

Build Kansas Fund | Fiscal Year 2026 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: Shawn Wesner, Executive Director, Kansas Infrastructure Hub

RE: **2026-184-GPDI Grant County**

Date: July 16, 2026

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

- Coversheet – provides a high-level overview of the application including a unique identification number, page 1 of 15 of the Build Kansas Fund Application Package.
- Build Kansas Fund Application – includes information submitted with the Build Kansas Fund Application, pages 2-8. Page 9 provides the table of funding sources and zip codes served by the project.
- Attachments – Projective narrative pages 10-15.

Project Overview

Grant County seeks funding from the U.S. Department of Transportation for funding available through the Airport Infrastructure Grant (AIG) program for their Ulysses, KS Airport (ULS) - Replace MITL System and Taxiway Guidance Signs project which includes the design and installation of a new Medium Intensity Taxiway Lighting (MITL) system and taxiway guidance signs serving the parallel and connecting taxiways for Runway 17-35.

This opportunity is a discretionary IIJA program with a local match requirement of 5% of the total project cost. The entity is requesting \$24,328.55 from the Build Kansas Fund, and is providing a local cash match of \$1,280.45. This request has the potential to unlock \$486,557.00 in federal funds, for a total project cost of \$512,166.00.

The deadline for this opportunity was May 1, 2026. This Build Kansas Fund application was received on April 17, 2026.

Previously Awarded BKF

Program/Fiscal Year	BKF Amount	Federal Award Status	BKF Status
N/A	N/A	N/A	N/A

Build Kansas Fund Steering Committee Recommendation

The Build Kansas Fund Steering Committee reviewed this application on May 27, 2026 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 2026

Application Package | Coversheet



Build Kansas Fund Application Number	2026-184-GPDI		
Applicant Name	Grant County		
Application Date Received	4/17/2026		
Project Name	Ulysses, KS Airport (ULS) - Replace MITL System and Taxiway Guidance Signs		
Project Description	Design and installation of a new Medium Intensity Taxiway Lighting (MITL) system and taxiway guidance signs serving the parallel and connecting taxiways for Runway 17-35.		
Entity Type	Local Government		
Economic Development District (EDD)	Great Plains Development, Inc.		
Infrastructure Sector(s)	Transportation		
IIJA Program	Airport Infrastructure Grant (AIG)		
IIJA Program Type	Discretionary		
Application Type	Implementation		
IIJA Application Deadline	5/1/2026		
Build Kansas Fund Request	\$24,328.55		
Technical Assistance Received	General	Yes ☐	No ☒
	IIJA Application	Yes ☒	No ☐
	Build Kansas Fund Application	Yes ☒	No ☐
Application Notes	Build Kansas Fund contribution of \$24,328.55 will unlock \$486,557.00 in federal IIJA funding, with a local cash contribution of \$1,280.45, for a total project cost of \$512,166.00.		
Previously Awarded BKF Applications (If Applicable)	Program/FY	BKF Amount	Status
	N/A	N/A	N/A
Steering Committee Funding Recommendation	5/27/2026 Recommend ☒ Declined ☐		
Advisory Committee Funding Recommendation	7/16/2026 Recommend ☐ Declined ☐		

Title	Grant County, Kansas	04/17/2026
	by Ian Wright in Build Kansas Fund Application	id. 53859587
	iwright@hwlochner.com	

Original Submission	04/17/2026
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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:	Grant County, Kansas
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Project Name:	Ulysses, KS Airport (ULS) - Replace MITL System and Taxiway Guidance Signs
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Entity type:	County Government
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Entity Population:	7,000
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Applicant Contact Name:	Sheila Brown
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Applicant Contact Position/Title:	Airport Manager / Former County Clerk
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Applicant Contact Telephone Number:	+16207709277
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Applicant Contact Email Address:	gtdcosbrown@gmail.com
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Applicant Contact Address:	108 S. Glenn
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Applicant Contact Address Line 2 (optional):	
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Applicant Contact City:	Ulysses
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Applicant Contact State: Kansas

Applicant Contact Zip Code: 67880

Is the Project Contact the same as the Applicant Contact? No

Project Contact Name: Ian Wright

Project Contact Position/Title: Project Manager

Project Contact Telephone Number: +13165189244

Project Contact Email Address: iwright@hwlochner.com

Project Contact Address: 15717 College Boulevard

Project Contact Address Line 2 (optional):

Project Contact City: Lenexa

Project Contact State: Kansas

Project Contact Zip Code: 66061

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?

Grant 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) 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:

IIJA Airport Infrastructure Grant Funding

What is the funding agency for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity?

Federal Aviation Administration

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

20.117

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

5/1/2026

Application Type: Implementation

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

2026

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

\$486,557.00

Enter the total project cost:

\$512,166.00

Enter the required non-federal match percentage:

5%

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:

\$24,328.55

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

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

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?

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

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

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

N/A

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

The IIJA (formerly Bipartisan Infrastructure Law (BIL)) local match to the federal grant has been planned for utilizing local funding mechanisms. At this point in time and throughout past research, there are no known funding sources available (federal or local) that could fund the BIL local match.

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:

[Executive_Summary_-_ULS_MITL.pdf](#)

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

Total Project Cost: \$942,700

AIP-NPE Funds: \$311,443

Local Match to AIP-NPE Funds: \$16,392

FAA INELIGIBLE Project Construction Costs: \$500

FUTURE AIP-NPE Funds: \$91,979

Local Match to FUTURE AIP-NPE Funds: \$10,220

AIG-BIL/IIJA Funds: \$486,557

Local Match to AIG-BIL/IIJA Funds: \$25,609

Build Kansas Fund Request: \$24,328.55

Local Match to Build Kansas Fund Request: \$1,280.45

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: Ian Wright
The following persons are responsible for making this Build Kansas Fund application.

Position/Title: Project Manager (Lochner)

Additional:

Position/Title:

Additional:

Position/Title:

Additional:

Position/Title:

Source	Amount	% of Project
Build Kansas Funds (non-federal match)	\$24,328.55	4.75%
Eligible Applicant Cash Match	\$1,280.45	0.25%
Eligible Applicant In-Kind Match (estimated value)	\$0.00	0.00%
IIJA Federal Funds (applied for)	\$486,557.00	95.00%
Additional Project Contribution (if applicable)	\$0.00	0.00%
TOTAL PROJECT COST	\$512,166.00	100.00%

Project Match	Amount	% of Match
Build Kansas Funds	\$24,328.55	95.00%
Applicant Contribution	\$1,280.45	5.00%
TOTAL MATCH	\$25,609.00	100.00%

Zip Code	% of project in zip code
67880	100%
	100% In Kansas

ULYSSES AIRPORT (ULS) GRANT COUNTY, KANSAS

EXECUTIVE SUMMARY

SCHEDULE A (FAA ELIGIBLE)

REPLACE TAXIWAY LIGHTING SYSTEM AND GUIDANCE SIGNS

SCHEDULE B (FAA INELIGIBLE)

REPLACE TAXIWAY A4 LOCATION SIGN PANEL

FAA IIJA/AIP Project No. 3-20-0084-023/024-2026

Lochner Project No. 19921 TO02

MARCH 2026

1.0 INTRODUCTION

This Engineer's Design Report has been prepared in conjunction with construction plans, specifications, and contract documents for improvements to the Ulysses Airport (ULS) in Ulysses, Kansas. The airport is owned and operated by Grant County, Kansas. Grant County, Kansas (County) and H.W. Lochner, Inc. (Lochner) entered into a contract for engineering design services for the replacement of the Medium Intensity Taxiway Lighting (MITL) system and taxiway guidance signs serving the parallel and connecting taxiways for Runway 17-35. This report presents an overview of field investigations, findings, design considerations, recommendations, and estimated construction costs for the proposed improvements at ULS. **Figure 1: General Project Layout** illustrates the proposed construction improvements.

The Ulysses Airport is located on the north side of Ulysses in Grant County in southwestern Kansas. The airport consists of concrete Runway 17-35 (6,000' x 100') and concrete Runway 12-30 (4,600' x 60'). The airport serves 30 based aircraft: 26 single-engine, 3 multi-engine, and 1 helicopter. Additionally, 4 gliders are based at the airport.

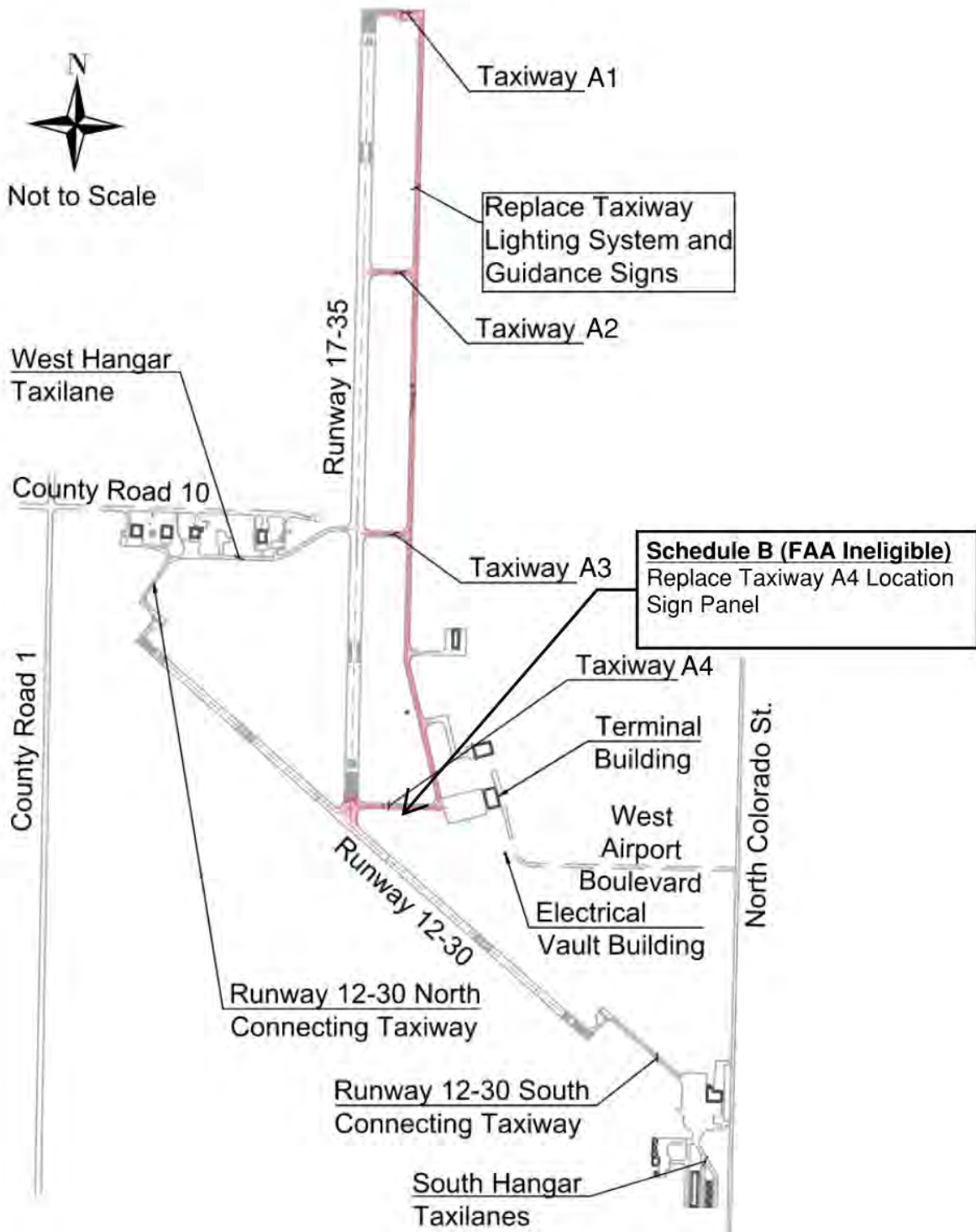


Figure 1: General Project Layout

2.0 PHOTOGRAPHS AND SITE INVESTIGATIONS

The County has experienced issues over the last several years with MITL system failures and has invested their own funds to troubleshoot and attempt to fix the problem. The MITL system was originally installed in 2009 and has surpassed 16 years of life. The MITL system features stake-mounted quartz MITLs with an occasional base-mounted MITL. **Figure 2: Stake-Mounted Taxiway Edge Light and Taxiway Guidance Sign** depicts the typical stake mounted taxiway edge light, and typical sign servicing Runway 17-35's parallel taxiway and their current condition. The sign panels are also significantly faded. Referencing the record drawings from the original design and installation, the existing electrical circuitry is directly buried into the ground and ranges between 10 to 15 feet offset from the edge of pavement. The electrical vault building houses four regulators, one of which is the 15 kW MITL system regulator that is currently powering the MITL system. There are runway exit, taxiway directional, and taxiway informational signs along the parallel and connecting taxiways that have exceeded their useful life and operate intermittently.



Figure 2: Stake-Mounted Taxiway Edge Light and Taxiway Guidance Sign

3.0 AIRFIELD LIGHTING, SIGNAGE, AND NAVIGATIONAL AIDS

3.1 Taxiway Lighting

The new MITL system will be designed in accordance with FAA AC 150/5340-30J *Design and Installation for Airport Visual Aids*. The MITL system will include size 8 AWG, 5kV, L-824, Type C wires enclosed in a 2-inch conduit offset 8 feet from the edge of pavement as to not interfere with the abandoned circuitry located 10 to 15 feet from the edge of pavement. A solid copper counterpoise wire will also be installed for lightning protection. The Contractor will have the option to install the bare counterpoise either in the same trench above the runway circuit, or at a 4-foot offset from the edge of the runway. This counterpoise wire installation will be included in the Runway 17-35 edge lighting circuit, as well as the homerun circuit to the electrical vault building.

The proposed edge lights will be L-861T Blue Light Emitting Diode (LED) base mounted elevated light fixtures that are 14 inches in height and 8 feet from the edge of pavement, similar to the recently replaced Medium Intensity Runway Lighting (MIRL) system. The LED lights will be equipped with an arctic option. The arctic option features a component that uses a thermostatically controlled heater to prevent ice and snow from building up and obscuring the light output. LED lights with an arctic option melt ice similar to traditional incandescent fixtures.

Ten percent of the required MITLs, not to exceed \$10,000, will be included with this project as spare light fixtures, transformers, and cover plates. These spare parts account for any damage that occurs during installation and all leftover spare parts will be turned over to the County at the completion of the project. This will be completed in accordance with FAA Order 5100.38D, Change 1 dated February 26, 2019 and as discussed during the pre-design meeting.

3.2 Signage

New LED runway exit, taxiway directional, and taxiway location signs will be specified with this project. These signs shall be placed 20 feet from the pavement edge and will be powered by the MITL circuit. Taxiway A4 had new guidance signage installed as part of the runway lighting replacement project in 2024. With the changing of taxiway designations, this sign panel will be replaced to reflect the correct designation and is considered ineligible for FAA participation since the sign panel hasn't reached its ten year useful life requirement.

3.3 Navigational Aids

The Automated Weather Observing System (AWOS), Runway 17-35 Precision Approach Path Indicator (PAPI) system, Runway 12-30 PAPI system, Runway 17-35 Runway End Identifier Light (REIL) system, primary wind cone, and rotating beacon will not be modified with this project.

4.0 ELECTRICAL VAULT AND ELECTRICAL CALCULATIONS

Currently, the edge lighting illuminating the MITL system and guidance signs are powered by a 15 kW Constant Current Regulator (CCR) located inside of the electrical vault building. This 15 kW CCR will be disposed of by the Contractor and not salvaged for use as a spare. To adequately power the new MITL and taxiway guidance sign system, a 10 kW CCR is proposed in the voided location inside the electrical vault building.

The airfield lighting system electrical controls (radio receiver, interface, timeclock, photocell, antenna, etc.) were replaced in late 2024/early 2025 with the Runway 17-35 lighting, PAPI, and REIL replacement project. As the design progresses, Lochner's electrical engineer will carefully examine any controls related to the MITL system, as well as the associated wiring, and determine if any of these specific items need to be replaced with this project.