



Build Kansas Fund | Fiscal Year 2027 Application Package | Memo

To: Representative Troy Waymaster, Chair, Build Kansas Advisory Committee
Walter Nelson, Kansas Legislative Research Department
Shauna Wake, Office of the Kansas State Treasurer

From: Shawn Wesner, Executive Director, Kansas Infrastructure Hub

RE: Build Kansas Fund Applications #2027-209/218-FHRC City of Emporia

Date: September 4, 2026

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

- Coversheet – provides a high-level overview of the application including a unique identification number, page 2 of 13 of the Build Kansas Fund Application Package.
- Build Kansas Fund Application – includes information submitted with the Build Kansas Fund Application, pages 3-9. Page 10 provides the table of funding sources and zip codes served by the project.
- Attachments – Program application and project narrative, pages 11-13.

Project Overview

The City of Emporia seeks funding from the U.S. Department of Transportation for funding available through both the Railroad Crossing Elimination (RCE) program and the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program for their Emporia, KS Corridor Safety Improvements Project: Advancing Improvements to East St., Peyton St., Carter St., & Weaver St. Grade Crossings project which includes eliminating at-grade rail crossings and construct grade-separated roadway and shared-use path improvements to enhance safety, improve mobility, and reduce transportation disruptions in Emporia.

These opportunities are discretionary IJA programs with a local match requirement of 20% of the total project cost. The entity is requesting \$500,000.00 from the Build Kansas Fund, and is providing a local cash match of \$25,000.00 and an additional project contribution of \$10,716,000.00. This request has the potential to unlock \$42,339,000.00 in federal funds, for a total project cost of \$53,580,000.00.

The deadline for those opportunities was June 8, 2026 (RCE) and June 22, 2026 (CRISI) and these Build Kansas Fund applications were received on June 2, 2026.

Previously Awarded BKF

Program/Fiscal Year	BKF Amount	Federal Award Status	BKF Status
AIG/FY24	\$49,778.00	Awarded	Approved

Build Kansas Fund Steering Committee Recommendation

The Build Kansas Fund Steering Committee reviewed this application on July 22, 2026 following a successful completeness check. The Steering Committee **RECOMMENDS APPROVAL** of Build Kansas Funding to the Build Kansas Advisory Committee.

Build Kansas Fund | Fiscal Year 2027

Application Package | Coversheet



Build Kansas Fund Application Number	2027-209-FHRC / 2027-218-FHRC		
Applicant Name	City of Emporia		
Application Date Received	6/2/2026		
Project Name	Emporia, KS Corridor Safety Improvements Project: Advancing Improvements to East St., Peyton St., Carter St., & Weaver St. Grade Crossings		
Project Description	Eliminate at-grade rail crossings and construct grade-separated roadway and shared-use path improvements to enhance safety, improve mobility, and reduce transportation disruptions in Emporia.		
Entity Type	Local Government		
Economic Development District (EDD)	Flint Hills		
Infrastructure Sector(s)	Transportation		
IIJA Program	Railroad Crossing Elimination (RCE) / Consolidated Rail Infrastructure and Safety Improvements (CRISI)*		
IIJA Program Type	Discretionary		
Application Type	Implementation		
IIJA Application Deadline	6/8/2026		
Build Kansas Fund Request	\$500,000.00		
Technical Assistance Received	General	Yes ☒	No ☐
	IIJA Application	Yes ☒	No ☐
	Build Kansas Fund Application	Yes ☒	No ☐
Application Notes	Build Kansas Fund contribution of \$500,000.00 will unlock \$42,339,000.00 in federal IIJA funding, with a local cash contribution of \$25,000.00 and an additional project contribution of \$10,716,000.00, for a total project cost of \$53,580,000.00.		
Previously Awarded BKF Applications (If Applicable)	Program/FY	BKF Amount	BKF/Federal Status
	AIG/FY24	\$49,778.00	Approved/Awarded
Steering Committee Funding Recommendation	7/22/2026 Recommend ☒ Declined ☐		
Advisory Committee Funding Recommendation	9/4/2026 Recommend ☐ Declined ☐		

*Applied for both RCE and CRISI grant programs, but if awarded, can only accept one or the other, not both.

Title	City of Emporia, KS	06/02/2026
	by James Ubert in Build Kansas Fund Application	id. 54304792
	jubert@emporiaks.gov	

Original Submission	06/02/2026
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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:	City of Emporia, KS
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Project Name:	Emporia, KS Corridor Safety Improvements Project: Advancing Improvements to East St., Peyton St., Carter St., & Weaver St. Grade Crossings
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Entity type:	Local Government
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Entity Population:	24,139
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Applicant Contact Name:	Trey Cocking
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Applicant Contact Position/Title:	City Manager
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Applicant Contact Telephone Number:	+16203434250
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Applicant Contact Email Address:	tcocking@emporiaks.gov
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Applicant Contact Address:	PO Box 928
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Applicant Contact Address Line 2 (optional):	104 E. 5th Avenue
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Applicant Contact City:	Emporia
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Applicant Contact State: Kansas

Applicant Contact Zip Code: 66801

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

Project Contact Name: James Ubert

Project Contact Position/Title: City Engineer

Project Contact Telephone Number: +16203434260

Project Contact Email Address: jubert@emporiaks.gov

Project Contact Address: PO Box 928

Project Contact Address Line 2 (optional): 522 Mechanic Street

Project Contact City: Emporia

Project Contact State: Kansas

Project Contact Zip Code: 66801

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?

Lyon 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:

Rail Crossing Elimination (RCE) Program / Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program

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?

20.327 / 20.337

What is the federal application due date for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity? 6/8/2026 / 6/22/2026

Application Type: Implementation

What is the federal fiscal year for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity? FY 2025/2026

Enter the amount of funding being applied for, from the Infrastructure Investment and Jobs Act (IIJA) funding opportunity: \$42,339,000.00

Enter the total project cost: \$53,580,000.00

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: \$500,000.00

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? None

Will any American Rescue Plan Act (ARPA) or Coronavirus State & Local Fiscal Recovery Fund monies be used for the non-federal match? No

What other sources of in-kind match will be leveraged for this project? Please list and include the actual or estimated value of each. None

What other funding sources (local, federal, or non-federal) will be used for this match?	BNSF has committed up to \$10,716,000 and the City of Emporia has committed \$25,000 to the project for a total of \$10,741,000.
Describe your efforts to find other available funding sources for this project:	KDOT funds can't be used on non-highway crossings of the BNSF.

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:

[BuildKansasFundExecSummary_Emporia_RCE.docx](#)

Provide any additional information about this project not covered in previous sections of this application (optional):	The \$500,000 requested from the Build Kansas Fund is intended to make the USDOT FRA application more attractive/competitive to fund by having more than the required 20% cost share match. It then becomes 21.26% cost share on the applicant side and 78.74% USDOT FRA share.
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Part 7: Terms and Conditions

Understanding of Fund Release Requirements:	checked
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Understanding of Use of Funds:	checked
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Understanding of Reporting Requirements:	checked
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Authority to Make Grant Application:	checked
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Persons and Titles: The following persons are responsible for making this Build Kansas Fund application.	Trey Cocking
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Position/Title:	City Manager
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Additional: James
Ubert

Position/Title: City Engineer

Additional: Brian
Silcott

Position/Title: Public Works Director

Additional:

Position/Title:

Source	Amount	% of Project
Build Kansas Funds (non-federal match)	\$500,000.00	0.93%
Eligible Applicant Cash Match	\$25,000.00	0.05%
Eligible Applicant In-Kind Match (estimated value)	\$0.00	0.00%
IIJA Federal Funds (applied for)	\$42,339,000.00	79.02%
Additional Project Contribution (if applicable)	\$10,716,000.00	20.00%
TOTAL PROJECT COST	\$53,580,000.00	100.00%

Project Match	Amount	% of Match
Build Kansas Funds	\$500,000.00	95%
Applicant Contribution	\$25,000.00	5%
TOTAL MATCH	\$525,000.00	100.00%

Zip Code	% of project in zip code
66801	100%
	100% In Kansas

Executive Summary: Emporia, KS Corridor Safety Improvements Project: Advancing Improvements to East Street, Peyton Street, Carter Street, and Weaver Street Grade Crossings Federal Railroad Administration RCE/CSP Grant

Project Overview

The proposed Project consists of the construction of improvements to close the highway-railroad grade crossings at Peyton Street (DOT #006066V) and Carter Street (DOT #006312D) and to grade separate East Street (DOT #006067C) and Weaver Street (DOT #006311W) at the BNSF Railway in Emporia, KS. The Project will construct a shared-use path along the railroad corridor to provide a safe, continuous route for pedestrians and bicyclists that preserves community mobility when the at-grade crossings are closed. These improvements are needed to enhance rail safety, improve the health and safety of the Emporia community, and eliminate the impacts of train-occupied crossings.

The City is partnering with the BNSF Railway and Federal Railroad Administration on an existing federally funded Railroad Crossing Elimination Program planning study.

Project Need

Reduce highway-rail grade crossing and rail corridor safety risks: Reported grade crossing incidents along the corridor peaked in the 1980s at nine reported accidents/ incidents. In the decades since the 1980s, reported accidents/incidents remained steady at three or four per decade with an uptick to five reported accidents/incidents in the 2020s. Two of these incidents resulted in fatalities. The increase in incidents and the resulting fatalities spurred interest in identifying corridor-wide solutions for the crossings in Emporia. The most common user (driver) action reported for these accidents/incidents was “went around the gate.”

Improve access and enhance mobility of people and goods: Crossings in Emporia are blocked by trains or train-related events for around 20% of the day based on data collected in April 2025. Video was captured of trains traveling through Emporia on the east-west railroad corridor from April 8 and 9, 2025 for 48 hours. During the 48-hour recorded period, trains were present for a total of 10 hours, 15.5 minutes or 21.4% of the two-day period.

improve the overall community quality of life: Due to Emporia's closely spaced crossings and 40 mph train speeds, the locomotive train horn sounds for nearly the entire length of the community as a train travels through town. The train horn is a safety measure, but the constant noise is disruptive to the community's quality of life especially considering that around 60 trains per day travel through Emporia.

Project Scope and Budget

East Street: Highway-rail grade separation of East Street over the BNSF Railway in Emporia, KS. The two-lane roadway with appropriate pedestrian accommodations will be taken over the railroad. The existing at-grade crossing will be removed.

Peyton Street: Crossing Closure to include removing the active warning device, crossing surface and related signs. Peyton Street will become a dead-end street with a cul-du-sac (or appropriate end treatment) constructed on the north and south side of the railroad to provide a turnaround for vehicles. The project will install proper signage and treatments around the crossing removal to prevent unauthorized use.

Carter Street: Crossing Closure to include removing the active warning device, crossing surface and related signs. Carter Street will become a dead-end street with a cul-du-sac (or appropriate end treatment) on the south approach and a connecting roadway on the north to provide a turnaround for vehicles. The project will install proper signage and treatments around the crossing removal to prevent unauthorized use.

Weaver Street: Highway-rail grade separation of Weaver Street over the BNSF Railway in Emporia, KS. The two-lane roadway with appropriate pedestrian accommodations will be taken over the railroad. The existing at-grade crossing will be closed.

Pedestrian Accommodations: A 10-foot wide shared-use path (SUP) along the railroad corridor connecting East Street to the existing SUP at Weaver Street near the intersection of South Avenue.

Collaborations and Partnerships

The City is committed to ongoing project partner coordination. As part of the existing RCE Planning grant, stakeholder engagement includes an advisory committee comprising local representatives from government agencies, school districts, emergency response agencies, and business leaders. The public engagement in the RCE planning grant includes online and in-person opportunities to provide input about project details.

The Kansas Department of Transportation is an active participant in the existing RCE planning grant project as one of the study crossings, Commercial Street, is also designated as a state route, K-99. Private partner BNSF is an active participant in the existing RCE Planning grant and is providing matching funds for that grant. BNSF has also committed to providing matching funds for grant request. This effort to seek additional federal funding for implementation will continue Emporia's strong partnership with the BNSF Railway.

The City is working in collaboration with:

- BNSF Railway
- Kansas Department of Transportation
- Community Advisory Committee
- Private engineering and construction firms

These collaborations and partnerships ensure compliance with federal and state regulations, technical oversight, and alignment with Emporia's transportation priorities.

Project Goals and Expected Outcomes

Upon completion, the project will:

- Enhance safety through the permanent elimination of four highway-rail grade crossings frequently blocked by trains.
- Improve reliability and reduce maintenance needs at an important switch point on Amtrak's Southwest Chief through eastern Kansas.
- Advance state of good repair by replacing at-grade highway-rail crossings with grade-separated solutions that reduce risk, improve system integrity, and extend asset life.
- Support economic competitiveness and community mobility by improving connections across the rail corridor and ensuring continued mobility for residents, businesses, freight, and emergency services.

By removing these at-grade highway-rail crossings, the Project delivers measurable safety benefits for motorists, pedestrians, rail passengers and the freight railroad, creating a safer and more efficient transportation network for the community and the region.