaboration

The project is a direct outcome of the Cowley County Safety Task Force's collaborative planning process. The STF, composed of representatives from Winfield City, school districts, emergency services, and community organizations, identified Simpson Avenue as a priority during three structured stakeholder meetings. Furthermore, an online public survey (348 respondents) highlighted VRU protection and pedestrian infrastructure as top public safety concerns. These insights were instrumental in shaping the project scope. Winfield Police Fire-EMS has also been consulted on this project. City staff has reviewed the project scope and preliminary concept planning with representatives of the three major institutions adjacent to the project including the Winfield Recreation Commission, Winfield USD 465 and Southwestern College.

4. Project Readiness

The City of Winfield is poised to implement the project within three years, with planning, environmental review, and preliminary design already initiated. The proposed project budget includes funding for both engineering design and construction, supported by a detailed preliminary estimate from the "Simpson Preliminary" budget document.

Environmental and Regulatory Readiness:

- The project is anticipated to qualify for a Categorical Exclusion under NEPA due to its nature as a safety improvement on an existing right-of-way.
- No property acquisitions are necessary. Existing ROW is sufficient for planned widening and drainage improvements.

Major Milestones and Schedule:

Milestone	Date
Preliminary Engineering & Design Start	Q1 2026
Environmental Clearance	Q2 2026
Final Design Completion	Q1 2027
Permitting and Bidding	Q2 2027
Construction Start	Q3 2027
Construction Completion	Q4 2028

Design and Construction Notes:

The city intends to follow Kansas DOT design guidelines but may seek minor variances to

accommodate pedestrian safety enhancements like extended curb radii and bioswales for pedestrian separation. Coordination with KDOT and FHWA will begin in early 2026 for any required approvals.

Public Involvement:

Winfield will host two additional public meetings in 2026–2027 to inform residents of final design elements and gather feedback. These meetings will particularly target youth-serving institutions along the corridor.