



Stanislaus County Transit Needs Assessment

Potential Funding Source Matrix

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1. INTRODUCTION

HDR Engineering, Inc. was engaged to conduct the Stanislaus County Transit Needs Assessment Study. The primary focus of this study is to identify the mobility needs of seniors aged 60 years and older, and persons with disabilities residing in Stanislaus County, and to develop feasible service strategies to effectively and efficiently meet these needs. Objectives of the study include:

- **Residential Concentrations:** Identify where seniors and persons with disabilities are currently concentrated.
- **Travel Patterns:** Define concentrated travel patterns that can be effectively served by scheduled transit services and dial-a-rides, and define travel patterns that may be more appropriately served by non-traditional modes.
- **Core Travel Times:** Identify peak travel days or times of day for seniors and persons with disabilities
- **Range of Trip Purposes:** Identify key trip purposes and the type of transportation services that are most appropriate to accommodate different trip purposes.
- **Travel Requirements:** Identify service design features (vehicle type and level of driver assistance) required to effectively meet the travel needs of seniors and persons with disabilities in Stanislaus County.
- **Satisfied Demand and Travel Needs:** Identify those needs that are currently being well served, or could be better served by the wide range of existing public and private services currently offered in Stanislaus County.
- **Unsatisfied Needs and Service Gaps:** Identify current and future travel needs that are not or cannot be met by the current range of existing public and private services currently offered in Stanislaus County. Identify gaps within the context of Stanislaus Council of Governments' (StanCOG) definition of "unmet transportation needs that are reasonable to meet". In situations where needs cannot be reasonably served by public transit options, identify alternative transportation service strategies.

The following document was prepared by PMC, (sub-consultant to the HDR team) to provide an overview of potential funding sources for public transit and transportation services provided by social service and non-profit agencies. The following document includes a brief discussion of potential funding sources and a summary matrix that:



- Provides a description of the program.
- Outlines program eligibility and who can apply.
- Annual amounts available.
- Who decides on how funds are allocated.
- Whether funds are available through a funding formula process or through competition.

Where appropriate, applicable funding sources will be included in the development of a financial plan for the recommended Stanislaus County Transit Needs Assessment Service strategies.



2. PREAMBLE TO FUNDING MATRIX

A total of 25 potential revenue sources are identified in the funding matrix. The revenue sources that potentially have the greatest opportunities for use toward specialized transportation services in Stanislaus County include the following:

- Federal Transit Administration (FTA) Section 5310 Transportation for Elderly Persons and Persons with Disabilities
- FTA Section 5316 Jobs Access and Reverse Commute (JARC) funds
- FTA Section 5317 New Freedom funds
- Transportation Development Act (TDA)¹ funds
- Fare Revenues/Rider Donations/Contract Revenues
- Fundraisers/Community Donations
- Volunteers (who donate time to reduce program delivery cost)

These revenue sources are either currently available for eligible projects in Stanislaus County (JARC and New Freedom), or are, when available, proven revenue sources for specialized transit service (FTA 5310, TDA, fares and donations, and volunteers (cost savings)).

Federal JARC and New Freedom funds are currently programmed by Stanislaus Council of Governments (StanCOG) in the regional (Federal Transportation improvement program (FTIP)). A total of \$659,000 in JARC, and \$304,000 in New Freedom, is programmed over a three year funding cycle from FY 2007-08 through 2009-10. A local funding match (20% for capital, 50% for operating) is required to leverage these federal funds. In addition, projects that are eligible for JARC and New Freedom funds must be based on the Coordinated Public Transit-Human Services Transportation Plan approved by StanCOG in FY 2007/2008. These federal revenue sources are currently available to eligible applicants in Stanislaus County, including social service agencies, private and public transportation operators, and non-profit organizations. It was indicated by StanCOG that these revenues could be carried over into future years until they are utilized.

TDA funds are administered StanCOG and are used to fund public transit services throughout Stanislaus County, StanCOG TDA administration and planning, and non-motorized projects. Any funds left after funding public transit, StanCOG and the non-motorized projects may be used for street and road purposes.

¹ The Transportation Development Act (TDA) provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). These funds are for the development and support of public transportation needs that exist in California and are allocated to areas of each county based on population, taxable sales and transit performance.



In January 2009, StanCOG revised its allocations of available TDA funds due to warnings from the State of the loss of some of the State Transit Assistance (STA) funds because of the economic and state budget crisis. Due to the revision, of the \$15 million of Local Transportation Fund (LTF), an estimated \$12.1 million will be used for public transit, \$900,000 for StanCOG TDA administration, planning and non-motorized projects and \$2.0 million for Streets and Roads. Because sales tax revenues generated during FY 2008/2009 make up the LTF, the \$15 million LTF estimate could be subject to change, especially if the latter half of the fiscal year's sales tax revenues fall short of projections. For Fiscal Year 2009/2010 and potentially beyond, indications are that STA funds will be used to balance the State budget and will not be available for public transit.

As part of our research, other potential non-traditional sources of funding were identified, but are not proven sources of revenue for specialized transit services. These non-traditional sources tend to be one-time competitive grant programs or are financing mechanisms driven primarily by the pace of population growth and new development. Examples of these non-traditional sources include other foundation grants, Community Services Block Grants, United Way grants, and developer fees. Other revenue sources that have been used for specialized services in other parts of the state but are currently unavailable to Stanislaus County include voter approved local transportation sales taxes. Eligibility of transportation services for seniors and persons with disabilities was established through discussions with program representatives. Examples of recent applications are given where available.



3. STANISLAUS COUNTY TRANSIT NEEDS ASSESSMENT: POTENTIAL FUNDING SOURCE MATRIX

Potential Funding Source	Description/ Eligible Uses (Capital/O&M)	Who can claim the funds?	Annual Amount	Who decides which projects get funded?	Competitive or Formula Funds	
Federal/State Transportation						
1	Metropolitan Planning Grants (Federal Transit Administration Section 5303)	To assist in development of transportation improvement programs, long-range transportation plans, and other technical studies. Activities assisted under this section may include preparation of transportation plans including transportation improvement programs and management systems; studies related to transportation management, operations, capital requirements, and economic feasibility; evaluation of previously funded capital projects; and other related activities in preparation for the construction, acquisition, or improved operation of transportation systems, facilities, and equipment. Could be used to fund update assessments of senior and disabled travel needs.	Apportionments are made to the States for formula distribution to the Metropolitan Planning Organization to be used in urbanized areas within each State.	StanCOG received a FY 2007 allocation of \$228,202.	StanCOG prepares the annual Overall Work Program (OWP) and allocates FTA 5303 funds for various OWP objectives, including transit planning.	Federal formula funding to transportation planning agencies.
2	Urbanized Formula Grants (FTA 5307)	To assist in financing the acquisition, construction, cost-effective leasing, maintenance, planning, and improvement of facilities and equipment for use by operation, lease, contract, or otherwise in mass transportation service. For urbanized areas with populations under 200,000, the grant could assist with the payment of operating expenses to improve or to continue such service by operation, lease, contract or otherwise.	Funds are made available to urbanized areas through designated recipients which must be public entities and legally capable of receiving and dispensing Federal funds. Caltrans is the designated recipient for urbanized areas of 50,000 to 200,000 population. Recipients must work through their Regional Transportation Planning Agency to submit a program of projects for funding.	Modesto allocation for FY 2008-09: \$3.1 million; Turlock \$1.9 million.	StanCOG prepares the Program of Projects for funding and includes the project list as part of the federal transportation improvement program. Funding is awarded per the prioritization of projects in the federal transportation improvement plan.	Federal formula funding to urbanized public transit systems.
3	Bus Capital Grant (FTA 5309)	The Bus and Bus Facilities program provides capital assistance for new and replacement buses and related equipment and facilities. Eligible capital projects include the purchasing of buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, bus malls, transportation centers, intermodal terminals, park-and-ride stations, acquisition of replacement vehicles, bus rebuilds, bus preventive maintenance, passenger amenities such as passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, supervisory vehicles, fare boxes, computers and shop and garage equipment.	Eligible recipients for capital investment funds are public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards and commissions established under state law. Funds are allocated on a discretionary basis. Private companies engaged in public transportation and private non-profit organizations are eligible sub recipients of FTA grants. Private operators may now receive FTA funds as a pass through without competition if they are included in a program of projects submitted by the designated public authority acting as the direct recipient of a grant.	Modesto receipt for FY 2008: \$245,000	StanCOG prepares the Program of Projects for funding and includes the project list as part of the federal transportation improvement program. Funding is awarded per the prioritization of projects in the federal transportation improvement plan.	Congress fully earmarks all available funding for specific projects.



	Potential Funding Source	Description/ Eligible Uses (Capital/O&M)	Who can claim the funds?	Annual Amount	Who decides which projects get funded?	Competitive or Formula Funds
4	Transportation for Elderly Persons and Persons with Disabilities (FTA 5310)	Section 5310 FTA funding may be used for eligible transit capital expenses needed to provide efficient and coordinated specialized transportation service for elderly persons and persons with disabilities. Projects must be included in a locally derived coordinated human service transportation plan providing for the maximum feasible coordination of transportation services, and must provide for the maximum feasible participation of non-profit operators. Preliminary discussion by the federal government is being considered to allow this revenue to be used toward operations. However, any change to this program may not likely occur until the next federal transportation legislation in a few years.	Eligible applicants include private nonprofit corporations or public agencies where no private nonprofits are readily available to provide the proposed service or that have been approved by the State of California to coordinate services for elderly persons and persons with disabilities.	Depends on scoring of application for grant funding by statewide evaluation committee in concert with Caltrans. FY 2008 allocation to California is about \$13.5 million. The local match is 11.47%.	Projects are awarded through a competitive application process. Regional transportation planning agencies score projects from their region utilizing the California Transportation Commission (Commission) adopted project-scoring criteria and send a scored list of their projects to Caltrans. Caltrans forwards the list to a statewide evaluation committee which in turn submits a final statewide-prioritized list to the Commission. The Commission holds a public hearing to discuss the prioritized list, overall program policy and adopts the prioritized list.	Competitive funds in which statewide applications are reviewed and approved by Caltrans.
5	Rural and Small Urban Areas (FTA 5311)	This program provides formula funding to states for the purpose of supporting public transportation operations and capital in areas of less than 50,000 population. Eighty percent of the statutory formula is based on the nonurbanized population of the States. Twenty percent of the formula is based on land area. No State may receive more than 5 percent of the amount apportioned for land area. In addition, FTA adds amounts apportioned based on nonurbanized population according to the growing States formula factors of 49 U.S.C. 5340 to the amounts apportioned to the States under the Section 5311 program.	Transit operators that serve rural and small urban areas. The amount that the state may use for state administration, planning, and technical assistance activities is limited to 15 percent of the annual apportionment. States must spend 15 percent of the apportionment to support rural intercity bus service unless the Governor certifies, after consultation with affected intercity bus providers that the intercity bus needs of the state are adequately met	California allocation for FY 2008: \$21,523,150; Estimated allocation for Stanislaus County: \$379,127.	StanCOG prepares the Program of Projects for funding and includes the project list as part of the federal transportation improvement program. Funding is awarded per the prioritization of projects in the federal transportation improvement plan. Projects that meet the requirements of the Americans with Disabilities Act or the Clean Air Act may be funded at 90 percent Federal match. The maximum FTA share for operating assistance is 50 percent of the net operating costs.	Formula funds received by Caltrans for distribution to public transportation systems.
6	Rural Transit Assistance Program (FTA 5311(b)(3))	The Rural Transit Assistance Program provides a source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in nonurbanized areas. There is no Federal requirement for a local match. As the RTAP program in California is administered by the California Association for Coordinated Transportation (CalACT), transit operators who are members of CalACT are able to receive training and technical assistance.	FTA allocates RTAP funds to Caltrans based on a formula. Caltrans administers the California State RTAP program through a contract currently with CalACT, a private non-profit association of transit providers serving the needs of the non-urbanized areas of California. CalAct's goal is to provide training, technical assistance, and research activities that will improve rural transit services.	California allocation for FY 2008: \$246,402	RTAP has both state and national program components. The state program provides an annual allocation to each state to develop and implement training and technical assistance programs in conjunction with the state's administration of the Section 5311 formula assistance program. The national program provides for the development of information and materials for use by local operators and state administering agencies and supports research and technical assistance projects of national interest.	Formula funds received by Caltrans. Funds are utilized by CalACT



	Potential Funding Source	Description/ Eligible Uses (Capital/O&M)	Who can claim the funds?	Annual Amount	Who decides which projects get funded?	Competitive or Formula Funds
7	Job Access and Reverse Commute Program (FTA 5316)	The Job Access and Reverse Commute (JARC) program is intended to help individuals successfully transition from welfare to work and reach needed employment support services such as childcare and job training activities. JARC was established as part of federal transportation legislation to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to get and keep jobs. Funds can be used for operating or capital.	With the passage of SAFETEA-LU, JARC funding is allocated by formula to Caltrans for areas with populations below 200,000 persons, and to designated recipients for areas with populations of 200,000 persons and above. The formula is based on the number of eligible low-income and welfare recipients in urbanized and rural areas. Eligible applicants include social services agencies, private and public transportation operators, and non-profit organizations.	SAFETEA-LU authorized a total of \$727 million nationwide for JARC grants from Fiscal Years 2006 through 2009. Caltrans administers JARC for Small-Urban and Non-Urban (Rural) Areas. Maximum per project per year is \$200,000. The Stanislaus County federal transportation improvement plan programs a total of \$659,000 in JARC funding for Stanislaus County operators over a three year funding cycle from FY's 2007-08 through 2009-10. A local funding match (20% for capital, 50% for operating) is required to leverage these federal funds.	SAFETEA-LU requires that all JARC projects selected for funding must be derived from a locally developed Coordinated Public Transit-Human Services Transportation Plan. The Coordinated Plan identifies existing services, needs, strategies and priorities for low-income individuals, individuals with disabilities and older adults. Caltrans determines project funding using the statewide Small-Urban and Non-Urban (Rural) Areas share, while StanCOG determines project funding using the regional federal transportation improvement program share.	Competitively selected projects by StanCOG based on the Coordinated Plan.
8	New Freedom Program (FTA 5317)	The New Freedom Program supports new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act (ADA), and that assist individuals with disabilities with transportation, including transportation to and from jobs, and employment support services. Example programs include supporting the administration and expenses related to new voucher programs for transportation services offered by human service providers; supporting new volunteer driver and aide programs; and supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation. Funds can be used for operating or capital.	With the passage of SAFETEA-LU, New Freedom funding is allocated by formula to Caltrans for areas with populations below 200,000 persons, and to designated recipients (Metropolitan Planning Organizations or local transportation commissions) for areas with populations of 200,000 persons and above. The formula is based on the estimated number of ADA eligible transportation recipients in urbanized and rural areas. Eligible applicants include social services agencies, private and public transportation operators, and non-profit organizations.	SAFETEA-LU authorized a total of \$87.5 million nationally for FY 2008, \$92.5 million for FY 2009. Caltrans administers New Freedom for Small-Urban and Non-Urban (Rural) Areas. Maximum per project per year is \$125,000. The Stanislaus County federal transportation improvement plan programs a total of \$304,000 in New Freedom funding for Stanislaus County operators over a three year funding cycle from FY's 2007-08 through 2009-10. A local funding match (20% for capital, 50% for operating) is required to leverage these federal funds.	SAFETEA-LU requires that all New Freedom projects selected for funding must be derived from a locally developed Coordinated Public Transit-Human Services Transportation Plan. The Coordinated Plan identifies existing services, needs, strategies and priorities for low-income individuals, individuals with disabilities and older adults. Caltrans determines project funding using the statewide Small-Urban and Non-Urban (Rural) Areas share, while StanCOG determines project funding using the regional federal transportation improvement plan programmed share.	Competitively selected projects by StanCOG based on the Coordinated Plan.
9	Proposition 1B-Transportation Bond Program	The applicable portion of Prop. 1B is the Public Transportation Modernization, Improvement, and Service Enhancement Account. Eligible projects are transit capital projects for purposes of one of the following: a. Rehabilitation, safety, or modernization improvements; b. Capital service enhancements or expansions; c. New capital projects; d. Bus rapid transit improvements; e. Rolling stock procurement, rehabilitation, expansion or replacement.	Funds for transit modernization and improvement are distributed to the transit operators via the State Transit Assistance formula.	Stanislaus region: \$2.9 million	Local jurisdictions in concert with StanCOG.	Formula for transit modernization, improvement and service enhancement.
10	State Transportation Improvement Program (STIP)	Every two years, the California Transportation Commission programs funds for a variety of projects that relieve congestion on state highways and local streets, including transit construction projects. Seventy-five percent of STIP funds are distributed to the counties. The remaining 25 percent is programmed for intercity highway and rail improvements.	Local agencies work through their Regional Transportation Planning Agency (RTPA), County Transportation Commission, or Metropolitan Planning Organization (MPO), as appropriate, to nominate projects for inclusion in the STIP.	Varies based on available funding.	Local jurisdictions in concert with StanCOG.	Competitive funding against other transportation needs.



	Potential Funding Source	Description/ Eligible Uses (Capital/O&M)	Who can claim the funds?	Annual Amount	Who decides which projects get funded?	Competitive or Formula Funds
11	Social Services Block Grant (Title XX of the Social Security Act)	Federal Department of Health and Human Services program that assists States to achieve a wide range of social policy goals, which include preventing child abuse, increasing the availability of child care, and providing community-based care for the elderly and disabled. For persons with disabilities living independently in the community, services include transportation needs.	Federal funding is allocated to States according to population.	California's Share estimated at about \$145,000,000 annually	States are given wide discretion to determine the services to be provided and the groups that may be eligible for services, usually low income families and individuals. In addition to supporting social services, the law allows States to use their allotment for staff training, administration, planning, evaluation, and purchasing technical assistance in developing, implementing, or administering the State social service programs. States decide what amount of the Federal allotment to spend on services, training, and administration.	Formula funds provided to the State.
12	Older Americans Act Title III	The legislative intent of the Community-Based Services program (Title III of the Older Americans Act) is to make community-based services available to elders who are at risk of losing their independence. It is intended further that States and communities participate actively in funding community-based services and develop the capacity in communities across the States to support the home and community-based service needs of elderly individuals, particularly the poor, minorities and those who live in rural areas where access to services may be limited. Affordable mobility is necessary for many older adults to access health care and other personal services, retail, business, recreation and social engagements.	Under Title III of the Older Americans Act, State Units on Aging are allocated funds for state and community programs based on formulas that reflect the number of older residents in their state. Through its Supportive Services and Senior Centers Program under Title III, the Administration on Aging provides formula funding to the State Units on Aging for a wide array of supportive services. The program provides "access" services, such as information and assistance, outreach, and transportation.	Approximately \$360 million nationally is appropriated annually for this program.	State Units on Aging award funds to Area Agencies on Aging, most use a portion of these funds to help meet the transportation needs of older persons.	Formula funds provided to the Area Agencies on Aging
13	Veterans Administration	The Disabled American Veterans Volunteer Transportation Network (VTN) provides an alternative option for transportation of eligible veterans seeking Veterans Administration (VA) services. VTN was established to provide needed transportation for veterans seeking services from a VA facility and/or an authorized facility. <i>The range of options includes volunteer driver or client mileage reimbursement, the purchase of transit tickets and the operation of VA vans by volunteer drivers.</i>	Transportation Volunteer Drivers are regularly scheduled volunteers whose assignment is specifically stated as providing transportation to and from Department of Veterans Affairs (VA) facilities for veterans in the community who seek services or benefits from VA. Transportation Volunteer Drivers may utilize their own vehicles in the process of escorting veterans to and from VA facilities, and provide this service without compensation (WOC) from VA, the veteran patient, and/or a service organization (with the possible exception of out-of-pocket expenses).	Part of funding for local VA services.	Linkage needs to be established between the Disabled American Veterans Hospital Service Coordinator and the VA Medical Center Community Service Coordinator to ensure the availability and utilization of the full range of community transportation resources.	Formula funds provided through Department of Veterans Affairs
14	Mental Health Services Act (Proposition 63)	The Mental Health Services Act (MHSA) imposes a 1% income tax on personal income in excess of \$1 million. The MHSA provides funding to expand community mental health services. <i>Client-specific transportation costs are eligible for MHSA</i>	Much of the funding is distributed to county mental health programs upon approval of their plans for each component of the MHSA.	Statewide, the Act was projected to generate approximately \$254 million in fiscal year 2004-05, \$683 million in 2005-06 and increasing amounts thereafter.	County mental health programs	Formula funds that are provided to county mental health programs.



	Potential Funding Source	Description/ Eligible Uses (Capital/O&M)	Who can claim the funds?	Annual Amount	Who decides which projects get funded?	Competitive or Formula Funds
15	California Department of Developmental Services	The California Department of Developmental Services is the agency through which the State of California provides services and supports to individuals with developmental disabilities. These disabilities include mental retardation, cerebral palsy, epilepsy, autism and related conditions. Services are provided through state-operated developmental centers and community facilities, and contracts with 21 nonprofit regional centers. The Regional Centers serve as a local resource to help find and access the services and supports available to individuals with developmental disabilities and their families. Transportation service is coordinated or provided by the Regional Centers with California Department of Developmental Services funding.	Regional centers are nonprofit private corporations that contract with the Department of Developmental Services to provide or coordinate services and supports for individuals with developmental disabilities. The Valley Mountain Regional Center serves Stanislaus County.	The Valley Mountain Regional Center's annual budget is approximately \$3 million. Funding sources include the California Department of Developmental Services.	The Valley Mountain Regional Center	Regional centers obtain funding through contracts with the State.
16	Consolidated Health Center Program	The Federal Health Resource and Services Administrations (HRSA) Bureau of Primary Health Care (BPHC) funds health centers that provide primary and preventative health care to diverse underserved populations. These include people who face barriers in accessing services because they have difficulty obtaining transportation to the health center. Health centers address this issue in various ways, including: providing rides to/from the health center in center-owned vans; providing clients with public transportation vouchers; and/or providing clients with cab fare from a "taxi fund."	Health centers are required to provide transportation services as part of the center's "enabling services." Specifically, the enabling services section of the health center authorizing legislation includes transportation within the definition of "required primary health services." It is HRSA's policy that health centers covered under section 330 of the Public Health Service (PHS) Act must provide services that help ensure access to basic health care, including services that enable patients to access health center services, such as transportation.	Transportation can be covered under health center funding.	Health Resource and Services Administrations (HRSA) Bureau of Primary Health Care	Competitive funding for service area health centers.
17	Community Development Block Grants (CDBG)	Communities receiving CDBG funds from the State may use the funds for many kinds of community development activities. The grant funds have assisted very-low, low and moderate-income persons/households by providing much needed services, housing and facilities.	The annual CDBG appropriation is allocated between States and local jurisdictions called "non-entitlement" and "entitlement" communities respectively. Entitlement communities are comprised of central cities of Metropolitan Statistical Areas (MSAs); metropolitan cities with populations of at least 50,000; and qualified urban counties with a population of 200,000 or more (excluding the populations of entitlement cities). States distribute CDBG funds to non-entitlement localities not qualified as entitlement communities. Funding to nonprofit entities could include carrying out economic development and job creation/retention activities. These activities could involve transportation/vehicle purchase and operations.	HUD determines the amount of each grant by using a formula comprised of several measures of community need, including the extent of poverty, population, housing overcrowding, age of housing, and population growth lag in relationship to other metropolitan areas.	States participating in the CDBG Program award grants only to units of general local government that carry out development activities. Annually each State develops funding priorities and criteria for selecting projects. HUD's role under the State CDBG program is to ensure State compliance with Federal laws, regulations and policies. Local jurisdictions decide local projects. The City of Davis, as an example, selects applications on an annual basis for use of CDBG funding. It has awarded funding to the Yolo Adult Day Health Center to cover a portion of transportation operating expenses in the approximate amount of \$6,000 per year.	Formula funds that are provided to local jurisdictions.
18	Medi-Cal Services	Medi-Cal is California's Medicaid program. This is a public health insurance program which provides needed health care services for low-income individuals including families with children, seniors, persons with disabilities, foster care, pregnant women, and low income people with specific diseases such as tuberculosis, breast cancer or HIV/AIDS. Medi-Cal is financed equally by the State and federal government. Medi-Cal providers including Adult Day Health Care programs are reimbursed with Medi-Cal funding. A portion of the payments could be used for transportation programs for the facility's clients. While transportation may not always be a medical service, it ensures that individuals can get to and from needed care and thus is necessary for the effective administration of health care services.	Medi-Cal providers, such as Adult Day Health Care facilities.	Annual state and federal funding from Medicaid.	Transportation costs covered by Medi-Cal include related travel expenses determined to be necessary by the state agency to secure medical examinations and treatment for a recipient. Approval of covered costs by Medi-Cal are restricted and include transport of wheelchair or stretcher patients.	Formula provided by the State.



Potential Funding Source	Description/ Eligible Uses (Capital/O&M)	Who can claim the funds?	Annual Amount	Who decides which projects get funded?	Competitive or Formula Funds	
Local/Other						
19	Transportation Development Act	Transportation Development Act (TDA) funds a wide variety of transportation programs, including planning and program activities, pedestrian and bicycle facilities, community transit services, public transportation, and local streets and roads (for counties under 500,000 population per the 1970 federal census). The TDA provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). The STA fund portion can only be used for transportation planning and mass transportation purposes. The LTF is derived from a 1/4 cent of the general sales taxes collected statewide. The STA fund generally derives its revenues from statewide sales tax on gasoline and diesel fuel. <i>TDA funds under TDA Article 8, Section 99400 (c) and Section 99405 (c) can be used as a revenue source for non-public transit transportation alternatives for the services meet performance standards established by StanCOG.</i>	TDA statute under Public Utilities Code Section 99233.11 identifies the order of claims for funds, including StanCOG for administration and planning, and local cities and the county for bike and pedestrian projects, public transit, and streets and roads.	Based on the January 2009 StanCOG staff report of revised TDA apportionments presented to the Policy Board, estimated Local Transportation Funds (LTF) for Stanislaus County for FY 08-09 is \$15 million. After deducting for TDA administration, planning, and bike/pedestrian allocations, the remaining amount is \$14.1 million. If a Consolidated Transportation Services Agency (CTSA) is established, it would be eligible for up to 5% of remaining LTF prior to distribution for public transit and streets and roads. This would approximately amount to a maximum of \$705,000. Also, based on the January 2009 StanCOG staff report, the revised TDA apportionment for public transit due to the potential loss of State Transit Assistance Funds is \$12.1 million. The revised apportionment for streets and roads is \$2.0 million.	StanCOG evaluates annual claims for funds and follows the adopted cost sharing procedures. Public participation is a key component of TDA, including the annual transit unmet needs process and public meetings to discuss transportation needs and to hear concerns. The Social Service Transportation Advisory Council (SSTAC) is a focal point for determining unmet transit needs and recommending funding for transit.	Formula funds provided to each local jurisdiction based on population. Claims by local jurisdictions are submitted for funding allocation.
20	Transit Advertising Programs	Transit operators may solicit advertising dollars and charge bus advertising fees. Fees can vary depending on which side of the bus the ads are place, the type of bus vehicle (cutaway vs. large bus), and facility type (benches and shelters) used to display the advertisement. The funds can be used for both capital/O&M.	The transit operator will coordinate the process and collect the fees. If the transit provider is part of a larger network (e.g. large private non-profit social services agency), the headquarters agency might take the lead role in administering the advertising program. The revenues typically stay with the transit operator that provides the vehicles or shelters for advertising.	Varies depending on quantity and type of advertising.	The transit operator providing the vehicles or shelters for advertising decides how the funds are used.	N/A
21	Fare Revenues/Rider Donations/Contract Revenues	The revenues paid by passengers or through client subscriptions/contracts can be used to offset operating costs, and help to provide a local match for other revenue sources.	The agency providing the transit service for the fare paying customer.	Depends on fare program and ridership levels	The agency providing the transit service for the fare paying customer. Social service transportation programs can request passenger donations in lieu of fare collection	N/A
22	Fundraisers/Community Donations	Locally generated revenue through community fundraisers and donation campaigns.	The agency sponsoring the fundraiser and donation.	Depends on outcomes of each activity.	The agency sponsoring the fundraiser and donation.	N/A
23	Volunteers Donate time to reduce program delivery costs	Volunteers provide a source of cost savings to a transit operator in-lieu of revenue generation. Volunteers often play a significant role in the viability of a specialized transit service, from administering and operating the service to providing customer service.	N/A	N/A	N/A	N/A



	Potential Funding Source	Description/ Eligible Uses (Capital/O&M)	Who can claim the funds?	Annual Amount	Who decides which projects get funded?	Competitive or Formula Funds
24	Hospital Community Benefit Grant Programs	SB 697 (1994), the Hospital Community Benefit Program (HCBP), requires private, not-for-profit acute care hospitals including psychiatric hospitals to submit an annual "community benefit plans" to the Office of Statewide Health Planning and Development describing the activities that the hospital has undertaken to address identified community needs within its mission and financial capacity, and in consultation with the community. A community needs assessment is also conducted every three years. Memorial Hospital Modesto, Emanuel Medical Center, and Oak Valley Hospital are such local hospitals. Not-for-profit hospitals that are exempt from the legislation include: designated small and rural hospitals, public hospitals including county, district, and the University of California, Shriners Children's hospitals, and facilities licensed as chemical dependency and rehabilitation (CDRH) hospitals. Funding to address community needs has been used by some hospitals for transportation purposes.	Eligible recipients consistent with the hospital's identified community needs. Access to care is one general criteria. However, the term "access" is typically referred to the availability of hospital services (number of doctors, location of facility, etc.). Access, in terms of transportation, will need to be broadened and discussed directly with the hospital. As an example, western Placer County secured transportation operating funding from participating hospitals that broadened their term for access to include transportation. Funding by the hospitals is in an amount of \$125,000 total for two years. The program helps to fund a transit system for seniors and disabled residents.	Varies depending on project application.	Each private, non-profit hospital, using their respective selection criteria.	Competitive selection by the hospital.
25	California Endowment Foundation Grant	The California Endowment awards grants to organizations statewide which support its mission "to expand access to affordable, quality health care for underserved individuals and communities, and to promote fundamental improvements in the health status of all Californians." Both infrastructure and operating funding is eligible.	Nonprofit organizations that are exempt under Section 501(c)(3) of the Internal Revenue Code and are classified as "not a private foundation" under Section 509(a); or Independent sponsored projects of a nonprofit 501(c)(3) organization acting as a fiscal sponsor; or Government and public agencies.	Grant amounts vary and depend on many factors, including the overall budget for the proposed effort, the applicant's organizational budget and how well the application supports the goal under which it is being submitted. The Endowment is rarely the sole funder of a project and strongly considers the involvement of other funding sources in determining final grant awards. Past transportation operations grants, including to the Shasta Senior Nutrition Program for transportation support, have generally ranged from \$10,000 to \$50,000. A grants coordinator for the foundation was contacted and confirmed that special services transportation applications will continue to be considered under their own merit.	The California Endowment. A grant application must be submitted. Grants are received year-round; there are no deadlines. The application must meet one of three overarching goals established for the grant program. For possible transportation funding, the goal to meet would be "access to health". The application should explain how the project or activity will support the selected goal and what the impact will be in the applicant's organization or community.	Each application is considered under its own merit.