

Build Kansas Fund | Fiscal Year 2025 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: Matthew A. Volz, PE, Executive Director, Kansas Infrastructure Hub

RE: Build Kansas Fund Application #2025-099-SCKEDD

Date: April 11, 2025

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

- Coversheet – provides a high-level overview of the application including a unique identification number, page 1 of 10 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, Executive Summary pages 9-10.

Project Overview

The City of Newton seeks funding from the Federal Aviation Administration (FAA) for funding available through the Airport Infrastructure Grants (AIG) program for their Newton City-County Airport (EWK) Runway 8-26 Reconstruction project for the purpose of making improvements to the EWK runway 8-26 consisting of repairs to the longitudinal, edge, and transverse thermal cracking and patch failures.

This opportunity is a formula BIL program with a local match requirement of 5% of the total project cost. The entity is requesting \$73,150.00 from the Build Kansas Fund, and is providing a local match of \$3,850.00. This request has the potential to unlock \$1,463,000.00 in federal funds, for a total project cost of \$1,540,000.00.

The deadline is April 28, 2025 and this Build Kansas Fund application was received on March 28, 2025.

Build Kansas Fund Steering Committee Recommendation

The Build Kansas Fund Steering Committee reviewed this application on April 9, 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 2025

Application Package | Coversheet



Build Kansas Fund Application Number	2025-099-SCKEDD
Applicant Name	City of Newton
Application Date Received	3/28/2025
Project Name	Newton City-County Airport (EWK) Runway 8-28 Reconstruction
Project Description	Project to make improvements to the EWK runway 8-28 consisting of repairing the longitudinal, edge, and transverse thermal cracking and patch failures.
Entity Type	Local Government
Economic Development District (EDD) Planning Commission	South Central KS Economic Development District
Infrastructure Sector(s)	Transportation
BIL Program	Airport Infrastructure Grants (AIG) Program
BIL Program Type	Formula
Application Type	Implementation
BIL Application Deadline	4/28/2025
Build Kansas Fund Request	\$73,150.00
Technical Assistance Received	General Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	BIL Application Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	Build Kansas Fund Application Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	Other (Brief Description): Provided BKF Application Support.
Application Notes	Build Kansas Fund contribution of \$73,150.00 will unlock \$1,463,000.00 in federal BIL funding, with a local cash contribution of \$3,850.00 for a total project cost of \$1,540,000.00
Steering Committee Funding Recommendation	4/9/2025 Recommend <input checked="" type="checkbox"/> Declined <input type="checkbox"/>
Advisory Committee Funding Recommendation	4/16/2025 Recommend <input type="checkbox"/> Declined <input type="checkbox"/>

Title	City of Newton, Kansas	03/28/2025
	by Brian Palmer in Build Kansas Fund Application	id. 50096823
	bpalmer@newtonairport.com	

Original Submission	03/28/2025
----------------------------	------------

Score	n/a
Part 1: Applicant Information	
The name of the entity applying for the Build Kansas Fund:	City of Newton, Kansas
Project Name:	EWK Runway 8-26 Reconstruction
Entity type:	Local Government
Entity Population:	18,251
Applicant Contact Name:	Brian Palmer
Applicant Contact Position/Title:	Director of Aviation
Applicant Contact Telephone Number:	+13162846084
Applicant Contact Email Address:	BPalmer@newtonairport.com
Applicant Contact Address:	201 E. 6th
Applicant Contact Address Line 2 (optional):	PO Box 426
Applicant Contact City:	Newton
Applicant Contact State:	Kansas
Applicant Contact Zip Code:	67114

Is the Project Contact the same as the Applicant Contact?	No
Project Contact Name:	Jordan Freborg
Project Contact Position/Title:	Engineer
Project Contact Telephone Number:	+15732398850
Project Contact Email Address:	jfreborg@HNTB.com
Project Contact Address:	715 Kirk Drive
Project Contact Address Line 2 (optional):	
Project Contact City:	Kansas City
Project Contact State:	Missouri
Project Contact Zip Code:	64105
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?	Harvey 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), commonly known as the Bipartisan Infrastructure Law (BIL), 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:	Airport Infrastructure Grant 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?	20.106
What is the federal application due date for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity?	4/28/2025
Application Type:	Implementation
What is the federal fiscal year for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity?	2025

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

\$1,463,000.00

Enter the total project cost:

\$1,540,000.00

Enter the required non-federal match percentage:

5%

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:

\$73,150.00

Enter the non-federal cash match amount being provided by the eligible applicant, if applicable:

\$3,850.00

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?

N/A

Will any American Rescue Plan Act (ARPA) or Coronavirus State & Local Fiscal Recovery Fund monies will 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?

N/A

Describe your efforts to find other available funding sources for this project:

The City is pursuing state and federal funding for the remaining project costs. Please reference the Executive Summary for additional detail.

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: Brian Palmer
The following persons are responsible for making this Build Kansas Fund application.

Position/Title: Director of Aviation

Additional:

Position/Title:

Additional:

Position/Title:

Additional:

Position/Title:

Source	Amount	% of Project
Build Kansas Funds (non-federal match)	\$73,150.00	4.75%
Eligible Applicant Cash Match	\$3,850.00	0.25%
Eligible Applicant In-Kind Match (estimated value)	\$0.00	0%
BIL Federal Funds (applied for)	\$1,463,000.00	95%
Additional Project Contribution (if applicable)	\$0.00	0%
TOTAL PROJECT COST	\$1,540,000.00	100%

***Applicant satisfies recommended match contribution of 5% of required match.**

Zip Code	% of project in zip code
67114	100%
	100% In Kansas

Executive Summary

Project Description and Funding Summary

Runway 8-26 at Newton City-County Airport (EWK) serves as the crosswind runway at EWK and is 60-feet wide by 3,501-feet long in its existing condition. The existing asphalt pavement is in poor condition, containing a variety of pavement distresses including:

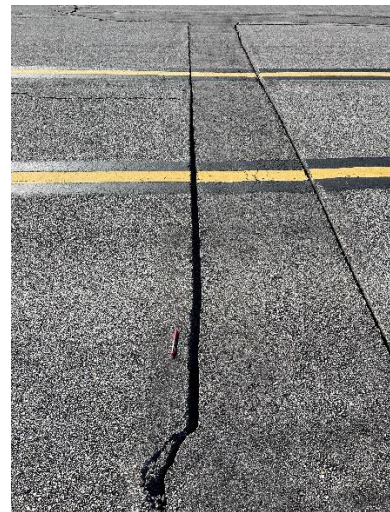
- Longitudinal cracking
- Edge cracking
- Transverse thermal cracking
- Patch failure



Longitudinal cracking on Runway 8-26



Transverse thermal cracking on Runway 8-26



Patch failure on Runway 8-26

Noted distresses range from low to high severity, with a majority of distress severities skewing medium to high. Many of the cracks observed are 1-inch wide or greater. Settlement/difference in pavement elevation occurs in cracks at multiple locations, particularly those adjacent to patches. Recent pavement condition index (PCI) evaluations completed by KDOT in 2022 document Runway 8-26 PCI at 39 (“Very Poor”). In a general sense, PCI values range from zero (failed pavement) to 100 for newly constructed pavement. Pavements below a PCI of 40 are generally recommended for reconstruction – Runway 8-26 falls into this category.

As part of their fiscal year (FY) 2025 programming, the Federal Aviation Administration (FAA) issued a Go Letter (project initiation) in August 2024 for Runway 8-26 design and reconstruction at EWK. In addition to BIL Airport Infrastructure Grant (AIG) funding, the FAA has programmed Airport Improvement Program (AIP) funds – consisting of both non-primary entitlement and Kansas State Apportionment. The City of Newton has also submitted a grant application through KDOT’s Kansas Airport Improvement Program (KAIP) for the Runway 8-26 project’s electrical scope. Funds available

for general aviation project are largely limited to the federal AIP and BIL AIG programs (administered through the FAA) and the smaller, state KAIP program (administered through KDOT).

Runway 8-26 is currently classified as a visual runway, essentially limiting use of the runway to optimal visual atmospheric conditions. The proposed project additionally includes upgrade of Runway 8-26 approaches from visual to instrument, enabling use of the runway in conditions when weather and/or visual restrictions would otherwise prohibit visual-only operations. This upgrade (from visual-only to instrument procedures) will increase capacity for aircraft traffic/volume at the airport, positively increasing its economic impact.