

**PRELIMINARY
MINUTES**

BUILD KANSAS ADVISORY COMMITTEE

July 22, 2025
Room 548-S—Statehouse

Members Present

Senator Rick Billinger, Chairperson
Representative Troy Waymaster, Vice-chairperson
Senator Michael Fagg
Senator Tim Shallenburger
Representative Shannon Francis
Representative Kyle Hoffman
Representative Lindsay Vaughn

Members Absent

Senator Pat Pettey
Representative Henry Helgersen

Staff Present

Chardae Caine, Kansas Legislative Research Department
Jill Wolters, Office of Revisor of Statutes
Susan McClacherty, Committee Assistant

Conferees

Jason Fizell, Interim Executive Director, Kansas Infrastructure Hub

**Tuesday, July 22
Morning Session**

Call to Order

Chairperson Billinger called the meeting to order at 9:06 a.m.

Presentation on Cost Share Expectation

Jason Fizell, Interim Executive Director, Kansas Infrastructure Hub, on behalf of the Build Kansas Steering Committee, presented the guidance provided to Build Kansas Fund applicants that cash and/or in-kind contributions should be significant to demonstrate their commitment to the project, and the Build Kansas Advisory Committee considers local match exemptions or adjustments based on detailed, written justification submitted by the applicants. ([Attachment 1](#))

Presentation on Kansas Infrastructure Hub Dashboards

Mr. Fizell presented a map showing the geographical locations of both awarded projects and projects awaiting awards from federal agencies. He also presented the total number of applications and dollar amounts of projects awarded, awaiting to be awarded, and not awarded federal grant funds in addition to the Build Kansas Funding commitments to date. He presented a graph illustrating the number of entities receiving technical assistance per month from September 2023 to June 2025.

Presentation on Safe Streets and Roads for All Applications to the Build Kansas Matching Grant Fund

Mr. Fizell provided background information on the Safe Streets and Roads for All (SS4A) program and presented the applications for the Build Kansas Matching Grant Fund.

The following new applications were reviewed:

1. #2025-141-SCKEDD is from the City of Douglass to develop a Comprehensive Safety Action Plan (CSAP) for Douglass, Kansas, and includes complementary planning and a road safety audit. The entity is requesting \$54,150 and contributing a local match of \$2,850. The request has the potential to unlock \$228,000 of federal funds, for a total project cost of \$285,000. ([Attachment 2](#))

There was consensus to approve this application.

2. #2025-147-SCKEDD is from the City of Halstead to develop a CSAP and to identify and address roadway safety concerns, reduce crashes, and guide future infrastructure investments. The entity is requesting \$47,500 and contributing a local match of \$2,500. The request has the potential to unlock \$200,000 of federal funds, for a total project of \$250,000. ([Attachment 3](#))

There was consensus to approve this application.

3. #2025-149-SEKRPC is from City of Coffeyville to conduct a Road Safety Audit and Traffic Engineering Study along the city's US-166 corridor to identify safety improvements and reduce crashes. The entity is requesting \$30,000 and contributing a local match of \$10,000. This request has potential to unlock \$160,000 of federal funds, for a total project cost of \$200,000. ([Attachment 4](#))

There was consensus to approve this application.

4. #2025-152-NoEDD is from the City of Valley Falls to implement a series of safety improvements to reduce crash risk and enhance pedestrian infrastructure near schools and key corridors. The entity is requesting \$1.6 million and contributing a local match of \$85,000. This request has potential to unlock \$6.8 million of federal funds, for a total project cost of \$8.5 million. ([Attachment 5](#))

There was consensus to approve this application.

5. #2025-157-SCKEDD is from Cowley County to realign the intersection of K-15 and 162nd Road to a T-intersection configuration to improve sight distance, reduce vehicle speeds, and prevent serious crashes. The entity is requesting \$365,433 and contributing a local match of \$19,233. This request has potential to unlock \$1.5 million of federal funds, for a total project cost of \$1.9 million. ([Attachment 6](#))

There was consensus to approve this application.

6. #2025-158-FHRC is from Chase County to develop a CSAP and demonstration projects. The entity is requesting \$100,985 and contributing a local match of \$5,315. This request has potential to unlock \$425,200 of federal funds, for a total project cost of \$531,500. ([Attachment 7](#))

There was consensus to approve this application.

7. #2025-159-NoEDD is from Franklin County to develop a CSAP to reduce fatal crashes and severe injuries within the county's seven city jurisdictions. The entity is requesting \$165,164 and seeking a local match exemption. The request has the potential to unlock \$660,657 of federal funds, for a total project cost of \$825,821. ([Attachment 8](#))

Representative Hoffman moved, and seconded by Representative Waymaster, that Franklin County provide a 5.0 percent local match contribution. The motion carried.

8. #2025-161-FHRC is from the City of Junction City for a project that includes a vehicle-to-vehicle communication pilot, emergency vehicle preemption system enhancements, ambulance safety restraint retrofit, and emergency management services (EMS)-informed data planning and mapping. The entity is requesting \$145,855 and contributing a local match of \$7,677. This request has potential to unlock \$614,128 of federal funds, for a total project cost of \$767,660. ([Attachment 9](#))

There was consensus to approve this application.

9. #2025-162-FHRC is from the Flint Hills Regional Council, Inc., to develop a regional CSAP and implement nine targeted demonstration projects in high-risk locations across the region. The entity is requesting \$346,674 and seeking a local match exemption. This request has the

potential to unlock \$1.4 million of federal funds, for a total project cost of \$1.7 million. ([Attachment 10](#))

Representative Waymaster moved, and seconded by Representative Hoffman, that a 5.0 percent local match contribution be provided. The motion carried.

Representative Vaughn requested that her dissenting vote be recorded in the minutes.

10. #2025-163-NWKPDC is from Wallace County to address multiple safety issues including hazardous crossings on US-40 and KS-27, vehicle speeding through school zones, and gaps in pedestrian connectivity between neighborhoods and school campuses. The entity is requesting \$672,523 and contributing a local match of \$35,396. This request has potential to unlock \$2.8 million of federal funds, for a total project cost of \$3.5 million. ([Attachment 11](#))

There was consensus to approve this application.

11. #2025-164-MARC is from the Mid-America Regional Council to design and evaluate a regional program that expeditiously provides whole blood to the scene of transportation-related emergencies. The entity is requesting \$35,477 and contributing a local match of \$1,867. This request has potential to unlock \$149,374 of federal funds, for a total project cost of \$186,718. ([Attachment 12](#))

Representative Waymaster moved, and seconded by Representative Hoffman, for a detailed financial model of the project to ensure other states are contributing before the application is sent on for approval.

Representative Francis moved a substitute motion, and seconded by Representative Waymaster, to approve the application and should Missouri not fund their share of the project, the application is approved contingent of the projects being completed in Kansas. The motion carried.

Presentation on Airport Infrastructure Grant Applications to the Build Kansas Matching Grant Fund

12. #2025-142-NWKPDC is from the City of Colby to design a 100' X 120' hangar to increase aircraft storage capacity and support transient jet traffic during inclement weather conditions. The entity is requesting \$9,513 and contributing a local match of \$501. This request has potential to unlock \$190,266 of federal funds, for a total project cost of \$200,280. ([Attachment 13](#))

There was consensus to approve this application.

13. #2025-143-SCKEDD is from the McPherson Airport Authority to replace aging airfield lighting and navigational equipment to improve visibility and enhance pilot safety during night operations and poor weather conditions. The entity is requesting \$9,629 and contributing a local match of \$507. This request has potential to unlock \$192,584 of federal funds, for a total project cost of \$202,720. ([Attachment 14](#))

There was consensus to approve this application.

14. #2025-144-SCKEDD is from the Strother Field Commission and located in Winfield, Kansas, to construct a 1,600 square foot building to protect snow removal equipment and support efficient winter operations. The entity is requesting \$10,450 and contributing a local match of \$551. This request has potential to unlock \$209,002 of federal funds, for a total project cost of \$220,003. ([Attachment 15](#))

There was consensus to approve this application.

15. #2025-145-SCKEDD is from the City of Eureka to rehabilitate existing apron and taxiway payment to extend surface life, improve safety, and prevent damage from foreign object debris and panel cracking. The entity is requesting \$4,037 and contributing a local match of \$213. This request has potential to unlock \$80,750 of federal funds, for a total project cost of \$85,000. ([Attachment 16](#))

There was consensus to approve this application.

16. #2025-146-GPDI is from Kearny County to install a new electrical vault and replace the aging beacon to enhance airfield safety, protect critical infrastructure, and support visibility during night and poor weather operations. The entity is requesting \$10,524 and contributing a local match of \$554. This request has the potential to unlock \$210,476 of federal funds, for a total project cost of \$221,554. ([Attachment 17](#))

There was consensus to approve this application.

17. #2025-148-GPDI is from the Unified Board of Supervisors for Greeley County to design and construct a dedicated medical helipad to support emergency air transport operations and reduce conflicts with based and transient aircraft at the airport. The entity is requesting \$7,906 and contributing a local match of \$417. This request has the potential to unlock \$158,140 of federal funds, for a total project cost of \$166,463. ([Attachment 18](#))

There was consensus to approve this application.

18. #2025-151-GPDI is from City of Liberal to construct a parallel taxiway for Runway 4-22 to enhance safety, eliminate back-taxiing, and bring the airport into compliance with current Federal Aviation Administration (FAA) standards. The entity is requesting \$149,781 and contributing a local match of \$7,884. This request has the potential to unlock \$2.9 million of federal funds, for a total project cost of \$3.1 million. ([Attachment 19](#))

There was consensus to approve this application.

19. #2025-153-NWKPDC is from the Rooks County Airport Commission to construct a new taxilane and up to three hangars to increase based aircraft capacity, preserve FAA funding eligibility, and accommodate future aviation demand. The entity is requesting \$22,201 and contributing a local match of \$1,168. The request has the potential to unlock \$444,000 of federal funds, for a total project cost of \$467,369. ([Attachment 20](#))

There was consensus to approve this application.

20. #2025-154-SCKEDD is from the City of Eureka to construct a new fuel farm at the airport to improve refueling capabilities by installing a 4,000-gallon aviation gas tank and an 8,000-gallon JET-A tank. The entity is requesting \$6,625 and contributing a local match of \$349. This

request has potential to unlock \$132,493 of federal funds, for a total project cost of \$139,467. ([Attachment 21](#))

There was consensus to approve this application.

21. #2025-155-GPDI is from the City of Chanute to rehabilitate the south portion of Taxiway A by replacing damaged concrete panels, sealing joints, and adding pavement markings to extend pavement life. The entity is requesting \$8,800 and contributing a local match of \$464. This request has the potential to unlock \$176,003 of federal funds, for a total project cost of \$185,267. ([Attachment 22](#))

There was consensus to approve this application.

22. #2025-156-GPDI is from the City of Great Bend to rehabilitate Runway 17-35 and the north end of Taxiway A by sealing cracks, applying asphalt seal coat, and installing new pavement markings to extend pavement life. The entity is requesting \$15,260 and contributing a local match of \$804. This request has the potential to unlock \$305,200 of federal funds, for a total project cost of \$321,264. ([Attachment 23](#))

There was consensus to approve this application.

Mr. Fizell informed the Committee of a negative \$111 adjustment in the Build Kansas Fund award 2024-050-FHRC due to the City of Emporia being federally awarded \$1,000 less than the applied for amount.

Committee Discussion, Advise, and Recommendations

The Committee discussed outreach benefits for providing technical assistance to communities and accessing grants for funding sources other than through the Bipartisan Infrastructure Law (BIL). The Committee requested documentation of the successes in accessing other funding sources for infrastructure projects.

The Committee discussed the percentage of projects that get completed following studies and audits, due to the concerns of allocating funds for studies and audits with no projects completed based on additional information. Mr. Fizell indicated that the entities are looking for the safety audits to provide data-driven, sight-specific recommendations to reduce crashes and implementing leading pedestrian intervals at intersections, revising signal timing, improving crosswalk visibility, and sidewalk coverage across town.

The Committee discussed the two-year time period for the studies. Mr. Fizell responded that of the applicants awarded in fiscal year 2022, studies are coming back as it takes time to get the grant agreement in place and then conduct the study. He informed the Committee that CSAP can be used to pursue other funding sources.

The Committee discussed the percentage of local match contributions reflecting in the presentation as 1.0 percent, which is the entire project cost that equates to 5.0 percent of the 20.0 percent local contribution match required for SS4A projects.

Mr. Fizell informed the Committee about the term “roadway diet” using an example of a three-lane road taken down to a two-lane road.

The Committee questioned exemptions from local match requests as the letters did not include the entity's tax base and how much it generates or specify the reason for needing an exemption. The Committee noted it previously granted exemptions when cities documented their need for an exemption.

The Committee inquired about the make-up of the Flint Hills Regional Council, Inc., which is a separately incorporated organization that represents a multi-county area and is the economic development district for that region.

The Committee discussed whether the Mid-America Regional Council's bi-state project sought funding from Missouri and whether there was a guarantee that Kansas funding would be implemented in Kansas counties if the project is approved by the federal government. Mr. Fizell informed the Committee that Mid-America Regional Council was going to allocate based on census population figures and did not provide the exact percentage of allocations between states. He also informed the Committee that the total project cost for Kansas is \$187,000, and the total project cost is about \$467,000.

The Committee inquired on the location of the proposed Greeley County helipad in relation to their local hospital, as there was no documentation provided.

The Committee discussed applicants providing more than 5.0 percent for airport projects and the background for how the percentage was determined.

The Committee discussed scheduling meetings based on applications received and preferably prior to the federal deadline for application submissions.

Approval of June 17, 2025, Minutes

Representative Francis moved, and Representative Waymaster seconded, to adopt the minutes from June 17, 2025. The motion carried.

Adjourn

Chairperson Billinger adjourned the meeting at 10:07 a.m.

Prepared by Susan McClacherty
Edited by Chardae Caine

Approved by the Committee on:

(Date)