

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: Jason Fizell, Interim Executive Director, Kansas Infrastructure Hub

RE: Build Kansas Fund Application #2025-164-MARC

Date: July 22, 2025

Attached, please find an application made to the Build Kansas Fund by the Mid-America Regional Council. The application packet includes the following items:

- Coversheet – provides a high-level overview of the application including a unique identification number, page 1 of 13 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 – Application Narrative and Letter of Support, pages 9-13.

Project Overview

The Mid-America Regional Council seeks funding from the U.S. Department of Transportation for funding available through the Safe Streets and Roads for All (SS4A) program for their Regional Safe Streets Plan Supplement and Demonstration Project: Saving Lives by Improving Post-Crash Care through Early Use of Whole Blood project which includes the design and evaluation of a regional program that expeditiously provides whole blood to the scene of transportation-related emergencies.

This opportunity is a discretionary IIJA program with a local match requirement of 20% of the total project cost. The entity is requesting \$35,477.00 from the Build Kansas Fund, and is providing a local match of \$1,867.00. This request has the potential to unlock \$149,374.00 in federal funds, for a total project cost of \$186,718.00.

The deadline was June 26, 2025, and this Build Kansas Fund application was received on June 25, 2025.

Build Kansas Fund Steering Committee Recommendation

The Build Kansas Fund Steering Committee reviewed this application on June 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 2026

Application Package | Coversheet



Build Kansas Fund Application Number	2025-164-MARC
Applicant Name	Mid-America Regional Council
Application Date Received	6/25/2025
Project Name	Regional Safe Streets Plan Supplement and Demonstration Project: Saving Lives by Improving Post-Crash Care through Early Use of Whole Blood
Project Description	This project consists of the design and evaluation of a regional program that expeditiously provides whole blood to the scene of transportation-related emergencies
Entity Type	Non-Profit
Economic Development District (EDD) Planning Commission	MARC
Infrastructure Sector(s)	Transportation
BIL Program	Safe Streets and Roads for All (SS4A)
BIL Program Type	Discretionary
Application Type	Planning & Demonstration
BIL Application Deadline	6/26/2025
Build Kansas Fund Request	\$35,477.00
Technical Assistance Received	General Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	BIL 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 General and BIL application TA, and BKF Application Support.
Application Notes	Build Kansas Fund contribution of \$35,477.00 will unlock \$149,374.00 in federal BIL funding, with a local cash match of \$1,867.00, for a total project cost of \$186,718.00.
Steering Committee Funding Recommendation	7/9/2025 Recommend <input checked="" type="checkbox"/> Declined <input type="checkbox"/>
Advisory Committee Funding Recommendation	7/22/2025 Recommend <input type="checkbox"/> Declined <input type="checkbox"/>

Title	Mid-America Regional Council	06/25/2025
	by marlene nagel in Build Kansas Fund Application	id. 50906216
	600 Broadway Blvd. Kansas City, Missouri 64105 United States 8168056825 mnagel@marc.org	

Original Submission	07/02/2025
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Score	n/a
Part 1: Applicant Information	
The name of the entity applying for the Build Kansas Fund:	Mid-America Regional Council
Project Name:	Regional Safe Streets Plan Supplement and Demonstration Project: Saving Lives by Improving Post-Crash Care through Early Use of Whole Blood
Entity type:	Other
If you selected "other," please describe your organization:	Metropolitan Planning Organization (MPO) public not-for-profit organization
Applicant Contact Name:	Marlene Nagel
Applicant Contact Position/Title:	Director, Office of Resource Development
Applicant Contact Telephone Number:	+18168056825
Applicant Contact Email Address:	mnagel@marc.org
Applicant Contact Address:	600 Broadway
Applicant Contact Address Line 2 (optional):	

Applicant Contact City: Kansas City

Applicant Contact State: Missouri

Applicant Contact Zip Code: 64,105

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? Wyandotte 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 US DOT Safe Streets and Roads for All Infrastructure Investment and Jobs Act (IIJA) funding opportunity title that the entity is applying for:

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? 20.939

What is the federal application due date for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity? 6/26/2025

Application Type: Planning

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: \$149,374.00

Enter the total project cost: \$186,718.00

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: \$35,477.00

Enter the non-federal cash match amount being provided by the eligible applicant, if applicable: \$1,867.00

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 will 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.	NA
What other funding sources (local, federal, or non-federal) will be used for this match?	NA
Describe your efforts to find other available funding sources for this project:	The federal funds and Kansas Infrastructure Hub funds are being matched with local cash from our regional committee. If shown to be viable and successful, more agencies will join the program and commit their own dollars toward equipment, training and personnel to implement.

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:

[Support_Letters_KS.pdf](#)

[Project_Area_Map_Fatality_Rates.pdf](#)

[Budget_for_SS4A_Application.docx](#)

[MARC_FY25_SS4A_Application_Narrative_KS_6_23_25.pdf](#)

Provide any additional information about this project not covered in previous sections of this application (optional):	The federal grant application requires a budget breakdown by line item, year and federal/nonfederal and by major action categories. The budget attachment provides that information in addition to a breakdown by state showing the KANSAS state portion, both federal and nonfederal. The request for KIH funding is for \$37,500 over 2 years. The MARC Board of Directors authorized the submission of this grant application to the KIH and the full application to DOT's Safe Streets and Roads for All program at their June 24 meeting.
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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.	David Warm
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Position/Title:	Executive Director
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Additional:	Marlene Nagel
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Position/Title:	Director, Office of Resource Development
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Additional:	Ron Achelpohl PE
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Position/Title:	Director, Department of Transportation and Environment
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Additional:	
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Position/Title:	
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Source	Amount	% of Project
Build Kansas Funds (non-federal match)	\$35,477.00	19.00%
Eligible Applicant Cash Match	\$1,867.00	1.00%
Eligible Applicant In-Kind Match (estimated value)	\$0.00	0.00%
BIL Federal Funds (applied for)	\$149,374.00	80.00%
Additional Project Contribution (if applicable)	\$0.00	0.00%
TOTAL PROJECT COST	\$186,718.00	100.00%

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

Zip Code	% of project in zip code
66101	33%
66214	25%
66061	25%
66212	17%
	100% In Kansas

Project Title: Improving Post-Crash Care through Early Use of Whole Blood Demonstration

The Mid-America Regional Council (MARC) is the nonprofit association of local governments and the Metropolitan Planning Organization (MPO) for the bistate Kansas City region. Our work is organized into separate but interrelated departments and focus areas.

MARC's Department of Transportation supports the Destination Safe (DS) Coalition, a group of federal, state and local agencies and officials across a 13-county area (4 Kansas counties, 9 Missouri counties) focused on transportation system safety. The DS Coalition is currently overseeing the preparation of a fiscal year 2023 SS4A-funded Comprehensive Safety Action Plan (CSAP). This action plan will be completed and adopted in Q1/Q2 of 2026.

MARC's Department of Local Government supports the Mid-America Regional Council Emergency Rescue (MARCER) Committee. MARCER is made up of professionals in the emergency medical services community who promote regional collaboration, coordination, and cooperation in emergency pre-hospital care and disaster planning for metropolitan Kansas City.

MARC, with support from the DS Coalition and MARCER, are committed to reducing transportation-related fatalities and serious injuries in our region. To further our commitment and fully embrace the Safe System approach, MARC is seeking funds from the FY25 SS4A Planning and Demonstration grant. Should MARC be awarded this grant opportunity, funds would support a planning and demonstration project aimed at saving lives through post-crash care. The goal of this project is to design and evaluate a regional program that expeditiously provides whole blood to the scene of transportation-related emergencies while acknowledging the scarcity of whole blood. The demonstration program will be designed and tested to ensure strong integration with the regional EMS system and the established Trauma system.

This project, with a total estimated project cost of \$467,000 for project work in both Kansas and Missouri, will inform the FY23 SS4A funded CSAP through the following activities. Funds will be allocated and tracked separately for KS and MO work through this program to document financial benefits across the bi-state region. The total project cost for Kansas is \$186,718, including \$149,374 in federal funds, \$35,477 in requested KBF dollars and \$1,867 in applicant cash. The allocation between Kansas and Missouri is based on the 2020 Census population figures for the counties in each state.

- 1) Enhance post-crash care by demonstrating how whole blood could be expeditiously distributed to the scene of emergencies in the region, along with a process for the rotation of whole blood within the health care system and monitoring of the blood to avoid waste.
- 2) Engage with critical partners. Establish relationships and participation agreements with critical partners such as blood centers, trauma centers, PSAPs and EMS agencies.
- 3) Design and offer training & credentialing of personnel to administer blood at accident scenes.
- 4) Implement a regional system of emergency vehicles with proper storage and monitoring of whole blood with the ability to provide immediate response regardless of jurisdiction boundaries.
- 5) Develop a post-crash care appendix for incorporation into the FY23 SS4A MARC-DS CSAP.

Project Title: Improving Post-Crash Care through Early Use of Whole Blood Demonstration

This project will help inform the MARC-DS CSAP by providing a more holistic approach to post-crash care for both motorized and non-motorized roadway fatalities and serious injuries. In addition, the project will measure the benefits of using whole blood for EMS response to post-crash care through a regional collaborative approach. A recent ACS article showed that the availability of whole blood in responding to serious motor vehicle crashes and other pre-hospital trauma could reduce fatalities by over 10,000 annually across the US. <https://www.facs.org/for-medical-professionals/news-publications/news-and-articles/bulletin/2025/march-2025-volume-110-issue-3/improving-access-to-prehospital-blood-may-save-10-000-lives-a-year/>

Early delivery of whole blood significantly enhances survivability for serious injury roadway crashes. Articles from various medical journals cite the improved outcomes for patients with early whole blood use for pre-hospital emergency care. *Implementation of a prehospital whole blood program: Lessons learned. J Am Coll Emerg Physicians Open.* 2024 Mar 21. [Pre-Hospital Transfusion Reimbursement Working Group Meeting with NAEMT & Other Key Stakeholders Crystal Gateway Marriott March 31, 2023.](#)

While the benefit of whole blood early delivery is clearly established, a system that supports this delivery while respecting the scarcity of whole blood in the health care system is not well established. Early blood administration by EMS to patients suffering from hemorrhagic shock improves outcomes. Prehospital blood programs represent an invaluable resuscitation capability that directly addresses hemorrhagic shock and mitigates subsequent multiple organ dysfunction syndrome. **Post-crash care is the final element of the Safe System Approach that works to prevent a serious injury from becoming a fatality.**

If this demonstration project proves to be a successful model, we would like to see it reproduced elsewhere, including in central and western Kansas, particularly rural areas. Since 2013, Kansas has seen the state-wide death rate from motor vehicle accidents rise from 13.4 to 14.3 deaths per 100,000 people from 2013 to 2022 ([Kansas Health Matters](#)).

Deaths from motor vehicle accidents are also disproportionately high in rural areas of the state. According to the [Kansas University Medical Center](#), health disparities in rural communities include: higher death rates, higher suicide rates, extremely high disparities in motor vehicle accident fatalities (rural areas have 1/3 of the motor vehicle accidents, but 2/3 of the fatalities from motor vehicle accidents), and accidents in rural areas tend to lead to more deaths and serious injuries (60% versus 48% in urban areas). Compounding this issue, rural areas have less access to healthcare facilities to treat the higher rates of injuries happening in these areas. Put plainly, if you live in a rural you are more likely to die from a serious injury both because you are more likely to get into a serious accident *and* less likely to have quick access to care after.

Quick access to whole blood after a serious accident significantly increases survival rates, particularly when access to facility care is limited. According to the [National Institutes of Health](#), trauma is the leading cause of death to people under the age of 44 and traumatic hemorrhage accounts for 35% of the deaths which occur before reaching a hospital. Providing whole blood, along with managing blood loss, is the primary means of managing and preventing these deaths and produces “superior survival”. Additionally, a [study](#) published in 2022 in the Journal of American

Project Title: Improving Post-Crash Care through Early Use of Whole Blood Demonstration

College of Surgeons showed that use of whole blood after traumatic injuries increased 30-day survival rates by 60%.

MARC would like to provide long-term guidance and mentorship to communities across Kansas, but especially rural areas who are most in need of effective whole blood programs to combat the effects of more serious accidents and declining access to healthcare. Providing speedy access to whole blood can help bridge the gap between injury and medical care for rural residents, so that communities and families in these areas may continue to thrive.

Schedule of Activities: *(estimates after FE contract with US DOT/FHWA and procurement for consultant team)*

Planning & Engagement	Determine criteria to support traffic crash calls for the delivery of whole blood and its use at the scene of serious crashes	Months 1-12
	Establish an advisory committee and operating process	
	Design whole blood demonstration project, including regional guidelines and agreements	
	Identify partner organizations to participate in the demonstration program	
Demonstration	Collect data and analysis on locations/timing of traffic injuries for placement of whole blood and its use in reducing fatalities at the scene of roadway crashes	Months 3-18
	Design protocols to guide program's execution & evaluation	
	Establish and execute agreements with participants outlining roles and responsibilities, resources to be made available, data to be collected and shared, etc.	
	Develop & provide training and certification for administering the whole blood by EMS at the scene of roadway crashes	
	Develop plans for the expansion of the program over the second and subsequent years and determine costs for program operations and funding strategies to sustain the program	
Evaluation	Identify the extent to which the whole blood resource at the scene of serious crashes was administered and had a role in preventing a fatality from data collected and analyzed during demonstration	Months 6-24
	Evaluate the characteristics of roadway crashes and persons involved to identify priority incidents and populations that would benefit the most from the whole blood supply availability at the scene of an incident	
	Develop an appendix outlining demonstration results and potential project and strategy effectiveness (leads to strategy prioritization and selection) for the FY23 SS4A funded CSAP	

MARC is committed to transparency with financial management. In addition to the oversight and monitoring from the federal government, MARC will, at any time provide financial information requested and/or needed by the State of Kansas and the Build Kansas Fund. Reimbursement for expenses from the Build Kansas Fund will only be sought for expenses demonstrably incurred for Kansas communities. As such, these expenses will be tracked and documented separately, to provide an additional layer of internal control.



Executive Director Jason Fizell
Kansas Infrastructure HUB

Dear Mr Fizell:

I am pleased to provide this letter supporting an application to the Kansas Build Fund by the Mid-America Regional Council for matching resources to support an application to the US Department of Transportation Safe Streets and Roads for All program. The proposed program will allow our EMS and hospital stakeholders on the Kansas side of the metro area to work with transportation safety officials on improving post-crash emergency care.

Research data show that the administration of whole blood at the scene of serious traffic crashes can have a dramatic impact in reducing fatality rates. The proposed project will enable agencies in Kansas to be involved in developing policies and procedures for a program to administer whole blood by EMS and to be involved in a pilot demonstration project.

The federal and local matching funds will be used to purchase supplies for the EMS vehicles, including refrigeration devices and whole blood, to operate the program, and training for EMS personnel on administering whole blood in the field.

An advisory committee will oversee the project, develop policies and procedures and identify data to be collected to evaluate the results of the pilot to saving lives.

We believe that an effective pilot program will result in broader implementation of this capability throughout the metro area and the state of Kansas.

My clinical work is as an acute care surgeon at The University of Kansas Health System, a level 1 trauma center. In that capacity, I care for trauma patients who are brought to TUKHS from all over Kansas. We know distance from a trauma center for injured patients impacts outcomes. Early access to life-saving blood products has the potential to save lives, particularly in our rural state with longer transport times. In addition to my clinical work, I currently serve as the Chair of the Kansas Advisory Committee on Trauma (ACT) and the Chair of the Kansas Committee on Trauma. I grew up in Garden City and have a vested interest in the strength and clinical excellence of our state trauma program.

The state trauma program consists of 3 level 1, 2 level 2, 4 level 3, and numerous level 4 designated trauma centers participating in a statewide approach to serving the trauma patients of our state. Level 1 centers are capable of caring for the most severely injured patients with a plethora of resources, whereas the level 4 centers have a focus on patient stabilization and transfer to definitive care at a higher level center. You can learn more about the Kansas trauma program at www.kstrauma.org. As the chair of the ACT and COT, I feel confident telling you that the statewide trauma system is supportive of this grant application. We will take the lessons learned and consider how and where we can implement whole blood programs in other locations.

Whole blood is both a rare commodity and is fragile. Implementing its use in the pre-hospital stage of our trauma system is complicated. Having a pilot program in Kansas will be the springboard for other programs.

Stepheny Berry MD, FACS
Chair, ACS Kansas Committee on Trauma
Kansas City, KS 66160-8500

MARC has a history of supporting statewide efforts in Kansas. MARC's regional EMS Committee, MARCER, has participation from EMS services outside the metro area, recognizing that several Kansas ambulance services bring patients into the region for hospital care. Communications systems and other support have been helpful to Kansas EMS agencies.

I would ask that the Kansas Infrastructure Hub support the MARC request for matching funding support for the Kansas portion of the Whole Blood program.

If you have any questions, please don't hesitate to reach out. Thank you for your consideration.

Sincerely,



Stepheny Berry, MD, FACS
Chair, Kansas Committee on Trauma
Chair, Kansas Advisory Committee for Trauma

