

2009 FEDERAL CERTIFICATION REVIEW – FTA/FHWA RECOMMENDATIONS

ACTION	MARC REVIEW/ACTION
<p><i>Corrective Action #1:</i> MARC must update its Congestion Management System to reflect the requirements of 23 CFR 450.320 on or before December 31, 2010. The new Congestion Management Process (CMP) must clearly identify the location and causes of congestion, strategies to alleviate congestion, and expected benefits of these strategies. MARC should also discuss the need to continue or discontinue these strategies based on effectiveness.</p>	<p>MARC will initiate an update of the CMP upon completion of Transportation Outlook 2040 and will complete this work by December 31, 2010.</p>

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RECOMMENDATION	MARC REVIEW/ACTION
<p><i>Recommendation #1:</i> The Review Team, MoDOT and MARC should together review both the 2009 FHWA -MO/FTA/MoDOT Transportation Planning Partnership Agreement and 2007 MPO/SDOT/Local Transit Operator(s) MOU for the purpose of determining to what extent, if any, modifications are needed to either agreement to ensure consistency and improve the metropolitan planning product development and the SDOT and ONE DOT review and approval processes.</p> <p>In addition, the FHWA Missouri Division, FTA Region VII and the MoDOT agree to provide MARC an opportunity to provide input anytime the Federal/State Planning Partnership Agreement is updated in the future.</p>	<p>MARC is not a party to the 2009 FHWA-MO/FTA/MoDOT Transportation Planning Partnership Agreement, but will work with the parties of that agreement to assess how best to address this recommendation. In the fall of 2010, MARC will initiate, along with its planning partners, a review of the metropolitan planning MOU to determine any modifications that might be appropriate in light of this review.</p>
<p><i>Recommendation #2:</i> The LRTP update should identify the condition of the region’s existing transportation infrastructure and the region’s current and future transportation needs. The use of more robust management systems would be helpful in this regard.</p>	<p>The draft Transportation Outlook 2040 Plan includes new performance measurements and supporting data related to regional roadway and bridge condition. The draft plan also includes dedicated chapters and project listings focused on outlining transportation needs, strategies, and investments by mode. This includes a chapter specifically targeting management and operations.</p> <p>RECOMMENDATION IMPLEMENTED</p>

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<p><i>Recommendation #3</i> The LRTP update should attempt to include useful performance measures (<i>i.e. congestion, accident locations, deficient bridges, missing transportation links, etc.</i>) that can be mapped and presented within the LRTP. A narrative should be included in the LRTP explaining how selected projects improve the transportation system’s performance and meets regional goals/needs.</p>	<p>The draft Transportation Outlook 2040 Plan includes a newly formed performance measurement component within the plan’s policy framework. The performance measurement plan outlines over 30 specific data measures directly related to and supportive of the Plan’s stated regional policy goals. Additionally, individual projects were evaluated, scored, and prioritized based on their ability to support these same policy goals.</p> <p>RECOMMENDATION IMPLEMENTED</p>
<p><i>Recommendation #4</i> MARC should seek out other sources of matching funds to mitigate the risk posed by the heavy reliance of cost sharing activities. The increased collection of member dues should seriously be considered.</p>	<p>In the 2010 Budget Memo to the MARC Board, MARC staff included as one of the 2010 Financial Management Issues the need to identify new sources of non-federal match. MARC staff will initiate development of options for review by the Board in the 2nd and 3rd quarters of 2010.</p>
<p><i>Recommendation #5</i> MARC should revise and update its TIP modification procedures to better reflect the requirements of 23 CFR 450.326. Any changes to these procedures should be done in consultation with the State DOTs and federal agencies.</p>	<p>MARC recently modified its TIP modification procedures in consultation with the State DOTs, federal agencies and local governments in 2008. Upon completion of Transportation Outlook 2040, MARC will initiate a review of regional programming procedures.</p>

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<p><i>Recommendation #6</i> The MARC TIP should include the demonstration of system level estimates of revenues and costs for local public agencies (LPAs) to adequately operate and maintain LPA owned federal-aid routes and public transportation systems. This documentation of O&M needs to be amended into the current TIP as part of the MARC 1st Quarter Amendment action.</p>	<p>This information was incorporated into the TIP with the 1st Quarter TIP amendment.</p> <p align="center">RECOMMENDATION IMPLEMENTED</p>
<p><i>Recommendation #7</i> The MARC TIP should include the documentation of total estimated local revenue and local revenue sources anticipated to be available to implement LPA sponsored federal-aid transportation projects in the TIP financial section. The total local revenue estimate documentation should be incorporated into the current TIP prior to ONEDOT's approval of MARC's 1st quarterly TIP amendment in calendar year 2010.</p>	<p>This information was incorporated into the TIP with the 1st Quarter TIP amendment.</p> <p align="center">RECOMMENDATION IMPLEMENTED</p>
<p><i>Recommendation #8</i> MoDOT and KDOT should conduct a formal, joint review of MARC's Public Outreach, Civil Rights, Title VI, ADA, and Environmental Justice procedures and processes.</p>	<p>As recommended, on January 26, 2010 at the MoDOT District 4 Office, MoDOT, KDOT, FHWA – Missouri, and FTA held a joint review of MARC's Title VI, ADA, Environmental Justice programs, procedures, processes and public outreach. MARC is currently waiting for results of the review.</p>

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<p><i>Recommendation #9</i> MARC’s member jurisdictions should seek approval of all functional classification changes in the Metropolitan Planning Area (MPA) through MARC’s Board of Directors.</p>	<p>The MARC process for functional classification changes requires approval by the appropriate state (KS or MO) programming committee, by the Total Transportation Policy Committee (TTPC), and by the MARC Board of Directors. Historically, the MARC approval process has been followed only for functional classification changes within the urban area boundary (UAB).</p> <p>In April 2010, MARC staff contacted the appropriate staff at KDOT and MoDOT to request that all functional classification changes in the MPA be approved by MARC. In 2010, MARC will update its official functional classification policies and procedures to indicate that all functional classification changes in the MPA must go through the MARC approval process.</p>