Call for Projects:
Kansas City Metropolitan Region
Federal Fiscal Years 2029-2030, Kansas and Missouri
Surface Transportation Block Grant Program (STBG) Funds

Summary:

The Mid-America Regional Council (MARC) is accepting proposals for Federal Fiscal Years (FFY) 2029-2030 Kansas and Missouri Surface Transportation Block Grant Program (STBG) funds for projects and programs that support the regional transportation goals in the metropolitan transportation plan, *Connected KC 2050.* Most projects require a minimum 20 percent non-federal cost share.

Dates:

This funding opportunity will consist of two phases, an initial screening, and a technical evaluation. The dates for each part of this proposal solicitation are as follows. Completion of both phases is required for funding consideration.

Phase I – Pre-applications & Initial Screening
- Notification date: February 25, 2026
- Application website opens February 25, 2026
- Closing date: Pre-applications must be submitted in full by 4 p.m. on March 20, 2026.
  **Pre-applications submitted after this deadline will not be considered. **

Phase II – Full applications & Technical Evaluation
- Opening Date: June 18, 2026
- Closing Date: Applications must be submitted in full by 4 p.m. on Friday, July 24, 2026.
  **Applications submitted after this deadline will not be considered. **

Completion of both phases is required for funding consideration.

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I.   FUNDING OPPORTUNITY DESCRIPTION

A.   Background

The Surface Transportation Block Grant Program (STBG) provides flexible funding that may be used to reimburse states, localities, and other eligible project sponsors for projects on any federal-aid highway functionally classified as an urban collector or higher as documented on the MARC website. Reflecting the

flexibility of the program, several exceptions to the functional classification guidelines exist including those for safety, bridge, and bicycle/pedestrian projects, among others.

B. Estimated Funding Levels

Since the current federal transportation legislation expires at the end of federal fiscal year 2026, some uncertainty remains about the level of funding available for programming by MARC for 2029-2030. Considering this, MARC looks to recent historical levels of funding to provide a reasonable estimate of the resources available for programming purposes.

For this project solicitation, MARC anticipates the following funding targets; however, these estimates are subject to change:

- Kansas: Approximately $35 million
- Missouri: Approximately $40 million

C. Funding Type

STBG is a reimbursement program. Funding recipients must have the capacity to cover project costs at the outset of project or program implementation. Eligible expenses will be reimbursed by the administering state department of transportation or the Federal Transit Administration once the applicant has submitted a reimbursement request and supporting documentation.

II.   PROGRAMMING POLICY

The metropolitan transportation plan, *Connected KC 2050,* includes a Programming Policy Statement that provides instructions to applicants, committees, and staff on developing funding recommendations. The Programming Policy Statement includes:

- Guidance relating to the implementation of the strategies of *Connected KC 2050* and adopted transportation system performance measures
- Consistency with current regional policies including, but not limited to, the Congestion Management Process Policy, Major River Crossing Policy, and Complete Streets Policy
- Instructions for planning committees on developing advisory project priorities for use by programming committees, and
- Instructions for programming committees in developing project funding recommendations for policy committees

A link to the Programming Policy Statement is available in the resources section of this document. Please review this information carefully before submitting any application(s) for funding.

III.   ELIGIBILITY INFORMATION

A. Geography & Applicants

Jurisdictions and transportation agencies located within MARC's metropolitan planning organization (MPO) boundary may submit projects for consideration. This includes the entirety of Johnson, Leavenworth, Miami, and Wyandotte Counties in Kansas, and Cass, Clay, Jackson, Platte, and Ray Counties in Missouri.

B. Project Types

Flexibility and a broad range of eligible activities are hallmarks of STBG funds. Eligible projects include, but are not limited to, investments in projects for:

- Active transportation modes including bicycling and walking
- Bridge replacement and rehabilitation
- Public transportation
- Roadway capacity
- Installation and deployment of intelligent transportation technologies
- Use of natural infrastructure to enhance resilience
- Transportation operations and management
- Transportation safety infrastructure, and
- Other eligible uses (see the STBG Fact Sheet provided by FHWA. A link to this document is available in the application resources)

C. Excluded Uses

To demonstrate greater financial commitment by project applicants and to maximize the availability of these funds for project implementation activities, STBG funds generally are not used for design, preliminary engineering, utility adjustments, or right-of-way acquisition activities. Exceptions to these excluded uses may be granted on a case-by-case basis by the Kansas and Missouri Programming Committees and approved by the Total Transportation Policy Committee.

D. Federal Functional Classification Network

Functional classification is the process by which the nation's network of streets and highways are ranked according to the type of service they provide. It determines how travel is "channelized" within the roadway network by defining the part that any road or street should play in serving the flow of trips through a highway network.

Functional classification is used in transportation planning, in roadway design and for the allocation of federal roadway improvement funds. It was introduced by the Federal Highway Administration in the late 1960s, which developed guidelines for local governments and planning organizations to use in maintaining the functional classification system in their own jurisdictions.

Roadway and bridge project eligibility for STBG funds is generally dependent upon consistency with the Federal Roadway Functional Classification system as documented on the MARC website. Within the Kansas City MPO boundary, STBG funds may be used for roadway projects on all facilities functionally classified as urban collector or higher and for bridge replacement/rehabilitation on any public road (other than the construction of a new bridge at a new location).

E. Roadway Capacity

Roadway capacity projects submitted for consideration under this call for proposals must be consistent with the financially constrained project listing of *Connected KC 2050* and must demonstrate compliance with MARC's Congestion Management Process. Briefly, this policy indicates that if congestion exists on a corridor, and the corridor is not identified as a congested segment per MARC's Biennial Congestion Management

Report, a congestion mitigation analysis must be conducted by the project sponsor. This analysis should explore travel demand reduction and operational management strategies for the corridor. If the analysis finds that these strategies alone cannot mitigate existing congestion, then single-occupant-vehicle capacity may be a component of the project. The sponsor must incorporate travel demand and operational strategies in project development and must commit to implementing them.

IV. PROGRAMMING PROCESS

A. Committee Roles

MARC programs STBG funds using parallel competitive application processes governed by the Kansas and Missouri Programming Committees. The programming committees shall consider policy guidance from the Total Transportation Policy Committee (TTPC), project scores, policy alignment and commentary from the MARC Technical Advisory Committee, and other relevant information to develop funding recommendations for TTPC. Funding recommendations made by the programming committees are reviewed and approved by both TTPC and the MARC Board of Directors prior to being included in the regional Transportation Improvement Program.

B. Schedule

Below is a table outlining the process MARC will undertake to solicit and review proposals, and to select projects for funding. The submission deadline will not change, but the dates of other steps in the process may be subject to change.

Phase I
- Notification of funding opportunity   February 25, 2026
- Phase I preapplication website opens   February 25, 2026
- Phase I preapplication workshop   March 5, 2026
- Phase I preapplications due   March 20, 2026
- Staff assessment/committee survey   April/May 2026
- Technical Advisory Committee Review   April/May/June 2026
- TTPC review of Phase I   June 16, 2026

Phase II
- Phase II application website opens   June 18, 2026
- Phase II application workshop   June 25, 2026
- Phase II applications due   July 24, 2026
- Staff review of submitted applications   Complete by mid-September 2026
- Programming committee review and development of   Complete by mid-December 2026
  funding recommendations
- Recommendations released for public comment by TTPC   December 15, 2026
- TTPC approval of recommendations   January 19, 2027

C. Application Workshops

On Thursday, March 5, 2026, MARC staff will conduct a Phase I Pre-Application Workshop and will be available to answer questions regarding the initial screening procedures and form. This application workshop will be held virtually.

A workshop applicable for Phase II will be held on Thursday, June 25, 2026. MARC staff will be available to answer questions regarding the technical evaluation procedures and form. This workshop will be held virtually.

While attendance at these workshops is not required for applicants to participate in this funding opportunity, attendance is strongly encouraged. Registration details for these workshops will be available on the application website.

D. Application Database

- **Create an Account**
  The submission database is located at https://data.marc.org/suballocated/.
  The first time you use the portal, click on "Create New Account." Fill in the requested information to create a unique account. Multiple people from the same jurisdiction or agency can set up individual accounts.
- **Add a Project**
  Log in to the database and click on "Start New Application" to add a new project. A blank submission form will open.
  Although multiple people from the same jurisdiction or agency can set up individual accounts, each application is tied to the individual account that entered it into the database.
- **Revise a Project**
  Each time you log in to the database, you will see a list of projects you have submitted or are working on. You can update information on an existing project or add a new one.
  You can make changes to Phase I Pre-Applications through 4 p.m. on March 25, 2026. All information submitted by this time and date will be considered final.

  When the Phase II application website opens on June 18, 2026, registered users will be able to access the database to complete full applications for each Pre-Application submitted in Phase I. Full Applications completed under Phase II must be submitted by 4 p.m. on July 24, 2026.

  If you need assistance with the application database, please use the available "Report Issue" button to inform staff of any issues.

E. Application Presentations

As part of the project evaluation process, project sponsors may have the opportunity to provide a brief presentation to the respective programming committee. This presentation is intended to provide background information and an opportunity for committee members to ask questions regarding a project proposal. Information presented will not change the evaluation score generated through this call for proposals.

V. AWARD ADMINISTRATION INFORMATION

A. Award Notices

MARC will notify successful applicants in writing and by electronic mail. Successful applications will enter into an agreement with the Kansas Department of Transportation (KDOT), Missouri Department of Transportation (MoDOT), or the Federal Transit Administration (FTA). **Applicants whose projects are selected for funding are cautioned not to proceed with work until they have received a notice of funding obligation *and* notice to proceed from KDOT, MoDOT or FTA.**

B. Reasonable Progress

It is MARC's intent to program federal funds for projects that meet regional goals and objectives and that can be implemented on schedule to provide their benefits to the travelling public in a timely manner.

It is MARC's expectation that project sponsors awarded federal funds will:
- make every reasonable effort to obligate federal funds for their projects in the year in which they are originally programmed,
- work expeditiously with state departments of transportation or other agencies to complete required project development activities on schedule, and
- keep MARC apprised of their progress.

MARC reserves the right to reallocate funds for any project that does not make and maintain reasonable progress towards obligation and implementation in a timely manner.

C. State LPA Processes

The local public agency manuals maintained by both the Kansas and Missouri departments of transportation are intended to be used as a guide for cities and counties that sponsor projects utilizing federal transportation funds.

For projects administered by local officials, the states will furnish information concerning the necessary federal requirements and will act as coordinator. The necessary design, acquisition, environmental, historical, and archaeological clearances and approvals, construction and maintenance of improvements will be the responsibility of the local agency. A DOT representative will be the primary contact, furnish the necessary guidelines and coordinate the necessary reviews and approvals. DOT personnel will also advise and assist the local agency in meeting the requirements of the program.

Projects are performed under the terms of an agreement with KDOT or MoDOT. Work on any part of the project cannot proceed until the local agency has been notified by KDOT or MoDOT that federal funding has been approved — obligated — by the Federal Highway Administration (FHWA). If funds are approved, they will be distributed through the local agency sponsoring the project. If a project is not completed, the local agency sponsoring the project will be required to repay the sum of federal funds reimbursed to date. The local agency will be responsible for cost overruns.

The federal-aid transportation program operates on a reimbursement basis as work progresses. It is a federal reimbursement program in which the local agency is reimbursed minus its matching percentage after KDOT or MoDOT receives proper proof of payment by the local agency to the contractor for work performed.

Regardless of whether federal funds are available at the time of acquisition, local agencies are strongly encouraged to comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act), of the Code of Federal Regulations when acquiring realty rights, easement

access, or other real property. When a local agency project uses federal funds on any portion of the project, all realty rights must be acquired in accordance with the Uniform Act. If the realty rights were acquired more than five years prior to the first request for federal funds, the local agency shall submit a statement certifying that no new realty rights are needed, and the dates the existing realty rights were acquired. If the realty rights were acquired less than five years prior to the first request for federal funds, the acquisition must have occurred within the parameters of the Uniform Act for any portion of the project to receive federal funds.

D.   Project Fee

Per established policy, MARC will collect a fee equivalent to 1.0% of any federal funds awarded to projects through this programming cycle. Sponsors of projects awarded funding will be invoiced for this fee in 2027.

E.   Transportation Improvement Program

Following approval of the funding recommendations developed by the Programming committees, projects receiving funding are required to be incorporated into the regional Transportation Improvement Program (TIP). Project sponsors are also required to maintain the accuracy of the information contained in the TIP by providing updates to MARC, as necessary.

VI.   EVALUATION CRITERIA

To make the most progress toward regional and transportation visions, the broad policy goals identified in *Connected KC 2050* will serve as a guide for regional transportation investments during this call for projects. Project proposals submitted for consideration will be evaluated based on how closely they align with the policy goals of the plan.

A. Preapplication and Initial Screening

The intent of this initial screening will be to strengthen quality and alignment with regional vision and goals for projects which compete for regional sub-allocated funds. Through this process, the role of the Technical Advisory Committee will be elevated in the programming process. As an outcome of this process, guidance and project enhancement tips may also be generated in advance of the full application process. Additionally, projects and programs submitted for consideration will be categorized into three categories, as follows: **"High Alignment,"** or **"Aligned with CKC2050"** or **"Not Aligned"** with CKC2050. This determination will be based on following:

- How well a project or program conforms with applicable CKC2050 policies, including:
  - Policy Framework in *Connected KC 2050*
  - Congestion Management Process Policy
  - Major River Crossing Policy
  - Green & Complete Streets Policy
  - Green Infrastructure Framework
  - Climate Action Plan
- Whether the project or program is referenced in *Connected KC 2050:*
  - Is project/program included in financially constrained or illustrative project listing?
  - Is project/program a supporting program in CKC2050?
- Degree to which project/program advances various *Connected KC 2050* strategies

Staff will conduct an initial screening and will survey/engage the Technical Advisory Committee for assessment concurrence.

B. Full Application and Technical Evaluation

The scores developed through this evaluation process will serve as one tool to evaluate project proposals and will be supplemented by MARC committee reviews, follow-up technical analysis, and public and stakeholder input.

As with previous funding rounds, the Phase II evaluation criteria consists of two sets of factors. The first, "All Projects" are factors by which all project proposals submitted for consideration will be scored. The second consists of factors applicable to the individual project proposal category (i.e., Bridge, Capacity, etc.). A link to the full scoring criteria document is available in the application resources.

VII.   RESOURCES

A comprehensive list of MARC, State, and Federal resources for use in application completion is available on the application website.

VIII.   CONTACTS

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