

**PRELIMINARY
MINUTES**

BUILD KANSAS ADVISORY COMMITTEE

May 6, 2026
Room 159-S—Statehouse

Members Present

Senator Rick Billinger – Chairperson
Representative Troy Waymaster – Vice Chairperson
Senator Michael Fagg
Representative Shannon Francis
Representative Henry Helgersen
Representative Kyle Hoffman

Members Absent

Senator Pat Pettey
Senator Tim Shallenburger
Representative Lindsay Vaughn

Staff Present

Dylan Dear, Kansas Legislative Research Department (KLRD)
Jacob Kleespie, KLRD
Walt Nelson, KLRD
Jill Wolters, Office of Revisor of Statutes
Chris Waggoner, Office of Revisor of Statutes
Susan McClacherty, Committee Assistant

Conferees

Shawn Wesner, Executive Director, Kansas Infrastructure Hub
Calvin Reed, Secretary, Kansas Department of Transportation

**Wednesday, May 6
Afternoon Session**

Call to Order

Chairperson Billinger called the meeting to order at 1:07 p.m.

Presentation on Kansas Infrastructure Hub/Build Kansas Fund Updates

Shawn Wesner, Executive Director, Kansas Infrastructure Hub, on behalf of the Build Kansas Steering Committee, provided an overview of the funding of the Build Kansas Fund (Fund) for state fiscal years 2024-2027, and the amount remaining for programming. She provided an update on the Bridge Improvement Program Notice of Funding Opportunities (NOFO), stating it was not released within the first quarter of 2026 calendar year, so per the Committee's direction, the \$12.0 million committed on four applications was redirected back to the Fund. Ms. Wesner informed the Committee that on March 26, 2026, the Federal Emergency Management Agency reopened the Building Resilient Infrastructure and Communities grant funding covering fiscal years 2024 and 2025. She provided an overview of the sectors where applications were awarded, the cumulative amounts, and stages of the projects.

Ms. Wesner informed the Committee that the Steering Committee has 17 applications to review at their meeting scheduled next week.

Ms. Wesner also informed the Committee that applicants attending the Kansas Infrastructure Hub Summit last week shared that the delay with beginning construction was due to many of the small communities facing difficulties with getting contractors to bid on projects; either because the projects are too small or contractors do not work in areas where the construction needs to be completed. She provided an overview of the applications pending federal awards and the Grant Assistance Program.

She reported that all the information provided by the Kansas State Treasurer, Kansas Legislative Research Department, and the Kansas Information Hub is accurate, just reflected differently in funding and budgeting conversations and provided an explanation of the figures not being congruent among the three entities. She presented recommendations to the Committee for winding down the Kansas Build Fund program.

Calvin Reed, Secretary, Kansas Department of Transportation, requested concurrence with a top dollar amount and rules of engagement recommendations to communicate to communities. He also requested feedback on prioritizing the remaining funding to award through the scoring process and prioritizing the economic development regions with no awards.

Ms. Wesner provided a listing of open NOFOs, an update on the April 29, 2026, Kansas Infrastructure Hub Summit, and highlighted three success stories of completed airport projects. ([Attachment 1](#)). She also answered questions from Committee members.

Presentation on Infrastructure Applications to the Fund

Shawn Wesner, Executive Director, Kansas Infrastructure Hub, on behalf of the Build Kansas Steering Committee, presented the applications for the Fund based on the Committee's recommendations. Two applications that the Steering Committee approved fell outside the criteria: Dodge City's Rail and Roadway Infrastructure Upgrades (#2026-170-GP) and Wichita's Traffic Study/Preliminary Engineering Report (#2026-177-SCKEDD).

The following applications were reviewed:

1. #2026-171-NWKPDC is from the City of Hays for phase 2 of Runway 4-22 to reconstruct deteriorated pavement and restore pavement integrity, improve operational safety, and reduce long-term maintenance costs. The entity is requesting \$65,302 and providing a local match contribution of \$3,437. This request has the potential to unlock \$1.3 million of federal funds, for a total project cost of \$1.4 million. ([Attachment 2](#))

There was consensus to approve this application.

2. #2026-172-NCRPC is from the the City of Salina for phase 2 airport rehabilitation and expansion to complete a comprehensive passenger terminal modernization by replacing aging terminal infrastructure and improving entry canopy and drop-off lanes. The entity is requesting \$288,800 and contributing a local match of \$15,200. This request has potential to unlock \$5.8 million of federal funds, for a total project cost of \$6.0 million. ([Attachment 3](#))

There was consensus to approve this application.

3. #2026-176-NWKPDC is from the Rooks County Airport Commission to design and construct a taxi lane and up to three rectangular box hangers at the Rooks County Regional Airport. The entity is requesting \$2,831 and contributing a local match of \$149. The request has the potential to unlock \$56,624 of federal funds, for a total project cost of \$59,604. ([Attachment 4](#))

There was consensus to approve this application.

4. #2026-178-NWKPDC is from the City of Hill City to construct Runway 18-36's electrical infrastructure and re-grade the ground penetration off the northern end of Runway 18. The entity is requesting \$22,150 and contributing a local match of \$1,166. The request has the potential to unlock \$443,000 of federal funds, for a total project cost of \$466,316. ([Attachment 5](#))

There was consensus to approve this application.

Representative Waymaster moved, Representative Francis seconded, to accept the Infrastructure Hub recommendation capping committed funds at \$115.0 million. When commitments reach the cap, the Kansas Infrastructure Hub would cease taking applications until funds are decommitted based on federal decision. Further, the Committee accepts the Hub recommendations utilizing the following criteria in committing remaining funds: Limit awards to \$5.0 million per application; limit awards to implementation (not planning) projects only; limit awards to local governments; prioritize awards to multi-jurisdictional applications; prioritize awards to communities with a population of 10,000 or less; prioritize awards to communities not previously awarded; and distribute funding based on regions that have not received funding. The motion carried.

Presentation on Application Amendments to the Fund

The following application amendments were reviewed:

1. 2024-012-NCRPC, from the City of Concordia, was originally submitted for \$113,000 under the Airport Infrastructure Grant (AIG) program. The City of Concordia was awarded \$108,000. The match percentage shifted from 90/10 to 95/5 after approval and lowered the Fund match to \$5,684. The \$6,871 difference reverted to the Fund. ([Attachment 6](#))
2. #2025-137-MARC, from Leavenworth County, was originally submitted for \$21.6 million under the Safe Streets for All (SS4A) program. Leavenworth County was awarded \$17.4 million. The Fund match lowered to \$4.1 million. The \$987,430 difference reverted to the general Fund. ([Attachment 7](#))
3. #2025-146-GPDI, from Kearny County, was originally submitted for \$210,476 under the AIG program. Kearny County was awarded \$315,713. The Fund match adjusted from \$10,524 to \$16,616. ([Attachment 8](#))
4. #2025-152-NoEDD, from the City of Valley Falls, was originally submitted for \$6.8 million under the SS4A program. The City of Valley Falls was awarded \$56,000. The Fund match adjusted from \$1.6 million to \$13,300. The \$1.6 million difference reverted to the Fund. ([Attachment 9](#))
5. #2025-154-SCKEDD, from the City of Eureka, was originally submitted for \$132,493 under the AIG program. The City of Eureka was awarded \$444,000. The Fund match adjusted from \$6,625 to \$22,200. ([Attachment 10](#))
6. #2025-156-GPDI, from the City of Great Bend, was originally submitted for \$305,200 under the AIG program. The City of Great Bend was awarded \$298,345. The Fund match adjusted from \$15,260 to \$14,171. The \$1,089 difference reverted to the Fund. ([Attachment 11](#))

The Build Kansas Expenditure Report prepared by KLRD was distributed to the Committee. ([Attachment 12](#))

Committee Discussion, Advice, and Recommendations

The Committee received word that it will be later before knowing whether or not the undisclosed Department of Commerce project proceeds.

A clarification was made that the Legislature did not add \$5.0 million for technical assistance, but because of the original language in the bill, \$5.0 million of the fund can be used for technical assistance.

The Committee considered the Kansas Infrastructure Hub's recommended options of capping all new applications for the Fund and changing the scoring criteria to be used in committing the remaining funding.

The Committee discussed the Kansas Infrastructure Hub reviewing the airport financial amounts for consideration in determining approval versus staying with requiring a 5.0 percent local contributing match whether or not the airport is profitable. The consensus of the Committee was to not change the required local match percentage at the end of the Build Kansas program.

Approval of September 24, 2025 Minutes

Representative Francis moved, Representative Waymaster seconded, to adopt the minutes from September 24, 2025. The motion carried.

Adjourn

Chairperson Billinger adjourned the meeting at 2:08 p.m.

Prepared by Susan McClacherty
Edited by Walt Nelson

Approved by the Committee on:

(Date)