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

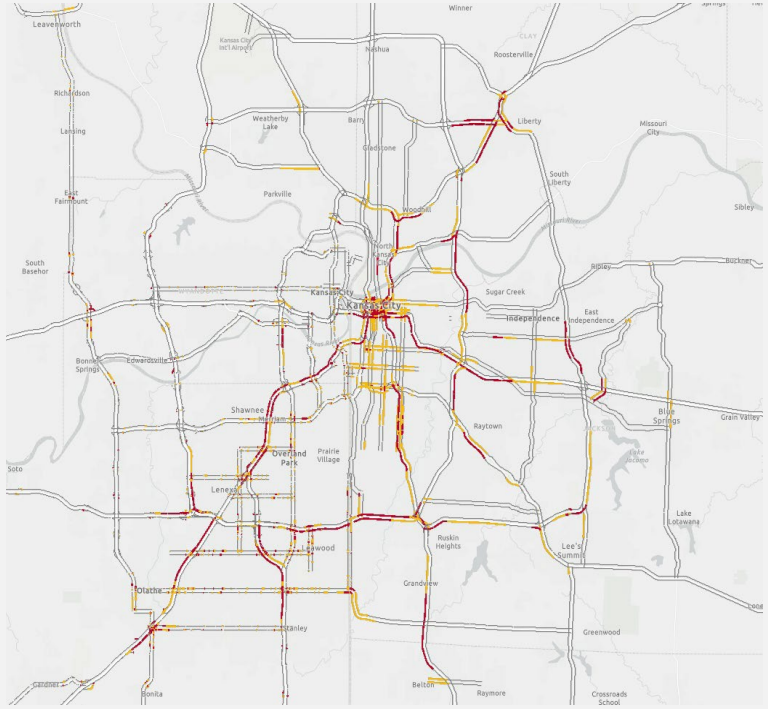
MARC Complete Streets Policy applies to:

- 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

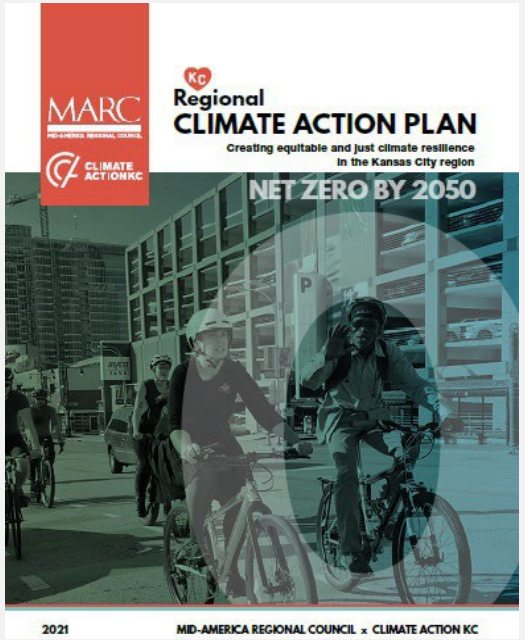
- Evaluates and recommends strategies for managing congestion
- Congestion mitigation analysis must be conducted prior to SOV capacity project
- If congestion currently exists in a corridor, travel demand reduction and operational management strategies must be explored
- Public transit, bicycle/pedestrian 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

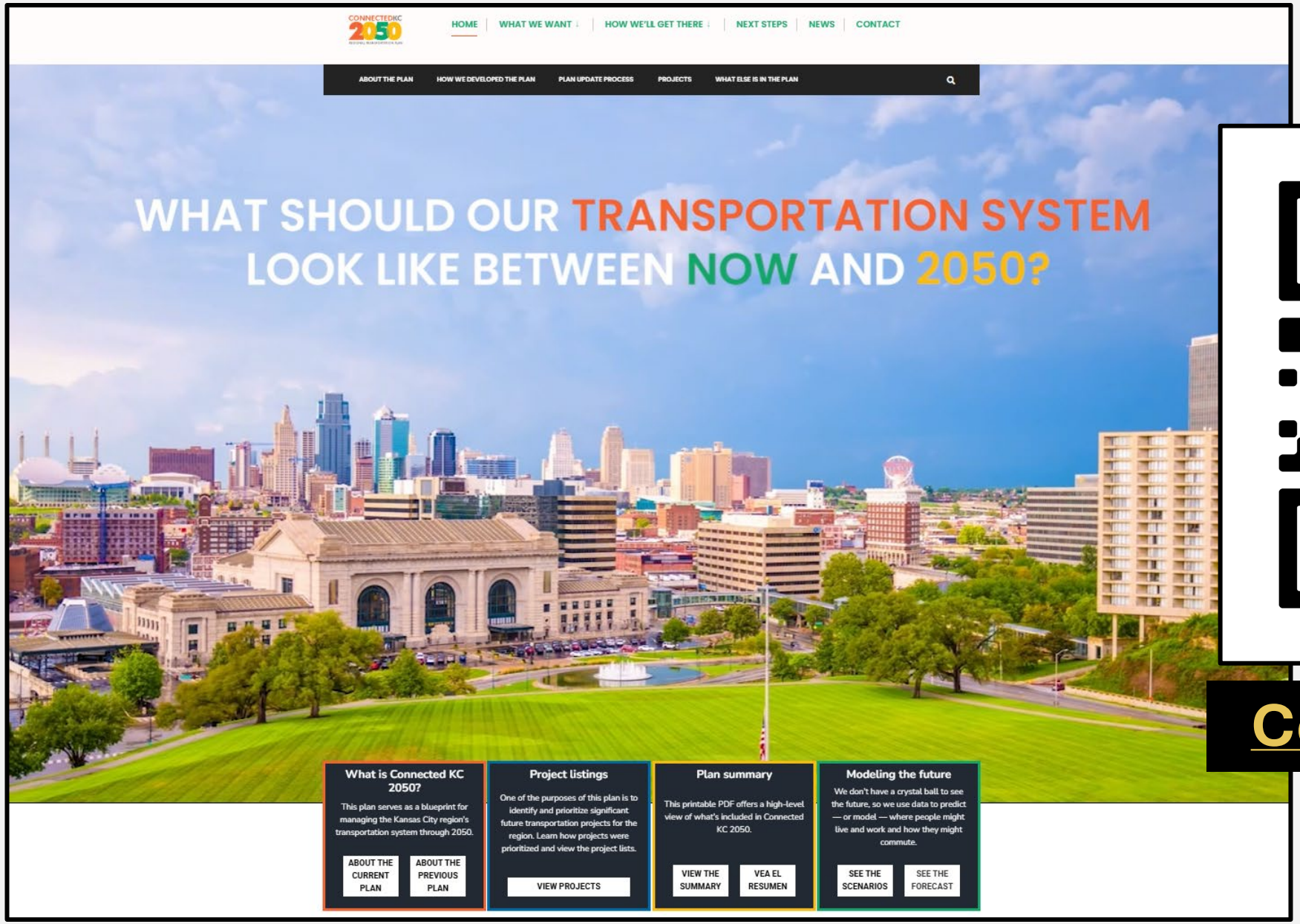
- Integrate nature-based solutions into projects to reduce heat islands, conserve air and water quality, and improve walkability
- GI elements may include tree planting and native landscaping, stormwater BMPs, riparian restoration – ideally in ways that provide for system connectivity across watershed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



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WEBSITE SPECIAL ATTENTION AREAS

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

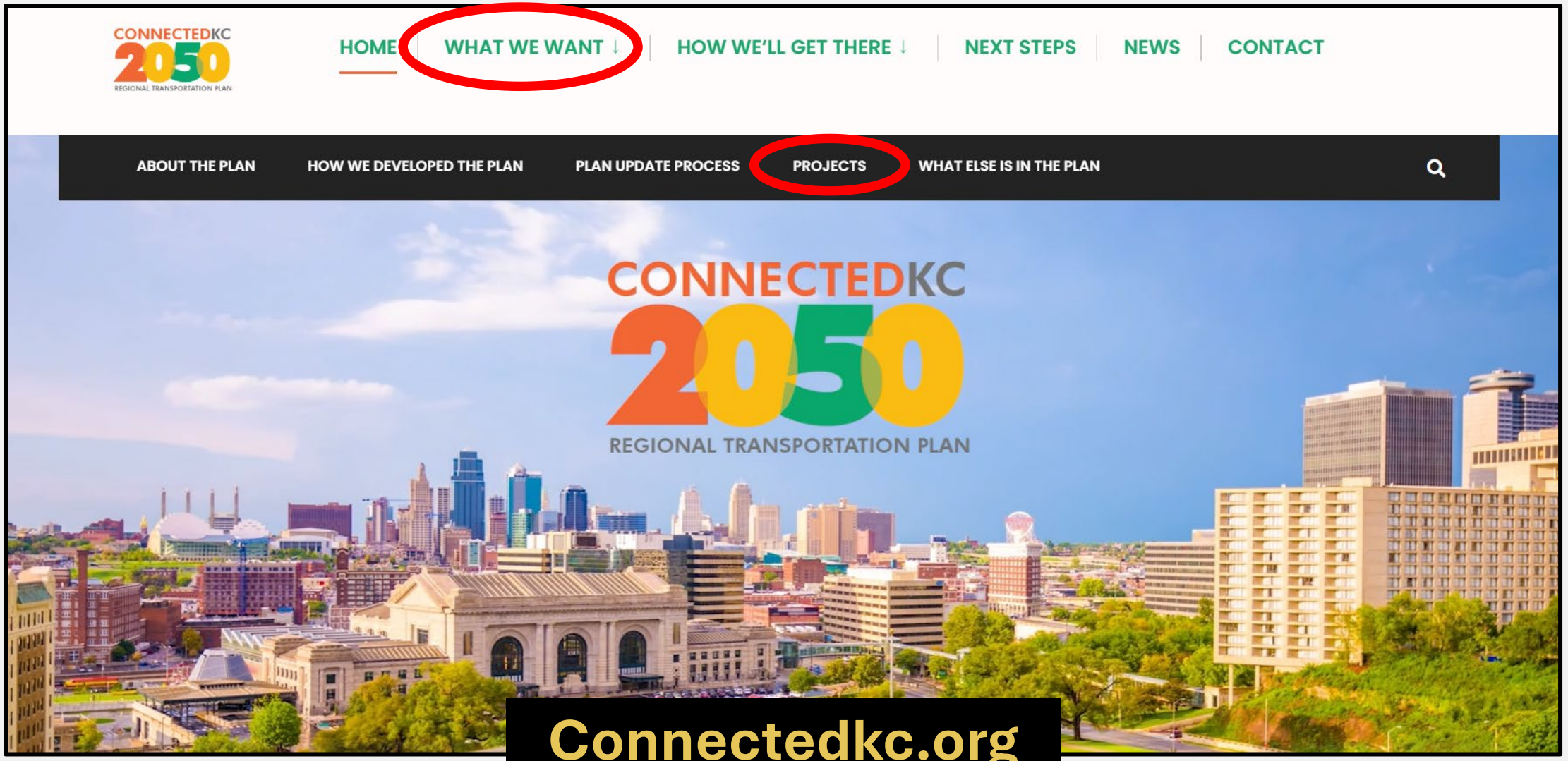
CKC2050 advanced strategies and project elements

- 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



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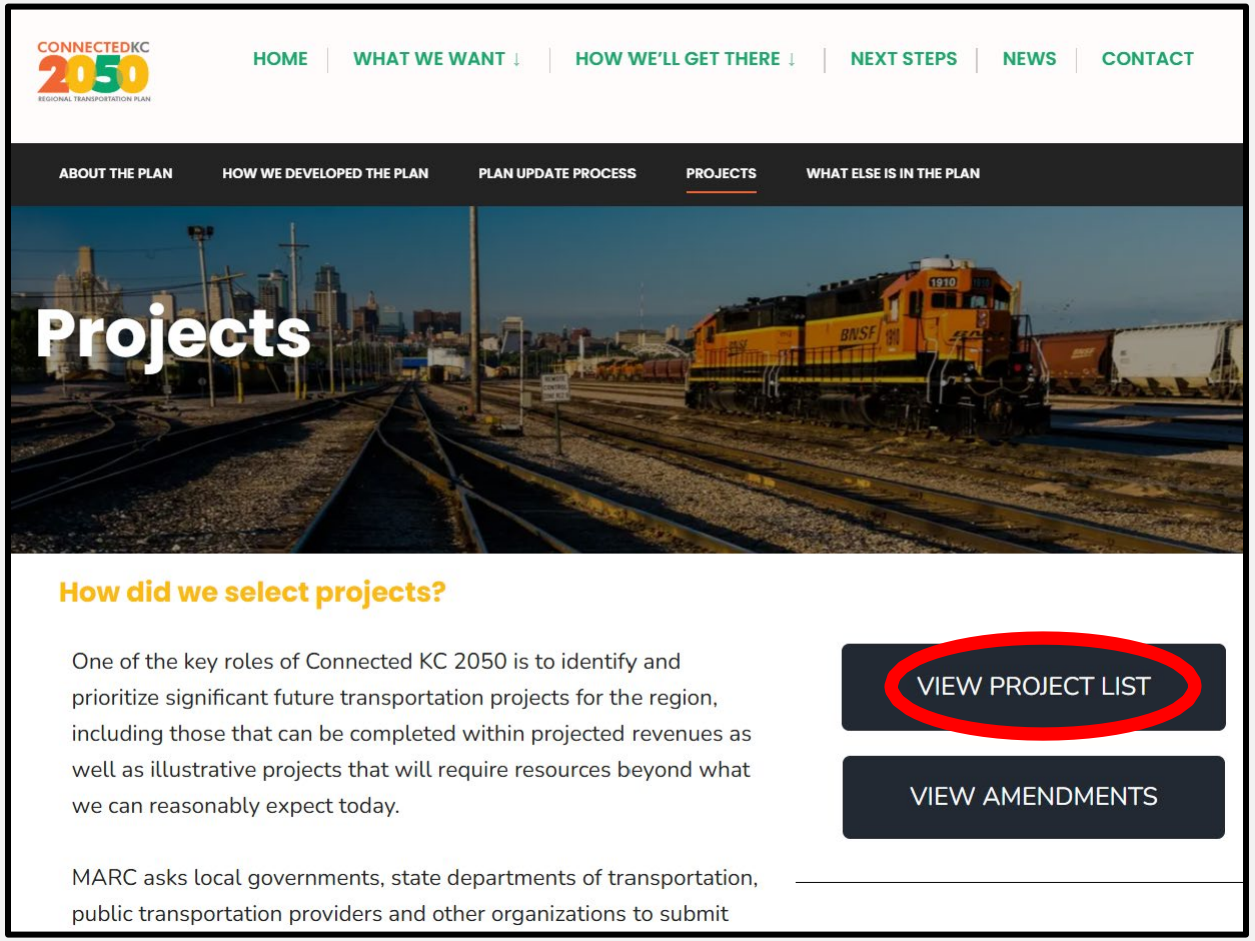

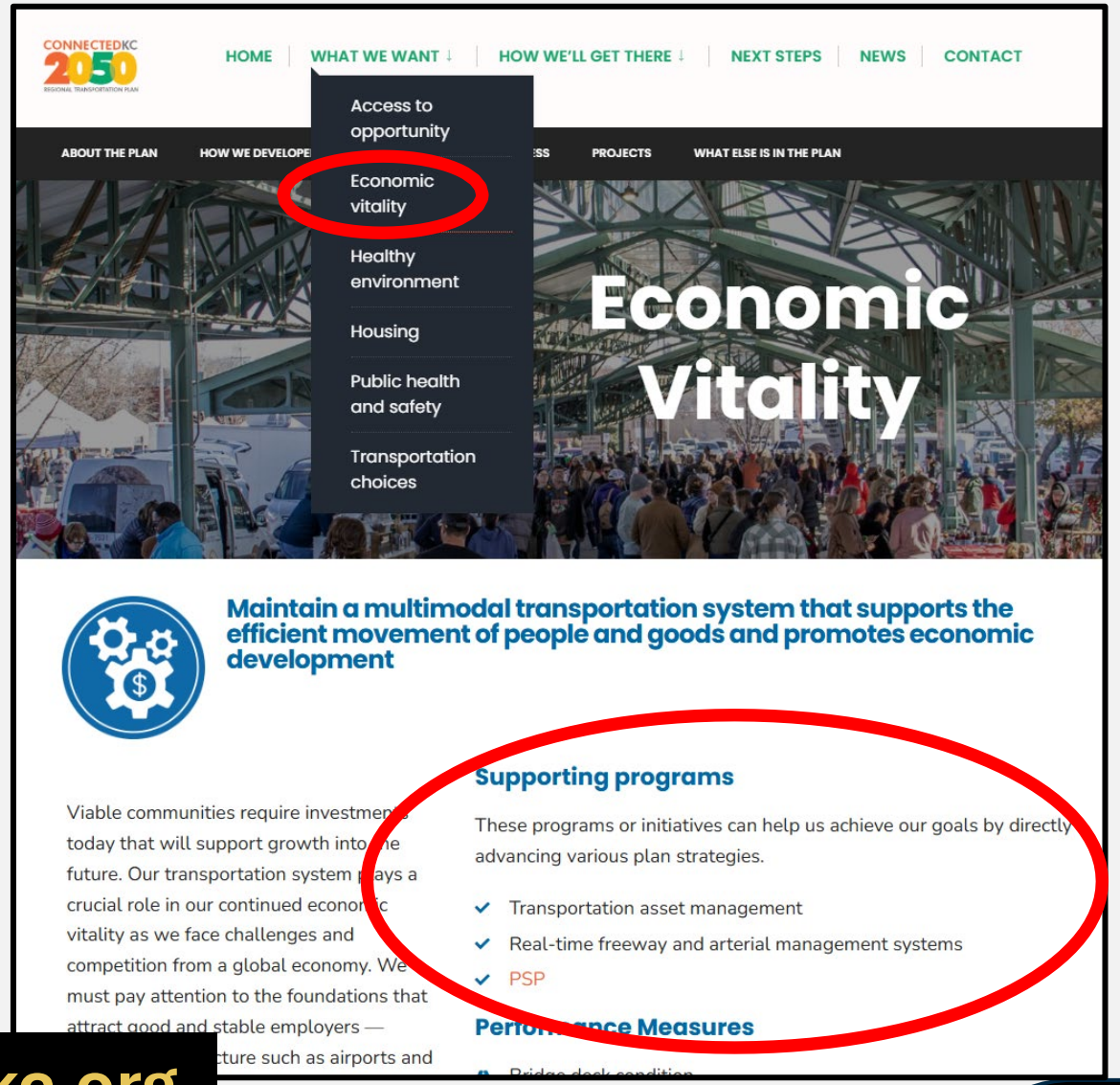

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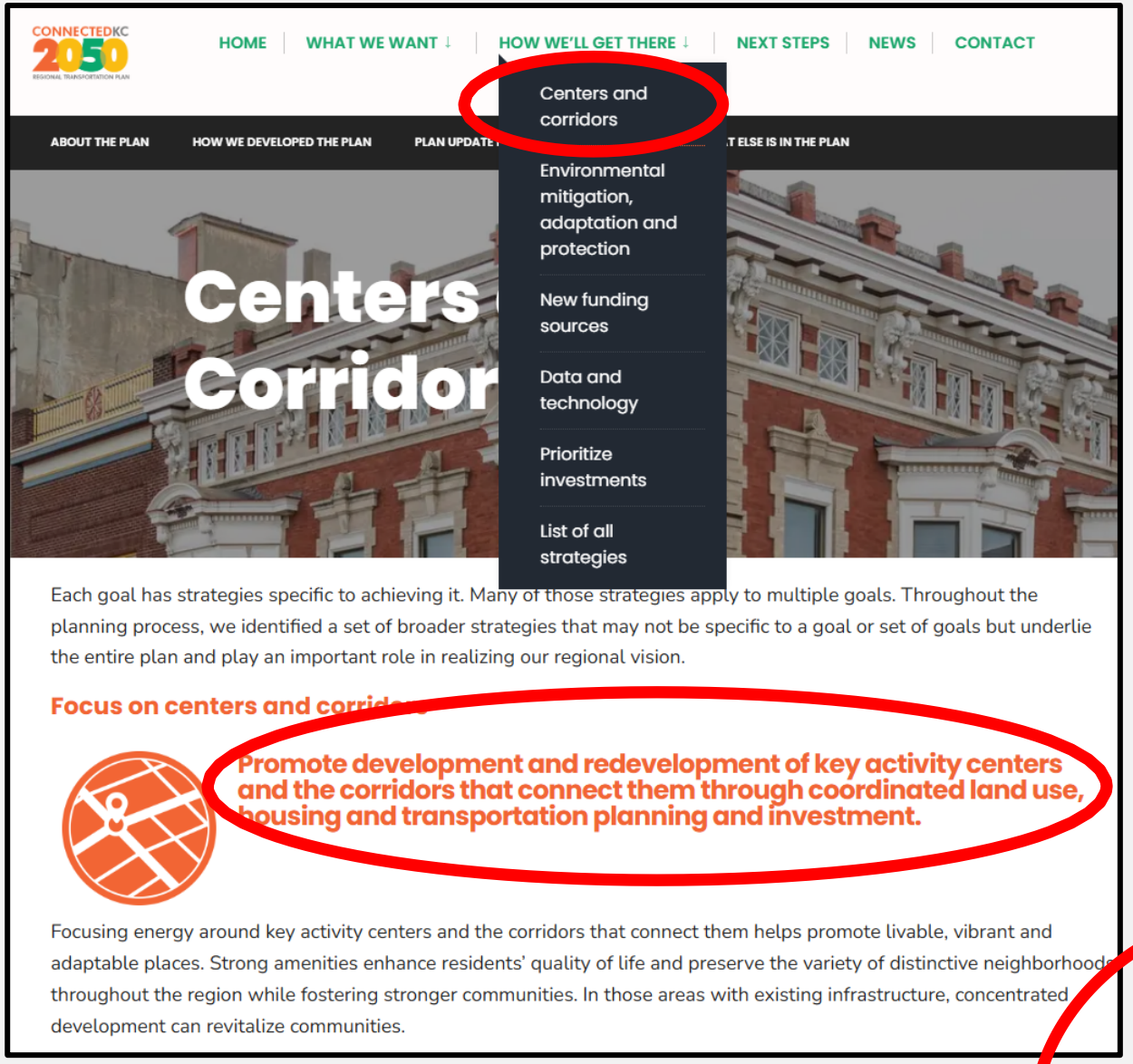
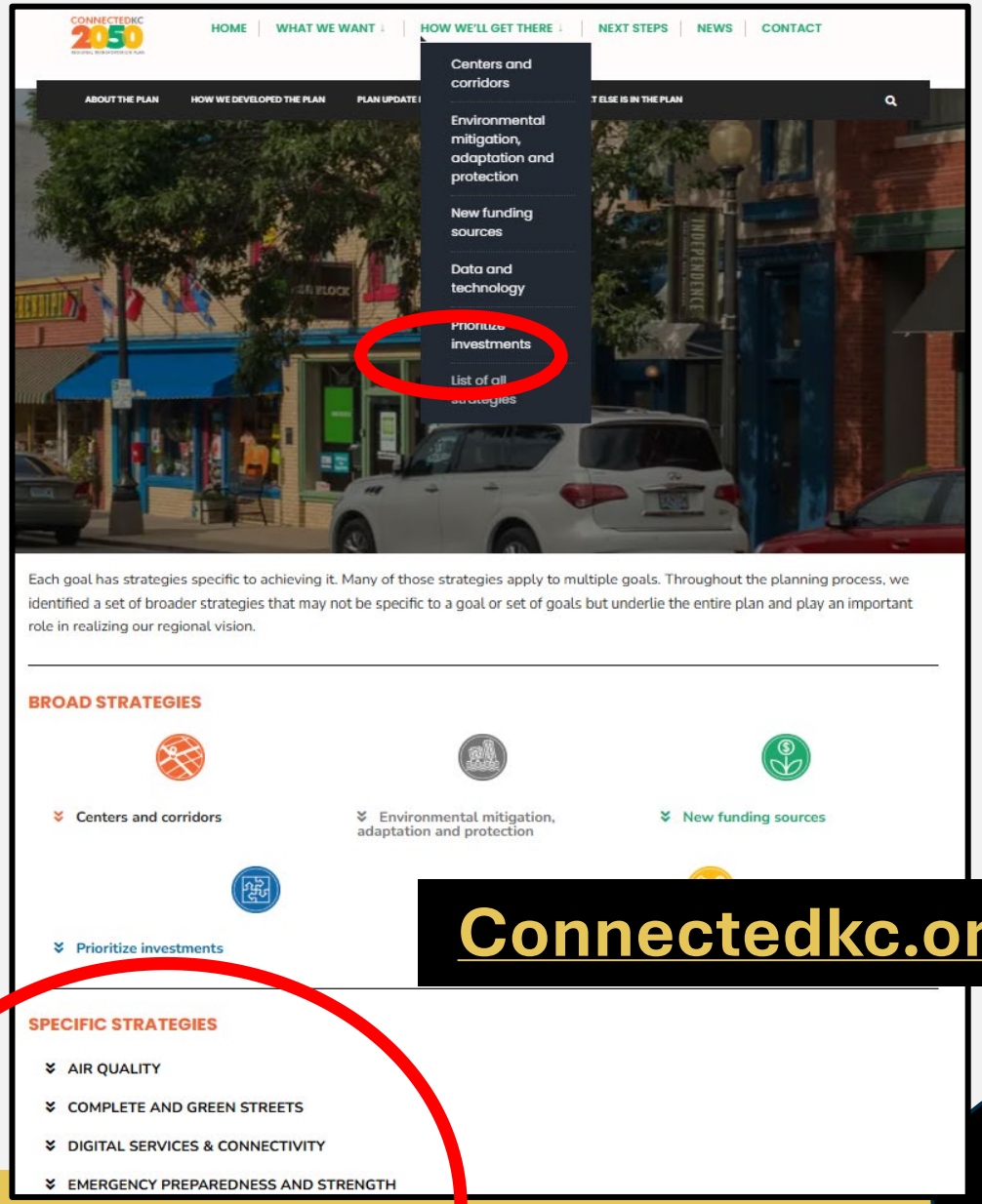
ADVANCED STRATEGIES AND PROJECT ELEMENTS





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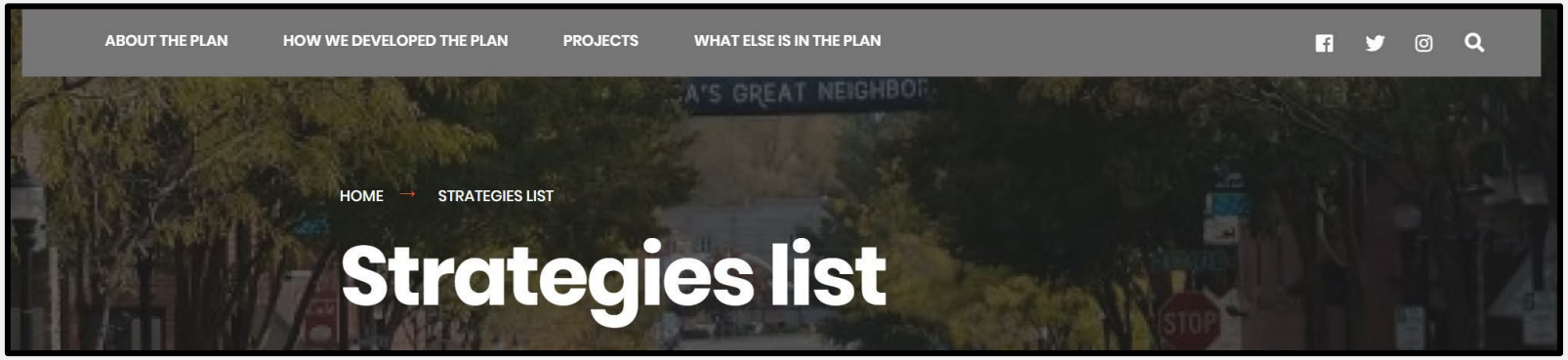

SPECIFIC STRATEGIES

— AIR QUALITY

Prioritize projects and programs that reduce transportation emissions to ensure continued 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 w

— 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

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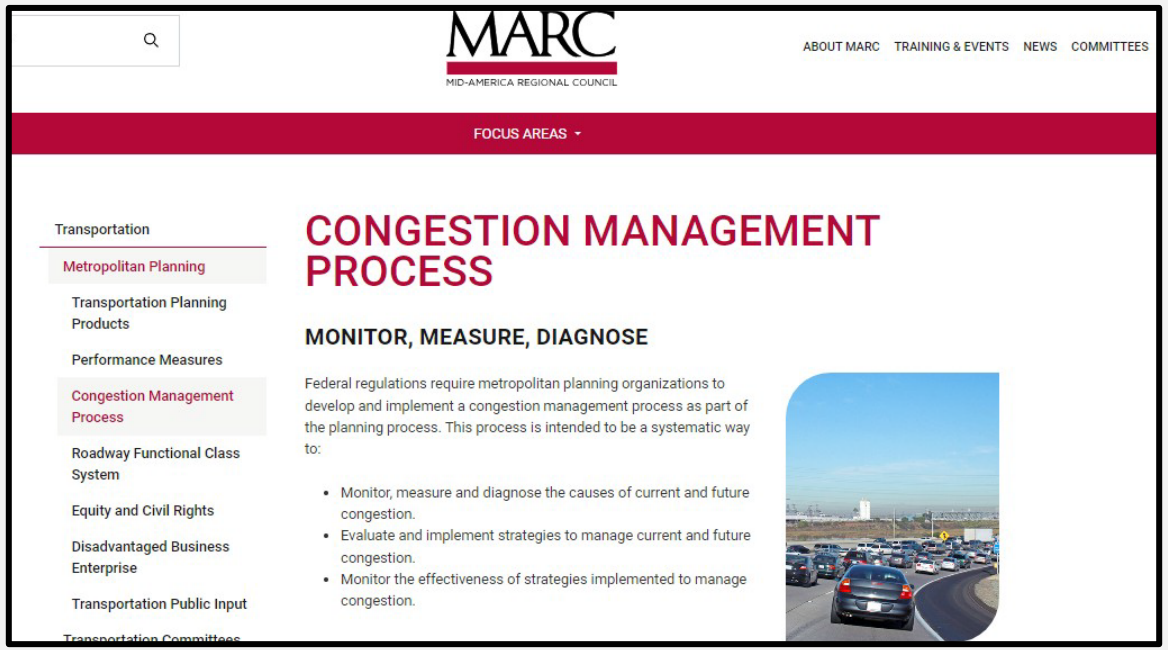
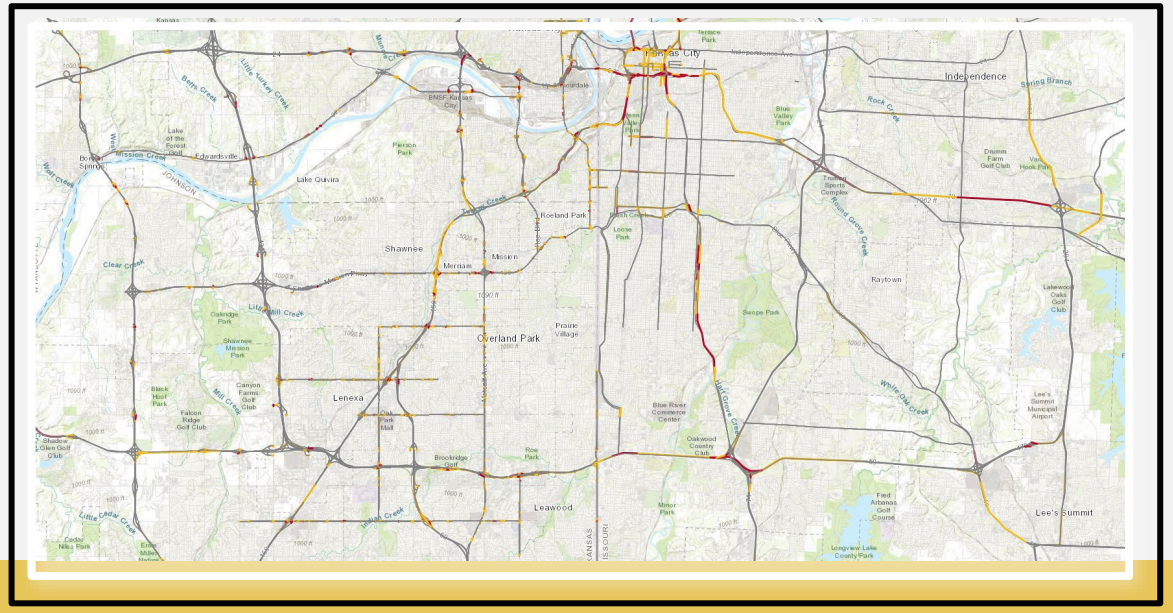
ADVANCED STRATEGIES AND PROJECT ELEMENTS





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 ›

2021 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 ›

Archived 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

marc.org/suballocated

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.

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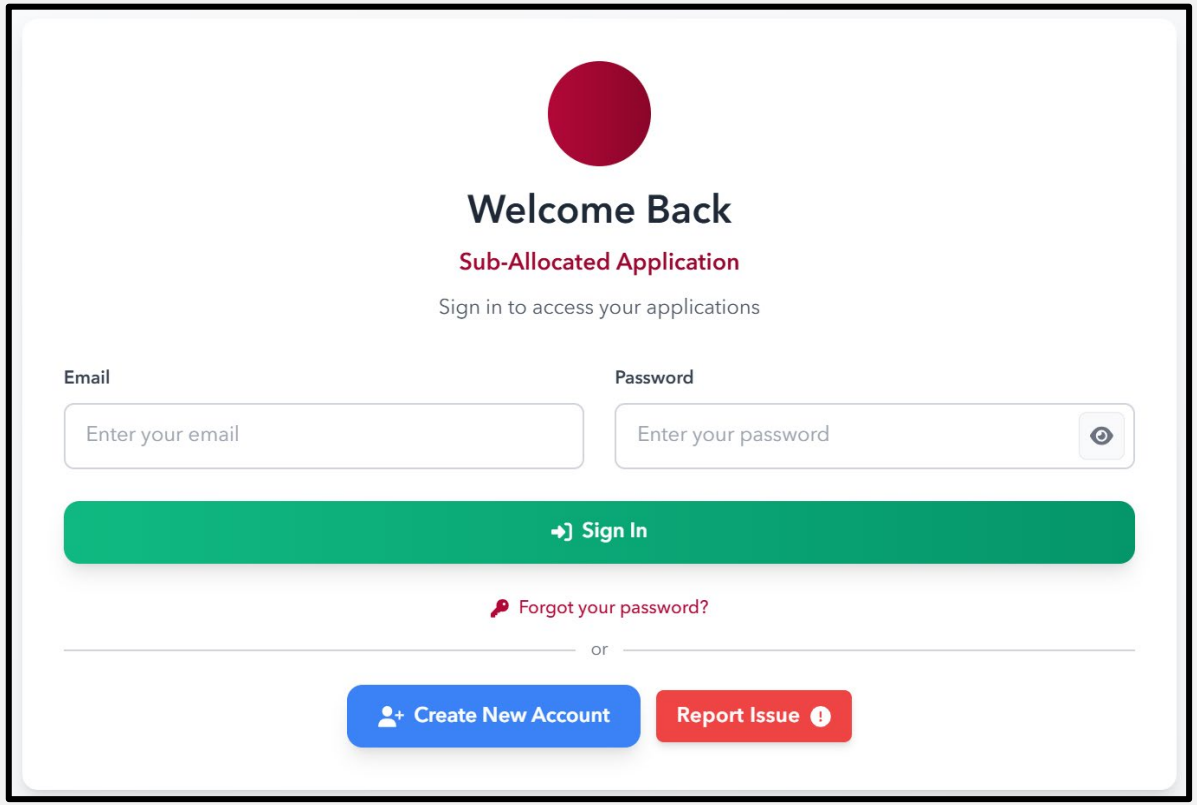
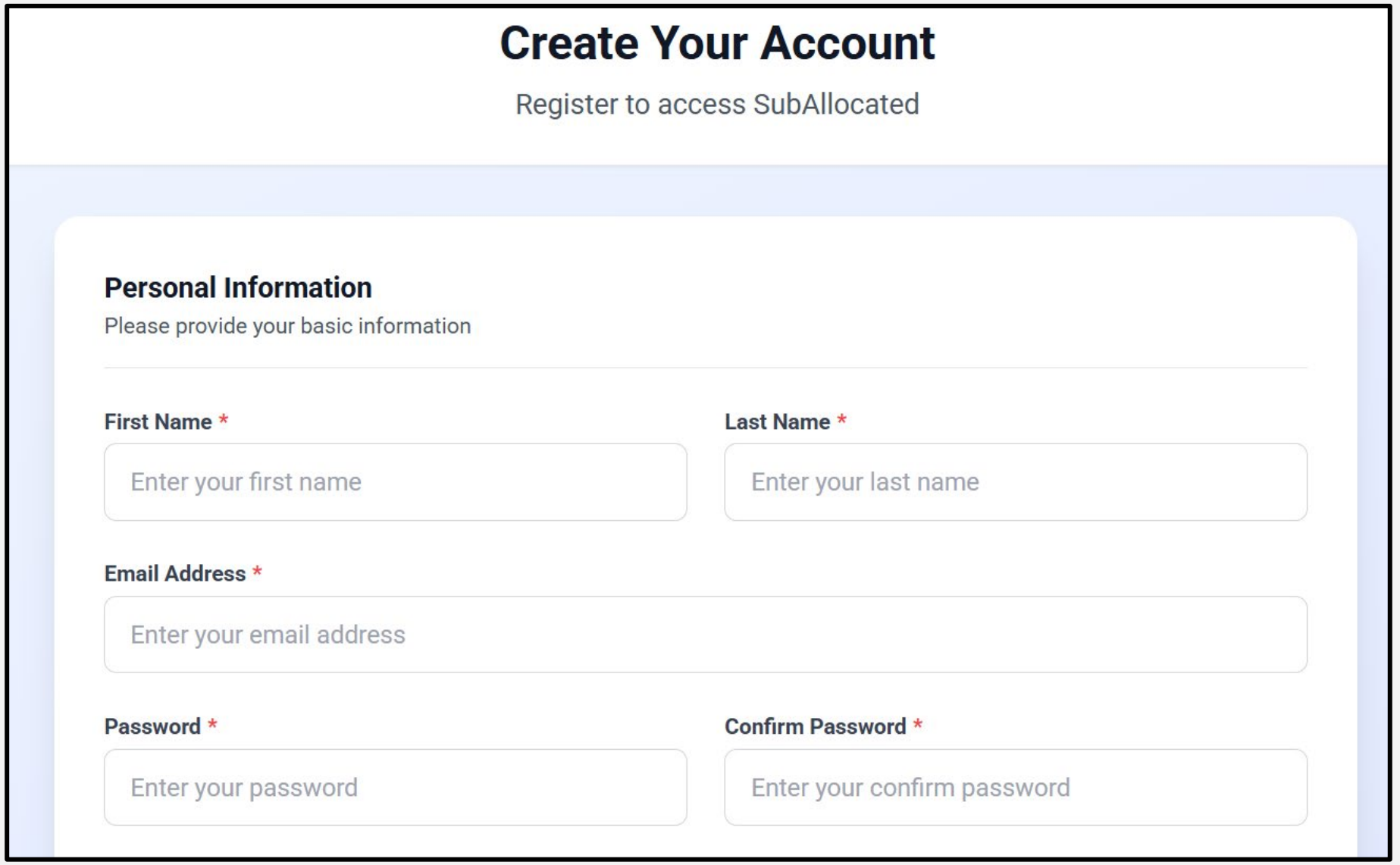
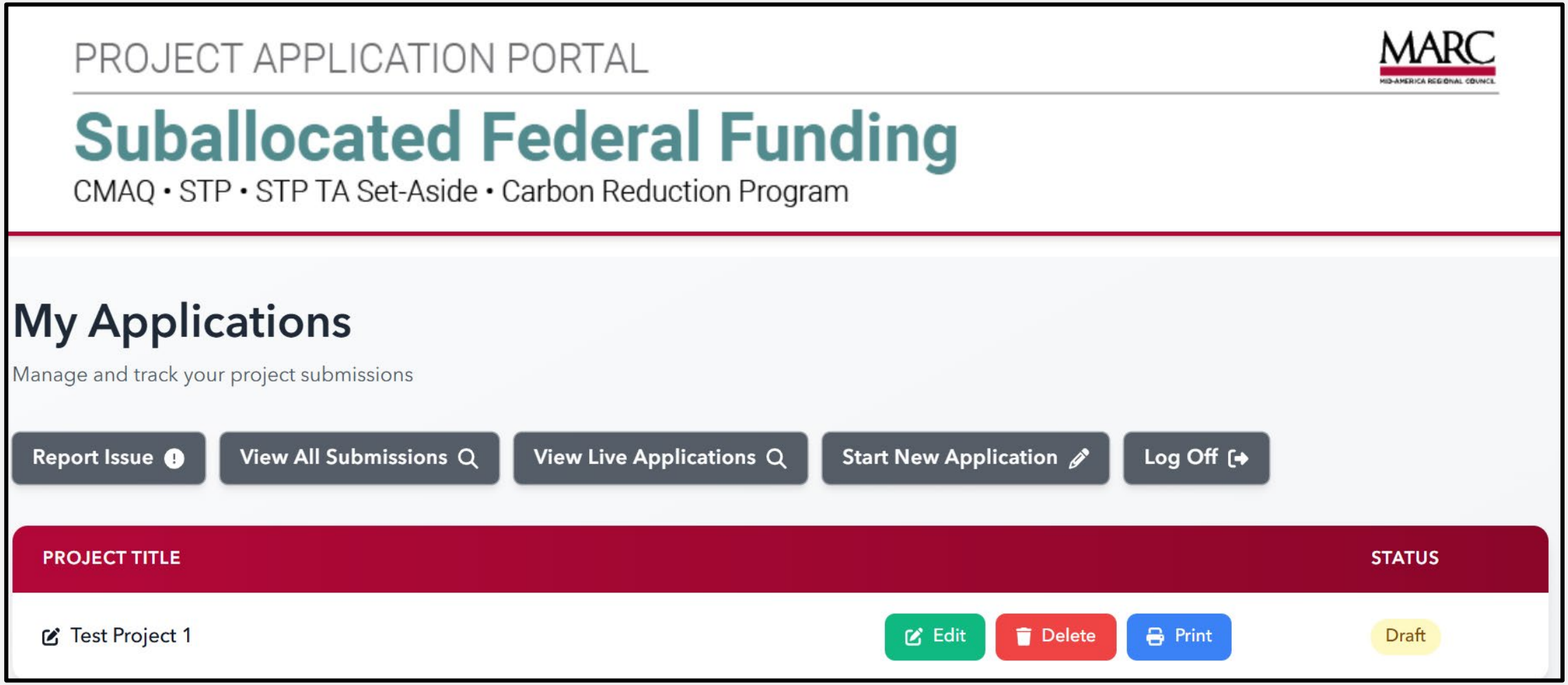


NEW USERS MUST REGISTER



START NEW APPLICATION



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

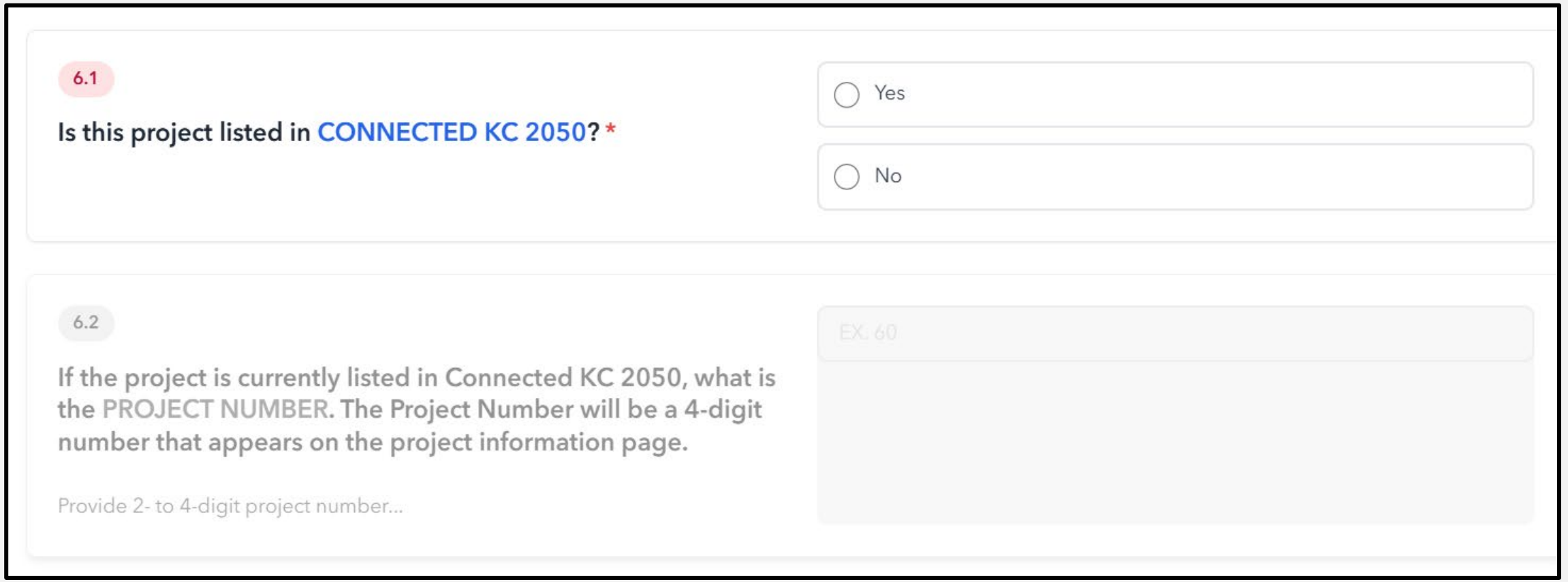
4

Project type (This limits available funding sources) *

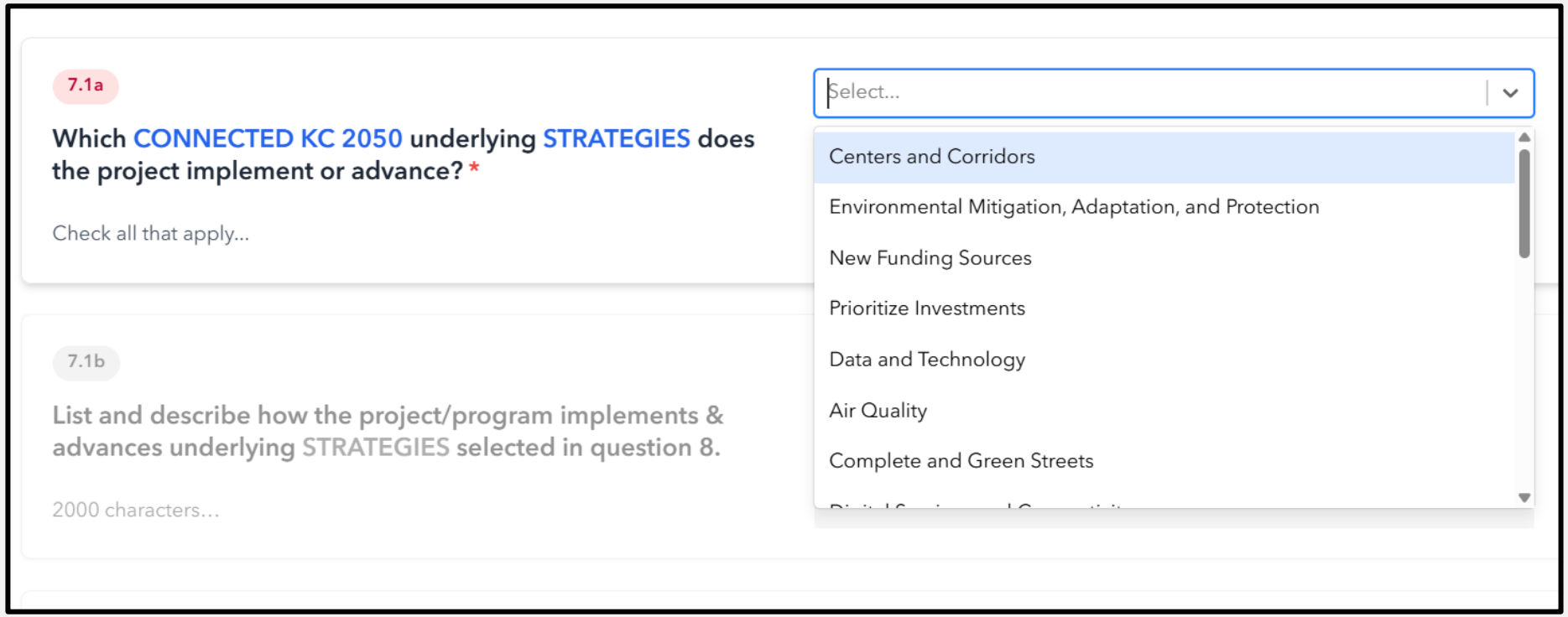
Choose a type...

Select an option

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

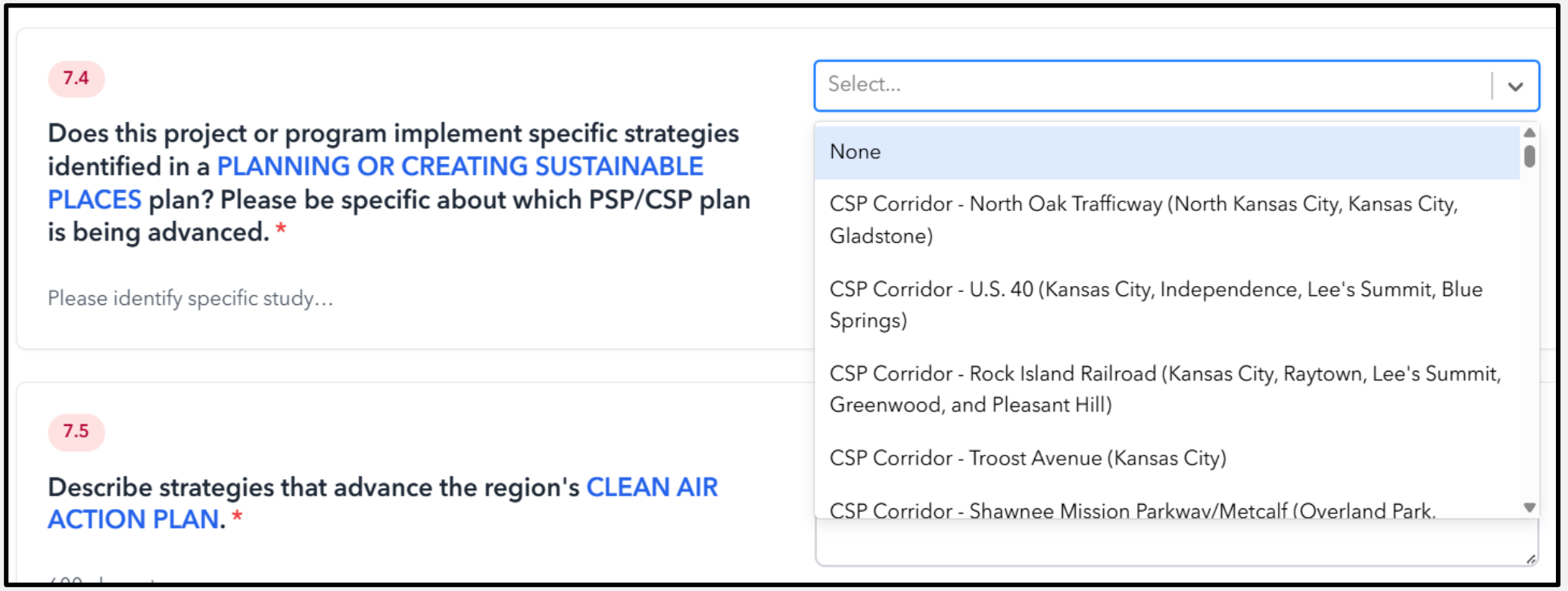


IF THE PROJECT IS NOT LISTED IN CONNECTED KC 2050, CHOOSE ANY CONNECTED KC SUPPORTING PROGRAMS IT FALLS UNDER



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



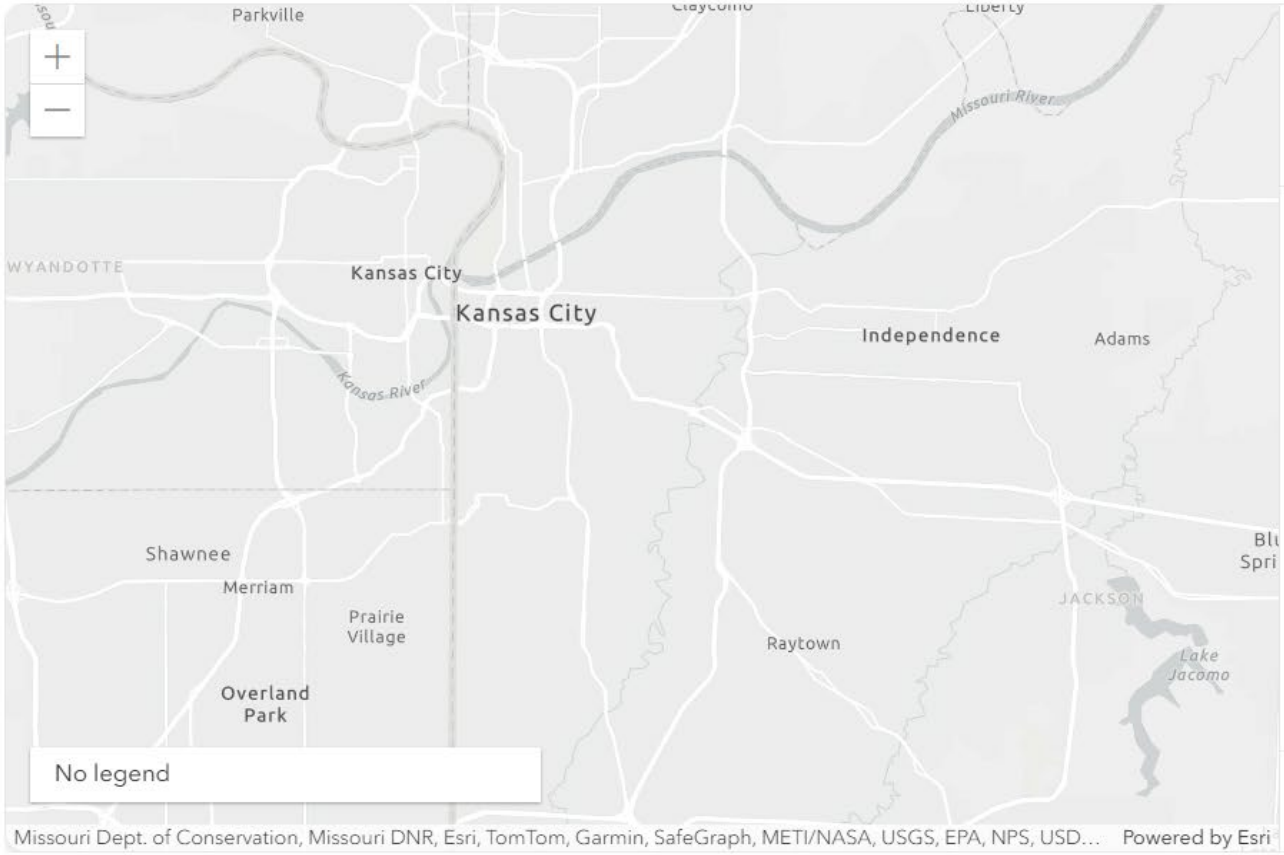
You can select more than one PSP/CSP plan.

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

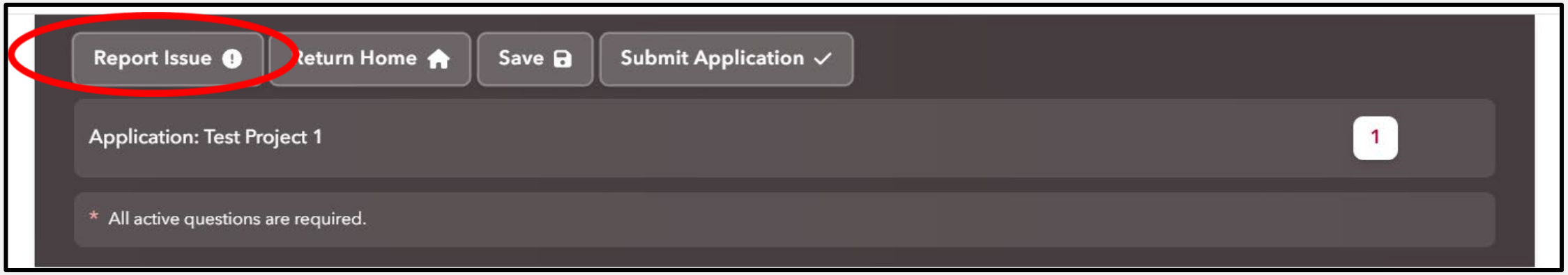
Choose how to define your geography

- **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

PROBLEMS? USE THE REPORT ISSUE BUTTON TO CONTACT MARC STAFF



QUESTIONS?

Ron Achelpohl – Director of Transportation and Environment

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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!

MARC

MID-AMERICA REGIONAL COUNCIL