

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: **2026-187-SEKRPC Montgomery County**

Date: July 16, 2026

Attached, please find an application made to the Build Kansas Fund by Montgomery 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 14 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 – Project narrative, pages 9-14.

Project Overview

Montgomery County seeks funding from the U.S. Department of Transportation for funding available through the Safe Streets and Roads for All (SS4A) program for their Critical Roadway Safety Improvements along CR5700 and CR5600 project which includes implementing targeted roadway safety improvements along the CR5700 and CR5600 corridors to reduce roadway departure and intersection-related crashes.

This opportunity is a discretionary IIJA program with a local match requirement of 20% of the total project cost. The entity is requesting \$884,070.00 from the Build Kansas Fund, and is providing a local cash match of \$46,530.00. This request has the potential to unlock \$3,722,400.00 in federal funds, for a total project cost of \$4,653,000.00.

The deadline was May 26, 2026, and this Build Kansas Fund application was received on April 24, 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	2026-187-SEKRPC		
Applicant Name	Montgomery County		
Application Date Received	4/24/2026		
Project Name	Critical Roadway Safety Improvements along CR5700 and CR5600		
Project Description	Implement targeted roadway safety improvements along the CR5700 and CR5600 corridors to reduce roadway departure and intersection-related crashes.		
Entity Type	County Government		
Economic Development District (EDD)	Southeast KS Regional Planning Commission		
Infrastructure Sector(s)	Transportation		
IIJA Program	Safe Streets and Roads for All (SS4A)		
IIJA Program Type	Discretionary		
Application Type	Implementation		
IIJA Application Deadline	5/26/2026		
Build Kansas Fund Request	\$884,070.00		
Technical Assistance Received	General	Yes ☒	No ☐
	IIJA Application	Yes ☒	No ☐
	Build Kansas Fund Application	Yes ☒	No ☐
Application Notes	Build Kansas Fund contribution of \$884,070.00 will unlock \$3,722,400.00 in federal IIJA funding, with a local cash contribution of \$46,530.00, for a total project cost of \$4,653,000.00.		
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	County of Montgomery	04/24/2026
	by Will Hoing in Build Kansas Fund Application	id. 53932155
	whoing@merchantmcintyre.com	

Original Submission	04/24/2026
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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:	County of Montgomery
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Project Name:	Critical Roadway Safety Improvements along CR5700 and CR5600
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Entity type:	County Government
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Entity Population:	31486
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Applicant Contact Name:	Jonathan Booe
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Applicant Contact Position/Title:	County Administrator
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Applicant Contact Telephone Number:	+16203301209
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Applicant Contact Email Address:	jbooe@mgcountyks.org
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Applicant Contact Address:	217 E. Myrtle
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Applicant Contact Address Line 2 (optional):	
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Applicant Contact City:	Independence
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Applicant Contact State:	Kansas
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Applicant Contact Zip 67301
Code:

Is the Project Contact the same as the Applicant Contact?	Yes
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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
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Certify that the Infrastructure Investment and Jobs Act (IIJA) funding opportunity you are pursuing has a required non-federal match component:	Yes
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What is the primary county that the project will occur in?	Montgomery County
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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.
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Please enter the Infrastructure Investment and Jobs Act (IIJA) funding opportunity title that the entity is applying for:	FY2026 Safe Streets and Roads for All
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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? 5/26/2026

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: \$3,722,400.00 for a total project cost of \$4,653,000.00

Enter the total project cost: \$4,653,000.00

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. 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:	\$884,070.00 for a total project cost of \$4,653,000.00
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Enter the non-federal cash match amount being provided by the eligible applicant, if applicable:	\$46,530.00 for a total project cost of \$4,653,000.00
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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](#)

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; the County, given regional economic challenges, needs and exhausts every resource and dollar available to them across all departments and priorities, and thus has no funds that will go unused.
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Will any American Rescue Plan Act (ARPA) or Coronavirus State & Local Fiscal Recovery Fund monies be used for the non-federal 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 be used for this match?	Local funds
Describe your efforts to find other available funding sources for this project:	The tax base of Montgomery County, KS is predominantly low-income with many households facing significant financial challenges themselves that inhibits the County's ability to generate and raise revenue to support significant surface transportation investments. More specifically, 16.3% of Montgomery County residents are at or below the poverty line and the median household income is \$53,242, which is substantially less than the statewide median household income of \$70,333 (U.S. Census Bureau). Such circumstances have resulted in the County maximizing all available financial resources spread across many departments and all County initiatives with nearly no dollar being left unspent. Despite these fiscal challenges, the County has continued to seek out external financial assistance to alleviate the ongoing budgetary constraints and will continue to pursue various funding opportunities to support the ongoing operations of the County, including financial assistance through other state, federal, private, and foundation mechanisms.

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_-_Montgomery_County_KS_-_FY26_SS4A.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 of Funds: checked

Understanding of Reporting Requirements: checked

Authority to Make Grant Application: checked

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

Position/Title:

Additional: Jonathan Booe

Position/Title: Montgomery County Administrator

Additional: Brandon Beurskens

Position/Title: Montgomery County Public Works Director

Additional:

Position/Title:

Source	Amount	% of Project
Build Kansas Funds (non-federal match)	\$884,070.00	19.00%
Eligible Applicant Cash Match	\$46,530.00	1.00%
Eligible Applicant In-Kind Match (estimated value)	\$0.00	0.00%
IIJA Federal Funds (applied for)	\$3,722,400.00	80.00%
Additional Project Contribution (if applicable)	\$0.00	0.00%
TOTAL PROJECT COST	\$4,653,000.00	100.00%

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

Zip Code	% of project in zip code
67335	46%
67344	46%
67301	8%
	100% In Kansas



MONTGOMERY COUNTY, KS – FY26 SS4A APPLICATION

EXECUTIVE SUMMARY

Montgomery County, Kansas is applying to the U.S. Department of Transportation’s (USDOT) FY26 Safe Streets and Roads for All (“SS4A”) program to support the \$4.653 million Critical Roadway Safety Improvements along CR5700 and CR5600 Corridors project.

This project builds upon and directly implements recommended data-driven, proven safety countermeasures and best practices on high priority roadways resulting from an extensive analysis and planning effort led by the Southeast Kansas Regional Planning Commission (SEKRPC).

(1) Planning Process & Data-Driven Analysis

In 2024, SEKRPC was awarded an SS4A Planning grant to study roadway safety in their 12-county region, culminating in the development of a Comprehensive Safety Action Plan (CSAP) for *each* county to address the most significant transportation safety risks in the community with an emphasis on fatal and serious injury crashes.

Projects were identified by (1) locating fatal/serious injury emphasis area crash clusters within Montgomery County, considering systemic issues for top emphasis areas, (2) reviewing past plans (including the Local Road Safety Plan), and (3) incorporating feedback from public and stakeholder engagement.

Emphasis areas for the County were determined by understanding community concerns around roadway safety and through a review of 10 years of crash data. The review of local crash data sorted the emphasis areas by (a) frequency of emphasis area for all crashes and (b) frequency of emphasis area for fatal and serious injury crashes.

Such comprehensive public engagement and collaboration included the formation of a Safety Task Force as well as feedback from an extensive community survey process. The Safety Task Force consisted of county staff, law enforcement, school district representatives, city staff, emergency services, healthcare organizations, public transportation providers, business organizations, transportation advocacy groups, businesses, employees, and residents. Members served as representatives of their community in a series of stakeholder meetings to validate information and data, provide insight on potential focus areas, discuss safety strategies, and serve as community champions. This Safety Task Force played an integral role in this process.

Ultimately, such data-driven analysis and community engagements efforts enabled SEKRPC to determine ten top recommended projects, implementation of any of which would meaningfully contribute to a safer roadway system in Montgomery County. These recommendations were

founded in the national best practices identified by FHWA's and NHTSA's Safe System Approach's data-driven, proven safety countermeasures.

With understanding of the priority emphasis areas for the County and the region, and using the Safe System Approach as a framework, safety strategies were then identified to help reduce crashes and decrease crash severity. Each Safe System element (safe roads, safe speeds, safe road users, safe vehicles, and post-crash care) was considered when selecting recommended safety strategies.

(2) Identified Key Safety Emphasis Areas in Montgomery County, KS

The two biggest emphasis areas for Montgomery County identified in this plan were roadway departures and intersections.

Overall, in Montgomery County, over the past 10 years (2014-2023), 6,140 crashes occurred including 74 fatal crashes, 117 serious injury crashes, and 5,949 injury and property damage only (PDO) crashes.

Of these, 17 crash clusters related to intersection crashes. Ten (10) fatal crashes and 15 serious injury crashes occurred within these intersection-related crash clusters, making intersection-related crashes the most frequently occurring fatal/serious injury emphasis area in the county. Further, across the 10-year study period, there were 43 roadway departure crash clusters identified in Montgomery County. These clusters accounted for four (4) fatal crashes and 16 serious injury crashes, making it the second most frequent fatal/serious injury emphasis area in the county.

(3) About the FY26 SS4A Project

The County's proposed FY26 SS4A application will enable the County to implement both short- and long-term safety improvements identified for the three highest priority projects of the ten recommended. Specifics on these three components that comprise the FY26 SS4A project – including the project limits/length and locations, emphasis area(s) addressed, and proposed short- and long-term improvements – are as follows:

Project Component #1: Olive Street (5700 Road)			
Project Limits	Emphasis Area Addressed	Proposed Short-Term Improvements	Proposed Long-Term Solutions
US-169 to County Road 5600 (0.05 miles)	Roadway Departure	• Update curve signing • Install in-lane curve warning pavement markings • Add retroreflective strips on signposts • Install center/edge line pavement markings • Improve edge drop-off • Add post-mounted delineators • Update advance railroad signing and pavement markings.	• Install 2-foot paved shoulders • Install center/edge line rumble strips • Apply high friction surface treatment on curves.

Project Component #2: US-169 / 5700 Road and 5600 Road			
Project Limits	Emphasis Areas Addressed	Proposed Short-Term Improvements	Proposed Long-Term Solutions
US-169 // CR 5700 // CR 5600 Intersections (0.4 miles)	Intersections; Roadway Departures	• Update/install curve signing • Install in-lane curve warning pavement markings • Add retroreflective strips on signposts • Install center/edge line pavement markings • Improve edge drop-off • Add-post mounted delineators	• Install 18-inch aggregate shoulders • Flatten and widen fore slopes • Install center/edge line rumble strips • Install transverse rumble strip before curves.
Project Component #3: 5600 Road (Sweeney Hill Drive)			
Project Limits	Emphasis Area Addressed	Proposed Short-Term Improvements	Proposed Long-Term Solutions
County Road 2700 to County Road 2925 (0.5 miles)	Roadway Departures	• Update/install curve signing • Install in-lane curve warning pavement markings • Add retroreflective strips on signposts • Install center/edge line pavement markings • Improve edge drop-off • Add post-mounted delineators.	• Install 2-foot paved shoulders • Install center/edge line rumble strips • Install transverse rumble strips before the curves • Apply high friction surface treatment on curves.

(4) Project Outcomes & Goals

Montgomery County recognizes that one life lost is one too many and thus has developed this set of three projects that will reduce transportation safety risks and save lives by implementing tailored evidence-based strategies and actions, using the Safe System Approach, to reduce fatal and serious injury crashes in the County – with said reductions in fatal and serious injury crashes being the primary expected outcomes.

This SS4A project therefore supports the shared goal of USDOT, the SS4A program specifically, and Montgomery County of ultimately zero roadway deaths.

(5) Project Budget

The County collaborated extensively with engineers to determine the requested project's scope of work and costs associated with completion of this scope of work. A brief overview table of the budget is provided immediately below, followed by a detailed line-item budget for each of the project components as follows:

Project Components #1 & #2 – Subtotal:	\$2,145,000
Project Component #3 – Subtotal:	\$2,508,000
<i>PROJECT TOTAL COSTS:</i>	<i>\$4,653,000</i>
<i>Federal SS4A Funding Request:</i>	<i>\$3,722,400</i>
<i>Build KS Fund Match:</i>	<i>\$884,070</i>
<i>County (Applicant/Local) Match</i>	<i>\$46,530</i>

BUDGET ESTIMATES – PROJECT COMPONENTS #1 & #2

Preliminary Engineering

- Project management (engineering team) \$10,000
- Field investigations / site visits \$7,000
- Topographic survey (if needed) \$30,000
- Data collection (traffic counts, speed data if required) \$15,000
- Concept development / alternatives analysis \$7,000
- Coordination meetings (County, KDOT, stakeholders) \$6,000
- Preliminary cost estimating \$4,000
- Cost estimate (basic) \$3,000

Environmental & Permitting

- NEPA documentation (assuming Categorical Exclusion expected) \$3,000
- Environmental review / documentation \$3,000
- Agency coordination (state/federal if applicable) \$4,000
- Permit identification and processing \$4,000

Final Design (Plans, Specs, Estimates (PS&E))

- Final engineering design \$22,000
- Preparation of construction plans \$10,000
- Specifications development \$6,000
- Final cost estimate refinement \$3,000
- Bid package preparation \$3,000

Right-of-Way (ROW)

- ROW identification and mapping \$6,000
- Appraisals (if needed) \$14,000
- Acquisition costs (if any) \$23,000
- Legal / administrative costs \$7,000

Utility Coordination / Relocation

- Utility identification \$5,000
- Coordination with providers \$5,000
- Minor relocation (if required) \$6,000

Construction – (Capital Improvements)

- Asphalt \$260,000
- Aggregate Base (AB-3)(6”) \$91,000
- Aggregate Shoulder (AB-3)(8”) \$16,000
- Manipulation of Subgrade \$28,000
- Cement \$46,000

▪ Rigid Frame Box	\$650,000
▪ General Grading	\$310,000
<u>Construction Engineering & Inspection (CEI)</u>	
▪ Construction oversight	\$15,000
▪ Inspection services	\$151,000
▪ Materials testing (if applicable)	\$55,000
▪ Project administration during construction	\$17,000
<u>Contingency</u>	
▪ Standard contingency (~10-15%)	\$240,000
<u>Project Management/Grant Administration</u>	
▪ Grant administration	\$22,000
▪ Reporting to USDOT	\$6,000
▪ Compliance documentation	\$7,000
▪ Coordination across agencies	\$7,000
<u>Public Engagement/Communications</u>	
▪ Public notices	\$5,000
▪ Outreach materials	\$4,000
▪ Stakeholder coordination	\$4,000
▪ Construction communication	\$5,000
<i>TOTAL COST ESTIMATE (COMPONENTS 1 & 2) =</i>	<i>\$2,145,000.00</i>

BUDGET ESTIMATES – PROJECT COMPONENT #3

<u>Preliminary Engineering</u>	
• Project management (engineering team)	\$11,000
• Field investigations / site visits	\$8,000
• Topographic survey (if needed)	\$34,000
• Data collection (traffic counts, speed data if required)	\$17,000
• Concept development / alternatives analysis	\$8,000
• Coordination meetings (County, KDOT, stakeholders)	\$7,000
• Preliminary cost estimating	\$4,000
• Cost estimate (basic)	\$3,000
<u>Environmental & Permitting</u>	
• NEPA documentation (assuming Categorical Exclusion expected)	\$3,000
• Environmental review / documentation	\$3,000
• Agency coordination (state/federal if applicable)	\$4,000
• Permit identification and processing	\$4,000
<u>Final Design (Plans, Specs, Estimates (PS&E))</u>	
• Final engineering design	\$25,000
• Preparation of construction plans	\$11,000
• Specifications development	\$7,000
• Final cost estimate refinement	\$3,000
• Bid package preparation	\$3,000
<u>Right-of-Way (ROW)</u>	
• ROW identification and mapping	\$6,000
• Appraisals (if needed)	\$15,000

• Acquisition costs (if any)	\$25,000
• Legal / administrative costs	\$8,000
<u>Utility Coordination / Relocation</u>	
• Utility identification	\$6,000
• Coordination with providers	\$6,000
• Minor relocation (if required)	\$7,000
<u>Construction – (Capital Improvements)</u>	
• Asphalt	\$433,000
• Aggregate Base (AB-3)(6’)	\$151,000
• Aggregate Shoulder (AB-3)(8’)	\$26,000
• Manipulation of Subgrade	\$47,000
• Cement	\$76,000
• Rigid Frame Box	\$420,000
• General Grading	\$490,000
<u>Construction Engineering & Inspection (CEI)</u>	
• Construction oversight	\$17,000
• Inspection services	\$172,000
• Materials testing (if applicable)	\$64,000
• Project administration during construction	\$18,000
<u>Contingency</u>	
• Standard contingency (~10-15%)	\$300,000
<u>Project Management/Grant Administration</u>	
• Grant administration	\$24,000
• Reporting to USDOT	\$7,000
• Compliance documentation	\$8,000
• Coordination across agencies	\$8,000
<u>Public Engagement/Communications</u>	
• Public notices	\$5,000
• Outreach materials	\$4,000
• Stakeholder coordination	\$4,000
• Construction communication	\$6,000
<i>TOTAL COST ESTIMATE (COMPONENT 3) =</i>	<i>\$2,508,000.00</i>

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