

**PRELIMINARY  
MINUTES**

**BUILD KANSAS ADVISORY COMMITTEE**

June 17, 2025  
Room 112-N—Statehouse

**Members Present**

Representative Troy Waymaster, Chairperson  
Senator Rick Billinger, Vice-chairperson  
Senator Brenda Dietrich (temporary replacement)  
Representative Shannon Francis  
Representative Henry Helgersen  
Representative Kyle Hoffman  
Representative Jo Ella Hoyer (substitute for Representative Lindsay Vaughn)

**Members Absent**

Senator Pat Pettey  
Senator Tim Shallenburger  
Representative Lindsay Vaughn

**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  
Calvin Reed, P.E., Secretary, Kansas Department of Transportation

**Tuesday, June 17  
Afternoon Session**

**Call to Order**

Chairperson Waymaster called the meeting to order at 2:03 p.m.

**Presentation on Applications to the Build Kansas Matching Grant Fund**

Jason Fizell, Interim Executive Director, Kansas Infrastructure Hub, on behalf of the Build Kansas Steering Committee, presented the applications for the Build Kansas Matching Grant Fund. (Attachment 1)

The following new applications were reviewed:

1. #2025-085-SCKEDD is from the City of Wichita Airport Authority to expand check-in capacity and replace outdated infrastructure at the airport to enhance efficiency and accessibility and support future passenger growth. The entity is requesting \$180,000 and contributing a local match of \$20,000. The request has the potential to unlock \$3.8 million of federal funds, for a total project cost of \$4.0 million. (Attachment 2)

There was consensus to approve this application.

2. #2025-091-GP is from the Southwest Kansas Groundwater Management District #3 to provide irrigators with real-time water use tracking infrastructure to improve efficiency and support data-driven decision making for sustainable resource planning. The entity is requesting \$380,886 and contributing a local match of \$19,115. The request has the potential to unlock \$400,000 of federal funds, for a total project cost of \$800,000. (Attachment 3)

*Representative Francis moved, and Representative Hoyer seconded, to approve the application pending an additional cash contribution of approximately \$886 along with the in-kind amount submitted for a total of 5.0 percent local match contribution. The motion carried.*

3. #2025-093-GP is from Ducks Unlimited, Inc., to remove invasive tamarisk and Russian olive trees to restore riparian habitats, improve water availability, and enhance wildlife and grazing lands along the Arkansas River. The entity is requesting \$793,633 and contributing a local match of \$39,700. The request has the potential to unlock \$2.5 million of federal funds, for a total project cost of \$3.3 million. (Attachment 4)

There was consensus to approve this application.

4. #2025-115-NWKPDC is from the City of Hays to develop a 69-mile water transmission system to provide a long-term, sustainable water supply. The entity is requesting \$15.0 million and contributing a local match of \$790,000. The request has the potential to unlock \$63.2 million of federal funds, for a total project cost of \$79.0 million. (Attachment 5)

*Chairperson Waymaster moved, and Representative Francis seconded, to stipulate the applicant may choose either the Water Infrastructure Finance and Innovation (WIFIA) or the Building Resilient Infrastructure and Communities (BRIC) program for funding assistance, but not both programs. The motion carried.*

There was consensus to approve this application.

**Presentation on Airport Infrastructure Grant (AIG) Applications to the Build Kansas Matching**

## **Grant Fund**

5. #2025-126-GP is from the City of Medicine Lodge for design and bidding services for grading Runway Protection Zone (RPZ), Building Restrictive Lane (BRL), and Runway Safety Area (RSA). The entity is requesting \$5,500 and providing a local cash contribution of \$289. The request has the potential to unlock \$110,000 of federal funds, for a total project cost of \$115,789. (Attachment 6)

There was consensus to approve this application.

6. #2025-128-NoEDD is from the City of Ottawa to reconstruct 1,500 feet of deteriorated parallel taxiway to improve payment condition, enhance safety, and support efficient airport operation. The entity is requesting \$29,251 and providing a local match contribution of \$1,540. The request has the potential to unlock \$585,000 of federal funds, for a total project cost of \$615,790. (Attachment 7)

There was consensus to approve this application.

7. #2025-129-NCRPC is from the City of Clay Center to construct a new Nested T-Hangar with two taxilanes, creating six new hangar spaces to increase airport capacity and revenue. The entity is requesting \$13,320 and contributing a local match of \$701. The request has the potential to unlock \$266,385 of federal funds, for a total project cost of \$280,406. (Attachment 8)

There was consensus to approve this application.

8. #2025-130-FHRC is from the City of Junction City to remove visibility obstructions on airport property to improve airport safety and operations. The entity is requesting \$15,200 and contributing a local match of \$800. The request has the potential to unlock \$304,000 of federal funds, for a total project cost of \$320,000. (Attachment 9)

There was consensus to approve this application.

## **Presentation on Safe Streets and Roads for All (SS4A) Applications to the Build Kansas Matching Grant Fund**

9. #2025-123-NoEDD is from the City of Lawrence to implement transformative safety improvements aimed at eliminating roadway fatalities and serious injuries. The entity is requesting \$76,000 and contributing \$4,000. The request has the potential to unlock \$320,000 of federal funds, for a total project cost of \$400,000. (Attachment 10)

There was consensus to approve this application.

10. #2025-125-NoEDD is from the Prairie Band Potawatomi Nation to implement data-driven, community safety improvements at high-risk locations to eliminate roadway fatalities and serious injuries. The entity is requesting \$950,000 and contributing a local match of \$50,000. The request has the potential to unlock \$4.0 million of federal funds, for a total project cost of \$5.0 million. (Attachment 11)

There was consensus to approve this application.

11. #2025-127-NCRPC is from the City of Salina to reduce four traffic lanes to three, add a buffer for pedestrian and bicycle traffic, and install pedestrian crossings with flashing beacons and bump-outs. The entity is requesting \$28,500 and contributing a local match of \$1,500. The request has the potential to unlock \$120,000 of federal funds, for a total project cost of \$150,000. (Attachment 12)

There was consensus to approve this application.

12. #2025-131-NWKPDC is from Norton County to develop a Comprehensive Safety Action Plan (CSAP) for a five-county region in northwest Kansas to reduce fatalities and serious injuries. The entity is requesting \$150,000 and seeking a local match exemption. The request has the potential to unlock \$600,000 of federal funds, for a total project cost of \$750,000. (Attachment 13)

There was consensus to approve this application.

13. #2025-132-GP is from the City of Dodge City to advance the city's Vision Zero goals by constructing safety improvements identified in its CSAP to reduce roadway fatalities and serious injuries. The entity is requesting \$1.1 million and contributing a local match of \$58,638. The request has the potential to unlock \$4.7 million of federal funds, for a total project cost of \$5.9 million. (Attachment 14)

There was consensus to approve this application.

14. #2025-133-MARC is from the City of Spring Hill for implementation and supplemental activities outlined in the recently completed Spring Hill CSAP. The entity is requesting \$1.9 million and contributing \$102,630. The request has the potential to unlock \$8.2 million of federal funds, for a total project cost of \$10.3 million. (Attachment 15)

There was consensus to approve this application.

15. #2025-134-SCKEDD is from the City of Wichita for delivering critical safety improvements along the Broadway corridor, which is one of the region's most heavily traveled urban arterials. The entity is requesting \$4.8 million and contributing a local match of \$250,000. The request has the potential to unlock \$20.0 million of federal funds, for a total project cost of \$25.0 million. (Attachment 16)

There was consensus to approve this application.

16. #2025-135-NoEDD is from the Shawnee County Sheriff's Office to improve roadway safety and emergency response times through a countywide pilot that integrates upgraded 911 systems, real-time monitoring, and drone deployment. The entity is requesting \$950,000 and contributing a local match of \$50,000. The request has the potential to unlock \$4.0 million of federal funds, for a total project cost of \$5.0 million. (Attachment 17)

There was consensus to approve this application.

17. #2025-136-NoEDD is from Jefferson County to create a CSAP to reduce traffic-related fatalities and enhance pedestrian and bicycle safety across the county. The entity is requesting \$120,200 and seeking a local match exemption. The request has the potential to unlock \$480,000 of federal funds, for a total project cost of \$601,000. (Attachment 18)

There was consensus to approve this application.

18. #2025-137-MARC is from Leavenworth County to support the modernization of two vital roadway corridors: 158<sup>th</sup> Street/Golden Road and County Road 1/222<sup>nd</sup> Street. The entity is requesting \$5.1 million and contributing a local match of \$270,000. The request has the potential to unlock \$21.6 million of federal funds, for a total project cost of \$27.0 million. (Attachment 19)

There was consensus to approve this application.

19. #2025-138-SCKEED is from the City of Winfield to address the Simpson Avenue corridor from College Street to US 160, which represents a high-risk zone within Winfield's urban grid. The entity is requesting \$896,786 and contributing \$47,199. The request has the potential to unlock \$3.8 of federal funds, for a total project cost of \$4.7 million. (Attachment 20)

There was consensus to approve this application.

20. #2025-139-SCKEDD is from the City of Goddard to improve the safety of U.S. 54/400 for pedestrians and cyclists. The entity is requesting \$1.2 million and contributing a local match of \$65,000. The request has the potential to unlock \$5.2 million of federal funds, for a total project cost of \$6.5 million. (Attachment 21)

There was consensus to approve this application.

21. #2025-140-MARC is from the City of Olathe to address safety concerns and crash histories in the community. The entity is requesting \$164,160 and contributing a local match of \$8,640. The request has the potential to unlock \$691,200 of federal funds, for a total project cost of \$864,000. (Attachment 22)

There was consensus to approve this application.

### **Presentation on Infrastructure Investment Roadmap**

Calvin Reed, P.E., Secretary of Transportation, on behalf of the Build Kansas Steering Committee, highlighted some of the infrastructure investment challenges in Kansas, presented a streamlined approach for future long-term infrastructure investments, and requested \$1.6 million of Build Kansas Technical Assistance funds to implement a long-term strategy for critical state infrastructure investments. (Attachment 23)

### **Committee Discussion, Advice, and Recommendations**

The Committee discussed preferences for applicants to provide cash for a portion of their local match or an explicit reason for requesting an exemption. The Committee also discussed guidance on encouraging entities to provide cash contributions with local match exemption considerations when there is a lack of cash available, not for regionality. Two local match exemptions were approved last month due to applicants not having the cash or a means to generate funding to put the infrastructure into place.

The Committee discussed the BRIC program being formally rescinded, restoring the Build Kansas Fund requests approved prior to the program being rescinded, and treating the applications as not being awarded. The Committee expressed concern about a cross-path of applications should programs be reopened because there have been several applications submitted for the R9 Wellfield and Pipeline project. Mr. Fizell stated he was informed that should the Federal Emergency Management Agency reopen the BRIC program, it would be considered a new competition. The Committee discussed court proceedings in regard to water rights for the N9 Ranch.

The Committee discussed whether applicants incur professional fees for the grant requests. Mr. Fizell stated applications vary and airport infrastructure grants typically involve some professional engineering fees.

The Committee discussed concerns with funding design projects that may not be funded because of changes at the federal level and the funding of Safe Streets and Roads for All projects following the completion of demonstration projects. Secretary Reed stated the improvements in Lawrence will be made in the field to ensure the solutions are truly effective, and stated future availability of funding via federal funds or state funds for related projects was unknown. The Committee discussed future projects that might be added to the entity's master capital improvement plans, and that any available federal funding would be through a competitive grant process.

The Committee discussed funding safety plans that are not seen by legislators and inquired as to what entities review the safety plans to ensure they are the best solution and the priority of the community. Mr. Fizell stated the U.S. Department of Transportation will review the safety plans as part of the Spring Hill application. The Committee requested that the community or the State determine the

best way to spend limited state and federal dollars. The Committee requested access to some of the safety plans to review the community support and input for the safety recommendations.

The Build Kansas Fund has committed \$92.2 million, with \$52.0 million still awaiting award decisions and \$28.9 million in BRIC projects being rescinded.

The Committee discussed the need for clarification of the 5.0 percent local contribution expectation related to the non-federal match required that was initially discussed in one of the first Build Kansas Advisory Committee meetings.

The Committee inquired as to the legality of it authorizing the \$1.6 million requested by Secretary Reed. Chairperson Waymaster informed the Committee that the request must be authorized in a supplemental bill during the legislative session. Alternatively, he proposed that the Legislative Budget Committee discuss how it may want to move forward with the request and determine the type of infrastructure needed beyond what was included in the Build Kansas program.

The Committee indicated it would like to further discuss a comprehensive infrastructure investment plan, including an approach for funding it. The five infrastructure categories included in the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), are transportation, water, broadband, cybersecurity, and energy. The Committee discussed room for efficiencies and allowing stakeholders the ability to work with government to solve their problems and not be tied to the latest permutation of an infrastructure bill on the federal level.

Mr. Fizell stated he has seen progress on grant agreements being approved at federal level.

### **Approval of Minutes**

*Representative Helgerson moved, and Representative Francis seconded, to adopt the minutes for the May 22, 2025, meeting. The motion carried.*

### **Adjourn**

Chairperson Waymaster adjourned the meeting at 3:36 p.m.

Prepared by Susan McClacherty  
Edited by Chardae Caine

Approved by the Committee on:

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(Date)