

MARC Funding Guide to Transportation Enhancements Projects

Amended by MARC's Missouri Transportation Enhancements Committee July 6, 2011

The Missouri Transportation Enhancements (TE) Committee oversees the program that provides funds to sponsors of transportation projects that expand travel choice and enhance the transportation experience. This committee reviews, scores, and recommends project applications requesting TE funds. Their recommendations are given to the Total Transportation Policy Committee (TTPC) and the Mid-America Regional Council (MARC) Board for approval. The committee consists of a rotating balance of local government and public works officials in the region.

MARC's TE committee follows the rules and regulations pertaining to the program as set forth in the Federal Highway Administration's [Final Guidance for Transportation Enhancement Activities](#); however, some additional restrictions have been placed on the program in keeping with the policies of other programming committees at MARC. In order to maximize the federal dollars used for construction activities the following will generally not be considered reimbursable expenses:

- Right of way acquisition
- Utility relocation (unless part of the project enhancement, i.e. undergrounding utilities)
- Preliminary engineering — concept through plans, specifications and estimate (PS&E)

Additionally, local funds used for these purposes will generally not be considered as matching funds for federal dollars, with the exception of preliminary engineering, which can be used toward the local match as long as the federal requirements for preliminary engineering are met. The following *will* be considered reimbursable expenses:

- Materials
- Labor/Construction
- Contingency on construction (limited to 10% of the total cost of materials and labor/construction)
- Construction engineering (limited to 15% of the total cost of materials and labor/construction)

The TE Committee requires a 25% local match on any Enhancement project.

TE federal fund requests for construction projects should not be less than \$50,000, nor should they exceed \$500,000. For non-construction projects (such as bicycle/pedestrian safety and education category projects), federal fund requests should not be less than \$10,000, nor should they exceed \$100,000. If projects requesting greater than the maximum recommended amount of federal funds are submitted to the committee, they will be evaluated but will most likely not be recommended to receive greater than \$100,000/500,000. Projects requesting less than the minimum are unlikely to be funded, as the costs of complying with federal requirements will often offset the benefits gained by the influx of funding.

Unlike general STP funds, TE funding has no restrictions on use based on roadway functional classification.