



<http://www.marc.org/transportation/committees/stjap.htm>

**OPEN MEETING NOTICE
SPECIAL TRANSPORTATION ADVISORY COMMITTEE
JOB ACCESS PARTNERSHIP**

Jim Courtney, Chair
Sara Davis, Vice Chair

Special Transportation Web <http://www.marc.org/transportation/specialtrans.htm>
MARC Web www.marc.org

There will be a Meeting of MARC's Special Transportation - Job Access Partnership committee at 9:00 a.m. on Wednesday, October 12, 2011 in the Board Room of the Mid America Regional Council on the second floor of the Rivergate Center Building at 600 Broadway, Kansas City, Missouri. For additional information call 816-474-4240 ext 8244

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Tentative Agenda

1. **Approval of September 14, 2001 Meeting Summary** – Approval will be requested.
2. **Conflict of Interest Policy** – A brief review of MARC's Conflict of Interest Policy will be provided.
3. **Job Access and New Freedom update** – Appropriate representatives will be asked to provide updates.
4. **Transit Committee update (corridor definitions)** – MARC's Transit Committee met on Wednesday October 5th. STAC-JARC representatives and MARC staff will be requested to report on the transit committee.
5. **VTCLI (Veterans Transportation and Community Living Initiative) update** – MARC staff will be requested to provide an update on the Veterans Transportation and Community Living Initiative.

6. **Stakeholder/Peer Presentations** – Sara Davis of OATS Inc. and Jake Jacobs of the Jackson County Senate Bill 40 Board e.g. Developmental Disability Services of Jackson County, have been asked to provide informational presentations on their organizations’ transportation operations and funding mechanisms/sources.

7. **Other business?** - (side table handouts)
 - a. Community Based Services
 - b. Federal Fiscal Year October 1- Continuing Resolution all programs? Pooled programs?
 - c. ITN senior mobility system?
 - d. Greater Mobility Network?
 - e. Advocating elected officials

MEETING SUMMARY
October 12, 2011

HANDOUTS (front table and side table):

- Meeting Notices
- Community Based Service (page 18 from Chapter5 of Outlook 2040)
- Veterans Transportation & Community Living Initiative (Summary of October 06, 2011 Meeting)
- LinkforCare.org handout www.linkforcare.org – Illustrating information offered on the website
- CTD #1 (Kansas Coordinated Transit District covering Leavenworth, Johnson, Wyandotte and Douglas counties) 2009 Statement of Position/Support regarding Reauthorization of Surface Transportation Act
- America 2050 “House & Senate Surface Transportation Reauthorization Bills – Summary statements of competing proposals for surface transportation reauthorization
- Advocacy guidance i.e. “Guidelines for writing a letter to an Elected official” and 3 other titles
- Mr. Goodcents Foundation For Seniors “Good News – August 2011” (updates on ITN volunteer network, and Greater Mobility Network)
- KCATA JARC/New Freedom Management Summary – Logan’s handout (Designated Recipients monthly summary)
- The Family Conservancy Management Summary – Nora Reyna-Brown’s handout
- OATS, Inc. Service Region Map handout (handout during presentation)
- OATS, Inc. companywide and west region ridership information handout (handout during presentation)

1. **Approval of September 14, 2011 meeting summary** - On the motion and second of Lou Banks and Kim Greene the summary of September 14, 2011 was approved.
2. **Conflict of Interest Policy** – Stewart Nelson summarized MARC’s Conflict of Interest Policy. Lou Banks questioned “interested person(s)” being able to vote in competitive selection processes. Following open discussion the committee accepted a definition of an “interested person(s)” as applying to only those who experience a personal benefit from proceedings. On the motion and second of Lou Banks of the unified Government and Jake Jacobs of EITAS Jackson County Board of Developmental Services, the committee approved MARC’s Conflict of Interest Policy.
3. **Status Report on existing JARC and New Freedom Projects** – Chairman Courtney gave an overview of the JARC/New Freedom competitive selection process and a brief review of the past three funding cycles. The committee was provided a Monthly Program Summary detailing the Designated Recipients management role in recipient and sub recipient contracted service delivery projects. Kim Greene provided an update on the Full Employment Council, Lou Banks provided an update on Unified Government Transit’s JARC Funding, Shawn Strate provided an update on Johnson County Transit’s JARC and New Freedom funding, Bryan Beck provided an Update on KCATA’s New Freedom funding, Carroll Ramseyer provided an update on the City of Olathe’s JARC and New Freedom funding, Sara Davis provided an update on OATS, Inc. JARC funding, the City of Independence had no one representing the JARC/New Freedom projects however Vicki Hon with the City of Independence gave a brief “informative” explanation on how the Independence Dial-a-Ride program (City contract with Checker Transportation) functions, and Nora Reyna-Brown provided an update on The Family Conservancy’s earmark era JARC staff-centered management/outreach funding. Tracey Logan with the KCATA and Mary Hunt with the City of Independence were not present to give updates.

4. **Transit Committee Update** – Jake Jacobs summarized Tom Gerend’s 10/05/2011 presentation to the MARC Transit Committee regarding the Downtown Corridor AA (alternatives analysis). In brief the presentation detailed a Main Street two-way streetcar instead of the enhanced bus configuration.

Shawn Strate provided an update on I-35 Bus on Shoulder project. He mentioned that construction to prepare the highway shoulder for transit use is underway and will last approximately a month.

Lou Banks commented on the multiple presentations regarding “corridors”, and requested that MARC staff provide some information illustrating how community-based services are tied to the corridor idea.

Karen Clawson with MARC responded that the corridor focus is derived from MARC’s Smart Moves Transit vision. She further explained that the underlying community-based services are connected to the regionally significant corridors emphasizing the connections to and from activity centers are considered to be community-based services with the individual connections varying from community corridor to community corridor.

The community focused linkages with community based service is due to decisions which would ultimately meld community based services to corridors are initiated and decided by local/county governments. She summed up her explanation by stating the Alternative Analyses are “very high level” studies, and as these studies progress their focus is intended to shift to strengthening the tie between community-based services and the corridors.

Shawn Strate added that the transit centers will work specifically to connect community-based services to regional corridors.

The committee conversation noted that none of the transit centers/transfer stations/activity centers located or planned along existing or proposed corridors includes climate-controlled environments i.e. enclosed shelter from excessive heat or extreme cold.

5. **Veterans Transportation & Community Living Initiative (VTCLI) Update** –

Tyler Means with MARC provided an update on the VTCLI. He informed the committee that the last meeting was held on October 06, 2011 and focused on web site design, the roles of participating parties/partners, expectations, and next steps. He went on to explain that the www.LinkforCare.org website will eventually incorporate many of the regions databases/directories into the KU Medical Center database. The expanded database will be “shared” among partners/the region. Whether funding is received from the FTA or not, there is interest from the participating parties to continue this project.

Jim Courtney, Stewart Nelson, and Tyler Means provided a walkthrough on the LinkforCare website. There was interest from the committee to invite Ruth Smerchek and Linda Redford from the KU Medical Center to provide a presentation overview of some potential next steps for this project.

6. **Stakeholder/Peer Presentations** –

Sara Davis with OATS, Inc. gave a brief history on the function of OATS. They are a private, not-for-profit organization that has been around for 40 years. The primary function of OATS is to provide transportation to elderly and disabled populations, as well as the general rural public. OATS covers the entire state except for the Boot hill area. Sara Davis is head of the West Region; which covers Platte, Clay, Ray, Jackson, and Cass. OATS vehicles are not driven by volunteers, but volunteers serve a function from an administrative standpoint. OATS has a newsletter, "The Wheel", and a website, www.oatstransit.org.

Jake Jacobs is with EITAS (Developmental Disability Services of Jackson County). EITAS is a Senate Bill 40 Board established in 1977. All board members are appointed by county executives and serve three terms. A minimum of two board members must have family members that have development disabilities (currently 7 out of 9 board members meet this qualification). Funding cuts are affecting EITAS heavily. EITAS has \$24

million of property they run for their services; Operations and maintenance costs are approximately \$1-3M/year. They are the largest SB 40 board in the state (in size, but second in funding to St. Louis County). With support from MoDOT, EITAS has a fleet of 27 buses. With this fleet, EITAS runs service along 21 fixed-routes in Jackson County. They also contract with outside providers to meet other transportation service needs. Their service is limited to Jackson County by Senate Bill 40 regulations (i.e. funding area).

7. **Other Business** –

Item b. Federal Fiscal Year and Item e. Advocating Elected Officials (3 Handouts: advocating elected officials, CTD #1 2009 position, and summary of three reauthorization statements) –

Jim Courtney and Stewart Nelson provided a brief review of the status of SAFETEA-LU reauthorization.

SAFETEA-LU is the federal funding legislation upon which congress annually authorizes funding allocations for the Federal Transit Administration’s “section” programs. For example, Section 5310 Elderly and Handicapped Capital Assistance, Section 5316 Job Access and Reverse Commute, and Section 5317 New Freedom.

Stewart pointed out that the SAFETEA-LU legislation expired in 2009. Congress since 2009 has provided stop-gap funding to the “section” programs using a series of Continuing Resolutions. The most recent Continuing Resolution covers a six month period ending at the end of March 2012. This Continuing Resolution provides funds to the SAFETEA-LU “section” programs at the 2010 funding levels. Congress as well as the Executive Branch are continuing to work on a full reauthorization law which may or may not take effect on April 01, 2012.

Carroll Ramseyer with CTD #1 and the City of Olathe suggested that the STAC Committee consider drafting a comment regarding reauthorization. The suggested comment would address the potential for eventual reauthorization to “pool” the transportation funds under the Section 5310, Section 5316, and Section 5317 programs. Ramseyer offered the use of the CTD #1 statement from August 25, 2009 (a handout) as a starting point for considering a comment.

Jake Jacobs with EITAS and Tina Medina with CMHS agreed with Carroll Ramseyer that drafting a committee statement would be a good idea.

Carroll Ramseyer, Lou Banks, Jake Jacobs, Jim Huffman, and Tina Median volunteered to form a work group that would put together a document identifying pros and cons of pooling Section 5310, Section 5316, and Section 5317 transportation funds. The work group would make a presentation at next month’s committee meeting.

Item c. ITN Senior Mobility Network and Item d. Greater Mobility Network (Handout: Mr. Goodcents Foundation “Good News – August 2011) –

Jim Courtney gave an update on ITN. He began by giving an update on the history of ITN. He then explained that ITN Greater Kansas City is scheduled to begin providing service in Spring 2012. They will be housed in the Research Medical Center in Brookside. ITN is a 501 c(3) that caters to seniors (primarily moderate income).

Jim Courtney then gave an update on Greater Mobility Network. The latest update of the Greater Mobility Network website focuses on four categories: community planning, transportation services, mobility, and accessibility. Each category will have a “window” on the website that will work towards achieving a specific task/question. The Midwest Center for Nonprofit Leadership at UMKC working with members of the Greater

Mobility Network and other stakeholders seeks to continue to identify, share and as needed, help improve specific information and resources for each window.

Meeting Summary

Attendance
October 12, 2011

Present JARC and STAC Members Present or Represented

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MARC Staff Present: Stewart Nelson, Karen Clawson, Tyler Means, Stephen Lachky

Explanation of Agenda Item #6

STAC-JARC Work Group Reauthorization of the Surface Transportation Act Notes from 10/31/2011 Meeting 8:30am, Lewis & Clark Room

Attendance:

Chairman Jim Courtney, Carroll Ramseyer, Jake Jacobs, Stewart Nelson, Karen Clawson, Stephen Lachky, Tyler Means

Handouts:

- STAC-JARC Work Group Email Packet (18 pages) – Includes excerpts from multiple works, GAO report summaries, America 2050 article summarizing proposed bills, 2009 AARP position, list of members on 3 House & Senate committees, Summary of C.A.M.P from the 2009 Oberstar proposal, Advocacy piece on writing to elected officials
- FTA 2012 Budget – PowerPoint slides regarding FTA budget noting consolidation of Section 5310, Section 5316, and Section 5317 funding
- Cindy Terwilliger FTA email listing 5 House & Senate Committees – FTA Budget and list of committees having the most influence over the reauthorization of the Surface Transportation Act
- Advocacy Letter Template – An optional template for individual agencies to consider

Issue: Consolidation/Pooling of Funds

Historical Context:

- Section 5310 program has provided transportation capital assistance to the elderly and handicapped for over 40 years.
- Section 5316 program has provided transportation assistance to access jobs since 1998
- Section 5317 program has provided transportation assistance to the disabled since FFY 2005.

Pros of Consolidated Funding:

- Consolidation **could** increase administrative efficiency
- Consolidation **could** create a more efficient use of federal dollars

Cons of Consolidated Funding:

- Consolidation **could** dilute goals of the Section 5310, Section 5316, and Section 5317 programs, **which might** put smaller community and rural agencies at risk

Unknowns of Consolidated Funding:

- **How would** Congress and the Federal Transit Administration ensure the maintenance of the original guidelines, goals, and outcomes of each of the current funding streams within a consolidated funding scenario?
- **How would** a consolidated/pooled program be administered and by what “authority”?
 - State DOT, transit authority (KCATA), urbanized area’s MPO?
 - **How would** the consolidated/pooled funding be administered?
 - **How could** there be an increase in administrative efficiency?
 - **How could** there be a decrease in administrative efficiency?
 - **Where might** reauthorization assign the administrative authority? Federal, state, local?
- **How would** there be an increase in funding efficiency?
 - Federal, state, local?
- **How would** there be an increase in operating efficiency?
 - Federal, state, local?
- **To whom and how** is the existing independent and autonomous program funding structure burdensome?
- 5310 funding has always been administered at the State DOT level. **Would** consolidation under reauthorization specific that the State DOTs designate/assign funds separately for urban & rural areas?

- At the moment, it is unknown **who would** be the Designated Recipient of Sectioned funding under a consolidated scenario. **How would** the Designated Recipient of Consolidated funding be determined?
- **Would** the State DOT, the urban MPO, or an agency like the KCATA be the Designated Recipient?
- **How would** a bi-state metropolitan area like Kansas City be served if the money is administered to 2 separate State DOTs?
- In the Kansas City urban/rural area, **who would/might** benefit from consolidation or from independent funding streams?
- In the Kansas City urban/rural area, **who would/might** be disadvantaged from consolidation or from independent funding streams?

Workgroup's position:

- The Workgroup encourages all stakeholder members of the Special Transportation-Job Access Partnership to consider their individual option to advocate their elected officials to support increased funding by Congress of the three Sectioned programs, relief on the requirements for local match, and/or the consolidation of the Section 5310, the Section 5316, and the Section 5317 programs into a common fund, and/or to request that Congress maintain the individuality and the status quo of the three individually Sectioned programs.

SAMPLE LETTER/TEMPLATE

October 31, 2011

The Honorable _____
123 Longworth House Office Bldg.
Washington, D.C. 20515

Re: Reauthorization of Surface Transportation Act

Dear Congressman _____:

I am John Q. Citizen and I represent a small not-for-profit human service agency serving low-income/disabled/elderly persons residing in your congressional district.

I am writing to request your consideration of the following four actions:

- Increase and/or retain the federal funding allocations within the federal budgets and within the reauthorization of the Surface Transportation Act specific to Section 5310 (Capital Assistance for Elderly & Handicap), Section 5316 (Job Access and Reverse Commute) and Section 5317 (New Freedom: Service beyond ADA Requirements) Programs
- Retain Section 5310, Section 5316, and Section 5317 Programs as independent and autonomous components of the next Surface Transportation Act, often known as the Highway Bill
- Relax the local match requirements of smaller municipal and/or non-profit Section 5310, Section 5316, and Section 5317 funding recipients to increase usage and decrease funding lapses
- Congressionally designate protective coverage of, and the inclusion of small transportation operators and systems within the funding distributions in the event Reauthorization consolidates the Section 5310, Section 5316, and Section 5317 programs into a single all-access mobility fund

Historically, the Section 5310, Section 5316 and Section 5317 programs were created by Congress to respond to local mobility needs in areas and at times existing transportation options were unavailable, inappropriate, and/or insufficient.

This inquiry requests your purposed reconsideration of the option to consolidate these three independent funding sources into one central funding pool such as reported to Congress by the Government Accountability Office see pages 17-23 of <http://www.gao.gov/new.items/d11518.pdf> and which might inhibit smaller municipal and/or non-profit agencies such as mine from accessing competitive funding.

A mandated creation of a consolidated access and mobility funding pool might preclude the participation by smaller systems altogether thereby failing to address the service needs of sizeable elderly, disabled and low income populations within your constituency. And a mandated consolidation of the three programs in question might signify a worsening of already difficult times by removing a funding support of agencies such as mine.

Fixed-route and time-scheduled transit operators can be limited in their ability to be a solve-all solution for hard-to-serve populations in geographic areas where traditional transit does not operate, or at times there are no services, or at costs which are affordable.

Smaller and more flexible door-to-door and assisted mobility services may not be the province of fixed-route transit operators and the removal of the Federal Transit Administration's funding support of local neighborhood and community based transportation services could be a detriment to the quality of life of many residents within your District.

In summary, this request asks for your legislative consideration of increasing the funding support of employment opportunities, as well as the mobility needs of the Elderly, Disabled, and Low income residents of your District. This request asks for your legislative consideration of detailed language within the written objectives of the eventual reauthorization which protects individual, local, neighborhood and community-based responses to unavailable, inappropriate and insufficient transportation services.

Sincerely,
John Q. Citizen

WORK GROUP RESEARCH on CONSOLIDATED/POOLED FUNDS:

http://assets.aarp.org/rgcenter/ppi/liv-com/roundtable_091013_program_design.pdf

Program Design Improvements

Elizabeth Ellis, AICP

KFH Group, Inc.

AARP's Public Policy Institute informs and stimulates public debate on the issues we face as we age. Through research, analysis and dialogue with the nation's leading experts, PPI promotes development of sound, creative policies to address our common need for economic security, health care, and quality of life. The views expressed herein are for information, debate, and discussion, and do not necessarily represent official policies of AARP.

October 2009

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The following discussion questions are excerpted from pgs. 7-8 of the full AARP Report

Discussion Questions:

1. Is there agreement that the programs are burdensome to administer? If so, what can be streamlined and how?
2. How could the statutory reauthorization and associated program guidance improve these programs?
3. Should some programs and program components be consolidated? Can each of the program's target beneficiaries be effectively served through a consolidation of two or three of the programs? What are the potential benefits of consolidation? What are the potential pitfalls?
4. What should the program design details look like with regard to apportionment, designated recipients, eligible sub-recipients, and the flexing of funds options? Explore with respect to both status quo and consolidation proposals.

The following is excerpted from: GAO-11-518 Job Access and Reverse Commute Program (p. 17-23), May 2011

<http://www.gao.gov/new.items/d11518.pdf>

Proposals to Revise JARC Engender Tradeoffs

Transportation interest groups, legislators, and DOT have issued proposals to revise JARC since 2008. These proposals generally were offered to help Congress consider JARC provisions in the next surface transportation reauthorization. The proposals advance three broad concepts for reauthorizing JARC: (1) streamline JARC by merging it with other related programs, (2) revise JARC funding amounts or matching requirements, and (3) revise transportation coordination provisions. See the sources and topics addressed by these proposals in table 1. See appendix III for further information on these proposals.

Proposals to Consolidate JARC with Other Transportation Programs May Improve Efficiency and Flexibility but Might Disadvantage Some Stakeholders

Eight of the 10 proposals we examined would consolidate JARC with other related programs, generally to improve program efficiency and/or flexibility. Four proposals recommended combining JARC with FTA's other specialized programs for transportation-disadvantaged populations—the New Freedom program for people with disabilities and the program for Elderly Individuals and Individuals with Disabilities (Section 5310). The President's Budget Request for Fiscal Year 2012 proposes combining JARC with the New Freedom and the Section 5310 programs. The combined program would continue goals of the current programs. However, other proposals suggested merging JARC with other programs. As noted in our 2009 JARC report, the American Association of State Highway and Transportation Officials proposed consolidating JARC with FTA's Urbanized Area Formula Grant Program (Section 5307) and Other Than Urbanized (Rural) Area Grant Program (Section 5311). The Community Transportation Association of America proposed new urban and rural transit programs that would each include JARC elements. The National Transportation Policy Project proposed combining JARC in an essential access program that would include the Safe Routes to School program, the Over the Road Bus Accessibility program, as well as New Freedom and Section 5310 programs. In general, consolidating JARC with other programs could offer greater program efficiency and flexibility:

- The U.S. House of Representatives Committee on Transportation and Infrastructure reported that its proposal would reduce the administrative burden on both the grantees and FTA by creating a unified program application to achieve a variety of mobility and access goals.
- Combining JARC with the New Freedom and Section 5310 programs would, as noted in support for two plans, maintain the importance of coordination already implied by the locally developed, coordinated public transit-human services transportation plan already required by SAFETEALU.
- Four recipients we talked with would like to see a combination of programs as it could give them more flexibility in terms of how they allocate the grants to meet the transportation gaps specific to their area. For example, one state said it has more demand for services to help people who are elderly and/or have disabilities than for JARC grants and could better respond to state priorities by shifting its JARC funds to New Freedom or Section 5310 programs.

Combining JARC and related programs may have disadvantages for some stakeholders:

- As we noted in our 2009 JARC report, associations representing people who are elderly and those with disabilities expressed concern that consolidating these programs with JARC would jeopardize transportation to these populations. Without a set-aside for various populations, some may not be assured that the funding levels would remain steady for their population group. The consolidation proposal by the U.S. House of Representatives Committee on Transportation and Infrastructure provided minimum funding targets to protect funds for specific populations during the first year of the consolidated program and other protections in later years. However, officials in one state that we interviewed were concerned that while it would increase flexibility, it would not simplify reporting.
- Not every designated recipient may want the flexibility to determine funding allocations between the populations now served by the current programs because creating more discretion for designated recipients will also bring more political pressure to their role, according to a state program director.
- Two recipients indicated that FTA's implementation of a consolidated program would impact the extent to which they would benefit from this flexibility. In other words, if FTA were to still treat these as separate programs in terms of reporting, it may not decrease the administrative burden.

- An official from a small urbanized area transit system said that the current programs are easy to explain to local officials as separate programs and the reporting requirements are straight-forward. Combining programs might result in a more complex program that could be more difficult to explain and could involve complicated reporting to track benefits provided to different population groups.

Proposals to Alter JARC Funding Could Improve Program Effectiveness and Help Prevent Funds from Lapsing, but Might Reduce Overall Scope of JARC

The JARC proposals we examined addressed two types of funding changes—increasing the federal funds directed to the program and changing the match ratios that JARC subrecipients have to meet in their project proposals. Two proposals we examined suggested increasing the amount of funding for JARC or its successor program.

- Transportation for America’s proposal would increase funding by an unspecified amount for a new program that consolidates the JARC, New Freedom, and Section 5310 programs. According to the proposal, the advantage of this change would be to help low-income and other populations that are inadequately served by existing transit programs.
- The 2008 Obama-Biden Plan proposed doubling JARC funding in order to ensure that additional federal public transportation dollars flow to the highest-need communities.

In addition, three proposals we reviewed would adjust match requirements:

- The Community Transportation Association of America’s proposal would reduce local operating match requirements from 50 percent to 20 percent.
- The 2008 DOT proposal—Refocus. Reform. Renew. A New Transportation Approach for America—would reduce the local match requirement for both capital and operating expenses to 10 percent.
- S. 176, 111th Cong. (2009) would reduce the local match requirement for operating expenses of a JARC project as an incentive for projects that coordinate with programs serving other transportation-disadvantaged populations.

Reducing the local matching requirement could reduce the incidence of lapsed JARC funds. As previously discussed, some recipients told us that lack of match was a reason that their apportioned funds were allowed to lapse. Other recipients said that their current matching funds are just enough to support their current grants and they expect that it will be more difficult for those match sources to sustain their JARC support in the future. Lower match rates could have the disadvantage of reducing the overall spending for JARC. For example, we earlier reported that matching funds are important to maintaining recipients’ level of spending for a program. Thus, if project sponsors rely more heavily on federal funds then fewer local funds will likely be used to support programs, and total program expenditures may decline.

Proposals Suggest Improving JARC’s Coordination with Other Transportation Programs for the Transportation-Disadvantaged

SAFETEA-LU required recipients of FTA’s three grant programs for the transportation-disadvantaged to develop a coordinated plan. We previously noted that JARC recipients in three areas we spoke to still indicated that coordination with human service organizations was difficult. We reported in 2009 that some recipients had suggested that federal agencies that provide and allow funds to be used for transportation services should require grantees to participate in coordinated transportation planning efforts.

A reauthorization proposal, as previously noted, would provide an incentive for projects that coordinate at least two of the three FTA grant programs for the transportation-disadvantaged. Coordination among all federal transportation programs for the transportation-disadvantaged has been a concern noted in our prior reports. Our reports in 2003 and 2004 analyzed federal spending aimed at transportation-disadvantaged populations. While the full extent of such spending could not be determined, available data showed federal expenditures of \$2.4 billion, of which just \$317 million, or 13 percent, was by DOT programs.

Furthermore, we reported in 2011 that, to assure coordination benefits are realized, Congress may want to consider requiring key programs to participate in coordinated planning. The American Public Transportation Association’s 2008 proposal would require changes in authorizing laws for transportation, health, and human services to assure coordination and cost-sharing between agencies for human services transportation. The Community Transportation Association of America’s 2009 proposal for streamlined urban, rural, and intercity programs would, according to the proposal, end the proliferation of stand-alone transportation programs, each with its own guidance, regulations and purposes. The Community Transportation Association of America also proposed that these new programs would be funded partly by \$3 billion in transfers from other federal programs.