

FINAL REPORT

FY2009 TRIENNIAL REVIEW

of the

**Kansas City Area Transportation Authority
Kansas City, MO**

Desk Review: March 11, 2009

Site Visit: July 16-17, 2009

August 2009

**Prepared for the
Federal Transit Administration
Region VII
Kansas City, MO**

by

Interactive Elements Incorporated

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I. TRIENNIAL REVIEW BACKGROUND

The United States Code, chapter 53 of title 49, requires the Federal Transit Administration (FTA) of the United States Department of Transportation (USDOT) to perform reviews and evaluations of Urbanized Area Formula Grant activities at least every three years. This requirement is contained in 49 U.S.C. 5307(i).

- (2) At least once every 3 years, the Secretary shall review and evaluate completely the performance of a recipient in carrying out the recipient's program, specifically referring to compliance with statutory and administrative requirements and the extent to which actual program activities are consistent with the activities proposed under subsection (d) of this section and the planning process required under sections 5303-5306 of this title.
- (3) The Secretary may take appropriate action consistent with the review, audit and evaluation under this subsection, including making an appropriate adjustment in the amount of a grant or withdrawing the grant.

The Triennial Review includes a review of the grantee's compliance in 23 different areas. The basic requirements for each of these areas are summarized below.

This report presents the findings from the Triennial Review of Kansas City Area Transportation Authority (KCATA) of Kansas City, MO. This review was performed in accordance with FTA procedures (published in FTA Order 9010.1B, April 5, 1993) and included preliminary reviews of documents on file at the Region VII Office in Kansas City, MO and on-site discussions and review of the procedures, practices, and records of KCATA as deemed necessary. The review concentrated primarily on procedures and practices employed during the past three years; however, coverage was extended to earlier periods as needed to assess the policies in place and the management of grants. During the visit, administrative and statutory requirements were discussed, documents were reviewed, and facilities were toured. Specific documents examined during the Triennial Review are available in FTA's and KCATA's files.

II. REVIEW PROCESS

The desk review was conducted in the Region VII Office on March 11, 2009. Following the desk review, an agenda package was sent to KCATA advising it of the site visit and indicating additional information that would be needed and issues that would be discussed.

The site visit to KCATA occurred on July 16-17, 2009. The individuals participating in the review are listed in Section VII of this report.

At the entrance conference, the purpose of the Triennial Review and the review process were discussed. During the site visit, urbanized area formula grant program administrative and

statutory requirements were discussed and documents were reviewed. KCATA’s transit facilities were toured to provide an overview of activities related to FTA-funded projects. A sample of FTA-funded vehicles was inspected during the site visit.

On completion of the review, an exit conference was held with KCATA staff to discuss findings, corrective actions and schedules. This information is summarized in the table in Section V of this report. A draft copy of this report was provided to KCATA at the exit conference.

III. DESCRIPTION OF THE GRANTEE

The KCATA was formed with the signing of a Bi-State compact created by the Missouri and Kansas legislatures on December 28, 1965. Transit operations began on February 1, 1969. KCATA is governed by a 10-member Board of Commissioners, with five Commissioners each from the States of Missouri and Kansas. Missouri Commissioners serve four-year terms and are limited to two terms.

The population of KCATA’s service area is 1,361,744. KCATA serves Jackson, Cass, Clay, and Platte Counties in Missouri and Johnson, Wyandotte, and Leavenworth Counties in Kansas. The fixed-route bus service is provided weekdays from 4:30 a.m. to 12:00 a.m., and from 5:00 am to 12:00 am on Saturdays, Sundays, and holidays.

The basic adult fare for bus service is \$1.50 for routes operating in Kansas City and North Kansas City, and Independence, Missouri, and Gladstone and Kansas City, Kansas. A reduced fare of 75¢ is offered to elderly, disabled and Medicare Card holders at all times.

KCATA also operates a Share-A-Fare program, which provides door-to-door service to eligible elderly and persons with disabilities. Share-A-Fare services are operated by three private contractors. The service is provided seven days a week from 5:00 am to 12:00 am. The fare for the ADA eligible riders ranges from \$2.25 to \$2.40, depending on the corresponding fixed-route service fare. The fare for the non-ADA riders is based on trip length and purpose.

KCATA operates a network of 70 bus routes. KCATA has a fleet of 285 buses for fixed-route service. The current peak requirement is for 232 vehicles. KCATA operates from a single maintenance and administration facility in Kansas City, Missouri.

KCATA’s National Transit Database Report for FY2008 provided the following financial and operating statistics for its fixed-route and paratransit service:

	Fixed-Route Service	Paratransit Service
Unlinked Passengers	16,616,600	298,616
Revenue Hours	645,906	87,135
Operating Expenses	\$68,199,913	\$7,205,877

In August of 2007 the Independence Metro Center opened. The \$2 million Metro Center will help to provide good, quality public transportation for individuals who need to get to work, store, hospital or other destinations. The Metro Center includes art, extensive landscaping, special lighting and public restrooms.

The Bus Simulator/Training Building was completed in the Spring of 2009. This facility provides a central operator training facility that uses a vehicle simulator to assist in the training of new drivers and provide refresher training for current drivers under simulated real world conditions. The training provided is one of the best ways to deter and prevent incidents and accidents.

IV. RESULTS OF THE REVIEW

The Triennial Review focused on KCATA's compliance in 21 different areas. KCATA was the subject of a Drug and Alcohol Audit in FY 2009 and an ADA Review was conducted in FY 2007. These two areas were not reviewed. This section provides a discussion of the basic requirements and findings in each area. No deficiencies were found with the FTA requirements in 18 of the 21 areas reviewed. Deficiencies were found in the other three areas: Technical, Procurement, and Title VI. In addition, advisory comments were made in the safety and security area.

1. Legal

Basic Requirement: The grantee must be eligible and authorized under state and local law to request, receive, and dispense FTA funds and to execute and administer FTA funded projects. The authority to take all necessary action and responsibility on behalf of the grantee must be properly delegated and executed.

Findings: During this Triennial Review of KCATA, no deficiencies were found with the FTA requirements for legal.

2. Financial

Basic Requirement: The grantee must demonstrate the ability to match and manage FTA grant funds, cover cost increases, cover operating deficits through long-term stable and reliable sources of revenue, maintain and operate federally funded facilities and equipment, and conduct an annual independent organization-wide audit in accordance with the provisions of OMB Circular A-133.

Findings: During this Triennial Review of KCATA, no deficiencies were found with the FTA requirements for financial.

3. Technical

Basic Requirement: The grantee must be able to implement the Urbanized Area Formula Grant Program of Projects in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices.

Findings: During this Triennial Review of KCATA, deficiencies were found with the FTA requirements for technical. KCATA does not have Force Account justification or plan for use of its workforce on preventive maintenance activities.

Corrective Action and Schedule: Within 60 days of the issuance of the final report or by Oct. 15, 2009, KCATA is to develop and submit to the FTA Region VII Office, its force account plan that meet the requirements of FTA Circular 5010.1D.

Findings:

During the review of KCATA's Milestone Progress Reports (MPRs), it was noted that 13 of KCATA's 23 executed grants lacked one or more of the following:

- No details of the current quarter Activity Line Item (ALI) progress
- Lack of updated milestone dates
- No explanation on how remaining funds would be used in other grants
- No description of what projects remained to be completed

Grant MO-90-X182, executed in 2001 indicated that \$35,000 remained in the grant and was to be used for upgrading the Lawson computer system. This comment was made for both the 1st and 2nd Quarter MPR. However no details or dates were provided as to how KCATA would complete the upgrade and close the grant.

Grant MO-03-0097, executed in 2003, indicated that an ALI needed to be added for \$5,000 for a bathroom update. No further information was provided.

Grant MO-04-0119-02, executed in 2008, indicated in the past two MPR reporting periods that KCATA was awaiting funds to amend the grant, and that milestone activities would be updated at the time. However, no further information was provided as what KCATA planned to do with the amended grant as milestones for each ALI were not updated.

Grants MO-90-X212-02, MO-90-X221-03, MO-90-X233, MO-90-X241 and MO-90-X251 lacked sufficient information to understand what remains to be accomplished in the grant.

Considering these issues, KCATA does not currently have an adequate grants administration program to ensure projects within the grants are adequately planned for, implemented, reported, and closed out in a timely fashion.

The grantee is responsible for administration and management of the grant in compliance with the grant agreement and other incorporated documents, including statutes, regulations, the

Master Agreement, and FTA circulars. The grantee must have a mechanism to ensure continuous administration and management of the grant projects. There should be clear lines of authority and responsibility for grant administration and for preparing required reports to FTA.

Corrective Action and Schedule: By Oct 31, 2009, KCATA must update its Milestone Progress Reports for all executed grants in accordance with FTA Circular 5010.1D.

Within 60 days from the issuance of the final report or by October 16, 2009, KCATA is to provide the FTA Region VII Office with a schedule and description as to what efforts are required to close out grants that are at least 95% expended:

- MO267005
- MO90X233
- MO90X199
- MO030061
- MO390001
- MO90X212
- MO040119
- MO90X208
- MO90X182
- MO030097
- MO70X001

Within 60 days from the issuance of the final report or by Oct. 15, 2009, KCATA must revise its grant administration procedures to ensure continuous administration and management of the grant projects. KCATA is to provide both the revised policies and internal procedures to the FTA Region VII Office for review.

4. Satisfactory Continuing Control

Basic Requirement: The grantee must maintain control over real property, facilities, and equipment and ensure that they are used in transit service.

Findings: During this Triennial Review of KCATA, no deficiencies were found with the FTA requirements for satisfactory continuing control.

5. Maintenance

Basic Requirement: The grantee must keep federally funded equipment and facilities in good operating order.

Findings: During this Triennial Review of KCATA, no deficiencies were found with the FTA requirements for maintenance.

6. Procurement

Basic Requirement: FTA grantees will use their own procurement procedures that reflect applicable state and local laws and regulations, provided that the process ensures competitive procurement and that the procedures conform to applicable federal law including 49 CFR Part 18, specifically Section 18.36 and FTA Circular 4220.1F, “Third Party Contracting Requirements.” Grantees will maintain a contract administration system that ensures that contractors perform in accordance with terms, conditions, and specifications of their contracts or purchase orders.

Findings: During this Triennial Review of KCATA, deficiencies were found with the FTA requirements for procurement.

During the review of two executed change orders, it was noted that while the change orders were supported by a justification, no documentation was available to show whether a cost or price analysis was conducted.

The Common Grant Rules, 49 CFR Part 18.36, require the recipient to perform a cost or price analysis in connection with every procurement action, including contract modifications. Further, FTA Circular 4220.1F states that the recipient is responsible for issuing, evaluating and making necessary decisions involving any change to its third party contracts, and any change orders, or modifications it may issue. In general, FTA expects each recipient to comply with the following procedures:

- (1) Approval Requirements. FTA C 4220.1F requires the recipient to have cost justifications supporting each change order it may issue. The FTA guidance also requires the recipient’s authorized official to approve any proposed change order before it is issued.
- (2) Cost Restrictions. FTA C 4220.1F requirements for a grantee to be eligible for FTA assistance under the recipient’s grant or cooperative agreement, the cost of the change, modification, change order, or constructive change must be allowable, allocable, within the scope of its grant or cooperative agreement, and reasonable for the completion of project scope

Corrective Action and Schedule: Within 60 days of the issuance of the final report or by Oct. 15, 2009, KCATA must revise its procurement policies to require a cost or price analysis be conducted on all change orders. Further, KCATA is to develop internal procedures to ensure change orders are properly developed, supported, and reviewed prior to approval. KCATA is to provide both the revised policies and internal procedures to the FTA Region VII Office for review.

7. Disadvantaged Business Enterprise (DBE)

Basic Requirement: The grantee must comply with the policy of DOT that DBEs, as defined in 49 CFR Part 26, are ensured nondiscrimination in the award and administration of DOT-assisted contracts. Grantees also must create a level playing field on which DBEs can compete fairly for DOT-assisted contracts; ensure that only firms that fully meet eligibility standards are permitted to participate as DBEs; help remove barriers to the participation of DBEs; and assist the development of firms that can compete successfully in the marketplace outside the DBE program.

Findings: During this Triennial Review of KCATA, no deficiencies were found with USDOT requirements for DBE.

8. Buy America

Basic Requirement: Per FTA's "Buy America" requirements, federal funds may not be obligated unless steel, iron, and manufactured products used in FTA funded projects are produced in the United States, unless FTA has granted a waiver, or the product is subject to a general waiver. Rolling stock must have sixty percent domestic content and final assembly must take place in the United States.

Findings: During this Triennial Review of KCATA, no deficiencies were found with the FTA requirements for Buy America.

9. Suspension/Debarment

Basic Requirement: To protect the public interest and prevent fraud, waste, and abuse in federal transactions, persons or entities, which by defined events or behavior, potentially threaten the integrity of federally administered programs, are excluded from participating in FTA assisted programs. Federal agencies use the government-wide nonprocurement debarment and suspension system to exclude from Federal programs persons who are not presently responsible. Grantees are required to ensure to the best of their knowledge and belief that none of the grantee's "principals" (as defined in the governing regulation 2 CFR Part 180), subrecipients, and third-party contractors and subcontractors is debarred, suspended, ineligible, or voluntarily excluded from participation in federally assisted transactions or procurements. Grantees are strongly encouraged to review the Excluded Parties Listing System (<http://www.epls.gov/>) before entering into any third party contracts.

Findings: During this Triennial Review of KCATA, no deficiencies were found with the FTA requirements for suspension/debarment.

10. Lobbying

Basic Requirement: Recipients of federal grants and contracts exceeding \$100,000 must certify compliance with Restrictions on Lobbying before they can receive funds. In addition, grantees are required to impose the lobbying restriction provisions on their contractors.

Findings: During this Triennial Review of KCATA, no deficiencies were found with the FTA requirements for lobbying.

11. Planning/Program of Projects

Basic Requirement: The grantee must participate in the transportation planning process in accordance with FTA requirements, SAFETEA-LU, and the Metropolitan and Statewide Planning Regulations.

Each recipient of a grant shall have complied with the public participation requirements of Section 5307(c)(1) through (7). Each recipient is required to develop, publish, afford an opportunity for a public hearing on, and submit for approval a Program of Projects (POP).

Findings: During this Triennial Review of KCATA, no deficiencies were found with the FTA requirements for planning/POP.

12. Title VI

Basic Requirement: The grantee must ensure that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participating in, or denied the benefits of, or be subject to discrimination under any program, or activity receiving federal financial assistance. The grantee must ensure that federally supported transit services and related benefits are distributed in an equitable manner.

Findings: During this Triennial Review of KCATA, deficiencies were found with the FTA requirements for Title VI.

Discussions with KCATA staff during the site visit noted that KCATA has not advised the public of the protections against discrimination afforded to them by Title VI.

A finding was made that KCATA did not have processes and procedures in place to administer complaints under Title VI.

Corrective Action and Schedule: Within 60 days of the issuance of the final report, or by Oct. 15, 2009, KCATA should notify the FTA Region VII Civil Rights Officer that it has advised the public of their protections under Title VI. KCATA staff agreed that a notice that meets the requirements of FTA C 4702.1A posted to its website and on all buses that advise the public of their rights under Title VI would be the most expeditious and cost effective methods to reach

the maximum number of riders. Recommended language found on the Department of Justice website was provided.

Within 60 days of the issuance of the final report, or by Oct. 15, 2009, KCATA will provide the FTA Region VII Civil Rights Office with written processes and procedures to administer complaints under Title VI.

13. Public Comment Process for Fare Increases and Service Reductions

Basic Requirement: The grantee is expected to have a written copy of a locally developed process to solicit and consider public comment before raising a fare or carrying out a major reduction of transportation services.

Findings: During this Triennial Review of KCATA, no deficiencies were found with the FTA requirements for public comment process for fare increases and service reductions.

14. Half Fare

Basic Requirement: Grantees must ensure that elderly persons and persons with disabilities, or an individual presenting a Medicare card will be charged, during non-peak hours for transportation using or involving a facility or equipment of a project financed under Section 5307, not more than 50 percent of the peak hour fare.

Findings: During this Triennial Review of KCATA, no deficiencies were found with the FTA requirements for half fare.

15. ADA

Basic Requirement: Titles II and III of the Americans with Disabilities Act of 1990 provide that no entity shall discriminate against an individual with a disability in connection with the provision of transportation service. The law sets forth specific requirements for vehicle and facility accessibility and the provision of service, including complementary paratransit service.

Findings: During this Triennial Review of KCATA, no deficiencies were found with the FTA requirements for ADA.

16. Charter Bus

Basic Requirement: FTA grantees are prohibited from using federally funded equipment and facilities to provide charter service if a registered private charter operator expresses interest in providing the service.

The grantees are allowed to operate community based charter services exempted under the regulations; some irregular or limited duration services; and those that are covered by the exceptions.

Findings: During this Triennial Review of KCATA, no deficiencies were found with the FTA requirements for charter bus.

17. School Bus

Basic Requirement: FTA grantees are prohibited from providing exclusive school bus service unless it qualifies under specified exceptions. In no case can federally funded equipment or facilities be used.

Findings: During this Triennial Review of KCATA, no deficiencies were found with the FTA requirements for school bus.

18. National Transit Database (NTD)

Basic Requirement: Grantees that receive 5307 and 5311 grant funds must collect, record, and report financial and non-financial data in accordance with the Uniform System of Accounts (USOA) and updated with the National Transit Database (NTD) Reporting Manual as required by 49 USC 5335(a).

Findings: During this Triennial Review of KCATA, no deficiencies were found with the FTA requirements for National Transit Database.

19. Safety and Security

Basic Requirement: Any recipient of Urbanized Area Formula Grant Program funds must annually certify that it is spending at least one percent of such funds for transit security projects or that such expenditures for security systems are not necessary.

Under the safety authority provisions of the Federal transit laws, the Secretary has the authority to investigate the operations of the grantee for any conditions that appear to create a serious hazard of death or injury, especially to patrons of the transit service. States are required to

oversee the safety of rail fixed guideway systems through a designated oversight agency, per 49 CFR Part 659, Rail Fixed Guideway Systems, State Safety Oversight.

Under security, a list of 17 Security and Emergency Management Action Items has been developed by FTA and the Department of Homeland Security's Transportation Security Administration (TSA). This list of 17 items, an update to the original FTA Top 20 security action items list, was developed in consultation with the public transportation industry through the Mass Transit Sector Coordinating Council, for which the American Public Transportation Association (APTA) serves as Executive Chair. Security and Emergency Management Action Items for Transit Agencies aim to elevate security readiness throughout the public transportation industry by establishing baseline measures that transit agencies should employ.

The goal of FTA's Safety and Security Program is to achieve the highest practical level of safety and security in all modes of transit. To this end, FTA continuously promotes the awareness of safety and security throughout the transit community by establishing programs to collect and disseminate information on safety/security concepts and practices. In addition, FTA develops guidelines that transit systems can apply in the design of their procedures and by which to compare local actions. As such, many of the questions in this review area are designed to determine what efforts grantees have made to develop and implement safety, security, and emergency management plans. While there may not be specific requirements associated with all of the questions, grantees are encouraged to implement the plans, procedures, and programs referenced in these questions. For this reason, findings in this area will most often result in advisory comments rather than deficiencies.

Findings: A summary of KCATA's expenditures of Section 5307 funds for security projects is provided in Section VI of this report.

During this Triennial Review of KCATA, the following advisory comments were made.

Discussions with KCATA key staff established that KCATA "Bus Safety Plan" does not address how front line managers will manage the function and does not provide written safety policies and procedures. KCATA is advised to develop written policies, procedures and a plan that will address how the KCATA front line managers will manage the safety function. Guidance on the development of a written bus transit system safety program plan is available in an APTA publication entitled, *Manual for the Development of Bus Transit System Safety Program Plans* (1998). KCATA may have a safety plan developed from another source, which responds to specific state or local requirements.

The policies and procedures for the security function were incomplete and were out of date. KCATA should update and finalize the security policies and procedures for operating and non operating functions and personnel.

Security training has not been provided to operating or non-operating personnel. KCATA should provide security training to personnel including both operating and non-operating.

20. Drug-Free Workplace

Basic Requirement: FTA grantees are required to maintain a drug-free workplace for all employees and to have an ongoing drug-free awareness program.

Findings: During this Triennial Review of KCATA, no deficiencies were found with the FTA requirements for drug-free workplace.

During this Triennial Review of KCATA, no deficiencies were found with the FTA requirements for drug-free workplace.

21. Drug and Alcohol Program (This Area Was Not Reviewed)

Basic Requirement: Grantees receiving FTA funds under Capital Grant (Section 5309), Urbanized Area Formula Grant (Section 5307), or Non-Urbanized Area Formula Grant (Section 5311) Programs must have a drug and alcohol testing program in place for all safety-sensitive employees.

22. Equal Employment Opportunity (EEO)

Basic Requirement: The grantee must ensure that no person in the United States shall on the grounds of race, color, religion, national origin, sex, age, or physical or mental disability be excluded from participating in, or denied the benefits of, or be subject to discrimination in employment under any project, program, or activity receiving federal financial assistance from the federal transit laws.

Findings: During this Triennial Review of KCATA, no deficiencies were found with the FTA requirements for EEO.

During this Triennial Review of KCATA, deficiencies were found with the FTA requirements for EEO.

23. ITS Architecture

Basic Requirement: Intelligent Transportation Systems (ITS) projects funded by the Highway Trust Fund and the Mass Transit Account must conform to the National ITS Architecture, as well as to United States Department of Transportation (USDOT) adopted ITS Standards.

Findings: During this Triennial Review of KCATA, no deficiencies were found with the FTA requirements for ITS architecture.

V. SUMMARY OF FINDINGS AND CORRECTIVE ACTIONS

Review Area	Finding	Deficiency	Corrective Action	Response Days/Date	Date Closed
1. Legal					
2. Financial					
3. Technical		<p>06 – Lacking force account plan/justification</p> <p>01 – Inadequate grant administration/procedures</p> <p>03 – Progress reports lack required information</p> <p>04 – Inactive grants/untimely closeouts</p>	<p>KCATA should provide TRO VII with a written force account justification and plan</p> <p>Oct. 15, 2009, KCATA must revise its grant administration procedures to ensure continuous administration and management of the grant projects. KCATA is to provide both the revised policies and internal procedures to the FTA Region VII Office for review.</p> <p>By Oct 31st, 2009, KCATA must update its Milestone Progress Reports for all executed grants in accordance with FTA Circular 5010.1D.</p> <p>Within 30 days from the issuance of the final report or by Oct. 15, 2009, KCATA is to provide the FTA Region VII Office with a schedule and description as to what efforts are required to close out grants that are at least 95% expended</p>	<p>60 Days Oct. 15, 2009</p> <p>60 days Oct. 15, 2009</p> <p>Oct 31st, 2009</p> <p>30 days Sept 15, 2009</p>	
4. Satisfactory Continuing Control					
5. Maintenance					
6. Procurement		17 – Lacking required cost/price analysis	KCATA must revise its procurement policies to require a cost or price analysis be conducted on all change orders and develop internal procedures to ensure change orders are properly developed, supported, and reviewed prior to approval. KCATA is to provide both the revised policies and internal procedures to the FTA Region VII Office for review.	60 days Oct. 15, 2009	
7. Disadvantaged Business Enterprise					
8. Buy America					

Review Area	Finding	Deficiency	Corrective Action	Response Days/Date	Date Closed
9. Suspension/Debarment					
10. Lobbying					
11. Planning/POP					
12. Title VI		08 – Complaints not addressed properly 10 – Title VI public notification deficiencies	KCATA to develop administrative procedures to address complaints adequately and provide to TRO VII Civil Rights Officer KCATA should notify public of their protections under Title VI against discrimination and provide notice TRO VII Civil Rights Officer	60 days Oct.15, 2009 60 days Oct. 15, 2009	
13. Public Comment for Fare Increases and Service Reductions					
14. Half Fare					
15. ADA					
16. Charter Bus					
17. School Bus					
18. National Transit Database					
19. Safety and Security		02 – Safety policy/plan not adequate 10 – Security plan not up to date 15 – No security training for operating personnel 16 – No security training for non operating personnel	KCATA should develop written policy and plan to address safety management KCATA should update and finalize security plan KCATA should provide security training for operating personnel KCATA should provide security training for non-operating personnel		
20. Drug-Free Workplace					
21. Drug and Alcohol Program					
22. Equal Employment Opportunity					
23. ITS Architecture					

Findings: ND = No Deficiencies; D = Deficient; AC = Advisory Comment; NA = Not Applicable; NR = Not Reviewed

VI. TRANSIT SECURITY EXPENDITURES

Does the grantee expend one percent or more of its Section 5307 Urbanized Area Formula Grant funds for transit security? FY2006: Yes X No _____

FY2007: Yes X No _____

FY2008: Yes X No _____

If no, why does the grantee consider such expenditure unnecessary (check all that apply):

_____ No deficiency found from a threat and vulnerability assessment

_____ TSA/FTA Security and Emergency Management Action Items met or exceeded

_____ Other (please describe): _____

Security Funding	FTA Section 5307 Funds (in Dollars)		
	FY 2006	FY 2007	FY 2008
Total amount of 5307 Funds expended	13,051,782	8,525,441	\$15,176,771
Amount of 5307 Funds expended on security	\$1,020,960	\$420,844	\$205,008
Percent of 5307 Funds expended on security	7.8%%	7.8%	1.3%
Infrastructure/Capital Improvement Security Projects:			
Lighting, Fencing & Perimeter Control	\$40,961	\$221,691	\$136,642
CCTV and Surveillance Technology	\$979,999	\$198,681	\$5,018
Communications Systems			
Security Planning ^(a)			
Drills & Tabletop Exercises ^(a)			
Employee Security Training ^(a)			
Security Fire Alarm		\$472	\$4,272
Master Key System Upgrade			\$4,272
Operating/Personnel Expenditures (can only be used by agencies in areas with populations UNDER 200,000):			
Contracted Security Force			
In-house Security Force			
Other Security-Related Operating Expenditures (please list): _____			

^(a) SAFETEA-LU amended the definition of a capital project to include:

- projects to refine and develop security and emergency response plans;
- the conduct of emergency response drills with public transportation agencies and local first response agencies; and
- security training for public transportation employees.

VII. ATTENDEES

Name	Title/Organization	Phone Number	e-mail address
Grantee			
Tracey Logan	Finance Compliance Officer	816-364-0225	tlogan@kcata.org
Danika Flax	Maintenance Analyst	816-346-0291	dflax@kcata.org
Jim Clayton	Superintendent Vehicle Maintenance	816-346-0249	jclayton@kcata.org
Walt Woodward	Superintendent Maintenance	816-436-0308	wwoodward@kcata.org
John Marcus	Plant Manager	816-346-0804	jmarcus@kcata.org
Ted Stone	Director of Maintenance	816-346-0292	tstone@kcata.org
Bob Kohler	Transportation	816-346-0250	bkohler@kcata.org
Bryan Beck	Director ADA/Customer Service		bbeck@kcata.org
Bridget Moss	Marketing Supervisor	816-346-0339	moss@kcata.org
Michael Graham	Finance	816-346-0304	mgraham@kcata.org
Etta Jackson	Procurement	816-346-0321	ejson@kcata.org
Fern Kohler	Deputy General Manager	816-346-0304	fkohler@kcata.org
Darlene Arnett	Loss Prevention	816-346-0241	darnett@kcata.org
Tanya Harold	General Accounting Supervisor	816-346-0273	tharold@kcata.org
Denise Bradshaw	Contracting/Supplier Diversity Coordinator	816-346-0224	dbradshaw@kcata.org
Jim Utech	Accounting Manager	816-346-0277	jtech@kcata.org
Chad Stotler	Safety Officer/KCATA	816-346-0277	cstotler@kcata.org
Dan O'Connor	Planning/Special Services	816-346-6353	doconnor@kcata.org
Jim Melody	Procurement Manager	816-36-0279	jmellody@kcata.org
Gaylord Salisbury II	Transportation Manager of Safety and Instruction	816-346-0237	gsalisbury@kcata.org
FTA			
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