

2026 SUBALLOCATED PROGRAMS CALL FOR PROJECTS

Phase I Preapplication Workshop
March 5, 2026

WORKSHOP AGENDA

- Welcome and Introductions
- Overview of Programming Process
- Preapplication Assessment Process
- ConnectedKC 2050 Plan Overview
- Application Portal
 - Overview
 - Instructions
 - Tips
- Questions



OVERVIEW OF THE PROGRAMMING PROCESS

AVAILABLE FUNDING

Program	Kansas	Missouri
Carbon Reduction Program (CRP)	\$4.8M	\$7.1M
Congestion Mitigation & Air Quality (CMAQ)	\$4.9M	\$4.5M
Surface Transportation Block Grant Program (STBG)	\$35.6M	\$36.7M
Transportation Alternatives (TAP)	\$5.8M	\$12.6M
Total Anticipated for Programming	\$51.1M	\$60.9M

- All funding amounts are based on 2026 suballocations and are subject to change
- Available amounts account for advance allocations made in the CMAQ and STBG programs by TTPC and the MARC Board of Directors

ADVANCE ALLOCATIONS

Program	Kansas	Missouri
Total CMAQ Funding Anticipated	\$6.1M	\$5.7M
MARC Regional Projects	\$1.2M	\$1.2M
CMAQ Anticipated for Programming	\$4.9M	\$4.5M
Total STBG Funding Anticipated	\$37.5M	\$40.0M
Operation Greenlight	\$1.1M	\$2.4M
Planning Sustainable Places	\$800K	\$900K
STBG Anticipated for Programming	\$35.6M	\$36.7M

* Funding amounts are based on 2026 suballocations and are subject to change

PROGRAMMING PROCESS

Two step process

- Preapplication (Phase 1) assessment by Technical Advisory Committee
- Technical application (Phase II) evaluation by Kansas and Missouri Programming Committees

Both phases are required



PROGRAMMING TIMELINE - PHASE I

- **February 25:** Phase I Preapplication – Call for Projects launched
- **March 5:** Phase I Preapplication workshop
- **March 20:** Phase I Preapplication deadline
- **April/May:** Staff assessment complete/sponsor review
- **April/May/June:** Technical Advisory Committee review
- **June 16:** Total Transportation Policy Committee review

PROGRAMMING TIMELINE - PHASE II

- **June 18:** Phase II Technical Application – Call for Projects launched
- **June 25:** Phase II Technical Application workshop
- **July 24:** Phase II Technical Application deadline
- **Mid-September:** Staff assessment complete
- **Mid-December:** Programming recommendations complete
- **Late Jan 2027:** MARC Board approval of programming recommendations

PROGRAMMING COMMITTEE ASSIGNMENTS

KS Programming Committee

- KS STBG/STBG-Set Aside (TAP)/CMAQ and Carbon Reduction

MO Programming Committee

- MO STBG/STBG-Set Aside (TAP)/CMAQ and Carbon Reduction

OTHER INFORMATION

These programs are reimbursement programs

- Local public agency agreements with KDOT or MoDOT
- FTA grant agreements

MARC project fees

- Equal to 1% of the amount of federal funds awarded
- Payable with state, local or other non-federal funds
- Fees will be invoiced in and are payable in 2027
- Used to match federal planning funds

PREAPPLICATION ASSESSMENT PROCESS

PROGRAMMING PROCESS

Preapplication process - Assessment by planning & policy committees

Goal

- Strengthen quality and alignment with regional vision and goals in Connected KC 2050 (CKC 2050) for projects which compete for regional sub-allocated funds

Objectives

- Elevate role of planning/policy committees in programming process
- Reinforce conformance of roadway modernization & capacity projects with complete streets, congestion management process & other key policies
- Provide guidance & project enhancement tips to project sponsors

EVALUATION PROCESS

Phase I - Preapplication

Preapplication questionnaire

- Key scope/project description – focused on major policy elements in transportation plan

Staff evaluation

- CKC2050 policy alignment (CMP, major river crossing, complete streets, green infrastructure, climate & clean air plans, etc.)
- Review of CKC2050 strategies advanced/implemented by project

Planning/Policy committee assessment

- Committee survey (concurrence with policy alignment)
- Project improvement recommendations & comments
- Committee discussions

EVALUATION PROCESS

Phase I – Preapplication

Anticipated outcome

- Projects to be categorized into 3 groups

High Alignment
with CKC2050

Aligned
with CKC2050

Not Aligned
with CKC 2050

Determination based on following:

- Conformance with applicable CKC2050 policies
- Inclusion in various project/program listings in CKC2050
- Degree to which project/program advances CKC2050 strategies

Recommendations for improvements/comments



REGIONAL POLICY CONSIDERATIONS



CONNECTED KC 2050

The long-range transportation plan for the Kansas City region

- Establishes a regional vision for transportation
- Develops policies and strategies for implementing the vision
- Identifies regionally significant projects that correspond with the vision



CONNECTED KC 2050 AT A GLANCE

What we want

- Access to opportunity
- Economic vitality
- Healthy environment
- Housing (New!)
- Public health and safety
- Transportation choices

How we'll get there

- Focus on centers and corridors
- Environmental mitigation, adaptation and protection
- Find new funding sources
- Leverage data and technology
- Prioritize investments
- 17+ other specific strategies

COMPLETE STREETS

Supports vision of CKC2050 of a system that meets needs of all users

- Planned & programmed projects shall provide safe accommodations for all users with legal access
- To the extent practical, planned & programmed projects shall utilize green infrastructure techniques

MARC Complete Streets Policy applies to:

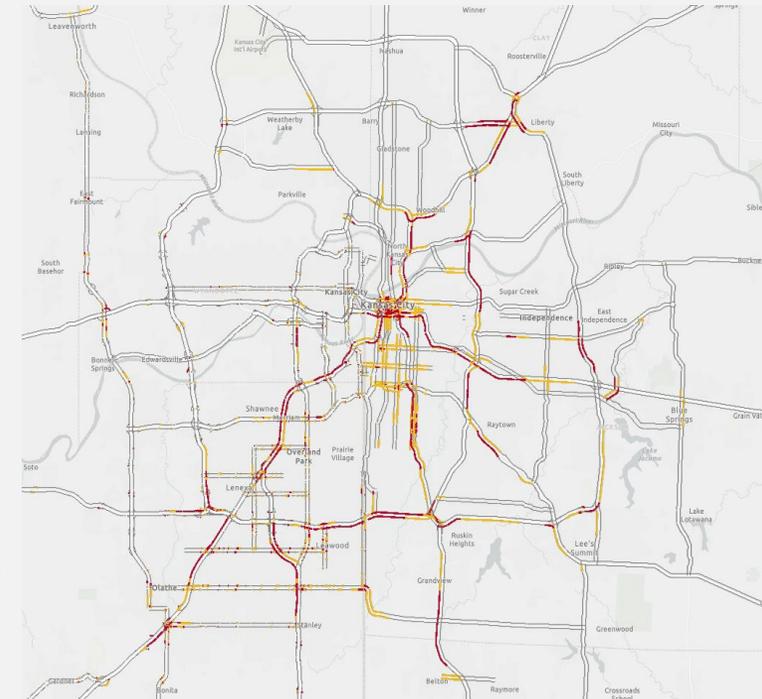
- All MARC planning activities that involve public ROW
- Any activities conducted by MARC to program federal funds
- Policy is sensitive to context and stage of design
- Exceptions may be granted under certain circumstances



CONGESTION MANAGEMENT PROCESS

Systematic way of monitoring, measuring and diagnosing causes of congestion

- Evaluates and recommends strategies for managing congestion
- Congestion mitigation analysis must be conducted prior to SOV capacity project
- If congestion currently exists in a corridor, travel demand reduction and operational management strategies must be explored
- Public transit, bicycle/pedestrian infrastructure, express toll lanes, compact land use, etc.
- If analysis finds that demand management and operational strategies cannot alone mitigate existing congestion, then SOV capacity may be supplemented to the project
- Travel demand and operation strategies must be incorporated into project development with commitment to implementation



CLIMATE ACTION PLAN

Key goals for the region

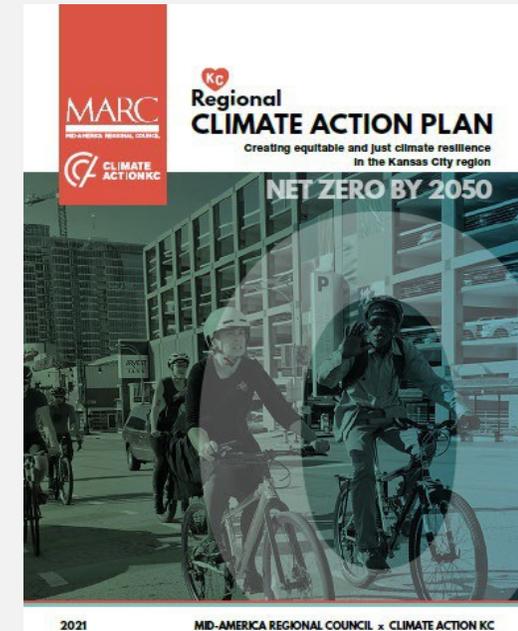
- Transform into a more resilient, equitable and healthy region
- Achieve net zero greenhouse gas emissions by 2050
- Adapt to the many risks posed by climate change

Climate mitigation strategies

- Decrease fossil fuel usage
- Increase energy efficiency
- Transition to electric vehicles
- Decrease VMT & increase multimodal usage
- Sustainable land stewardship

Climate adaptation strategies

- Conserve and restore green infrastructure
- Support healthy active living
- Develop livable wage jobs
- Reduce waste
- Increase demand for reused and recycled materials



CLIMATE ACTION PLAN

Transportation strategies to consider in your funding applications

Reduction in vehicle miles traveled (VMT) per capita

- Increase sustainable development at activity centers and key corridors
- Increase walkability
- Implement complete and green streets

Low and no-emission vehicles

- Expand EV charging infrastructure
- Electrify transit and other public fleets

Shift trips to affordable, equitable and safe mobility options

- Implement complete streets
- Build out Smart Moves transit and mobility system

Increase transportation system resilience

- Redesign and upgrade critical and vulnerable infrastructure
- Use technology to monitor system integrity
- Integrate water resource and transportation system planning



CLEAN AIR ACTION PLAN

Key goals for the region

- Maintain health-based air quality standards for ground-level ozone

CAAP Strategies

- Reduce diesel emissions
- Promote connectivity of pedestrian, bike and transit facilities through mobility hubs
- Native and sustainable landscaping and green infrastructure
- Transition to electric vehicles
- Traffic signal coordination (OGL)



OTHER KEY APPLICABLE POLICIES AND STRATEGIES

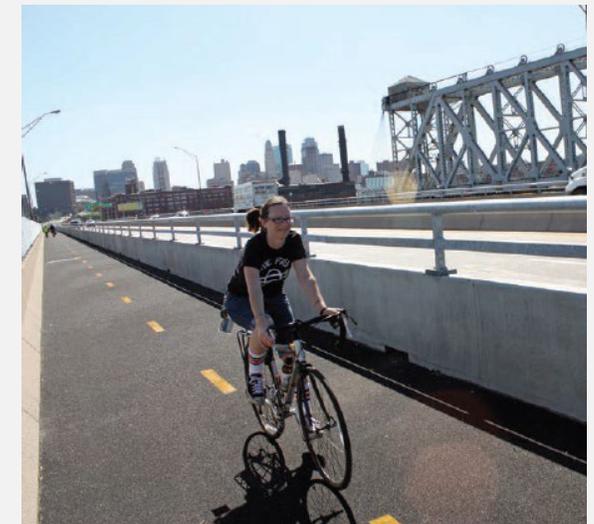
Green Infrastructure Framework

- Integrate nature-based solutions into projects to reduce heat islands, conserve air and water quality, and improve walkability
- GI elements may include tree planting and native landscaping, stormwater BMPs, riparian restoration – ideally in ways that provide for system connectivity across watershed and transportation systems



Major River Crossing Policy

- Consider safe, practical and appropriate bike/ped accommodations in planning and design of all projects that cross Kansas and Missouri Rivers
- Such accommodations will be built wherever warranted and feasible



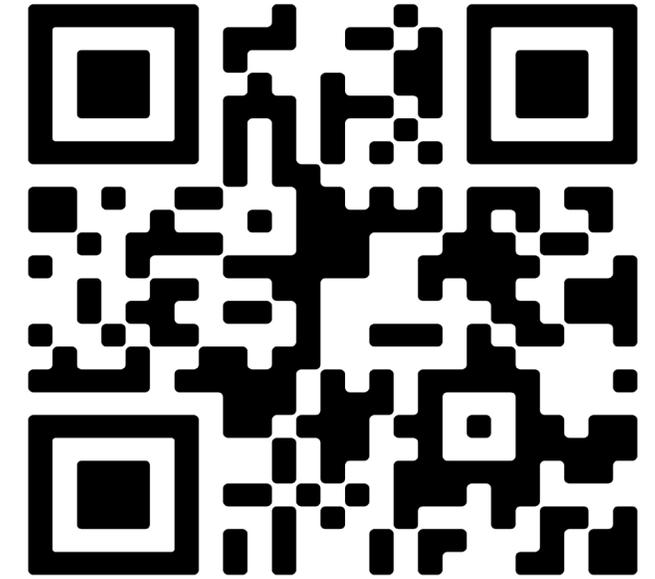


CONNECTED KC 2050

Website and helpful tips



WHAT SHOULD OUR **TRANSPORTATION SYSTEM** LOOK LIKE BETWEEN **NOW** AND **2050**?



[Connectedkc.org](https://www.connectedkc.org)

What is Connected KC 2050?

This plan serves as a blueprint for managing the Kansas City region's transportation system through 2050.

ABOUT THE
CURRENT
PLAN

ABOUT THE
PREVIOUS
PLAN

Project listings

One of the purposes of this plan is to identify and prioritize significant future transportation projects for the region. Learn how projects were prioritized and view the project lists.

VIEW PROJECTS

Plan summary

This printable PDF offers a high-level view of what's included in Connected KC 2050.

VIEW THE
SUMMARY

VEA EL
RESUMEN

Modeling the future

We don't have a crystal ball to see the future, so we use data to predict — or model — where people might live and work and how they might commute.

SEE THE
SCENARIOS

SEE THE
FORECAST

WEBSITE SPECIAL ATTENTION AREAS

Project number or “supporting program” in plan (Described in “What we want” pages)

CKC2050 advanced strategies and project elements

- Underlying and specific strategies
- Complete streets information
- Strategies from specific PSP/CSP plan
- Strategies from Clean Air Action Plan
- Conservation/restoration/watershed connectivity efforts
- Efforts related to urban heat islands, flood drought

Congestion Management Toolbox

Transportation Congestion and Reliability in Kansas City

PROJECT INFORMATION AND/OR SUPPORTING PROGRAM

The image shows a screenshot of the ConnectedKC 2050 website. At the top left is the logo for 'CONNECTEDKC 2050 REGIONAL TRANSPORTATION PLAN'. The main navigation menu is located at the top and includes the following items: 'HOME', 'WHAT WE WANT' (circled in red), 'HOW WE'LL GET THERE', 'NEXT STEPS', 'NEWS', and 'CONTACT'. Below this is a secondary navigation bar with a dark background, containing: 'ABOUT THE PLAN', 'HOW WE DEVELOPED THE PLAN', 'PLAN UPDATE PROCESS', 'PROJECTS' (circled in red), and 'WHAT ELSE IS IN THE PLAN'. A search icon is visible on the right side of this bar. The main content area features a large background image of a city skyline with the 'CONNECTEDKC 2050 REGIONAL TRANSPORTATION PLAN' logo overlaid in the center. At the bottom of the page, there is a black banner with the text 'Connectedkc.org' in yellow.

PROJECT INFORMATION AND/OR SUPPORTING PROGRAM

CONNECTEDKC 2050
REGIONAL TRANSPORTATION PLAN

HOME | WHAT WE WANT ↓ | HOW WE'LL GET THERE ↓ | NEXT STEPS | NEWS | CONTACT

ABOUT THE PLAN | HOW WE DEVELOPED THE PLAN | PLAN UPDATE PROCESS | **PROJECTS** | WHAT ELSE IS IN THE PLAN

Projects

How did we select projects?

One of the key roles of Connected KC 2050 is to identify and prioritize significant future transportation projects for the region, including those that can be completed within projected revenues as well as illustrative projects that will require resources beyond what we can reasonably expect today.

MARC asks local governments, state departments of transportation, public transportation providers and other organizations to submit

[VIEW PROJECT LIST](#)

[VIEW AMENDMENTS](#)

CONNECTEDKC 2050
REGIONAL TRANSPORTATION PLAN

HOME | WHAT WE WANT ↓ | HOW WE'LL GET THERE ↓ | NEXT STEPS | NEWS | CONTACT

ABOUT THE PLAN | HOW WE DEVELOPED THE PLAN | **ISSUES** | PROJECTS | WHAT ELSE IS IN THE PLAN

Economic Vitality

- Access to opportunity
- Economic vitality**
- Healthy environment
- Housing
- Public health and safety
- Transportation choices

Maintain a multimodal transportation system that supports the efficient movement of people and goods and promotes economic development

Viable communities require investments today that will support growth into the future. Our transportation system plays a crucial role in our continued economic vitality as we face challenges and competition from a global economy. We must pay attention to the foundations that attract good and stable employers — infrastructure such as airports and

Supporting programs

These programs or initiatives can help us achieve our goals by directly advancing various plan strategies.

- ✓ Transportation asset management
- ✓ Real-time freeway and arterial management systems
- ✓ PSP

Performance Measures

- Bridge deck condition

[Connectedkc.org](https://connectedkc.org)

ADVANCED STRATEGIES AND PROJECT ELEMENTS

CONNECTEDKC 2050 REGIONAL TRANSPORTATION PLAN

HOME | WHAT WE WANT ↓ | HOW WE'LL GET THERE ↓ | NEXT STEPS | NEWS | CONTACT

ABOUT THE PLAN | HOW WE DEVELOPED THE PLAN | PLAN UPDATE | T ELSE IS IN THE PLAN

Centers and Corridor

Each goal has strategies specific to achieving it. Many of those strategies apply to multiple goals. Throughout the planning process, we identified a set of broader strategies that may not be specific to a goal or set of goals but underlie the entire plan and play an important role in realizing our regional vision.

Focus on centers and corridors

Promote development and redevelopment of key activity centers and the corridors that connect them through coordinated land use, housing and transportation planning and investment.

Focusing energy around key activity centers and the corridors that connect them helps promote livable, vibrant and adaptable places. Strong amenities enhance residents' quality of life and preserve the variety of distinctive neighborhoods throughout the region while fostering stronger communities. In those areas with existing infrastructure, concentrated development can revitalize communities.

CONNECTEDKC 2050 REGIONAL TRANSPORTATION PLAN

HOME | WHAT WE WANT ↓ | HOW WE'LL GET THERE ↓ | NEXT STEPS | NEWS | CONTACT

ABOUT THE PLAN | HOW WE DEVELOPED THE PLAN | PLAN UPDATE | T ELSE IS IN THE PLAN

BROAD STRATEGIES

Centers and corridors

Environmental mitigation, adaptation and protection

New funding sources

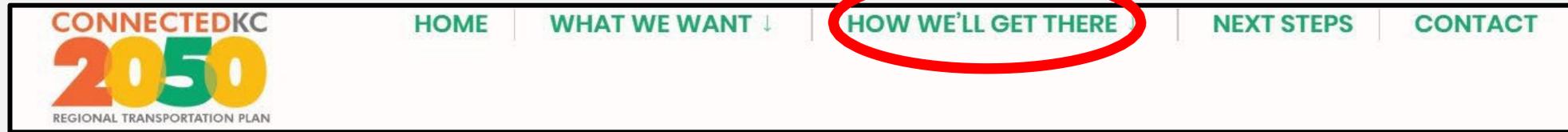
Prioritize investments

SPECIFIC STRATEGIES

- AIR QUALITY
- COMPLETE AND GREEN STREETS
- DIGITAL SERVICES & CONNECTIVITY
- EMERGENCY PREPAREDNESS AND STRENGTH

Connectedkc.org

ADVANCED STRATEGIES AND PROJECT ELEMENTS



SPECIFIC STRATEGIES

- AIR QUALITY**
Prioritize projects and programs that reduce transportation emissions to ensure continuous compliance with federal air quality standards and consistent with the [Clean Air Action Plan](#).

- SYSTEM EFFICIENCY**
Design, fund and implement projects and programs that improve and maintain reliable, efficient system operations, including transportation demand management strategies, transportation system management and operations, and intelligent transportation systems consistent with regional [congestion management policies](#).

- COMPLETE AND GREEN STREETS**
Design, build and maintain streets that are safe and convenient for all travelers, including pedestrians, bicyclists, motorists, transit riders and freight, and that use natural systems to enhance stormwater management, mitigate heat islands, improve air and water quality to create desirable corridors connecting with

- TRAILS AND BIKEWAYS**
Implement the MetroGreen system with continued planning support as needed, in coordination with the [Regional Bikeway Plan](#). This includes connected trails, greenways and the network of on- and off-road facilities. Develop this system with an increased emphasis on natural resource conservation and restoration of connected stream and riparian

ADVANCED STRATEGIES AND PROJECT ELEMENTS

MARC
MID-AMERICA REGIONAL COUNCIL

ABOUT MARC TRAINING & EVENTS NEWS COMMITTEES

FOCUS AREAS ▾

Transportation

Metropolitan Planning

Transportation Planning Products

Performance Measures

Congestion Management Process

Roadway Functional Class System

Equity and Civil Rights

Disadvantaged Business Enterprise

Transportation Public Input

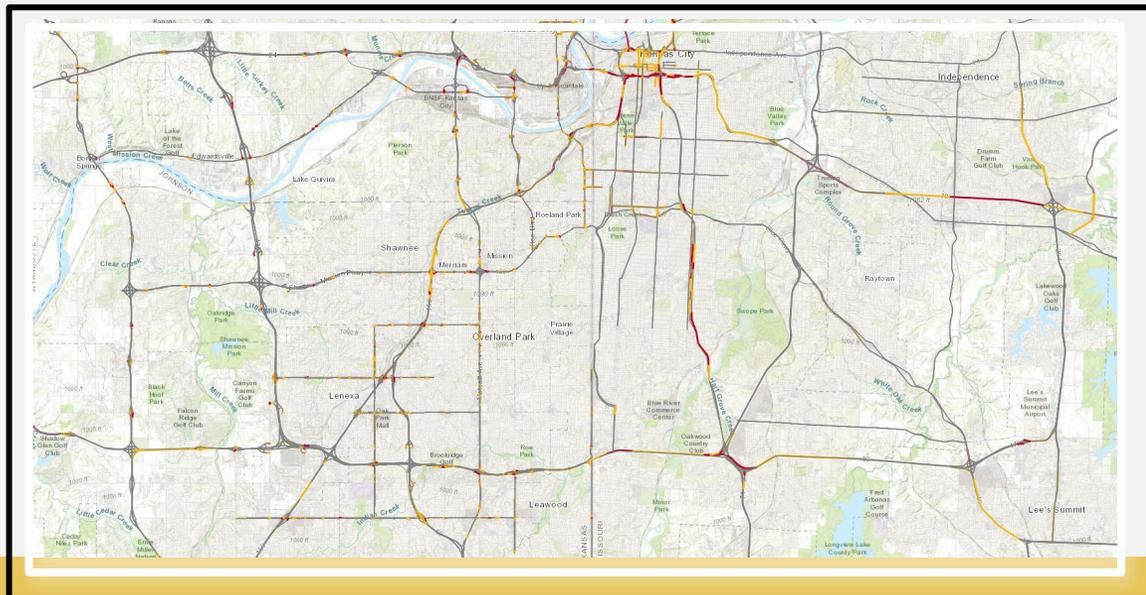
Transportation Committees

CONGESTION MANAGEMENT PROCESS

MONITOR, MEASURE, DIAGNOSE

Federal regulations require metropolitan planning organizations to develop and implement a congestion management process as part of the planning process. This process is intended to be a systematic way to:

- Monitor, measure and diagnose the causes of current and future congestion.
- Evaluate and implement strategies to manage current and future congestion.
- Monitor the effectiveness of strategies implemented to manage congestion.



CONGESTION MANAGEMENT PROCESS POLICY

MARC has developed a congestion management process to meet the unique needs of the Kansas City metropolitan area. The congestion management process includes an ongoing method to provide information on the performance of the transportation system and on alternative strategies to manage congestion and enhance mobility and safety. The process uses an objectives-driven, performance-based approach, and emphasizes effective management of existing facilities through the use of travel demand and operational management strategies.

The Congestion Management Process policy provides a framework for how MARC activities address the federal congestion management process requirements. The policy was developed with input from regional transportation stakeholders.

[Congestion Management Process policy](#)

CONGESTION AND RELIABILITY IN KANSAS CITY

Data gives us a big picture look at levels of congestion in the region over a period of time. Using travel data, the Transportation Congestion and Reliability report offers interactive maps that display the location and severity of congestion at varying times of the day. This report can be used to inform important decisions about roadway improvements, or for other purposes, such as finding a way to avoid the typical rush-hour congestion.

[2023 Congestion and Reliability in Kansas City report](#)

[2022 Congestion and Reliability in Kansas City report](#)

[2019 Congestion and Reliability in Kansas City report](#)

CONGESTION MANAGEMENT TOOLBOX

The Congestion Management Toolbox provides a reference of alternative strategies to consider in corridor studies and NEPA documents. When local agencies in the region find themselves considering roadway capacity projects, they can use the Toolbox like a checklist. They can consider each item and determine whether a strategy (or package of strategies) and the relevant actions/projects have a reasonable potential for providing benefit to the corridor or study area being evaluated.

[Congestion Management Toolbox](#)

[Approved Toolbox](#)



APPLICATION PORTAL

Instruction and helpful tips



APPLICATION RESOURCES

APPLICATION PROCESS

This funding opportunity consists of two phases – a preapplication and initial screening followed by a full application and technical evaluation. The dates for each part are as follows.

Completion of both phases is required for funding consideration.

Phase 1: Pre-application and initial screening

- Open: Feb. 25, 2026
- Close: March 20, 2026

Phase 2: Full application and technical evaluation

- Open: June 18, 2026
- Close: July 24, 2026

Resources to support application development are available to project sponsors. These resources include evaluation criteria, links to relevant plans and policies, state and federal guidance, and a comprehensive map viewer that can be used to view the proximity of potential projects to important regional assets and plans.

[Visit application portal](#) >

[View funding application resources](#) >

GUIDEBOOKS AND SCORING CRITERIA

[Carbon Reduction Program guidebook](#) >

[Carbon Reduction Program evaluation criteria](#) >

[Congestion Mitigation/Air Quality guidebook](#) >

[Congestion Mitigation/Air Quality evaluation criteria](#) >

[Surface Transportation Block Grant Program guidebook](#) >

[Surface Transportation Block Grant Program evaluation criteria](#) >

[STBG Set-aside guidebook](#) >

[STBG Set-aside evaluation criteria](#) >



Federal resources

- [United States Department of Transportation](#)
- [Federal Highway Administration](#)
- [Federal Transit Administration](#)
- [Federal Highway Administration – Surface Transportation Program Background](#)
- [Manual on Uniform Traffic Control Devices \(MUTCD\)](#)

State resources

- [Kansas Department of Transportation](#)
- [KDOT LPA Process](#)
- [Missouri Department of Transportation](#)
- [MoDOT LPA Manual](#)

MAP VIEWER

MARC has an online mapping application, the [Kansas City Data Atlas](#) that provides information relevant to project sponsors. The map displays several layers and can be used to view the proximity of submitted projects to important regional assets, like MetroGreen® corridors, activity centers, Smart Moves corridors, freight corridors, etc.

The [KC Data Atlas](#) lets users see multiple map overlays at a time, click on features to get more information about them, and make simple measurements. To see the full list of data layers available, click on the Content button at the left top of the [KC Data Atlas](#).

marc.org/suballocated

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Welcome Back

Sub-Allocated Application

Sign in to access your applications

Email

Password

[→ Sign In](#)

[Forgot your password?](#)

or

[+ Create New Account](#)

[Report Issue](#)

NEW USERS MUST REGISTER

Create Your Account

Register to access SubAllocated

Personal Information

Please provide your basic information

First Name *

Enter your first name

Last Name *

Enter your last name

Email Address *

Enter your email address

Password *

Enter your password

Confirm Password *

Enter your confirm password

START NEW APPLICATION

PROJECT APPLICATION PORTAL



Suballocated Federal Funding

CMAQ • STP • STP TA Set-Aside • Carbon Reduction Program

My Applications

Manage and track your project submissions

Report Issue

View All Submissions

View Live Applications

Start New Application

Log Off

PROJECT TITLE

STATUS

Test Project 1

Edit

Delete

Print

Draft

CHOOSE YOUR PROJECT'S MODE & TYPE

* All active questions are required.

3.1

Primary project mode *

Choose the primary mode...

Select an option



3.2

Secondary project mode *

Choose the secondary mode...

Select an option



4

Project type (This limits available funding sources) *

Choose a type...

Select an option



IF THE PROJECT IS LISTED IN CONNECTED KC 2050, ENTER THE PROJECT NUMBER

6.1

Is this project listed in **CONNECTED KC 2050**? *

Yes

No

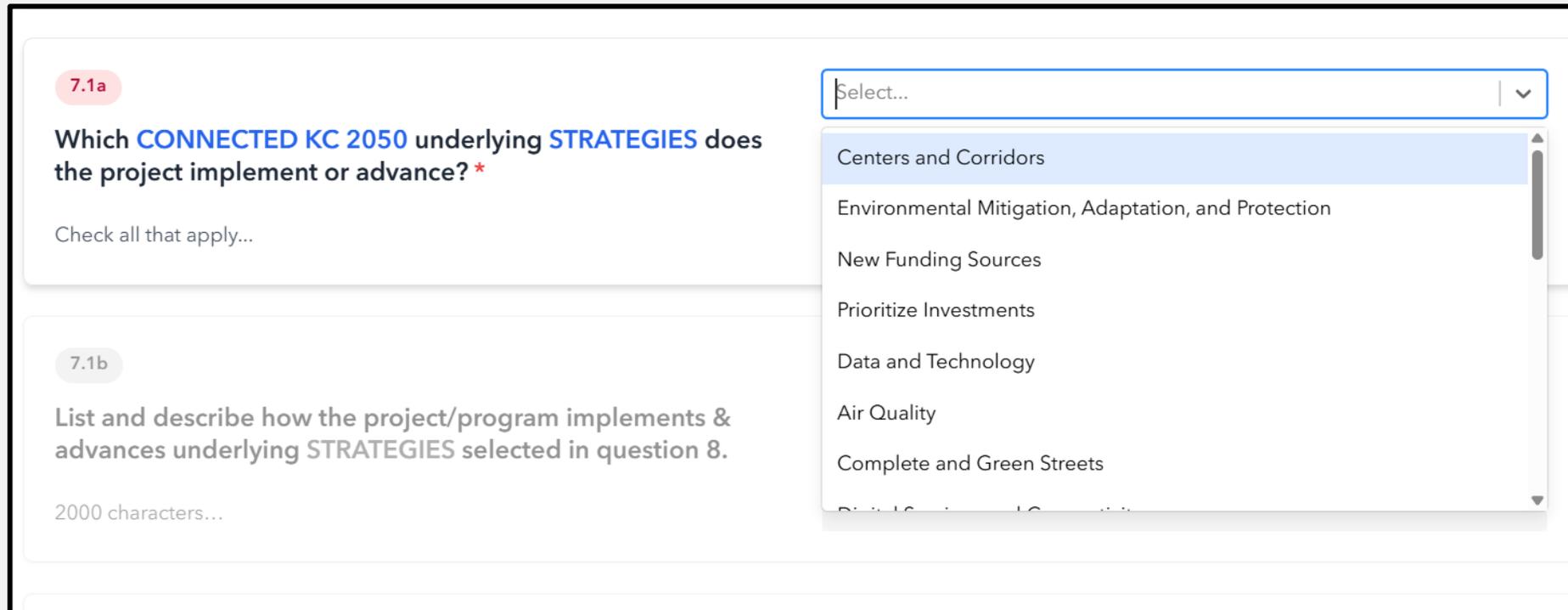
6.2

If the project is currently listed in Connected KC 2050, what is the **PROJECT NUMBER**. The Project Number will be a 4-digit number that appears on the project information page.

Provide 2- to 4-digit project number...

EX: 60

IF THE PROJECT IS NOT LISTED IN CONNECTED KC 2050, CHOOSE ANY CONNECTED KC SUPPORTING PROGRAMS IT FALLS UNDER



The image shows a screenshot of a survey form. The top section is labeled '7.1a' and asks: 'Which **CONNECTED KC 2050** underlying **STRATEGIES** does the project implement or advance? *'. Below the question is the instruction 'Check all that apply...'. To the right of the question is a dropdown menu with a search bar containing 'Select...'. The dropdown menu is open, showing a list of options: 'Centers and Corridors', 'Environmental Mitigation, Adaptation, and Protection', 'New Funding Sources', 'Prioritize Investments', 'Data and Technology', 'Air Quality', and 'Complete and Green Streets'. The bottom section is labeled '7.1b' and asks: 'List and describe how the project/program implements & advances underlying **STRATEGIES** selected in question 8.'. Below this question is a text input field with a character limit of '2000 characters...'. The entire form is enclosed in a black border.

You can select more than one program.

IF THE PROJECT IMPLEMENTS STRATEGIES FROM A PLANNING SUSTAINABLE PLACES OR CREATING SUSTAINABLE PLACES PLAN, SELECT THAT PLAN

7.4

Does this project or program implement specific strategies identified in a **PLANNING OR CREATING SUSTAINABLE PLACES** plan? Please be specific about which PSP/CSP plan is being advanced. *

Please identify specific study...

7.5

Describe strategies that advance the region's **CLEAN AIR ACTION PLAN**. *

Select...

- None
- CSP Corridor - North Oak Trafficway (North Kansas City, Kansas City, Gladstone)
- CSP Corridor - U.S. 40 (Kansas City, Independence, Lee's Summit, Blue Springs)
- CSP Corridor - Rock Island Railroad (Kansas City, Raytown, Lee's Summit, Greenwood, and Pleasant Hill)
- CSP Corridor - Troost Avenue (Kansas City)
- CSP Corridor - Shawnee Mission Parkway/Metcalf (Overland Park.

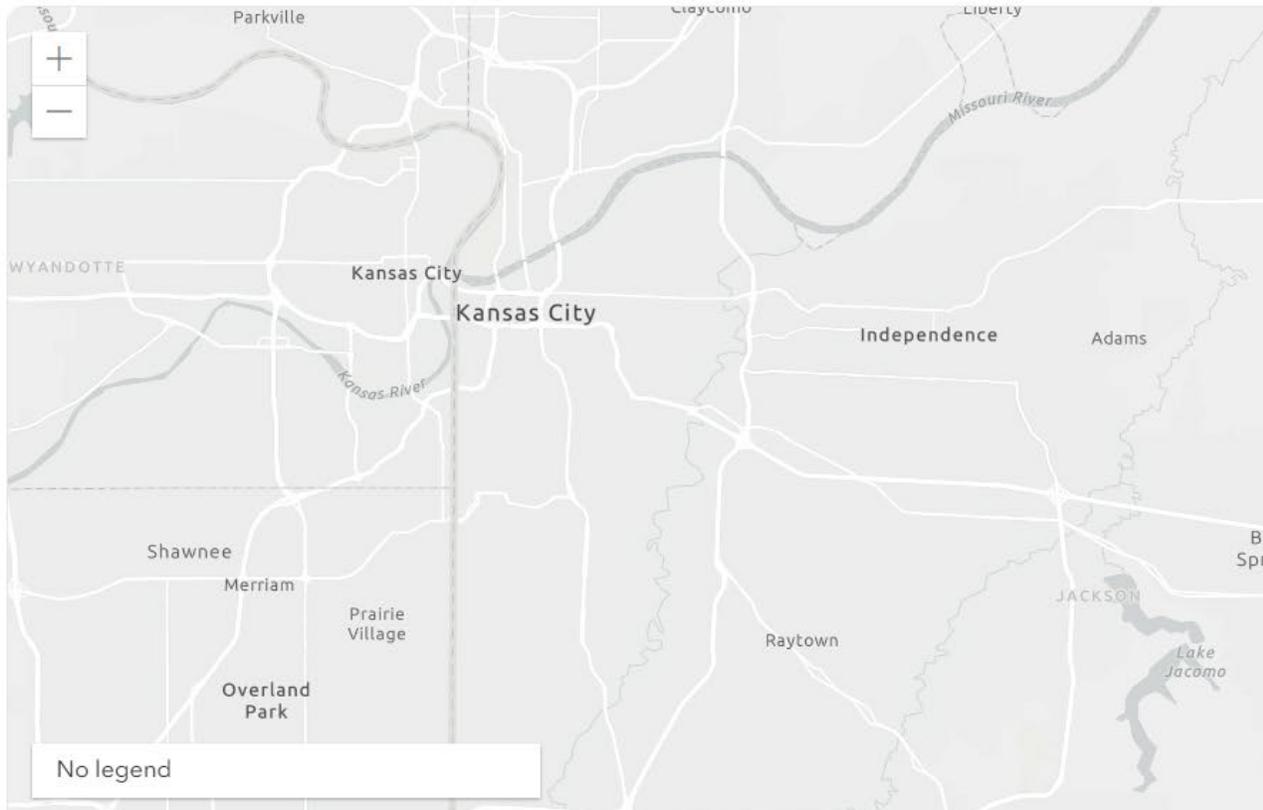
You can select more than one PSP/CSP plan.

If this project does not implement strategies from a PSP/CSP plan, select “None”

PROJECT LOCATION

Please draw the boundaries of your proposed project's study area. *

Save Map



Project Geography

Tools & layers

Instructions

Layers

Choose how to define your geography

- **Geographic Selection:** Use this option if your project area covers an entire city or county, or a combination of either.
- **Draw on the Map:** Use this option if your project area covers a more localized area, like a roadway, intersection, etc.

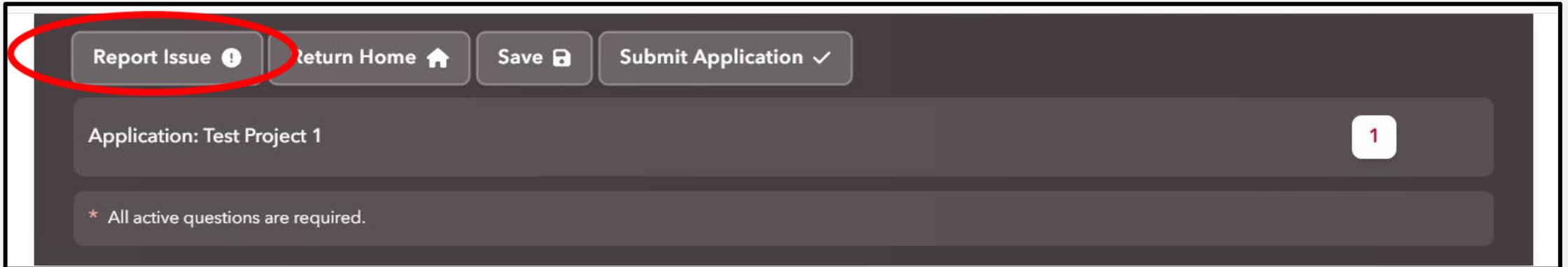
Geographic Selection

- Click on your geography on the map to select.
- Use "Clear Selected Geographies" to clear all



Missouri Dept. of Conservation, Missouri DNR, Esri, TomTom, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USD... Powered by Esri

PROBLEMS? USE THE REPORT ISSUE BUTTON TO CONTACT MARC STAFF



QUESTIONS?

Ron Achelpohl – Director of Transportation and Environment

- rona@marc.org

Martin Rivarola – Transportation Planning Director

- Transportation policy considerations - mrivarola@marc.org

Marc Hansen – Transportation Programs Manager

- Application process and funding - mhansen@marc.org

Tom Jacobs – Environmental Programs Director

- Climate and green infrastructure - tjacobs@marc.org

Karen Clawson – Climate and Air Programs Manager

- Climate and air quality - kclawson@marc.org

THANK YOU!

