

Build Kansas Fund | Fiscal Year 2026 Application Package | Memo



To: Senator Rick Billinger, 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: Build Kansas Fund Application #2025-168-NoEDD

Date: December 12, 2025

Attached, please find an application made to the Build Kansas Fund by Osage 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 12 of the Build Kansas Fund Application Package.
- Build Kansas Fund Application – includes information submitted with the Build Kansas Fund Application, pages 2-8. Page 8 provides the table of funding sources and zip codes served by the project.
- Attachments – Executive summary, pages 9-12.

Project Overview

Osage County, jointly with Chase County, seeks funding from the U.S. Department of Transportation available through the Bridge Infrastructure Program (BIP) for their Osage County and Chase County BIP Project which will replace a total of 17 bridges that are critical to local mobility, safety, and economic activity in Kansas.

This opportunity is a discretionary IIJA program with a local match requirement of 20% of the total project cost. The entity is requesting \$9,401,070.00 from the Build Kansas Fund, and is providing a local cash match of \$3,133,690.00. This request has the potential to unlock \$50,139,040.00 in federal funds, for a total project cost of \$62,673,800.00.

This program is currently on hold and under review. This Build Kansas Fund application was received on September 3, 2025.

Build Kansas Fund Steering Committee Recommendation

The Build Kansas Fund Steering Committee reviewed this application on December 3, 2025 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	2026-168-NoEDD
Applicant Name	Osage County
Application Date Received	9/3/2025
Project Name	Osage County & Chase County Bridge Investment Program (BIP) Project Grant
Project Description	This project will replace a total of 17 bridges that are critical to local mobility, safety and economic activity in rural Kansas.
Entity Type	Local Government
Economic Development District (EDD) Planning Commission	NO EDD/RPC
Infrastructure Sector(s)	Transportation
IIJA Program	Bridge Investment Program (BIP): Planning and Bridge Project Grants
IIJA Program Type	Discretionary
Application Type	Implementation
IIJA Application Deadline	Paused - TBD
Build Kansas Fund Request	\$9,401,070.00
Technical Assistance Received	General Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	IIJA Application Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	Build Kansas Fund Application Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	Other (Brief Description): Provided BKF application, IIJA application, and general TA.
Application Notes	Build Kansas Fund contribution of \$9,401,070.00 will unlock \$50,139,040.00 in federal IIJA funding, with a local cash contribution of \$3,133,690.00, for a total project cost of \$62,673,800.00.
Steering Committee Funding Recommendation	12/3/2025 Recommend <input checked="" type="checkbox"/> Declined <input type="checkbox"/>
Advisory Committee Funding Recommendation	12/17/2025 Recommend <input type="checkbox"/> Declined <input type="checkbox"/>

Title	Osage County, Kansas	09/03/2025
	by Colleen Mendoza in Build Kansas Fund Application	id. 51540657
	717 Topeka Ave Lyndon, Kansas 66451 United States 913-710-3775 cmendoza@osageco.org	

Original Submission	10/30/2025
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Score	n/a
Part 1: Applicant Information	
The name of the entity applying for the Build Kansas Fund:	Osage County, Kansas
Project Name:	Osage County & Chase County Bridge Investment Program (BIP) Project Grant
Entity type:	County Government
Entity Population:	15,737
Applicant Contact Name:	Colleen Mendoza
Applicant Contact Position/Title:	Osage County Kansas Economic Development Director
Applicant Contact Telephone Number:	+17858295302
Applicant Contact Email Address:	Cmendoza@osageco.org
Applicant Contact Address:	717 Topeka Ave
Applicant Contact Address Line 2 (optional):	
Applicant Contact City:	Lyndon

Applicant Contact State: Kansas

Applicant Contact Zip Code: 66451

Is the Project Contact the same as the Applicant Contact? Yes

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? Osage 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: Bridge Investment Program (BIP): Planning and Bridge Project Grants

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? 20.264

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

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: \$50,139,040.00

Enter the total project cost: \$62,673,800.00

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: \$9,401,070.00

Enter the non-federal cash match amount being provided by the eligible applicant, if applicable: \$3,133,690.00

Enter the estimated value of the non-federal in-kind match amount being provided by the eligible applicant, if applicable: \$0

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? na

Will any American Rescue Plan Act (ARPA) or Coronavirus State & Local Fiscal Recovery Fund monies be used for the non-federal match?	na
What other sources of in-kind match will be leveraged for this project? Please list and include the actual or estimated value of each.	na
What other funding sources (local, federal, or non-federal) will be used for this match?	Osage County is planning to use leftover bridge bond money and issue a new bridge bond to cover the local match money. Chase County has insurance money for one of the locations, as well as some money from a jail bond they intend to use for their match. Additionally, Chase County is planning to begin the process to initiate a bridge bond for the additional funding that will be needed.
Describe your efforts to find other available funding sources for this project:	Chase County is applying for the Rural and Tribes Assistance Pilot Program to cover the cost of design for 7 of the 16 bridges. An announcement is anticipated shortly after the deadline for the BIP application. If awarded, solicitation and design for the 7 bridges will begin immediately after receiving the executed agreement. The award is expected to be nearly 2.5 million for the design of bridges and culverts along Middle Creek Rd which includes bridges not eligible for this funding.
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:	
ExecutiveSummaryBIP_Rev_2025-10-29.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: Colleen Mendoza
The following persons are responsible for making this Build Kansas Fund application.

Position/Title: Osage County Kansas Economic Development Director

Additional:

Position/Title:

Additional:

Position/Title:

Additional:

Position/Title:

Source	Amount	% of Project
Build Kansas Funds (non-federal match)	\$9,401,070.00	15.00%
Eligible Applicant Cash Match	\$3,133,690.00	5.00%
Eligible Applicant In-Kind Match (estimated value)	\$0.00	0.00%
IIJA Federal Funds (applied for)	\$50,139,040.00	80.00%
Additional Project Contribution (if applicable)	\$0.00	0.00%
TOTAL PROJECT COST	\$62,673,800.00	100.00%

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

Zip Code	% of project in zip code
66840	8%
66843	8%
66845	8%
66846	8%
66862	8%
66869	8%
66413	6%
66414	6%
66451	6%
66510	6%
66523	6%
66524	6%
66528	6%
66537	6%
66543	6%
	100% In Kansas

Executive Summary for Multi-Jurisdictional BIP Project Grant Application

Overview:

The Counties of Chase and Osage, Kansas are pursuing a regional Bridge Investment Program (BIP) Construction Grant application to replace a total of **17 bridges** that are critical to local mobility, safety and economic activity in rural Kansas. The multi-jurisdictional initiative represents a strong model of regional collaboration, leveraging federal, state and local resources to deliver a cost-effective, transformative bridge program that addresses critical rural infrastructure needs while improving safety and resilience across county and community lines.

Project Scope:

The project includes the design and construction of seven bridges in Chase County and eight bridges in Osage County, as well as the immediate construction of two shovel-ready bridges in Osage County. These structures provide critical connections for school transportation, medical services, food and retail, employment, tourism and recreation, agricultural operations, emergency response and freight movement. Eleven of the seventeen identified bridges are in poor condition, with the remaining six expected to degrade to poor condition within the next three years. Most of the bridges are under designed or weight-posted and are restricting mobility and creating ongoing safety and economic challenges for the counties' residents and businesses.

Project Need:

The bridges included in this application were selected based on their critical role in maintaining community connectivity and their deteriorating structural condition. Many of these structures are nearing the end of their service life, no longer meet current design and load standards and pose ongoing safety and reliability concerns. Several have been identified in State safety plans with areas of concern identified in the attached list of projects.

In addition to structural deficiencies, multiple bridges are hydraulically undersized, resulting in frequent overtopping and flooding during minor storm events. These conditions accelerate scour and further compromise bridge stability. Detours caused by load-posted bridges currently disrupt school transportation, agricultural operations and freight movement, increasing costs and travel times for residents and businesses.

Without timely replacement, future closures will isolate rural communities from essential services, including employment, education, healthcare and markets, adversely affecting public safety, economic activity and the overall quality of life. The proposed program will address these vulnerabilities and restore reliable access across key corridors that sustain the region's economy and quality of life.

Pre-Award Activities:

Pre-construction activities such as preliminary engineering and environmental studies will be funded outside of this BKF request to ensure BIP requirements for construction-readiness within 18 months. Pre-award activities will take place in both Chase and Osage counties to make substantial progress on the preliminary engineering (PE) design and benefit-cost analyses prior to the obligation of BIP Grant funds. Chase County has applied for the 2025 Rural and Tribal Assistance (RTA) Pilot Program grant to fund \$2.5 million of the PE design costs for the MCR corridor, which includes six bridges and eight undersized culvert structures along a critical

county thoroughfare that connects residences, quarries, ranching operations and hospitality businesses with the primary transportation corridor. The RTA funding announcement will be made in November 2025. There is no match requirement for the RTA PE funding.

There is one other heavily used bridge in this proposal that is not part of the RTA MCR project that needs replacement and upgrading. Chase County will cover those PE costs, as well as the PE costs for the whole project if RTA funds are not awarded, by braiding a combination of discretionary funds, low-interest loans, federal transportation and infrastructure finance credit programs and/or bridge bonds for the PE costs as well as the local match to ensure the project can move forward without delay.

Osage County has proactively advanced its bridge program through its standard bond-financing process. As part of their normal operating procedures, Osage County has identified the seven bridges as those to include in the next bridge bond and has coordinated with the County Commissioners to get the grant application approved and the county is on track to finalize its bond package for approval by the end of 2025, demonstrating a strong, local commitment to timely delivery and alignment with the federal grant schedule.

Project Costs:

The total anticipated grant eligible project cost is **\$62,673,800** with a total project cost of **\$69,504,150**. As can be seen in the table below, pre-award (PE) activities are shown separate of the grant eligible costs.

Location	2027 Estimated Construction Cost	Grant Admin (10%)	Subtotal	Contingency	Total Grant Eligible Costs	Pre-Award (PE) *	Total Project Costs
Osage Co							
<i>Subtotal (8 Bridges)</i>	\$ 20,993,800	\$ 2,099,500	\$ 23,093,300	25%	\$ 28,866,800	\$ 3,304,850	\$ 32,171,650
Chase Co							
<i>Subtotal (7 Bridges)</i>	\$ 20,888,250	\$ 2,089,000	\$ 22,977,250	25%	\$ 28,721,700	\$ 3,525,500	\$ 32,247,200
Construction Ready (2 Bridges)							
<i>Subtotal</i>	\$ 4,202,700	\$ 420,300	\$ 4,686,100	10%	\$ 5,085,300	\$ -	\$ 5,085,300
Total Estimated Project Costs					\$ 62,673,800	\$ 6,830,350	\$ 69,504,150

Osage County, acting as the lead applicant for both counties, is requesting funding from the **Build Kansas Fund to cover 15% (\$9,401,070)** with the remaining **5% (\$3,133,690) being covered by Chase and Osage Counties** to meet the required 20% FHWA local match for the grant-eligible items. This cost-sharing approach leverages federal, state and local resources to maximize investment efficiency while addressing a significant backlog of deficient rural bridges.

The funding support is structured as follows:

Item	Total Cost	Fed Request	BKF Request	Local Match
Estimated Construction Chase Co (7 bridges)	\$ 28,721,700	\$ 22,977,360	\$ 4,308,255	\$ 1,436,085
Estimated Construction Osage Co (10 bridges)	\$ 33,952,100	\$ 27,161,680	\$ 5,092,815	\$ 1,697,605
Totals	\$ 62,673,800	\$ 50,139,040	\$ 9,401,070	\$ 3,133,690
Chase Co Subtotals (7 bridges)			Osage Co Subtotals (10 bridges)	
Local Match	\$ 1,436,085		Local Match	\$ 1,697,605
Hub Match	\$ 4,308,255		Hub Match	\$ 5,092,815
Fed Grant	\$ 22,977,360		Fed Grant	\$ 27,161,680
<i>Total Project cost</i>	<i>\$ 28,721,700</i>		<i>Total Project cost</i>	<i>\$ 33,952,100</i>
* Pre-Award Costs will be funded with local moneys and will not be part of the FWHA grant request nor the BKF match request				

Project Readiness and Implementation Strategy:

The inclusion of two bridges ready for construction in Osage County demonstrates the region's ability to advance early action projects while preparing the remainder for design and phased delivery. It also means if awarded, construction can begin within 18 months of grant obligation as required by the BIP grant. By bundling multiple bridge replacements into a single grant program, the counties will achieve cost efficiencies in procurement, construction and project management.

Additionally, the project will implement an innovative strategy by grouping bridges into construction packages – specifically with Osage County bridges in groups of 1, 2 and two groups of 3, and Chase County bridges in groups of 1, 2 and 4. This approach allows multiple design firms to competitively bid on the work, creating opportunities for firms of all sizes to participate. By structuring the packages to encourage participation from Kansas-based firms, the project increases opportunities for federal and state funding to remain within the state, strengthening the local economies and statewide and regional economic development.

Bridge Number	County	Condition	Weight Posted	NBI #
BSN 100	Chase	Fair	Y	000000000090100
BSN 200	Chase	Fair	Y	000000000090200
BSN 210	Chase	Poor*	Y	000000000090210
BSN 220	Chase	Good**	Y	000000000090220
BSN 230	Chase	Poor*	Y	000000000090230
BSN 240	Chase	Poor	Y	000000000090240
T.8.12.7	Chase	Fair		000090913805267
450	Osage	Poor	Y	000000000700450
470	Osage	Poor	Y	000000000700470
480	Osage	Poor	Y	000700981204708
490	Osage	Poor	Y	000000000700490
213	Osage	Poor	Y	000700981204708
82	Osage	Poor	Y	000700981504901
138	Osage	Poor	Y	000700991704800
141	Osage	Fair	Y	000700987204820
144	Osage	Poor	Y	000700995504562
140	Osage	Poor	Y	000000000700140
*Listed as Poor in FHWA database, Fair in 2024 Inspection report				
** Expected to degrade to fair/poor condition within 3 years				

The maps attached show the bridge locations. Detours will be selected to minimize delay and allow emergency services to reach all areas as quickly as possible. Temporary bridges will be used in areas where detours are not possible. Closures will be coordinated with those affected to limit the impact as much as practical.

Detours and temporary structures will be strategically planned to **minimize travel disruption** and maintain access for emergency services, schools, and businesses. County Public Works Directors will coordinate construction sequencing to avoid overlapping closures and protect community access during all phases.

Alignment with Federal and State Goals:

This regional initiative directly supports FHWA's BIP goals by:

- Restoring critical rural infrastructure and connectivity,
- Reducing lifecycle maintenance costs through modern design standards and materials,
- Improving safety and reliability for local communities and
- Leveraging strong local and state partnerships for efficient project delivery.

Conclusion

Through this coordinated effort, Chase and Osage Counties are positioned to deliver a transformative, multi-county bridge program that enhances public safe, provides reliable mobility and supports the long-term economic sustainability and livability of rural Kansas. The requested **Build Kansas Fund match** will be a key investment in ensuring that this critical infrastructure initiative can move forward on schedule and in full alignment with federal readiness requirements.