



8.0 Funding Sources

FEDERAL FUNDING SOURCES

This chapter documents the funding programs used to provide transportation services. Sixty-two federal programs, administered by the Departments of Health and Human Services (23 programs), Labor (15 programs), Education (8 programs), and Transportation (6 programs), were identified as funding transportation services for the target populations. The Departments of Housing and Urban Development (HUD), Veteran Affairs, Agriculture, and the Interior administer the remaining 10 programs. A study released by the General Accountability Office (GAO) in 2003 examined these federal programs, assessed the extent of coordination among the various programs, and identified obstacles to coordination and made recommendations on how to overcome these obstacles.

According to GAO, federal, state, and local spending for transportation services is in the billions of dollars. Because transportation spending is usually not separate from other programs, the full extent of spending is unknown. State and local agencies often provide funding to fulfill matching requirements.

Twenty seven federal programs were identified as being significantly involved in providing transportation services to their recipients. The remaining programs also fund transportation services, but do so minimally, or the extent of transportation funding is unknown (See Appendix G for a list of the 62 federal programs).

Inventory of Federal Programs Providing Transportation Services to the Transportation-Disadvantaged (Source: GAO-03-697 Transportation Coordination)

AGENCY	PROGRAM & DESCRIPTION
Department of Education	Vocational Rehabilitation Grants - Assists states in operating programs that provide vocational rehabilitation services for individuals with disabilities. Services include counseling, training, job placement, and other supportive services, including transportation
	21st-Century Community Learning Centers
Department of Health and Human Services	Grants for Supportive Services and Senior Centers - Assists states in developing a community-based system of services for older individuals. Services provided include nutrition services, caregiver support services, senior centers, and transportation services
	Program for American Indian, Alaskan Native, and Native Hawaiian Elders - Assists tribal organizations in the delivery of supportive services to older Native Americans. Services provided include nutrition services, caregiver support services, senior centers, and transportation services
	Head Start - Assists local grantees in providing a program of comprehensive health, educational, and other services to promote school readiness for low-income children. Transportation to and from program services is generally provided
	Medicaid - Assists states in payments for medical assistance to populations that meet categorical eligibility (such as families with children or persons who are elderly or disabled) as well as income and resource requirements. States are required to assure transportation to medical services
	Temporary Assistance for Needy Families - Provides grants to states or tribes to assist needy families with children. Grantees have the flexibility to use funds in any manner that meets the purposes of the program, which can include transportation to services.
Department of Health and Human Services	Community Health Centers
	HIV Care Grants
	Social Services Block Grants
	State Children’s Health Insurance Program
Department of Labor	Senior Community Service Employment Program - Assists states and other grantees in providing work opportunities in community service activities for low-income individuals 55 years of age and older. Transportation to training and job placements can be provided
	Workforce Investment Act Adult Services Program - Assists states in providing workforce investment activities. “Intensive” services provided to low-income participants include occupational and basic skills training, and transportation can be provided to access such services
	Workforce Investment Act Dislocated Worker Program - Assists states in providing workforce investment activities. “Intensive” services provided to low-income participants include occupational and basic skills training, and transportation can be provided to access such services
	Workforce Investment Act Youth Activities - Assists states in providing workforce investment activities that will help low-income youth acquire the skills, training, and support needed to achieve employment success. Transportation can be provided to access services
	Job Corps

AGENCY	PROGRAM & DESCRIPTION
Department of Transportation	Capital Investment Grants - Assists states in financing facilities for use in mass public transportation service. Projects can include those that are designed to meet the special needs of elderly or disabled individuals
	Urbanized Area Formula Program - Assists urbanized areas in financing capital projects for use in mass transportation service. Ten percent of funds may be used to pay for ADA paratransit operating costs
	Nonurbanized Area Formula Program - Assists nonurbanized areas with capital and operating expenses needed to provide public transportation service. Ten percent of funds may be used to pay for ADA paratransit operating costs
	Job Access and Reverse Commute - Provides grants to develop transportation services to connect low-income persons to employment and support services. Funds can be used for capital and operating costs associated with new or expanded service
	Capital and Training Assistance for Over-the-Road Bus Accessibility - Assists private operators of over-the-road buses with financing capital and training costs associated with making buses accessible to individuals with disabilities
	Capital Assistance Program for Elderly Persons and Persons with Disabilities - Provides financial assistance to nonprofit organizations in meeting the transportation needs of elderly persons and persons with disabilities where public transportation services are unavailable, insufficient, or inappropriate. Funds may be used for eligible capital expenses, such as purchasing vehicles, or to contract for service
Department of Agriculture	Food Stamp Employment and Training Program
Department of Housing and Urban Development	Community Development Block Grant Supportive Housing Program
Department of Veterans Affairs	Automobiles and Adaptive Equipment for Certain Disabled Veterans
	Veterans Medical Care

Sources: CTAA and Catalog of Federal Domestic Assistance.



STATE AND LOCAL FUNDING SOURCES

State and local spending for transportation services supplements federal spending for these programs. About half of the 62 federal funding programs have matching constraints, requiring states and local governments to contribute with 5 to 50 percent of total costs.

To collect information on possible state and local funds, INCOG administered a survey to key state and local agencies as identified by the Advisory Group including:

- Tulsa Workforce
- Division of Unemployment Compensation
- Oklahoma State Department of Education – Division of Rehabilitation Services
- Oklahoma Department of Career and Technology Education
- Oklahoma State Department of Education – Office of School Transportation
- Oklahoma Department of Health and Human Resources
- Bureau of Behavioral Health and Health Facilities
- Office of Behavioral Health Services
- Division of Alcoholism and Drug Abuse
- Oklahoma Bureau of Senior Services
- ODOT, Division of Public Transit
- Housing and Urban Development
- Veteran Affairs
- Tulsa Area Agency on Aging
- Oklahoma Department of Human Services

The survey inquired about the name of the programs administered by the state agency that could be used to support transportation for the disadvantaged, what population was served by each program, what were the funding eligibility requirements, and the type of service provided using these funds. There was also a question about who the funding recipients were and how much was distributed in FY2006.

The survey didn't yield significant results. The Oklahoma Department of Health and Human Resources does not provide funding for transportation services. It was discontinued years ago and there is no plan to provide this kind of service in the future. Providers are encouraged to work with Medicaid and local resources to provide needed transportation.

No positive information was received from other state agencies contacted. Expenditures for transit passes and vouchers for taxi services may be allowed under various state grant guidelines, but there were no identified state sources specifically for transportation services other than the allocation to Tulsa Transit from the Public Transit Revolving Fund (PTRF) and funds appropriated by the legislature. By state statute, MTTA receives 20% annually from the PTRF. For FY 2005 that was \$617,500 of the \$3.25 million total statewide. Funding sources included \$850,000 from the state fuel tax that is dedicated to the PTRF every year and \$1.9 million in funds appropriated by the legislature. Five percent of funds appropriated to the PTRF are set aside for new starts.

Federal funds are frequently passed through state agencies, as in the example of Section 5310 funds, ODOT and the Oklahoma Department of Human Services (DHS) determine how the funds will be spent. Community Development Block Grant (CDBG) funds for low-income populations, are allocated by local governments. For fiscal year 2006, Morton Health Center, a not for profit organization, received CDBG dollars to provide transportation services for their clients. Locally there is no dedicated funding source for public transportation. The year-to-year instability of funding deters investment in transit and undermines the long-term viability of the public transportation system, ultimately placing the greatest burden on low-income, elderly, disabled and other transit-dependent populations.

The Tulsa Long-Range Transportation Plan, Destination 2030, recommends the establishment of a dedicated local source of transit funding such as a dedicated fuel tax or utility fees; that is independent of discretionary appropriations and thus can be used to develop long-term, multiyear capital and operating programs/plans. The funding should be collected at a regional level to support public transit services at a regional scale. It is also the goal of the Coordinated Transit-Human Service Transportation Plan to support the implementation of a dedicated funding source in the Tulsa region.

The Oklahoma Foundation Data Book, 2002 Edition, identified 101 private foundations in the city of Tulsa with four others in the surrounding area. The foundations are grouped in major field areas including education, health, arts, religion, housing, etc. There is no category for transportation. The two closest related areas for the purposes of the Coordinated Plan are employment and human services. There are four area foundations listed providing grants for employment services and 88 for human services.

In 2005, the Tulsa Area United Way distributed \$18,134,442 for program services to 66 not for profit agencies in the Tulsa area. Program service areas included: Building Communities, Increasing Self-Sufficiency, Meeting Basic Needs, Venture Grants & Special Funding, Helping People At Risk, Promoting Health & Wellness, Strengthening Families, and Nurturing Children & Youth.

Many of the agencies that receive United Way funding provide services to the three target populations of the Coordinated Plan. The opportunity to coordinate transportation resources and share information among United Way-supported agencies could provide a great benefit to a large proportion of individuals that United Way funds affect (550,000 estimated in 2005).