

MARC Transportation Program Local Match Policy and Strategy

March 2020

1. MARC will continue to look for opportunities to financially participate with state and local governments on specific planning projects and utilize the state and local participation as match for federal planning funds.
2. As has been the past practice, MARC will annually pursue in-kind match from KDOT, MoDOT and local governments in the region. MARC will continue to seek and use as much in-kind match as is possible.
3. Beginning in 2011, MARC implemented a transfer of 10% of the MARC dues collected to a new Transportation Reserve Fund. MARC will continue making this transfer in future years.
4. Beginning in 2020, MARC will implement a project fee of 1.0% of federal funds awarded to any project selected through a MARC transportation project selection/programming process. The nonrefundable fee would be charged to the project sponsor. MARC will assess the fees on an annual basis, reflecting all programming work completed in the prior year. MARC will not pay the project fee for MARC projects, as the fee would come from the Transportation Reserve Fund and would not result in any net increase in funding to MARC.
5. For those local and state governments that provide in-kind match or project-specific cash that is used by MARC as match, MARC will calculate the value of match provided and utilized by MARC over the prior two years. Those entities will be given a “credit” for that prior match by reducing the level of fee they would owe related to a two-year programming cycle. Should a local jurisdiction choose to make supplemental dues payments to MARC for Transportation to have more budget predictability, MARC will also provide “credit” for those supplemental payments against any fees.
6. MARC will seek to use the additional funds in ways that are supportive of the needs of local governments paying the fees.
 - MARC will solicit proposals from local governments as the Unified Planning Work Program is developed each year to identify planning work that MARC could conduct with the funds (i.e. research, data collection/analysis, modeling, tool development, etc.) that would be supportive of local government planning needs.
 - MARC will also look for opportunities to leverage the additional funds to secure additional grants that can be used in support of local jurisdiction priorities.
 - MARC may also use some of the funds to contribute to or otherwise support specific local planning studies that would advance elements of the region’s long-range transportation plan and related goals/policies.
7. MARC will monitor the impacts of the implementation of the project fee to assess any measurable differences in the mix of projects submitted for consideration for funding or in the sizes of jurisdictions applying for projects.
8. MARC staff will monitor and report the status of the funds and their use to MARC’s Budget and Personnel Committee. Reported information will include tracking the funds on each side of the state line separately and the ongoing balance of funds collected but not yet spent. MARC staff will also consult with the Budget and Personnel Committee prior to each programming year to confirm whether or not the fee should be collected and/or reduced given the fund balance.