

Enhancing Transit Service in Rural Areas and Native American Tribal Communities: Potential Mechanisms to Improve Funding and Service



MNTRC Report 12-21



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REPORT 12-21

ENHANCING TRANSIT SERVICE IN RURAL AREAS AND NATIVE AMERICAN TRIBAL COMMUNITIES: POTENTIAL MECHANISMS TO IMPROVE FUNDING AND SERVICE

Mohamed Kaseko, Ph.D.
Peris Nyagah, MST
Hualiang “Harry” Teng, Ph.D.

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To order this publication, please contact:

Mineta National Transit Research Consortium
College of Business
San José State University
San José, CA 95192-0219

Tel: (408) 924-7560
Fax: (408) 924-7565
Email: mineta-institute@sjsu.edu

transweb.sjsu.edu/mntrc/

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EXECUTIVE SUMMARY

For rural transit planning purposes, rural areas typically are defined as non-metropolitan areas with populations equal to or less than 50,000. Currently, approximately 25% of the American population resides in rural areas. Compared to urban areas, the unique dynamics of rural areas in America – in terms of geography, population density, and political issues, among other factors – pose greater challenges in providing efficient transit services.

Most of the funding for rural transit comes from the U.S. Department of Transportation (USDOT) through the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). The funding programs authorized through government legislation allow guaranteed transit funding for a selected, fixed amount during the legislation period. As part of the Coordinated Human Services Transportation Plan (CHSTP), the Nevada Department of Transportation (NDOT) conducted rural transit surveys in 2008 and 2011. These surveys, in which several rural transit providers were interviewed, indicated that the major limitation to providing the desired transportation services involved financial constraints. Consequently, these CHSTP studies recommended that transit agencies pursue additional funding as well as develop strategies to address service needs.

Because most of the transit agencies reported using funds only from DOT, the objective of this study is to identify alternative, non-traditional sources of funding for rural transportation in order to expand the potential pool of available funding for the transit providers in rural areas. In this study, ‘non-traditional’ or ‘innovative’ funding programs refer to those funding programs housed in government departments other than the Departments of Transportation, which usually is the principal source of transit funds.

This study identified several of these non-traditional transportation funding programs from various federal government departments, namely:

- The Department of Health and Human Services (HHS)
- Housing and Urban Development (HUD)
- Veteran Affairs (VA)
- Department of the Interior (DOI)
- Department of Education (DOE)
- Department of Agriculture (DOA)

These funding programs are designed to fund travel for special needs or disadvantaged populations — such as the elderly, young, disabled, and veterans. These programs provide transportation for medical appointments, accessing employment or employment services, and nutrition services, among others.

This report provides details about each of these programs, including the purpose of each program, the approximate total amounts of funds available, and the approximate size of the awards. Further, rural transit needs identified in CHSTP surveys are matched to the non-traditional programs and sources specific for each need or service gap. For guidance, users who might want to pursue and apply for these funds are provided with fairly detailed information about each of the funding programs.

In addition, this report provides transit operational strategies that providers can implement in order to more efficiently utilize available funding and transit resources. These strategies include travel reduction, provision of flexible services, service coordination, and use of technology.

A list of acronyms is provided in Appendix 1 at the end of the report.

I. INTRODUCTION

BACKGROUND

As part of the Coordinated Human Services Transportation Plan (CHSTP), the Nevada Department of Transportation (NDOT) conducted surveys in 2008 and 2011 to identify and document rural transit services, needs, and challenges.¹ The CHSTP is a requirement of federal transit funding recipients, under the 2005 amendment known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The amendment's objectives include enhancing the mobility of transportation-disadvantaged populations — such as seniors, low-income individuals, and people with disabilities. It also aims to minimize service duplication and achieving greater efficiencies in the distribution of human transportation services. The coordinated plan requires representation from public, private, and non-profit transportation services, human services providers, and the public. Additionally, the CHSTP provides for local stakeholder involvement in planning and coordinating future transit systems and activities.

The Nevada surveys revealed that inadequate funding was the primary reason that limited the most desired services in rural and tribal communities. The survey further showed that most of the providers mainly used federal and state traditional Department of Transportation (DOT) funding programs as well as local transportation agency funds. It is against this background that this study was conceived. The primary goal was to identify additional sources of funding over and above traditional funding programs under the Departments of Transportation. These more non-traditional sources can help transit providers expand their services to meet the desired demand. Another goal was to identify other operational strategies that could help maximize the utilization of the available funds and resources, both capital and human.

RESEARCH OBJECTIVES

The purpose of this study was to identify, describe, and document various funding programs for rural transit to ensure rural transit providers meet the needs and demand for rural transit. This led to two specific objectives:

1. Identify and document traditional and non-traditional funding programs for rural transit. Non-traditional programs, also referred to as 'innovative' programs in this study, are funding programs from sources other than the federal or state DOTs. These innovative funding programs generally are designed to fund trips for disadvantaged populations and/or to satisfy special needs. Typically, these programs are offered by federal agencies other than the DOT.
2. Explore and present transit operational strategies that 1) maximize providing transit services and 2) utilize available funds and other transit resources more efficiently.

STUDY METHODOLOGY

The methodology for this study involved reviewing literature, reports, and other sources of information to identify, compile, and document potential sources of rural transit funding over and above the traditional funds from the states' Departments of Transportation. In addition, this study presents potential transit operational strategies for cost-effective utilization of the transit funds and other resources, including vehicles and labor. The methodology was divided into the following major steps:

1. Document existing traditional federal and local DOT funding programs for rural transit. These are funding programs that most transit agencies are aware of, and use for funding their operations as well as for planning and capital acquisition.
2. Identify non-traditional federal funding sources, namely, federal funding programs from non-DOT departments. Typically, these are specialized programs designed to support transit trips for special needs or disadvantaged populations. Information about these funding programs was obtained from various government publications and other reports.
3. Document and compile other transit-financing programs.
4. Identify and discuss strategies for effective utilization of transit funds and other resources. These strategies were designed to meet needs and satisfy demand by implementing such strategies as trip reduction and service coordination.

REPORT ORGANIZATION

The report is presented in six chapters, with supplemental materials in the Appendices.

- Chapter 2 provides a summary of traditional sources of transit funding for rural and tribal communities.
- Chapter 3 summarizes non-traditional funding programs and sources that can be applicable for transit services in rural and Native American communities; it provides an exhaustive list of the funding programs and discussions of their limitations and applications processes.
- Chapter 4 summarizes transit needs in rural Nevada, based on the results of the 2008 and 2011 CHSTP surveys conducted by NDOT. Based on these needs, which are similar to other rural areas in the country, funding programs identified in Chapters 2 and 3 were matched to relevant needs.
- Chapter 5 explores and presents several transit operational strategies designed for efficient utilization of the existing funds and transit resources. This includes travel reduction and service coordination.
- Finally, Chapter 6 has concluding remarks and recommendations.

II. INVENTORY OF EXISTING TRANSIT FUNDING SOURCES

OVERVIEW

The current transit funding programs in the U.S. Department of Transportation (USDOT) are under the legislation known as Moving Ahead for Progress in the 21st Century Act (MAP-21) signed into law in October 2012. The Intermodal Surface Transportation Efficiency Act (ISTEA), followed by the Transportation Equity Act for the 21st Century (TEA-21), and then the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005 preceded the current legislation. These legislative acts guarantee transit funding for the legislation period. In addition to federal DOT programs, local, state, county, and city revenue funds are used to support rural transit systems.

This chapter summarizes existing funding sources for transit services for America's rural and Native American communities. Federal and local DOT funding programs are discussed.

FEDERAL TRANSIT FUNDING

Typically, federal funds are provided to cities, counties, transit authorities, and transit providers on a reimbursement basis.² This requires incurring expenses and then billing the State, the Federal Highway Administration (FHWA), or the Federal Transit Administration (FTA). Eligible grant activities include Capital, Planning, and Operations/Administration.

Most federal grants are accompanied by a match requirement, which can be met by using local funds or flexible federal funds. Flexible funds are funds that can be used, based on local planning priorities without the restrictive definitions of program eligibility. Flexible funds reassigned from one FHWA or FTA program to another have the same eligible activities and restrictions as the program to which they are transferred. Examples of the flexible federal funding programs include Transportation Enhancement Program, Forest Highways Program, Federal Land Management Agency Funds for Scenic Byways, Recreational Trails Program (RTP), Federal Lands Highway Program and funding from Federal Land Management Agencies.³

Table 1 lists federal funding programs with their associated eligible activities for transit needs. This list is developed based on information from several references.⁴ A glossary of terms that define and describe the funding programs listed in this are provided in Appendix 2. Essentially, there are two types of federal funding programs, namely:

1. Formula grant programs, which provide funding based on a pre-determined formula for distribution among the different states.
2. Discretionary grant programs, which are awarded competitively based on meeting application requirements and criteria specific to each program.

The most common programs for rural transit funding are those associated with the SAFETEA-LU amendment. These programs are designed specifically to facilitate greater access to transportation services to transportation-disadvantaged groups, and include:

1. Section 5310 – Elderly Individuals and Individuals with Disabilities
2. Section 5311 – Rural and Small Urban Area Formula Grant
3. Section 5316 – Job Access Reverse Commute (JARC)
4. Section 5317 – New Freedom Initiative

Apart from these programs, other funding programs include:

1. Section 5339 – Bus and Bus Facilities
2. Section 5320 – Paul S. Sarbanes Transit in Parks Program
3. Section 5304 – Statewide Planning Funds

The new MAP-21 legislation consolidated several programs, improving the efficiency of grant program administration.⁵ Some of the programs relevant to rural transit, whose activities were incorporated into other programs, include:

1. Job Access and Reverse Commute (JARC), now under Section 5311
2. The New Freedom program, now under Section 5310
3. The Bus Discretionary Program (Section 5309), now under a newly established MAP-21 formula program called the Bus and Bus Facilities Program (Section 5339)
4. The eliminated High Risk Rural Roads (HRRR) is provided for under the requirement that States with an increase in fatality rates on rural roads obligate some Highway Safety Improvement Program (HSIP) funds on HRRRs
5. The National Research & Technology Program, Section 5314, now incorporated into Research, Development, Demonstration and Training Projects, Section 5312

Other discontinued programs include:

1. Transit in Parks (Section 5320), which is now eligible under the Federal Lands Transportation Program administered by FHWA
2. Alternatives Analysis (Section 5339)
3. Clean Fuels (Section 5308)

Table 1. Federal DOT Funding for Transit Programs

Name and Source of the Fund	Eligible Activity				Matching Requirements (Federal Share)	Amount
	CAPITAL	PLANNING	OPERATIONS	ADMINISTRATION		
FORMULA FUNDS						
Federal Transit Authority (FTA)						
Statewide Transportation Planning Program, Section 5304, 5305	X	X			80%	\$10,000,000
Elderly Individuals and Individuals with Disabilities Program, Section 5310	X		X		Capital-80%, Administration-10%	\$255,000,000
Rural Public Transportation Program, Section 5311	X		X		Planning-100% Capital-80%, Operations-50%	\$293,000,000
Rural Transit Assistance Program, Section 5311 (B) (3)				X	None	\$5,800,000
Public Transportation on Indian Reservations, Section 5311 (C) (1)	X	X	X	X	None	\$25,000,000
Appalachian Development Public Transportation, Section 5311 (C) (2)	X	X	X	X	None	\$20,000,000
Intercity Bus Program: Section 5311 (F)	X	X	X	X	Capital & Administration-80%, Planning-80%, Operations-50%	INA
Federal Highway Administration (FHWA)						
Surface Transportation Program (STP)	X	X	X	X	80%	\$10,000,000,000
Congestion Mitigation and Air Quality (CMAQ)	X	X	X	X	80%	\$2,200,000,000
Tribal Transportation Program (TTP) formerly Indian Reservation Roads (IRR)	X	X	X	X	100%	\$450,000,000

INA – Information not available.

Table 1. Federal DOT Funding for Transit Programs (continued)

Name and Source of the Fund	Eligible Activity				Matching Requirements (Federal Share)	Amount
	CAPITAL	PLANNING	OPERATIONS	ADMINISTRATION		
DISCRETIONARY/COMPETITIVE FUNDS						
Federal Transit Authority (FTA)						
Public Transportation on Indian Reservations, Section 5311 (c)	X	X	X	X	90%	\$5,000,000
Bus and Bus Facilities Program Section 5339	X				80%	\$422,000,000
Paul S. Sarbanes Transit in Parks Program, Section 5320	X	X			100%	\$13,500,000
Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) Program	X				INA	(Year 2012) \$49,900,000
Research, Development, Demonstration and Training Projects, Section 5312 (A), (C), (D)			X		80%	\$70,000,000
State Planning and Research (SPR) Program: Section 5313(b)		X		X	80%	\$7,000,000
Intelligent Transportation Systems (ITS)	X	X	X		0-50%	
Veterans Transportation and Community Living Initiative Grant Program		X	X	X	INA	\$30,000,000
Federal Highway Administration (FHWA)						
Surface Transportation Program: Rail (STP-R)	X	X	X	X	90%	INA
Tribal Technical Assistance Program		X			INA	INA
Highway Safety Improvement Program (HSIP)		X			INA	\$239,000,000,000
Environmental Protection Agency (EPA) - The Smart Growth Program	X	X	X	X	100%	INA

INA – Information not available.

Table 1. Federal DOT Funding for Transit Programs (continued)

Name and Source of the Fund	Eligible Activity	Matching Requirements (Federal Share)	Amount
OTHER FEDERAL FUND PROGRAMS			
Administration on Aging (AoA) - Aging Services Programs	ADMINISTRATION	INA	\$173,000,000
Title III - Grants for State and Community Programs on Aging	OPERATIONS	INA	(\$173,000,000) (FY2012)
Title IV - Activities for Health Independence, and Longevity	PLANNING	INA	INA
Title VI - Grants for Native Americans	CAPITAL	INA	\$7,000,000
Head Start		INA	\$43,000,000
FHWA/FTA Transportation Planning Capacity Building Program		INA	(\$43,000,000) (YR 2009)
Transportation, Community, and System Preservation (TCSP) Program		INA	\$4,500,000
National Scenic Byways Program		INA	
Administration for Native Americans (ANA) - Social and Economic Development Strategies (SEDS Program)		INA	

INA – Information not available.

TRIBAL TRANSIT FUNDING

Among the programs listed in Table 1, are those solely dedicated to funding tribal transportation. Such programs are eligible only to Native American tribal communities, for example, the Tribal Transportation Program (TTP). Others include the Social and Economic Development Strategies (SEDS) for Native Americans, and the Older Americans Act, Title VI.⁶ Depending on the type of program, some tribal funding programs have no match requirements. For example, no local match is required for the formula grant for the Public Transportation on Indian Reservations, Section 5311 (c) (1); on the other hand, a 10% local match for the same grant is required under the discretionary program.

The primary source of federal financial support for tribal transportation services is the TTP program, formerly the Indian Reservation Roads (IRR) program. This program is jointly administered by (FHWA) and the Bureau of Indian Affairs (BIA), Division of Transportation. The TTP program funds transportation and public road access to and within Indian reservations and Indian lands while contributing to economic development, self-determination, and employment of Native Americans. Due to limited capacity, resources, experience and/or opportunities, the Tribal Technical Assistance Programs (TTAP) under the BIA were developed from Local Technical Assistance Programs (LTAP). TTAP was established to provide technical assistance to tribes in developing, planning, and managing functions of transportation programs previously held by the federal government.⁷

LOCAL FUNDING

State and local agencies commonly fund transit services using revenues from their general fund accounts. Apart from financing local transportation services, local funding also is used as a match for required federal funding. Various contributions to the general fund include:

1. Taxes: sales, use, property, cigarette, gas/fuel, corporate franchise, severance, hotel/motel, employer/payroll, and realty transfer among other taxes.
2. Fees: parking fees and fines, vehicle registration, utility fees, vehicle leasing and rental fees, and mortgage recording fees, among other fees.
3. Revenues: tolls, advertising, concessions/rental income, casino/lottery revenues, among other revenues.

Other forms of funding include concessions, portions of lottery and/or casino revenues, leases, Tax Increment Financing (TIF) districts, and Transportation Development Districts (TDDs), among others. TIFs generate funding for public or private projects by borrowing against future additional revenues that result from increases in surrounding property values due to public or private investments. TDDs are normally funded from bonds, supported by tax increment procedures or dedicated sales taxes. In some states, legislation is passed or initiatives approved by voters to increase certain fees to generate revenue for statewide transit projects.⁸ Table 2 provides a summary of examples of local funding sources and/or program from certain states. This table was constructed using several references.⁹

Table 2. Examples of Local Funding Sources and Programs from some Specific States

STATE	FUNDS
WASHINGTON	Use Tax
	Sales Tax Equalization
	Rural Mobility Grant Program
	Paratransit/Special Needs Grant Program
	Veterans Equitable Resource Allocation (VERA)
IDAHO	Local Rural Highway Investment Program
	Idaho Rural Partnership Community Review
CALIFORNIA	Toll Fees
	Transportation Development Act (TDA) Funds
	Proposition 1B Funds
	Environmental Enhancement and Mitigation Program (EEM)
	Caltrans Environmental Justice Grant
	California's Cap and Trade program (under consideration in CA legislature)
	State and Local Partnership Planning (SLPP) Program
WYOMING	State Severance Tax
	Road Construction and Maintenance Fund
	Industrial Road Program (IRP)
	Commission Road Improvement Program (CRIP)
	Transportation Enterprise Fund (TEF)
NORTH DAKOTA	Special Road Fund (SRF) Program
	North Dakota Rural Off-System Access Development (NDROAD) Program
SOUTH DAKOTA	South Dakota Public and Specialized Transportation Assistance Fund State
OREGON	Business Energy Tax Credit (BETC)
	Timber Revenues
NEW YORK	Franchise Tax
	Employer Payroll Taxes
COLORADO	State Severance Tax
	Funding Advancement for Surface Transportation & Economic Recovery (FASTER)
MICHIGAN	Business Energy Tax Credit (BETC)
	Comprehensive Transportation Fund (CTF)
	Rural Task Force Program
	Transportation Alternatives Program (TAP)
	Transportation Economic Development Fund (TEDF)

FINANCING PROGRAMS

Financing options refer to specially designed techniques and tools that supplement custom highway funding methods, improving an agency's ability to complete transportation projects. Financing options typically entail borrowing money, either through bonds, loans,

or other financing mechanisms.¹⁰ Transit authorities and providers have access to special financing programs such as:

1. **Transportation Infrastructure Finance and Innovation Act (TIFIA) program:**
TIFIA provides federal credit assistance (secured direct loan, loan guarantees, and lines of credit) to support surface transportation projects of national or regional significance.
2. **State Infrastructure Banks (SIBs):**
SIBs provide low-cost credit assistance, and can have two separate accounts:
1) federally funded SIB account capitalized by federal money matched with state funds and subject to federal requirements and guidelines. 2) The state-funded SIB account is capitalized by bond proceeds and state money for projects on the State Highway System.
3. **Fare-box revenue bonds:**
Revenue bonds issued by state or local government are secured by repayment from transit agencies, using revenue generated from taxes such as sales or property taxes.
4. **Grant anticipation notes:**
Financing using grant anticipation notes secures debt payable from expected FTA formula funds.
5. **Debt service reserve:**
The debt-service reserve issues bonds that pledge local revenues, hence, funding the reserve with proceeds from the bond and federal reimbursement; this enables timely settlement to the bondholders.
6. **Public-private partnerships (PPPs):**
Joint development ventures – otherwise referred to as public-private partnerships – involve arrangements between public and private sectors to procure, build, and/or maintain a public project; this minimizes the overall risk in procurement.
7. **Section 129 Loans:**
Section 129 loans allow lines of credit that help lower interest rate on loans or bonds borrowed and payable after revenues start streaming in. This loan allows federal participation in a state loan to support projects with a dedicated revenue stream, including tolls, various forms of fees, and taxes.
8. **Capital leasing:**
Capital leases involve leasing assets such as facilities, vehicles, maintenance costs, delivery, and installation. Transportation providers lease capital assets from financial institutions or vendors in lieu of purchasing, and make lease payments from federal or local funds or a combination of both.

Revenues generated from road-pricing options, such as tolls and fare boxes can also be used to finance rural transit systems.

Financing options typically are used for large capital projects that consume most, if not all, available funding; still, often these projects fall short of being fully funded. However, such tools as capital leasing and partnerships are available for local providers, substantially increasing their ability to complete and deliver projects. With the long-term benefits of transportation investments, it can be economically sound to spread the costs over an asset's life cycle. For example, the Suburban Mobility Authority for Regional Transportation (SMART) in Michigan uses capital leasing instead of purchasing vehicles, rotating their heavy-duty bus fleet for three years and making payments for 10 years.¹¹ In Kansas, the DOT established a transportation-revolving fund that may fund city streets and rural roads on or off the state highway system.

SUMMARY

Most state transit programs get a large portion of their funding from federal sources under the USDOT. These funds are authorized through government legislation for given time periods. They are typically provided to states, cities, counties, transit authorities, and transit providers on a reimbursement basis. Eligible grant activities include capital, planning, operations, and administration. Most of these federal grants are accompanied by a match requirement, which can be met by using local funds or flexible federal funds.

Essentially, formula and discretionary grant programs are the two types of federal funding programs. Among these types of grants include those solely dedicated to funding tribal transit; in other words, only Native American tribal communities are eligible to apply for these types of grants. Depending on the type of program, some tribal funding has no match requirements. Additionally, state and local agencies can fund transit services using revenues from their general fund accounts, derived from different forms of taxes, fees, and revenues. The general fund is funded using income from rentals, leases, advertisements, and private donations. In some states, legislation is passed or initiatives approved by the voters to increase certain fees to generate revenue for statewide transit projects. Transit authorities and providers can access financing options to supplement customized methods for highway funding, improving an agency's ability to deliver transportation projects. Typically, financing options are used for large capital projects that consume most, if not all, available funding; even so, these projects often fall short of being fully funded. With long-term benefits of transportation investments, it can be economically sound to spread the costs over an asset's lifecycle.

This chapter presented the existing traditional funding sources for transit services in America's rural and Native American communities. Funding programs associated with the CHSTP include Sections' 5310, 5311, 5316, and 5317. The purpose of a CHSTP is to enhance the mobility of transportation-disadvantaged populations and achieve greater efficiencies in the distribution of human transportation services. With the new MAP-21 legislation, some programs were consolidated or repealed, hence the need for transit providers to adjust their system needs to match new funding assistance requirements. This report is an updated resource essential to providing guidance on these funding programs.

III. INVENTORY OF INNOVATIVE TRANSIT FUNDING SOURCES

OVERVIEW

This chapter summarizes and presents alternative funding sources for transit services in rural and Native American communities from non-DOT federal agencies. Typically, these funds are designed to meet specific rural transit needs for disadvantaged population groups, such as medical trips for the aging. Figure 1 shows typical purposes for transit trips for rural residents, including work, school, medical care, shopping, and social trips. The majority of the trips were for work purposes, and 17% were shopping trips. The funds identified in this study are designed to meet the needs for most of these trips.

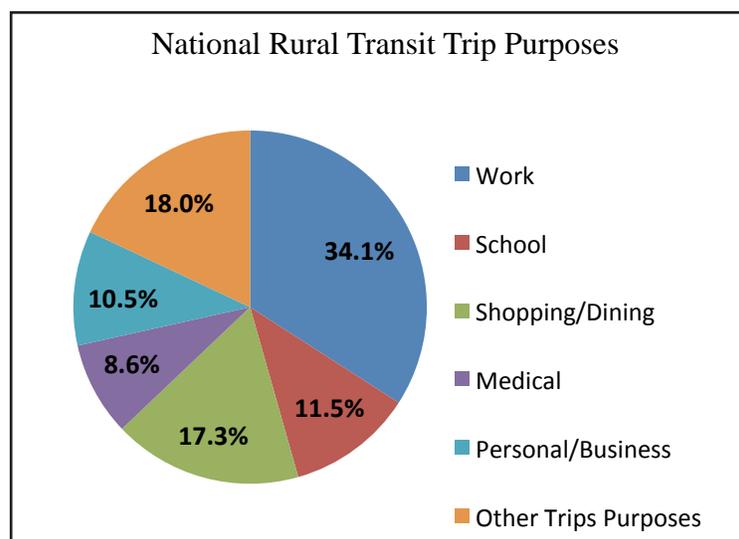


Figure 1. Profile of Demographics and Travel Characteristics of Public Transportation Passengers, as Reported in an Onboard Survey

Source: American Public Transportation Association, APTA.¹²

INNOVATIVE FUNDING SOURCES

The Government Accountability Office (GAO) identified 80 total programs authorized to provide transportation services to those Americans who are ‘transportation disadvantaged.’¹³ These include programs dealing with transit that are administered by the Departments of Health and Human Services (HHS), Veteran Affairs (VA), the Interior (DOI), Education (DOE) and Agriculture (DOA). A listing of the various programs under the departments is shown in Figure 2. These programs are administered by the following federal agencies.

1. **Department of Education (DOE):** Offices of Special Education and Rehabilitative Services, Educational Research and Improvement, and Elementary and Secondary Education.

2. **Department of Labor (DOL):** Offices of Veterans' Employment and Training Service (VETS), Office of Disability Employment Policy, and the Employment and Training Administration (ETA).
3. **Department of Agriculture (DOA):** Offices of Rural Development (RD) and the Food and Nutrition Service.
4. **Department of Veteran Affairs (VA):** Office of VA Health Administration Center.
5. **Department of Housing and Urban Development (HUD):** Office of Community Planning and Development (CPD), Public and Indian Housing, and the Federal Housing Administration.
6. **Department of the Interior (DOI):** Bureau of Indian Education.
7. **Department of Health and Human Services (HHS):** Administrations for Health Resources and Services Administration (HRSA), Children and Families (ACF), Substance Abuse and Mental Health Services Administration (SAMHSA), Community Living (ACL), Centers for Medicare & Medicaid Services (CMS) and Indian Health Service (IHS) Office.

The federal programs feature transportation as an eligible program expenditure among the range of services provided, including employment, medical care, and education/job training, and ensures that participants can access program services. For example, HHS has various programs – such as Grants for Supportive Services and Senior Centers as well as Medicaid – that compensate agencies that provide Medicaid beneficiaries with bus passes to access eligible medical services. One of the agencies in Nevada that uses these funds is the Northern Nevada Transit Coalition (NNTC).¹⁴ In Wyoming, funding from the HHS for Special Programs for the Aging, Higher Education Institutional Aid (Title III) and Grants for Supportive Services and Senior Centers were used to provide transit service to seniors, 67% of whom live in rural areas.¹⁵

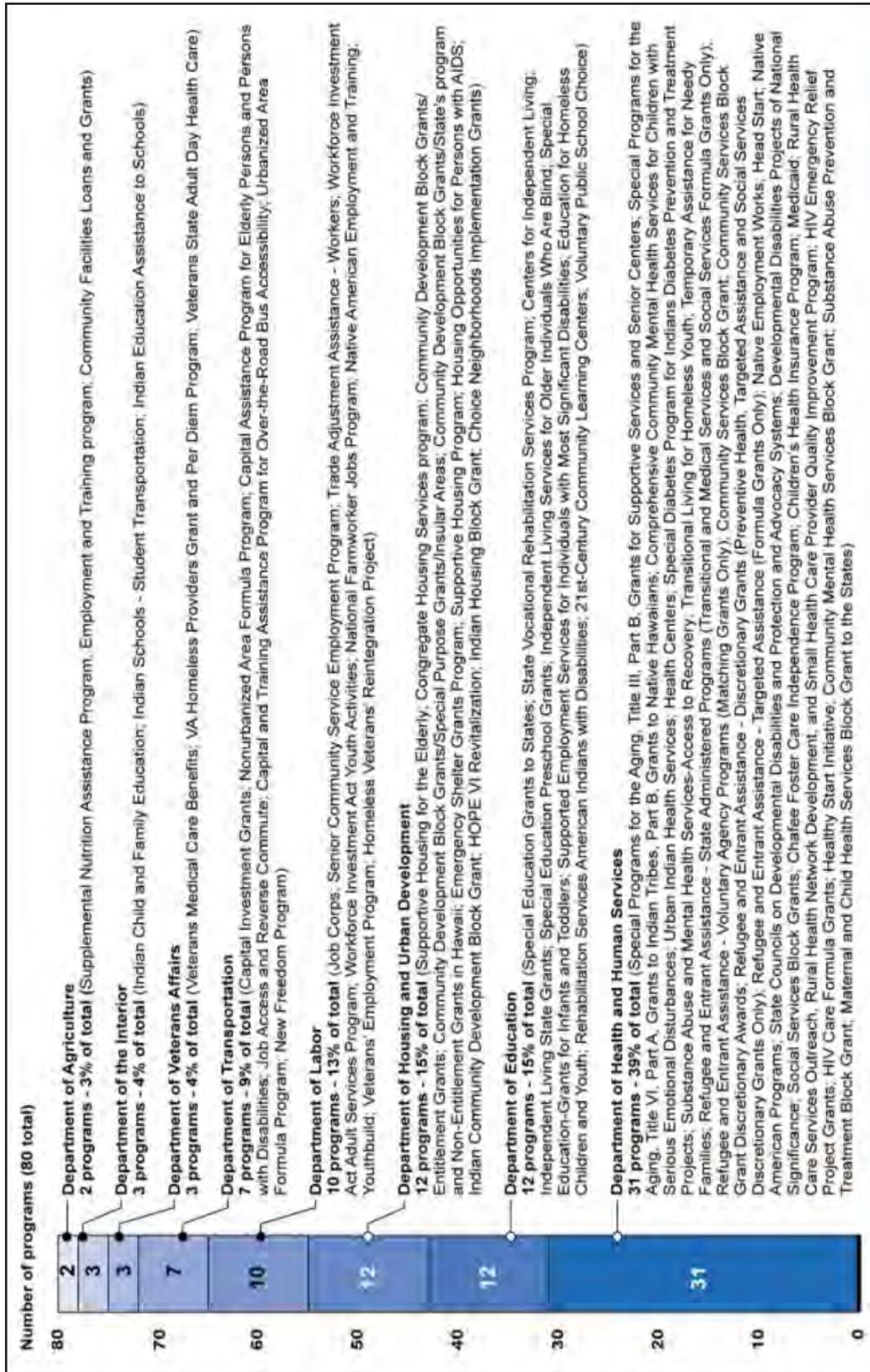


Figure 2. Federal Programs Authorized to Provide Transportation Services to the Transportation Disadvantaged in FY 2010¹⁶

SUMMARY OF INNOVATIVE FUNDING

Table 3 below presents the amount of funds available for obligation in 2013. A detailed description and breakdown of the funds are provided in Table 7 in Appendix 3.

Table 3. Available Funding for Obligation FY 2013

Agency	Grant Available for Obligation 2013 (\$)
Department of Agriculture, Food and Nutrition Service	76,070,000,000
Department of Education	15,511,000,000
Department of Health and Human Services (HHS)	14,595,000,000
Department of Housing and Urban Development	5,961,000,000
Department of Labor	4,185,000,000
Department of Veterans Affairs	366,000,000
Department of the Interior	54,900,000

The following is a brief summary of the funding application process.

1. Find funding opportunities based on need.
2. Understand the Funding Opportunity Announcement. Table 7 provides two resources. Open funding opportunities can be located at www.grants.gov. The user can search by funding opportunity number, category, agency, CFDA number, or other criteria on the website.
3. All applicants are required to:
 - a. Obtain a Data Universal Numbering System or D-U-N-S (<http://www.dnb.com/get-a-duns-number.html>);
 - b. Register with the System for Award Management (SAM) at www.sam.gov; and
 - c. Register with Grants.gov.

The DUNS number identifies an organization and enables tracking of grant funds allocated by the federal government. Registering with the SAM establishes an E-Business Point of Contact (E-Biz POC) and an Authorized Organization Representative (AOR), which allows organizations to use Grants.gov. After an AOR is determined, grant applications can be submitted. More details on the registration process can be acquired from the *Application User Guide*,¹⁷ which can be viewed online at Grants.gov.

4. Instructions and applications can be downloaded from the agency website, if available, or from Grants.gov. The package includes details and resources that users need to complete an application, including all required forms.

CHALLENGES AND LIMITATIONS

A possible challenge with these multiple potential sources of funding is the staff time needed to investigate the many sources of funds or funding programs to determine which ones can be used to meet local needs. Each federal funding program comes with detailed information, including funding uses, restrictions, eligibility, availability, application procedures, and deadlines. This can be overwhelming. The application and award process requires registration to acquire a Data Universal Number System (DUNS) Number and System for Award Management (SAM) on different websites.¹⁸ The SAM number registers electronic grant applicants doing business with federal government and requires annual renewal. More staff time would be needed to complete, submit, and monitor the funding applications. Also, streamlining the features and services across the agencies to ensure efficient use of facilities and resources would be needed.

Apart from funding, one of the major issues raised from the CHSTP survey was collaboration and coordination among the transportation providers and with the tribal communities.¹⁹ Coordination among transit providers would result in service expansion geographically as well as increased service hours. In their 2003 report, the GAO outlined department actions and recommendations, collectively and individually, designed to decrease duplication, enhance efficiencies, and simplify access for consumers.²⁰ Collaboration with the tribes benefits both transit providers as well as the tribal communities in terms of resources and access to funding. At times, tribal communities can be restricted by limited opportunities and resources needed to address transit needs and gaps within their regions and communities. Larger transit agencies – such as those for a city, county, or state – can team up with the rural and tribal communities, providing technical assistance and/or acting as the project sponsor to administer projects on their behalf.²¹ Even with obvious benefits, coordination presents challenges to equity. Transit providers are concerned that each community's funds are spent locally. Even though residents travel across jurisdictional boundaries for medical, educational, and employment trips; this funding situation discourages providers from carrying people from other jurisdictions on their vehicles.²²

SUMMARY

This chapter presented alternative funding programs and sources for transit services for rural and Native American communities from non-DOT federal agencies. These funds are typically designed to meet specific rural transit needs for transportation-disadvantaged populations. Transportation-disadvantaged populations are those facing challenges accessing available public transportation or providing their own transportation. These include low-income groups, physically or mentally incapacitated groups, seniors, and native or tribal communities residing in rural or urban areas. The programs can be used to address special needs including trips for medical appointments, employment centers, shopping venues, senior centers, social services, education/training, recreational, and social trips. These programs are administered by various federal government departments including HHS, VA, DOI, DOE and DOA. They feature transportation as an eligible program expenditure amongst the range of services provided such as employment, medical care, and education/job training, to ensure participants can access services.

Some of the envisioned challenges with these multiple potential funding sources include staff time that would be needed to complete, submit and monitor the funding applications. Staff time is also needed to investigate the many sources of funds or funding programs to determine which ones can be used to meet local needs. Apart from funding, coordination challenges among the transportation providers and with the tribal communities was discussed. Collaboration with the tribes benefits both transit providers and as well as the tribal communities in terms of resources and access to funding. Even with obvious benefits, coordination presents challenges to equity. Although residents travel across jurisdictional boundaries for medical, educational, and employment trips, some transit providers desire that each community's funds are spent within their jurisdictions.

IV. NEVADA RURAL TRANSIT SERVICES AND NEEDS

OVERVIEW

This section uses Nevada as an instructive example, potentially, on how to address purposes for rural transit trips, herein referred to as gaps and needs. The section illustrates:

- The types of transit services provided,
- The trip purposes served,
- Specific needs,
- Traditional DOT funding currently used, and
- Potential alternative funding that is available.

Upon reviewing CHSTPs from other states, most rural transit providers reported using mainly traditional funding programs from federal, state, and local transportation agencies. Moreover, transit providers cited financial constraints as the primary reason to limit provision of the most desired services to rural and tribal communities. The service limitations, traditional DOT funding programs, and purposes for rural transit trips were similar to those in Nevada that were determined from the CHSTP surveys.²³

- The objectives of this chapter are to (1) document and summarize transit services and needs for Nevada's rural and Native American communities, and (2) identify potential funding programs that are available to address these needs. Transit services and needs for rural Nevada were derived from surveys conducted in 2008 and 2011 as part of the CHSTP studies.

It should be noted that it was not determined whether the 2008 transit gaps and needs had been addressed before the 2011 survey and whether the needs had changed since then. This project did not have enough funds to conduct a new survey to update previously identified needs. As such, the needs identified in earlier studies are addressed in this report.

With the challenges that come with limited funding, finding the right program that addresses a transit agency's needs becomes a primary concern. This chapter identifies potential funding programs and matches them with the relevant rural transit gaps and needs.

CHARACTERISTICS OF RURAL AND TRIBAL COMMUNITIES IN NEVADA

Approximately 25% of the American populations reside in rural areas, according to 2008 – 2010 American Community Survey (ACS) data.²⁴ Rural populations tend to be slightly older and with a slightly higher proportion of people with disabilities, compared to urban residents (Table 4). About 14% of the rural population is 65 or older and 13% are people with disabilities.

Table 4. Characteristics of U.S. Urban and Rural Populations

	Median Age	65 or Older (%)	Population with Disabilities (%)	Individuals Below the Poverty Line (%)
Rural	40	13.8	13.3	11.7
Urban	36	12.6	11.6	15.2

Source: Excerpt from 2012 Rural Transit Fact book.²⁵

For Nevada, as reported in the CHSTP, more than half of the rural counties had higher estimates for over-65 populations and disabled populations compared to the national averages, as shown in Table 5.

Table 5. Nevada Counties Demographic Data²⁶

County	Year 2006 Population Estimate ¹	Median Age ²	Over Age 65 ²	Disabled ²	Below Poverty Level ²
Carson City	57,701	38.7	14.9%	20.8%	10.0%
Churchill	27,371	34.7	11.9%	19.4%	8.7%
Douglas	51,770	41.7	15.2%	17.0%	7.3%
Elko	48,339	31.2	5.9%	16.3%	8.9%
Esmeralda	1,262	45.1	17.2%	26.9%	15.3%
Eureka	1,460	38.3	12.4%	22.2%	12.6%
Humboldt	17,751	33.4	7.5%	15.7%	9.7%
Lander	5,655	34.1	7.0%	20.9%	12.5%
Lincoln	3,987	38.8	16.2%	24.6%	16.5%
Lyon	54,031	38.2	13.7%	22.3%	10.4%
Mineral	4,399	42.9	19.8%	29.8%	15.2%
Nye	44,795	42.9	18.4%	28.3%	10.7%
Pershing	6,955	34.4	7.8%	20.4%	11.4%
Storey	4,110	44.5	13.1%	25.9%	5.8%
White Pine	9,542	37.7	13.5%	22.9%	11.0%

Sources: ¹ Nevada State Demographer's Office.

² 2000 U.S. Census.

NEVADA RURAL TRANSIT SERVICE AND NEEDS

All Section 5310 and 5311 federal grantees, including Nevada, are required to complete a CHSTP. The CHSTP specifically requires a comprehensive public-participation process. This allows parties interested in human-services transportation an opportunity to

collaborate on a transit needs assessment and project development. The CHSTP provides an opportunity to plan and coordinate activities, while focusing on the transportation needs of disadvantaged persons.

The first Nevada CHSTP was conducted in 2008 by Fehr and Peers;²⁷ 23 rural transit providers from across the state were surveyed (Fig. 3 in Appendix 4). The list included 11 non-profit providers and 2 tribal-agency providers. All organizations provided a demand-response service, which includes dial-a-ride. However, only five providers allowed reservation of services. About 30% of the transit providers offered fixed-route services, and 26% provided inter-city services. The most important trips for both providers and patrons were for medical purposes (48%), followed by senior center trips (43%). Transit services were mainly restricted to the elderly, the disabled, and those who made reservations.

In 2011, Fehr and Peers conducted an update to the CHSTP.²⁸ This work incorporated extensive public outreach, such as websites with information on the CHSTP effort, public meetings, and an online survey of the general public. As in the earlier 2008 survey, demand-response service was reported as the most common service provided. However, new transportation service categories were included, such as deviated-fixed route, interstate, and vanpool services. Similar to the 2008 survey, most of the services were restricted to the elderly and disabled. From these surveys, the main transit needs and gaps reported by Nevada rural transit providers were:

1. Increased spatial and temporal service.
2. Intercity service.
3. Local bus service.
4. Specialized transportation and equipment, i.e. wheel chairs assists, medical transportation.
5. Use of technology, i.e., streamlined ticketing, dispatch software, automated reservations / scheduling / dispatching systems, traveler information.
6. Coordination, i.e., tribal communities, inter-rural connectivity.

The most frequently requested trips were for medical purposes as well as senior center trips and shopping trips for the elderly. Other trips served were for social/recreational services, employment, educational purposes. Table 8 in Appendix 5 provides a summary of rural transit services and needs, summarized from the 2008 and 2011 CHSTP surveys.

RURAL TRANSIT FUNDING IN NEVADA

Nationally, in a housing survey conducted by the U.S. Census Bureau, rural and small urban residents reported having less public transportation service available near their homes compared to residents in larger urban areas.²⁹ According to the survey, only about 11% of rural residents reported having transit accessibility, compared to 84% of urban

residents. One of the main reasons for this lower accessibility to transit for rural residents is limited funding. Additional funding sources – as well as strategies for efficient allocation or use of transit resources – would go a long way in addressing the transit needs of these rural and tribal communities in Nevada and other states.

In the 2008 and 2011 NDOT CHSTP surveys, Nevada rural transit providers reported using funds mainly from traditional federal sources, including Sections 5310, 5311, 5316, and 5317. CHSTP studies done in other regions, such as Maricopa Association of Governments in Arizona as well as agencies in North Carolina and Colorado, reported limited funding while mainly using traditional funding similar to Nevada.³⁰ However, as reported in the NDOT CHSTP surveys and from other states, traditional DOT sources of transit funding are not adequate to address all the needs and gaps of transit services for rural and small communities. There is, therefore, a need to identify and pursue additional alternative funding sources and programs.

The following section identifies additional traditional and non-traditional funding sources and programs that can be used to address the transit service needs and gaps not funded by the current traditional programs. The funding programs are matched to specific transit needs, services, or trip purposes.

IDENTIFYING FUNDING PROGRAMS TO ADDRESS NEVADA RURAL TRANSIT NEEDS

In this section, current federal funding programs are identified that can address rural Nevada transit needs and gaps. It should be noted, however, that federal funding programs normally are active for a period specified in the corresponding legislation. Once this duration expires, either continuation of funding can be granted, the program may be consolidated with another, or it may be eliminated. For example, when MAP-21 was enacted following SAFETEA-LU, several programs were consolidated, such as Sections 5316 and 5317 from USDOT. In other departments such as HUD, the Congregate Housing Services Program now is funded under the Supportive Housing for the Elderly and; HOPE VI Revitalization is under the Choice Neighborhoods Implementation grants. The dynamic nature of legislation, sometimes resulting in the creation and elimination of grant programs, can be challenging for transit providers. In this section, current programs most likely to yield success have been matched to corresponding transit needs.

Table 6 provides a summary of the potential funding sources or programs that match each need or service. Table 9 in Appendix 6 incorporates details from Table 6 as well as such additional details as identifying each provider and their respective characteristics. These tables are constructed from several sources.³¹

Table 6. Potential Additional Funding Sources to Address the Needs for Improved Transit in Rural Nevada

Medical Care Trips	Employment Activity Trips
U.S. Department of Agriculture's (DOA) Food and Nutrition Service	Section 5317 USDOT funds
U.S. Department of Education (DOE)	U.S. Department of Labor (DOL)
U.S. Department of Health and Human Services (HHS)	U.S. Department of Agriculture
U.S. Department of Housing and Urban Development (HUD)	Overall Increased Service
U.S. Department of Veterans Affairs (VA)	Capital Leasing, Revenue Bonds
U.S. Department of the Interior (DOI)	Grant Anticipation Revenue Vehicles (GARVEE)
Trips for Shopping (Groceries or Home-delivered Meals)	Debt Service Reserve
U.S. Departments of Agriculture's Food and Nutrition Service	Public Private Partnerships
U.S. Health and Human Services	Transportation Infrastructure Finance and Innovation Act (TIFIA) program
U.S. Department of Housing and Urban Development	State Infrastructure Banks (SIBs)
U.S. Department of Veterans Affairs (VA)	Transportation Amenities
Social/Senior Centers/Recreational Trips	Revenue Bonds
U.S. Health and Human Services	Grant Anticipation Revenue Vehicles (GARVEE)
U.S. Department of Housing and Urban Development	Debt Service Reserve
U.S. Department of Education	Public Private Partnerships
U.S. Department of Veterans Affairs	Transportation Infrastructure Finance and Innovation Act (TIFIA) program
Education/ Educational Activity Trips	State Infrastructure Banks (SIBs)
U.S. Department of Agriculture's Food and Nutrition Service	Technology Needs
U.S. Department of Education	Revenue Bonds
U.S. Department of Health and Human Services	Fare Box Revenue
U.S. Department of Housing and Urban Development	Road Pricing
U.S. Department of Veterans Affairs	Transportation Infrastructure Finance and Innovation Act (TIFIA) program
U.S. Department of Labor	Grant Anticipation Revenue Vehicles (GARVEE)
U.S. Department of the Interior	State Infrastructure Banks (SIBs)
	Public-Private Partnerships

SUMMARY

Increased access to transit for rural residents would help eliminate obstacles to healthcare, employment, and other services that improve overall quality of life. To provide these areas with suitable transit, it is essential to understand the purposes for rural transit trips. All recipients of federal transit funding are required to prepare a CHSTP, which requires comprehensive public participation and focuses on the transportation needs of disadvantaged populations. The parties interested in human services transportation have an opportunity to collaborate on transit needs assessments and be involved in potential future planning and coordination activities.

In this chapter, results of two CHSTP studies for rural transit services in Nevada were reviewed, and the current services provided and reported gaps in service were documented. Moreover, potential funding programs to address the needs are identified.

From the NDOT CHSTP surveys that were conducted, transit services provided in rural Nevada include demand response, reservations, fixed-route, deviated fixed route, prescription, interstate, and vanpool. Demand response was the most popular service. The most common trip purpose was medical; tying for second place was shopping trips and senior center trips. Transit service was mostly restricted to the elderly and disabled.

The surveys identified and documented service needs and gaps. Similar to rural communities in other states, one of the key reasons for the limited transit service is lack of sufficient funding. Therefore, in this chapter, several non-traditional federal funding programs were identified and matched to reported transit service gaps and needs. As observed from NDOT's CHSTPs as well as CHSTPs from other states, transportation service gaps and needs tend to be similar. Therefore, the funding programs identified in this study for Nevada are also applicable to other states.

V. OPERATIONAL STRATEGIES FOR EFFICIENT UTILIZATION OF FUNDS AND RESOURCES

OVERVIEW

In this chapter, strategies are explored that transit providers can exploit to use available funds and resources more efficiently, such as vehicles, labor, and technology. Strategies include mechanisms to satisfy the transit demand, but with a reduced volume of transit. Furthermore, coordination of services among various service providers is explored.

TRAVEL REDUCTION

Travel reduction can be defined as decreasing the travel length and/or time while satisfying the same number of trips or trip purposes. For example, transit providers funded by various programs, such as the HHS-Temporary Assistance for Needy Families (TANF) program and Veteran Affairs (VA), can reduce travel by efficiently grouping various trips in the same vehicle. Grouping trips for various agency clients – such as the Americans with Disabilities (ADA), VA, and the Administration on Aging (AoA) – with general public trips on the same vehicle can efficiently utilize vehicle capacity.

Additionally, although there might be regulatory complexities, trip sharing by means of such programs as vanpools and rideshare can offer flexibility as well as reduce travel time. This can be accomplished using high-occupancy vehicle lanes in addition to reducing the relative costs associated with individual trips. Examples of successful rural vanpool programs include the Baldwin Rural Area Transit (BRATS) in Alabama, JobJet in Iowa, Kings Area Rural Transit (KART) in California and Rabbittransit in York County, Pennsylvania.³²

Some of the regulatory complexities associated with trip sharing include insurance, drug and alcohol testing, and federal grant requirements. In their coordination efforts, transit providers address these challenges in various ways. For example, in Mason County in Washington school buses have been used to provide after-school public transit.³³ Some of the regulatory and operational concerns addressed include drug and alcohol testing regulations as well as safety. Drivers recruited from the passenger population attend defensive driving classes with hands-on practice, maintenance, and accident procedures workshops. An example of such a workshop, is Wisconsin's State Vanpool/Rideshare program.³⁴ Training programs – such as Nebraska's Statewide Training Program, which includes drug and alcohol testing – help smaller transit systems comply with federal regulations.

FLEXIBLE SCHEDULE/ROUTE SERVICES

Flexible services – route, point deviation, request stops, flexible-route segment, zone route, and paratransit – are used especially in sparsely populated areas. Regular transit has more structure compared to paratransit, featuring curb-to-curb or door-to-door demand-responsive services and scheduled routine service. Flexible services combine aspects of both fixed-route and demand-responsive services, for which efficiency and flexibility are

balanced. Flexible service enables providers to accept relatively shorter notice in advance for trip requests, although longer, advanced notice is preferred.³⁵

The extent of demand-responsive service accommodated can be limited, or extra cost charged, for off-route services, thus improving efficiency. In some areas – for example, Putnam County, Florida and Santee Wateree Regional Transit Authority (SWRTA) in Kershaw County South Carolina – rural demand-response service was transformed to ‘Flex Routes,’ resulting in higher productivity and lower per-trip costs.³⁶ The operation provided scheduled services for some agency riders at bus stops and personalized pick-ups for other agency clients; service was opened up to the general public as well.

Established guidelines would assist in the creation of a flexible service system that would speed adoption of flexible services. Examples are appropriate service types for a respective land-use, for a demand pattern, or for scheduling and operational procedures. One such guide is the Transit Cooperative Research Program (TCRP) Report 140, which describes flexible service strategies appropriate for various providers and discusses how to implement and support flexible services.³⁷ Appropriate training programs in technology for dispatchers as well as drivers, including customer care, should be designed. For example, in rural areas, where a decent percentage of the population is made up of seniors, a training program educating providers on providing senior friendly transportation can be offered. This would include training on being sensitive to senior needs; making services less intimidating; provision of acceptable vehicles; and providing flexible, affordable service in an efficient and cost effective manner.³⁸

SERVICE COORDINATION

The coordination of services can be defined as various transit providers that provide transportation services that complement each other. For example, local transit providers restricted to a boundary can provide seamless service by transferring passengers to a contiguous participating provider in an adjacent zone. Coordination can exist among providers in the same area and/or between areas. For example, rural-to-urban or rural-to-rural – as well as among different programs.

One of the more popular recommendations from transit providers who were surveyed was enhanced coordination for intercity connectivity between rural and urban areas.³⁹ For example, the Churchill Area Regional Transportation (CART) in Nevada recommended tri-county coordination among Mineral, Lyon, and Churchill counties to meet the extended-spatial transportation need. The Silver Sage Senior Center in Elko County, Nevada, recommended coordinating with inter-city carriers such as Greyhound for out-of-area service. Organizations that purchase transportation services from other providers – for example, the Northern Nevada Transit Coalition (NNTC) from Coach America – instead could coordinate and exchange services, such as maintenance.

Coordination of services among existing programs – such as Rural Public Transportation (Section 5311) and Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) – could go far in closing service gaps typically found in the various operations. Where one program is limited, another funding program could be utilized to provide seamless

transit service. From the survey, most transportation services were restricted to the elderly and disabled, and were available during limited hours of the day and to local destinations.

To improve efficiency, for example, the Section 5310 program could contribute to disabled transportation services beyond the geographical and temporal service boundaries provided for by Section 5311's rural public transportation program. An example of such coordination efforts is Three Rivers Hiawathaland transit service in Minnesota.⁴⁰ In the same respect, in states where more funding is made available – for example, in Oklahoma – rural transit systems assist small operators to apply for rural Medicaid transportation funding.⁴¹ The objective was to utilize available capacity of small operators traveling from their rural communities to larger cities for various trip purposes.

Apart from federal funds, some states have their own programs for subsidizing intercity bus services. This allows more flexibility in funding projects than is generally possible with stringent federal funding. For example, New York provides operating assistance to intercity bus carriers by using Statewide Transportation Operating Assistance (STOA) Program funding. Washington subsidizes intercity bus services by means of its Rural Mobility Grant Program. The funds are provided biannually on a competitive basis for eligible recipients, such as public transit agencies, tribal organizations, not-for-profit organizations, local public bodies, and private for-profit providers.

Michigan provides capital assistance with vehicles purchases for intercity bus service in rural portions of the state. In addition to funding, coordination allows for mutual maintenance and procurement of vehicles; moreover, a wider pool of expertise benefits all the coordinating programs.⁴²

USE OF TECHNOLOGY

Technology can be implemented to either eliminate trips or reduce the number of trips. Information/Communications (ICT) software and devices – such as virtual private networks, phones, and terminals – are used to aid telecommuting practices for relevant occupations and can help reduce trips. To support and enhance transit operations, ITS applications technologies – such as Automatic Vehicle Location (AVL), mobile data terminals, or automated or computer-assisted reservations/scheduling/dispatching systems – can be deployed to assist with travel efficiency.

In Douglas County, Nevada, Douglas Area Rural Transit (DART) operators pointed out the need for a seamless trip, resulting from better integration with BlueGO of the South Tahoe Transit Service and Jump Around Carson (JAC) in Carson City, Nevada. This could be enhanced using integrated information systems. Further, DART recommended a central website showing all transit providers and services within the region. Such a tool would assist in planning travel. The Southern Nevada Transit Coalition (SNTC) reported coordinating with Bullhead City transportation by using tri-city communication services. In the 2008 survey, the Tahoe Transportation District reported they needed coordination with streamlined ticketing and a coordinated transit management system.⁴³

With the use of a global positioning system (GPS), vehicle location can be identified easily, greatly enhancing dispatch operations. Mobile data terminals enable faster and more accurate trip information exchanges. Automated trip scheduling encourages trip planning beforehand, resulting in trip chaining, which cuts down unnecessary travel. Use of web-based platforms and third-party services can assist with trip linking. Web platforms, such as Simpli Transport, enhance efficiency, reducing software and training costs. The platform supports a pay-as-you-go plan as well as data access through the web. After 10 months of using Simpli, YW Transit – a community-based transportation program in Madison, Wisconsin – achieved a 30% increase in trips and a 20% increase in vehicles.⁴⁴

Typically, third-party services contract transportation services from human service agencies, for example, JAUNT in Charlottesville, Virginia. JAUNT program implemented an automated, voice-enabled 24/7 telephone reservation system for booking, confirming, and canceling trips. The system assists with scheduling, preparing driver manifests, and an automatic rider notification to riders when the vehicles are about to arrive.⁴⁵ For personal use, applications for personalized transit trip planning – for example, the 511 Transit App known as the BayTripper – enables trip linking by providing itineraries with schedules, fares, time estimates, and interactive maps.⁴⁶

Recently, the National Center for Transit Research's Transit Geographic Information System (GIS) Clearinghouse provided a webinar on the web application, the General Transit Feed Specification (GTFS) Builder. This web application consists of such tools as Excel spreadsheets and videos to assist transit agencies prepare bus route and schedule data files. Such tools as the integrated Google Transit trip planner, the OpenTripPlanner, 511 traveler information systems, and other rider-friendly mobile and online applications support transit trips planners.⁴⁷

SUMMARY

This chapter presented and discussed transit operational strategies that can be used to provide rural transit services more efficiently. These strategies included travel reduction, provision of flexible service, service coordination, and use of technology. Travel reduction can be defined as decreasing travel length and/or time while satisfying the same number of trips or trip purposes. In addition, the chapter discussed how providing flexible service, service coordination, and the use of technology could improve the efficiency of the services provided.

VI. CONCLUSIONS AND RECOMMENDATIONS

OVERVIEW

This study compiled innovative funding sources for special purposes as well as traditional sources of rural transit funding, including the USDOT and local state funds from other rural areas within the country. Consecutive federal government legislation – such as ISTEA, TEA-21, SAFETEA-LU, and MAP-21 – has provided transit funding for several years. The most common transit funding legislated by USDOT includes:

1. Section 5310 – Elderly Individuals and Individuals with Disabilities
2. Section 5311 – Rural and Small Urban Area Formula Grant
3. Section 5316 – Job Access Reverse Commute (JARC)
4. Section 5317 – New Freedom Initiative

Typically, state and local municipalities fund their transit systems from their General Fund Accounts. Contributions to the general fund include various forms of taxes, fees, and revenues. In some states, legislation is passed or initiatives approved by the voters, thus increasing certain fees to generate revenue for statewide transit projects. Other sources include such financing options as TIFIA SIBs, leases, TDDs, revenue bonds, grant anticipation notes, debt service reserves, and public-private ventures. These funding programs can be used to address transit needs, including technology, service expansion, and transportation amenities. Alternatives to grant funding within tribal and rural communities include profit-making tribal enterprises, tribal tax and casino revenues, internal fundraising, donations, and partnerships with the private sector.

Innovative funding sources identified in the study include programs administered by government agencies other than the Departments of Transportation. These programs feature transportation as an eligible program expenditure among the range of services provided, including funding trips for employment, medical care, and education/job training for transportation-disadvantaged populations. Agencies overseeing programs authorized to provide transportation services include:

1. Department of Agriculture (DOA)
2. Department of Health and Human Services (HHS)
3. Department of Education (DOE)
4. Department of Veteran Affairs (VA)
5. Department of Interior (DOI)
6. Department of Labor (DOL)

7. Department of Housing and Urban Development (HUD)

In addition, the study matched rural-transit needs identified in CHSTP surveys to traditional and non-traditional programs and sources specific for each need or service gap. Detailed information about each of the funding programs was provided to assist those who might want to pursue and apply for these funds.

SUMMARY AND RECOMMENDATIONS

The following is a summary of strategies to pursue alternative funding as well as provide improved transit services and corresponding limitations.

Improved Funding-Based on Needs

Transit providers begin by identifying the gaps and needs in their services. Unmet transit needs can be used to identify various potential funding sources available, as was discussed in Chapter 4. Similarly, redefining the nature of the transit service to incorporate increased transportation functions grants access to more funding opportunities with for various trip functions. However, the existence of so many potential funding programs creates special challenges to transit providers. For example, staff time needed to investigate these many sources to find which ones can be used to meet local needs can be very significant. Moreover, additional staff time would be needed to complete, submit, and monitor the funding applications.

Improved Service

Implementation of technology can be used to streamline a transit operator's operations or the operations of several collaborating operators. Deployment of ITS technologies as Automatic Vehicle Location (AVL), mobile data terminals, and automated or computer-assisted reservations/scheduling/dispatching systems could assist with travel efficiency. Use of websites – such as Simpli Transport, the software from Trip Master Enterprise Edition, or third-party services can assist with trip management for transit providers as well as provide a central site for information for patrons. This provides a seamless travel experience for patrons and increases temporal and widening spatial services as well. However, this requires cooperation or collaboration among providers in order to streamline these features and services across the agencies in order to ensure efficient use of the funding, facilities, and resources.

APPENDIX 1: ACRONYMS

AAA	Area Agency on Aging
ACF	Administration for Children and Families
ACS	American Community Survey
ACL	Administration for Community Living
ADA	Americans with Disabilities
ANA	Administration for Native Americans
AoA	Administration on Aging
AOR	Authorized Organization Representative
APTA	American Public Transportation Association
AVL	Automatic Vehicle Location
BETC	Business Energy Tax Credit
BIA	Bureau of Indian Affairs
BRATS	Baldwin Rural Area Transit (Alabama)
CAMP	Coordinated Access and Mobility Program
CART	Churchill Are Regional Transportation
CBO	Community-Based Organizations
CDOT	Colorado Department of Transportation
CFDA	Catalog of Federal Assistance Number
CHSTP	Coordinated Human Services Transportation Plan
CMAQ	Congestion Mitigation and Air Quality
CMS	Centers for Medicare & Medicaid Services
CoC	Continuum of Care
CPD	Office of Community Planning and Development
CTF	Comprehensive Transportation Fund
CRIP	Commission Road Improvement Program
DART	Douglas Area Rural Transit
DEI	Disability Employment Initiative
DOA	Department of Agriculture
DOE	Department of Education
DOI	Department of the Interior
DOL	Department of Labor
DUNS	Dun and Bradstreet [®] Number
EEM	Environmental Enhancement and Mitigation
EPA	Environmental Protection Agency
ESG	Emergency Solutions Grants
ETA	Employment and Training Administration
FASTER	Funding Advancement for Surface Transportation and Economic Recovery
FHWA	Federal Highway Administration

FTA	Federal Transit Administration
GARVEE	Grant Anticipation Revenue Vehicles
GAO	Government Accountability Office
GIS	Geographic Information System
GPS	Global Positioning System
GTFS	General Transit Feed Specifications
HES	Hazard Elimination Safety
HHS	Health and Human Services
HOPWA	Housing Opportunities for Persons with AIDS
HRRR	High Risk Rural Roads
HRSA	Health Resources and Services Administration
HSIP	Highway Safety Improvement Program
HUD	Department of Housing and Urban Development
ICT	Information/Communications (software)
IHS	Indian Health Service
IM	Interstate Maintenance
IRP	Industrial Road Program
IRR	Indian Reservation Roads
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation Systems
JAC	Jump Around Carson
JARC	Job Access and Reverse Commute
KART	Kings Area Rural Transit (California)
LTAP	Local Technical Assistance Programs
LTF	Local Transit Funds
MAP-21	Moving Ahead for Progress in the 21st Century Act
MPD	Multimodal Planning Division
NDOT	Nevada Department of Transportation
NHS	National Highway System
NNTC	Northern Nevada Transit Coalition
NDROAD	North Dakota Rural Off-System Access Development
NDSTREET	North Dakota Small Town Revitalization Endeavor for Enhancing Transportation
OAA	Older Americans Act
PILT	Payment-in-Lie-of-Taxes
PPP	Public-Private Partnerships
PG	Project Grants
PTMISEA	Public Transportation Modernization, Improvement, and Service Enhancement Account Program
RD	Rural Development
RD&T	Research, Development, and Technology

R.S.V.P	Retired and Senior Volunteer
RTAP	Rural Transit Assistance Program
RTP	Recreational Trails Program
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SAM	System for Award Management
SAMHSA	Substance Abuse and Mental Health Services Administration
SEDS	Social and Economic Development Strategies
SIB	State Infrastructure Bank
SLPP	State and Local Partnership Planning (of California)
SMART	Suburban Mobility Authority for Regional Transportation (of Michigan)
SNTC	Southern Nevada Transit Coalition
SPR	State Planning and Research
SRF	Special Road Fund
STA	State Transit Assistance fund
STB	Severance Tax Bond
SSVF	Supportive Services for Veteran Families
STOA	Statewide Transportation Operating Assistance
STP	Surface Transportation Program
STP-R	Surface Transportation Program: Rail
SWRTA	Santee Wateree Regional Transit Authority
TAP	Transportation Alternatives Program
TCRP	Transit Cooperative Research Program
TCSP	Transportation, Community, and System Preservation
TDD	Transportation Development District
TDA	Transportation Development Act
TEF	Transportation Enterprise Fund
TEA-21	Transportation Equity Act for the 21st Century
TEDF	Transportation Economic Development Fund
TIFF	Tax Increment Financing (TIF) districts
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIGGER	Transit Investments for Greenhouse Gas and Energy Reduction
TRPA	Tahoe Regional Planning Agency
TTAP	Tribal Technical Assistance Programs
TTP	Tribal Transportation Program
USDOT	U.S. Department of Transportation
VA	U.S. Department of Veteran Affairs
VERA	Veterans Equitable Resource Allocation
VETS	Offices of Veterans' Employment and Training Service

APPENDIX 2: GLOSSARY OF TERMS

Federal Funds

- **Alternatives Analysis, Section 5339:** Funds the evaluation of all reasonable modal and multimodal alternatives and general alignment options for identified transportation needs in a particular, broadly defined travel corridor.
- **Bus and Bus Facilities, Sections 5309 (m) (1) (c), 5318:** Provides capital assistance for new and replacement buses, related equipment, and facilities in urbanized and rural areas.
- **Clean Fuels Grant Program: Section 5308:** Funds assist nonattainment and maintenance areas in achieving or maintaining the National Ambient Air Quality Standards for ozone and carbon monoxide (CO), and support emerging clean fuel and advanced propulsion technologies for transit buses and markets for those technologies.
- **Congestion Mitigation and Air Quality (CMAQ):** Funds projects that reduce congestion and improve air quality including bicycle, pedestrian and transit facilities.
- **Coordinated Access and Mobility Program (CAMP):** Combines the Job Access and Reverse Commute and New Freedom Initiative and Elderly and Disabled Program, distributing 60% of funds to designated recipients in large urban areas, 20% to small urban areas, and 20% to rural areas.
- **Division for Aging:** Programs include:
 - **Older Americans Act (OAA) Title III B:** Provides grants to states for transportation services to facilitate access to supportive services or nutrition services, and services provided by an Area Agency on Aging (AAA) in conjunction with local transportation service providers (or other transportation agencies) that results in better transportation services to older individuals.
 - **Older Americans Act (OAA) Title IV:** Funds grants or contracts to non-profit organizations to improve transportation services for older individuals.
 - **Older Americans Act (OAA) Title VI:** Title VI programs, established under the Older Americans Act, provide services including transportation to American Indian and Alaska Native elders who are members of federally-recognized Tribes and live on or near reservations or other recognized jurisdictions, and to Hawaiian Natives.
 - **Elderly Individuals and Individuals with Disabilities Program, Section 5310:** Funding to States to help private nonprofit groups meet the transportation needs of the elderly and persons with disabilities.

Federal Funds (continued)

- **FHWA/FTA Transportation Planning Capacity Building Program:** Funds support, and promote effective statewide, metropolitan, and rural transportation planning practices nationwide by providing opportunities for sharing solutions throughout the professional planning community.
- **Forest Highways Program:** Federal funding that may be used as matching funds for other Federal-aid highway funds including STP, IM, NHS for reconstruction, rehabilitation, safety, and preservation projects (transportation plan, forest plan, and/or county comprehensive plans).
- **Head Start:** The Administration for Children and Families Head Start program helps low-income children from federally recognized reservations and migrant farm workers become involved in school and to promote readiness within these children by providing a number of services for them including transportation in a nationally competitive selection process.
- **Highway Safety Improvement Program:** Funds safety improvements when a public agency, like a city, county or state, acts as the project sponsor administering a project on behalf of a tribe on any public road, surface transportation facility, any publicly owned bicycle or pedestrian trail, or traffic-calming measure.
- **Intelligent Transportation Systems (ITS):** Funds deployment and integration of ITS, ensuring that transportation officials have adequate knowledge of ITS, improve regional cooperation and operations planning, promote innovative use of private resources, and develop a capable ITS workforce.
- **Intercity Bus Program, Section 5311 (f):** Program funds to develop and support intercity bus transportation.
- **Job Access and Reverse Commute (JARC) Program, Section 5316:** Funding addresses transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment.
- **Joint Partnership Program for Deployment of Innovation, Section 5312(D):** Provides funding for innovative projects identified by industry for government, transit operators and equipment suppliers allowing technology developers to retain greater patent and intellectual property rights, while leveraging some federal investment in the technology.
- **Metropolitan Transportation Planning Program, Section 5303:** Funding to states and local public bodies to support planning in Metropolitan areas and on tribal lands.

Federal Funds (continued)

- **National Research & Technology Program, Section 5314:** Provides funding for technical assistance, demonstration programs, research, public and private education, mass transportation technology development, and special demonstration initiatives.
- **National Scenic Byways Program:** Funds projects along All-American Roads, National Scenic Byways, State scenic byways, and tribal scenic byways and also plans and develops state or tribal scenic byway programs.
- **New Freedom Program, Section 5317:** Provides tools and resources to reduce barriers to transportation services and expand transportation mobility options to people with disabilities.
- **Over-the-Road Bus Program, Section 3038:** Funds assist intercity fixed-route, commuter, charter, and tour bus services in complying with Transportation for Individuals with Disabilities.
- **Paul S. Sarbanes Transit in Parks Program, Section 5320:** Funds capital and planning expenses for alternative transportation systems such as shuttle buses and bicycle trails in national parks and public/federal lands. The goals of the program are to conserve natural, historical, and cultural resources; reduce congestion and pollution; improve visitor mobility and accessibility; enhance visitor experience; and ensure access to all, including persons with disabilities.
- **Public Transportation on Indian Reservations, Section 5311 (c):** Direct funding to federally recognized tribes for the purpose of supporting tribal public transportation in rural areas.
- **Research, Development, Demonstration and Training Projects, Section 5312:** Provides funding for projects that develop, test, and demonstrate innovative technologies, service concepts, techniques, and analytical tools for planning, operating and managing transit enterprises and improving customer service as well as projects that providing technical assistance in safety, security, accommodating the travel needs of persons with disabilities, how to finance transit infrastructure construction and maintenance, how to meet requirements of the Clean Air Act and related implementing legislation.
- **Rural Public Transportation Program, Section 5311:** Funding supports mass transportation projects serving the general public in rural and small urban areas.
- **Rural Technical/Transit Assistance Program, Section 5311 (b)(3):** Funds training, technical assistance, research, and other support services for non-urbanized area transit.

Federal Funds (continued)

- **Rural Transit System Grant Program:** Funds grants to rural areas for transit capital improvement projects.
- **Small Urban Program-Federal Surface Transportation Program (STP):** Provides funding to areas with a population of 5,000 to 49,999. Road and transit capital projects are eligible for STP funds.
- **Social and Economic Development Strategies (SEDS Program):** Funds projects that develop community transportation activities supporting the needs of elders with disabilities and the local workforce.
- **Statewide Transportation Planning Program, Section 5304:** Funds Multimodal Planning Division's (MPD) technical assistance for rural public transportation planning and research like statewide planning, new system development and demonstration projects for eligible planning and non-urbanized communities (including regional rural to urban connector systems); planning and program administration.
- **Surface Transportation Program (STP):** Funds State and Local projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.
- **Surface Transportation Program: Rail (STP-R):** Fund upgrading, modification and improvement of public railroad grade crossings in both rural and urban locations.
- **High Risk Rural Roads Program:** Funding to reduce traffic fatalities and injuries on rural roads. Funds can be used to carry out construction and operational improvements on roadways classified as rural collectors or local roads where accident rates exceed the statewide average.
- **Public Lands Highways Program:** Funding for transportation planning, research, and engineering; construction of highways, roads, and transit facilities; and the operation and maintenance of transit facilities on public lands, national parks, and Indian reservations.
- **Training Fellowships and Innovative Techniques and Methods 5312(C):** provides funding for 1yr training fellowships for managerial, technical, and professional personnel involved in projects using innovative techniques and methods in managing and providing mass transportation based on individual's reasonable expected contribution in the transportation field.
- **State Planning and Research (SPR) Program, Section 5313(B):** Provides funds for research, development, and technology transfer (RD&T) activities promoting intermodal transit.

Federal Funds (continued)

- **Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) Program:** Funds capital investments that will reduce the energy consumption or greenhouse gas emissions of public transportation systems.
- **Transportation, Community, and System Preservation (TCSP) Program:** Funds states, metropolitan planning organizations, local governments, and tribal governments to plan and implement strategies that improve the efficiency of the transportation system, reduce its environmental impact, ensure efficient access to jobs and services, and promote development patterns that advance these goals.
- **Veterans Transportation and Community Living Initiative Grant Program:** Inter-departmental initiative to improve transportation options and mobility for America's veterans, service members and their families.

Tribal Federal Funds

- **BIA-Indian Reservation Roads (IRR) Program:** FHWA-Funds safe and adequate transportation and public road access to and within Indian reservations, Indian lands, communities for Native Americans, visitors, recreational and resource users, and others while contributing to economic development, self-determination, and employment of Native Americans.
- **Tribal Transit Grant Program:** Designed to award grants directly to tribal governments funding efforts to improve transit services for people traveling within Indian reservations and tribal communities.
- **Tribal Technical Assistance Program:** Funding to assist tribes develop transportation programs (due to limited capacity, resources, experience and/or opportunities), functions previously held by the federal government.
- **Indian Reservation Roads Maintenance Program:** Funds for maintenance activities on roads serving the tribes.
- **Hazard Elimination Safety (HES) Program:** Funds safety improvements on any public road, any public surface transportation facility, any publicly owned bicycle or pedestrian pathway or trail, or any traffic-calming measure when an agency, such as a city, county or state government, acts as the project sponsor and administers the project on behalf of the tribe.
- **Bridges on Indian Reservation Roads Program:** Funds rehabilitation or replacement of bridges or culverts on public roads meeting the definition of an Indian Reservation Road (IRR).

Local Funds

- **Advertising:** Revenue generated from advertisements placed on vehicles, facilities, reading material, etc.
- **Caltrans Environmental Justice Grant:** Funds/promotes context-sensitive planning in diverse communities and provides means to help low-income, minority and Native American communities, including community-based organizations (CBOs), become active stakeholders in transportation planning and project development.
- **CHC Foundation:** Privately administered program funding for projects (not specifically for transportation, but can be used for transportation projects) that serve the public interest and well-being and improve the quality of life for people in eastern Idaho.
- **Cigarette Tax:** Revenue generated from taxes levied from cigarette sales.
- **Commission Road Improvement Program (C.R.I.P.):** Discretionary funding program created by the Wyoming Transportation Commission to address unique rural major collector road situations.
- **Concessions/Rental Income:** Funds from leased transportation facilities to private entities for a large upfront payment, which can be used to fund other projects and services.
- **Contracts or Purchase of Service:** Revenues generated from provision of additional/specialized transit related services to various enterprises outside regular schedules.
- **Corporate Franchise Tax:** Taxes levied on business operations including profits and other taxable corporation assets.
- **Environmental Enhancement and Mitigation Program (EEM):** Funding to remedy environmental impacts of new or improved transportation facilities.
- **Employer Payroll/Taxes:** Taxes levied based on gross employer amount, within transit districts for the generation of revenue but usually administered by a state revenue agency on behalf of the transit district.
- **General Funds:** Transfers from the general fund of local governments to cover the Local Share portion of the transit system budget.
- **Hotel/Motel Taxes:** Fees levies to hotel/motels mainly applicable on certain days of the week, month or year.

Local Funds (continued)

- **Idaho Rural Partnership Community Review:** Idaho Rural Partnership and a host of other federal, state, local, and private organizations assist with the development of an action plan for community development in identified areas like infrastructure, housing, community design and identity, land use planning, education, transportation etc., recommends resources, and provides follow-up assistance as needed.
- **Lease Revenues:** Revenue generated from lease of various portions of the facility/ operation like terminals or parking facilities to private entities.
- **Local Rural Highway Investment Program:** Funding to communities with populations of less than 5,000 for road paving, drainage structure replacement, signage upgrades, transportation planning, reconstructing roadways, and most other types of construction on any public road.
- **Lottery and or Casino Revenues:** Funds generated through statewide lottery or legalized gambling for provision of public transit like Senior Citizens and Disabled Residents Transportation Assistance Program.
- **Michigan Passenger Transportation Programs:** Funded through the Comprehensive Transportation Fund (CTF) whose funds are come from a portion of state motor fuel taxes, vehicle registration fees, and state sales taxes on automobiles and other auto-related products. Programs include:
 - **Specialized Services Program:** Funds private, nonprofit agencies, and public agencies operations that provide transportation services primarily to elderly persons and persons with disabilities.
 - **Local Bus Capital Program:** Funds local share to match federal funds under Sections 5307, 5309, 5310, and 5311.
 - **Service Development and New Technology:** Provides funding for development of computer hardware and software systems, improvements to communication equipment, assistance with vehicle maintenance procedures and schedules, vehicle purchases, development of marketing programs, training, service and coordination studies.
 - **Intercity Bus Program:** Provides funding for modernizing as well as enhancing safety, cost-effectiveness and attractiveness of equipment fleets and station facilities.

Local Funds (continued)

- ***Ridesharing and Vanpooling Programs:*** Funds offices in the state that promote and organize ridesharing programs particularly for the work commute trip — reducing energy consumption, traffic congestion, and air pollution. The MichiVan Program provides self-supporting commuter vans except for program development enhancements and administrative costs. This program meets transportation demands where public transportation is unretrieved or unsuited to commuter travel needs.
- ***Transportation to Work:*** Provides local funding to match the JARC program, providing transportation services for welfare recipients and low income individuals to and from the workplace.
- ***Naming Rights/Advertising:*** Lump sum or an annual payment in return for providing a private party with exclusive advertising rights extending over a defined contractual term.
- ***North Dakota Rural Off-System Access Development (NDROAD) Program:*** Funds upgrades of the existing roadway and pavement infrastructure to new businesses with projects are selected on a competitive basis annually.
- ***North Dakota Small Town Revitalization Endeavor for Enhancing Transportation (NDSTREET) Program:*** Funds upgrades of existing pavement infrastructure and enhances the appearance of streets and sidewalks.
- ***Parking Fees and Fines:*** Fees collected with the aim of traffic management and mode shift and revenue generation at facilities owned by the transit authority.
- ***Property Tax:*** An additional feasible source of subsidy for transit services that tends to be progressive – those most able to pay are those that tend to be impacted.
- ***Proposition 1B (PTMISEA):*** Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act, was an initiative approved by the voters in November of 2006. \$3.6 billion is designated for allocation over a ten year period for public transportation projects, including rural transit projects, which protect the environment and public health, conserve energy, reduce congestion, and increase mobility. The \$3.6 billion is to be distributed by formula to eligible agencies.
- ***Proposition 1B (SLPP):*** Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act, was an initiative approved by the voters in November of 2006. The purpose of the State and Local Partnership Planning (SLPP) program is to reward self-help counties and fund a wide variety of projects (including rural transit projects) that provide improved mobility, system connectivity, safety and air quality benefits.

- **Sales Tax Equalization:** Per Capita distribution of funds collected from excise taxes, and disbursed based on population figures to local jurisdictions.
- **Sales Tax:** Taxes placed on the sale or lease of goods and services, calculated by multiplying the purchase price by the applicable tax rate and collected by the seller at the time of sale.
- **Special Road Fund (SRF) Program:** Funding from investment income earned on money in the state highway fund.
- **Tax-Increment Financing District Funds:** Funding from the added increment of future taxes due to increases in property values resulting from public investments.
- **Transportation Alternatives Program (TAP):** Discretionary program that funds projects such as bike paths, streetscapes, and historic preservation of transportation facilities enhancing Michigan's intermodal transportation system, promote walkability, and improve quality of life.
- **Transportation Development Districts:** Funds are generated by community improvement through issuance of bonds supported by tax increment procedures or dedicated sales taxes.
- **Tax-Increment Financing Districts:** Funds resulting from the added increment of future taxes due to increases in property values resulting from public investments.
- **Transportation Development Act (TDA) Funds:** State Transit Assistance Fund (STA)-Derived from the statewide sales tax on gasoline and diesel fuel. Basis for state financial assistance to public transportation in California providing funding to be allocated to transit and non-transit related purposes that comply with regional transportation plans. The Mills-Alquist-Deddeh Act (SB 325) or TDA is a major funding source for both rural and urban public transportation, operations and bus and rail projects that are part of a Regional Transportation Plan.
 - **TDA Local Transit Funds (LTF):** Derived from a ¼ cent of the general sales tax collected statewide.
 - **TDA State Transit Assistance Fund (STA):** Derived from the statewide sales tax on gasoline and diesel fuel.
- **The Rural Task Force Program:** Funds rural counties with a population under 400,000 (78 out of 83 counties in Michigan). Funds must be spent in their geographic areas and both road and transit capital projects are eligible.
- **Toll Way Revenues:** Revenues from toll facilities aimed at providing enhanced transit services within tolled corridor.

Local Funds (continued)

- **Transportation Development Districts:** Funding generated by community improvement through issuance of bonds supported by tax increment procedures or dedicated sales taxes.
- **Transportation Economic Development Fund (TEDF):** Funds transportation improvements that enhance the state's ability to compete in a global economy, promote economic growth and improve the quality of life in the State of Michigan.
- **Transportation Enterprise Fund:** Enacted into law by the 1999 Wyoming State Legislature, funding public transit vehicle acquisitions. Annual interest income from the Transportation Trust Fund, along with any program carry over provides the corpus of the fund.
- **Use Tax:** A tax on the use of goods or certain services in Washington when sales tax has not been paid. Goods used in this state are subject to either sales or use tax, but not both. Use tax, unlike sales tax, is due at the rate where you first use the article, not where the sale takes place.
- **Utility Tax:** Tax levied and collected from every person for the act or privilege of engaging within the State in any one or more of the businesses mentioned. The tax is equal to the gross income of the business, multiplied by the rate set out after the business.
- **Vehicle Leasing and Rental Fees:** Revenues from locally-imposed taxes on vehicle rentals to fund transit services.
- **Vehicle Registration Fees:** Helps fund State transportation programs and structure imposed varies from state to state, vehicle type, value, weight or age.
- **Veterans Equitable Resource Allocation (VERA):** Provides funding for mileage reimbursement or special mode transportation to eligible veterans traveling to and from veteran affairs authorized care.

Other Funding

- **Capital Leasing:** Transit agencies lease capital assets like vehicles and facilities from vendors or financial institutions in lieu of purchasing. Transit revenue can also be generated from leasing various portions of the transit facility/operation like terminals or parking facilities to private entities.
- **Debt Service Reserve:** Revenue reserve established for the purpose of financing transit capital projects from FTA formula and capital funds supporting timely payments to bond holders reducing grantees' out-of-pocket DSR issuance costs. Reserves are created using proceeds from transit agency issued bonds pledging local revenues.
- **Grant Anticipation Revenue Vehicles (GARVEEs):** This is debt secured using expected FTA formula funds. Transit agencies issue debt secured by and payable from formula funds. Similarly transit agencies also use Grant Anticipation Notes (GANs), a similar mechanisms to borrow against future formula FTA Title 49 grants) like Section 5307 or Section 5309 which do not include debt-related financing costs such as interest and issuance costs compared to Title 23 GARVEE funding.
- **Public-Private Partnerships:** Also a common source of transit funding especially in cases where the private entity has expertise but lacks access to funding while the public agency has access to funding.
- **Revenue Bonds:** Generated from taxes (General Fund Revenues) including Dedicated Revenue Bonds, Lease Revenue Bonds/Certificates of Participation, and General Obligation Bonds.
 - **A Dedicated Revenue Bond:** is a dedicated revenue stream such as sales taxes, pledged to the repayment of bonds protecting given investors from a transit agency's operating obligations.
 - **General Obligation Bonds:** are issued where a transit provider (typically having tax raising authority) pledges its full faith, credit, revenues, resources and property to the full and timely payment of the bonds.
 - **Lease Revenue Bonds/Certificates of Participation:** are used by transit agencies to finance new vehicles.
- **State Infrastructure Bank (SIB) Loans:** An SIB is a revolving loan program that provides low cost credit assistance and can have two separate accounts; 1) federally-funded SIB account capitalized by Federal money matched with state funds and subject to federal requirements and guidelines. 2) The state-funded SIB account is capitalized by bond proceeds and state money for projects on the State Highway System providing increased mobility or better intermodal connectivity on the state's transportation system.

Other Funding (continued)

- **Section 129 Loans:** Allow states to leverage additional transportation resources and recycle assistance to other eligible projects. Part of Title 23 allows Federal participation in a state loan to support projects with dedicated revenue stream including tolls, excise taxes, sales taxes, real property taxes, motor vehicle taxes, incremental property taxes, or other beneficiary fees.
- **Environmental Protection Agency (EPA) Smart Growth Implementation Assistance Program:** Managed by the Office of Sustainable Communities in the U.S. Environmental Protection Agency's (EPA) Office of Policy. Provides technical assistance to communities to explore innovative ideas that overcome barriers that have prevented them from getting the kind of development they want.
- **Transportation Infrastructure Finance and Innovation Act (TIFIA) Loans:** Provides federal credit assistance (supplemental and subordinate capital) to nationally/regionally significant surface transportation projects, including transit.

APPENDIX 3: ALTERNATIVE/INNOVATIVE FUNDING

Table 7 provides program funding details, such as number of grants awarded and range of awards. Data in these tables was compiled from several sources.⁴⁸

- Column 1 lists current funding programs, which are hyperlinked to their respective websites in order provide more details on the program resources, eligibility, and the application process. For some programs – for example, Job Corps and the Trade Adjustment Assistance – no grant application information was retrieved in the hyperlinked websites. Therefore, providers should contact the local centers directly for these programs.
- Column 2 identifies the program’s Catalog of Federal Assistance Number (CFDA), which provides summarized information on the potential program.
- Column 3 identifies the type of funding program, such formula (F) and discretionary (D).
- Column 4 specifies match requirements.
- Columns 5 to 9 matches the funding programs to identified transit needs.
- Column 10 describes funding obligations from various federal agencies in FY 2013. For programs whose 2013 information was not readily available, the most recent data was used to create the table.
- Column 11 provides information on the number of grants awarded up to 2013.
- Column 12 provides information on the range of these awards.

Other than formula and discretionary funding, other types of funding included in Table 7 are:

- Project Grants (PG) refer to funding of specific projects for fixed or known periods.
- Direct Payments for Specified Use (PY) refers to funding assistance from the federal government, which encourages or subsidizes a particular activity by conditioning the receipt of the assistance on a particular performance by the recipient.
- Provision of Specialized Services (SP) are programs that provide federal personnel directly in order to perform certain tasks for the benefit of communities or individuals. These services may be performed in conjunction with non-federal personnel. However, they involve more than consultation, advice, or counseling.

Table 7. Federal Funding (Non-DOT) That Address Special Needs

	2	3	4	5	6	7	8	9	10	11	12	
	Catalog of Federal Assistance Number	Type of Program	Match Requirement (%)	Employment Activity Trips	Medical Care Trips	Education/Training Trips	Shopping/Home-delivered Meal Trips	Social/Senior Centers/Recreational Trips	Grant, Retrieved for Obligation 2013 (\$, Millions)	Expected Number of Awards	Range and Average of Awards (\$, Millions)	
Funding Retrieved by Department / Grant or Program												
Department of Education												
1. Supported Employment Services for Individuals with Most Significant Disabilities	84.187	F	No	X	X	X			27.30	80	0.003 - 2.80	
2. Rehabilitation Services American Indians with Disabilities	84.250	PG	10	X		X			37.20	82	0.29 – 1.80 ^b	
3. State Vocational Rehabilitation Services Program	84.126	F	21.3			X			2,947.00	80	0.82 – 289.8	
4. Special Education-Grants for Infants and Toddlers	84.181	F	No		X	X			419.70		8.30 ^c	
5. Special Education Preschool Grants	84.173	F	No			X			372.60	52	7.20 ^c	
6. Education for Homeless Children and Youth	84.196	F	No			X			50.23 ^c	52 ^c	0.08 - 3.00 ^c	
7. Special Education Grants to States	84.027	F	No			X			11,577.80		16.30 - 1160	
8. 21st-Century Community Learning Centers	84.287	F	No			X			1,128.60 ^c	52 ^c	5.60 - 124 ^c	
9. Independent Living Services for Older Individuals Who Are Blind	84.177	F	11.1				X	X	31.92	56	0.04 – 3.21	
10. Independent Living State Grants	84.169	F	11.1	X			X	X	21.92	77	0.027 – 1.98	
11. Centers for Independent Living	84.132	D	No				X	X	75.77		0.002 – 1.29	
Department of the Interior												
1. Indian Schools - Student Transportation (Emergencies)	15.043	PG	No		X	X			7.30		0.26 ^e	
2. Indian Child and Family Education	15.044	PY	No			X			33.50		0.002 – 1.60	
3. Indian Education Assistance to Schools	15.130	PY	No			X			21.40		0.069 ^e	
a - Only information FY 2010/11 readily Retrieved	W - Waiver subject to 45 CFR 1336.50. criteria											
b - Only information FY 2011 readily Retrieved	F - Formula Grant											
c - Only information FY 2012 readily Retrieved	D - Discretionary Grant											
d - Only information FY 2012/13 readily Retrieved	PG - Project/Program Grant											
e - Average funding amounts	PY - Direct Payments for Specified Use											
	Vrs - Varies											
	INA - Information not available											

Table 7. Federal Funding (Non-DOT) That Address Special Needs (Continued)

Funding Retrieved Department / Grant or Program		2	3	4	5	6	7	8	9	10	11	12
Catalog of Federal Assistance Number			Type of Program	Match Requirement (%)	Employment Activity Trips	Medical care Trips	Education/Training Trips	Shopping/Home-delivered meal Trips	Social/Senior Centers/Recreational Trips	Grant, Retrieved for Obligation 2013 (\$, Millions)	Expected Number of Awards	Range and Average of Award (\$, Millions)
Department of Labor												
1.	Trade Adjustment Assistance	17.245	F	No	X	X	X			16	INA	INA
2.	Employment Service/Wagner-Peyser Funded Activities; Disability Employment Initiative (DEI) Program	17.207	F/PG	No	X	X	X			699	8	1.00 - 3.10
3.	Workforce Investment Act Youth Activities	17.259	F	No	X	X	X			781	INA	0.75 - 118
4.	YouthBuild Program: a) Youth CareerConnect Program	17.274	D	25	X	X	X			72 100	68 40	0.11 - 9.00 2.00 - 7.00
5.	Workforce Investment Act Adult Program	17.258	F	No			X			730	INA	0.71 -113.00
6.	Senior Community Service Employment Program	17.235	F	10						94.50 ^c	INA	0.34 - 7.60 ^c
7.	Veterans' Employment Program	17.802	PG	No	X	X	X			12.80	INA	0.75 - 1.25
8.	Homeless Veterans' Reintegration Program a) Stand Down Grant	17.805	PG	No	X					5 0.60	16 70	0.10 - 0.20 0.007 - 0.010
9.	Native American Employment and Training	17.265	F	No	X					56	INA	0.0011-5.8 ^a
10.	Job Corps	None	INA	INA	X	X	X			1,713	INA	0.92 ^c
Department of Agriculture, Food and Nutrition Service												
1.	Supplemental Nutrition Assistance Program	10.551	PY	No	X	X	X			76,070	40	56.99- 7558.40
2.	Community Facilities Loans and Grants	10.766	PG	No	X	X	X	X		14	INA	0.03 ^e
a -	Only information FY 2010/11 readily Retrieved	F - Formula Grant										
b -	Only information FY 2011 readily Retrieved	D - Discretionary Grant										
c -	Only information FY 2012 readily Retrieved	PG - Project/Program Grant										
d -	Only information FY 2012/13 readily Retrieved	PY - Direct Payments for Specified Use										
e -	Average funding amounts	W - Waiver subject to 45 CFR 1336.50. criteria Vrs - Varies INA - Information not available										

Table 7. Federal Funding (Non-DOT) That Address Special Needs (Continued)

Funding Retrieved Department / Grant or Program	Catalog of Federal Assistance Number	Type of Program	Match Requirement (%)	Employment Activity Trips	Medical Care Trips	Education/Training Trips	Shopping/Home-delivered meal Trips	Social/Senior Centers/Recreational Trips	Grant, Retrieved for Obligation 2013 (\$, Millions)	Expected Number of Awards	Range and Average of Award (\$, Millions)
	2	3	4	5	6	7	8	9	10	11	12
Department of Veterans Affairs											
1. Veterans Medical Care Benefits (Medical Services, Support & Compliance, Facilities, Medical and Prosthetic Research)	64.009	SP	No	X	X				52	INA	INA
2. Grants for Transportation of Veterans in Highly Rural Areas	64.035	PG	No	X	X		X	X	3	55	<0.05
3. Supportive Services for Veteran Families (SSVF) Program	64.033	PG	No	X	X		X	X	299	319	0.114 - 2.00
4. Grants for the Rural Veterans Coordination Pilot	64.038	PG	No	X	X	X	X	X	10	5	0.10 - 2.00
5. VA Homeless Providers Grant and Per Diem Program	64.024	PG	No	X	X	X	X	X	2	60	0.04 ^e
Department of Housing and Urban Development											
1. Supportive Housing for the Elderly	14.157	PY	No	X	X	X	X	X	411.20 ^b	INA	0.06 – 15.20 ^b
2. Continuum of Care (CoC) Program	14.267	D	Vrs	X	X	X	X	X	17,682 ^c		0.34 – 0.50
3. Supportive Housing Program	14.235	PG/PY	Vrs	X	X	X	X	X	98		0.20 -0.40
4. Community Development Block Grants/State's Program and Non-Entitlement Grants in Hawaii	14.228	F	Vrs	X	X	X	X	X	2,148.90	IN	2 – 62.60
5. Housing Opportunities for Persons with AIDS (HOPWA)	14.241	F	No	X	X	X	X	X	3,328.50	INA	2.38 ^e
6. Choice Neighborhoods Implementation Grants	14.889	PG	5	X	X	X	X	X	109	4	30 - 40
7. Choice Neighborhoods Planning Grants	14.892	PG	5		X	X			4.37	9	0.5 ^e
8. Indian Community Development Block Grant	14.862	PG	No	X	X	X	X	X	57.10	6	2.8 – 19.8
9. Emergency Solutions Grants (ESG) program	14.231	PG	Vrs	X	X	X	X	X	215	365	0.048 – 10.9
a - Only information FY 2010/11 readily Retrieved	F - Formula Grant										
b - Only information FY 2011 readily Retrieved	D - Discretionary Grant										
c - Only information FY 2012 readily Retrieved	PG - Project/Program Grant										
d - Only information FY 2012/13 readily Retrieved	PY - Direct Payments for Specified Use										
e - Average funding amounts	Vrs - Varies										
f - Nevada counties with highly rural areas: Churchill, Elko, Esmeralda, Eureka, Humboldt, Lander, Lincoln, Mineral, Nye, Pershing, White Pine	INA - Information not available										

Table 7. Federal Funding (Non-DOT) That Address Special Needs (Continued)

Funding Retrieved Department / Grant or Program	Catalog of Federal Assistance Number	Type of Program	Match Requirement (%)	Employment Activity Trips	Medical Care Trips	Education/Training Trips	Shopping/Home-delivered Meal Trips	Social/Senior Centers/Recreational Trips	Grant, Retrieved for Obligation 2013 (\$, Millions)	Expected Number of Awards	Range and Average of Award (\$, Millions)
	2	3	4	5	6	7	8	9	10	11	12
Department of Health and Human Services											
1. Community Services Block Grant Programs	93.569	F	No	X	X	X			635.284	INA	0.01 – 55.940
2. Community Services Block Grant Discretionary Awards											
a) Community Economic Development	93.570	D	No	X	X				28.083	24	0.16 – 0.80
b) Rural Community Facilities									4.671	8	0.152 – 0.674
3. Substance Abuse Prevention and Treatment Block Grant	93.959	F/D	No		X				1601 ^d	INA	0.12 – 153.12 ^d
4. Community Mental Health Services Block Grant	93.958	F/D	No		X				409 ^d	INA	0.048 – 55.06 ^d
5. Substance Abuse and Mental Health Services-Access to Recovery	93.275	D	No		X				91.6	INA	1.60 – 3.35
6. Comprehensive Community Mental Health Services for Children with Serious Emotional Disturbances	93.104	D	100		X				44.211	INA	0.376 – 2.00
7. Special Programs for the Aging, Title III, Part B, Grants for Supportive Services and Senior Centers	93.044	F	No	X	X		X		38	INA	
		D							2,166		6.511 ^e
8. Special Programs for the Aging, Title VI, Part A, Grants to Indian Tribes, Part B, Grants to Native Hawaiians	93.047	PG	No	X	X		X		38	INA	0.072 – 1.50
9. Urban Indian Health Services	93.193	PG	No		X				0.6	INA	0.13 – 1.48
10. Native American Programs (Social and Economic Development Strategies SEDS)	93.162	D	20 ^w					X	23.862	INA	0.025 – 4.00
11. Native Employment Works	93.594	F	No	X	X				7.633		0.0051 – 1.75
a - Only information FY 2010/11 readily Retrieved		F - Formula Grant									
b - Only information FY 2011 readily Retrieved		D - Discretionary Grant									
c - Only information FY 2012 readily Retrieved		PG - Project/Program Grant									
d - Only information FY 2012/13 readily Retrieved		PY - Direct Payments for Specified Use									
e - Average funding amounts		Vrs - Varies									
w - Waiver subject to 45 CFR 1336.50. criteria		INA - Information not available									

Table 7. Federal Funding (Non-DOT) That Address Special Needs (Continued)

Funding Retrieved Department / Grant or Program	Catalog of Federal Assistance Number	Type of Program	Match Requirement (%)	Employment Activity Trips	Medical Care Trips	Education/Training Trips	Shopping/Home-delivered Meal Trips	Social/Senior Centers/Recreational Trips	Grant, Retrieved for Obligation 2013 (\$, Millions)	Expected Number of Awards	Range and Average of Award (\$, Millions)
	2	3	4	5	6	7	8	9	10	11	12
Department of Health and Human Services (continued)											
12. Health Centers Special Diabetes Program for Indians Diabetes Prevention and Treatment Projects	93.237	PG	No		X				112.09	35 ^b	0.414 – 101.86 ^b
13. Transitional Living for Homeless Youth	93.550	F	10	X	X	X			37.2	206	0.10 – 0.20
14. Temporary Assistance for Needy Families	93.558	F	No	X	X	X			16,488 ^c	INA	149.9 ^{c,e}
15. Social Services Block Grants	93.667	F	No	X	X				1,613.3	57	0.06 – 194.06
16. Maternal and Child Health Services Block Grant to the States	93.994	F	75		X				511.89	59	0.14 – 36.32
17. Children's Health Insurance Program	93.767	F	Vrs		X				32	41	0.19 – 1.00
18. Healthy Start Initiative	93.926	PG	No		X				93.984	INA	0.255 – 2.35
19. Head Start	93.600	PG	20		X				7,400	INA	0.14 – 200.35
20. Medical Assistance program; Medicaid	93.778	F	Vrs		X				268.97	INA	12.22 – 34.50
21. Rural Health Care, Rural Health Network, and Small Health Care Provider Programs	93.912	PG	No		X			X	55.552	INA	0.085 – 0.30
22. HIV Care Formula Grants	93.917	F	Vrs		X				1,137.05	59	0.032 – 149.79
23. State Councils on Developmental Disabilities and Protection and Advocacy Systems	93.630	F	25			X			109		0.20 – 0.45
24. Developmental Disabilities Projects of National Significance	93.631	PG	Vrs			X			7.882		0.05 – 0.30
25. Chafee Foster Care Independence Program	93.674	F	20					X	138.174		0.012 – 18.19
a - Only information FY 2010/11 readily Retrieved		F - Formula Grant									
b - Only information FY 2011 readily Retrieved		D - Discretionary Grant									
c - Only information FY 2012 readily Retrieved		PG - Project/Program Grant									
d - Only information FY 2012/13 readily Retrieved		PY - Direct Payments for Specified Use									
e - Average funding amounts		Vrs - Varies									
		INA - Information not available									

APPENDIX 4: TRIBAL AND SMALL COMMUNITY LOCATIONS IN NEVADA

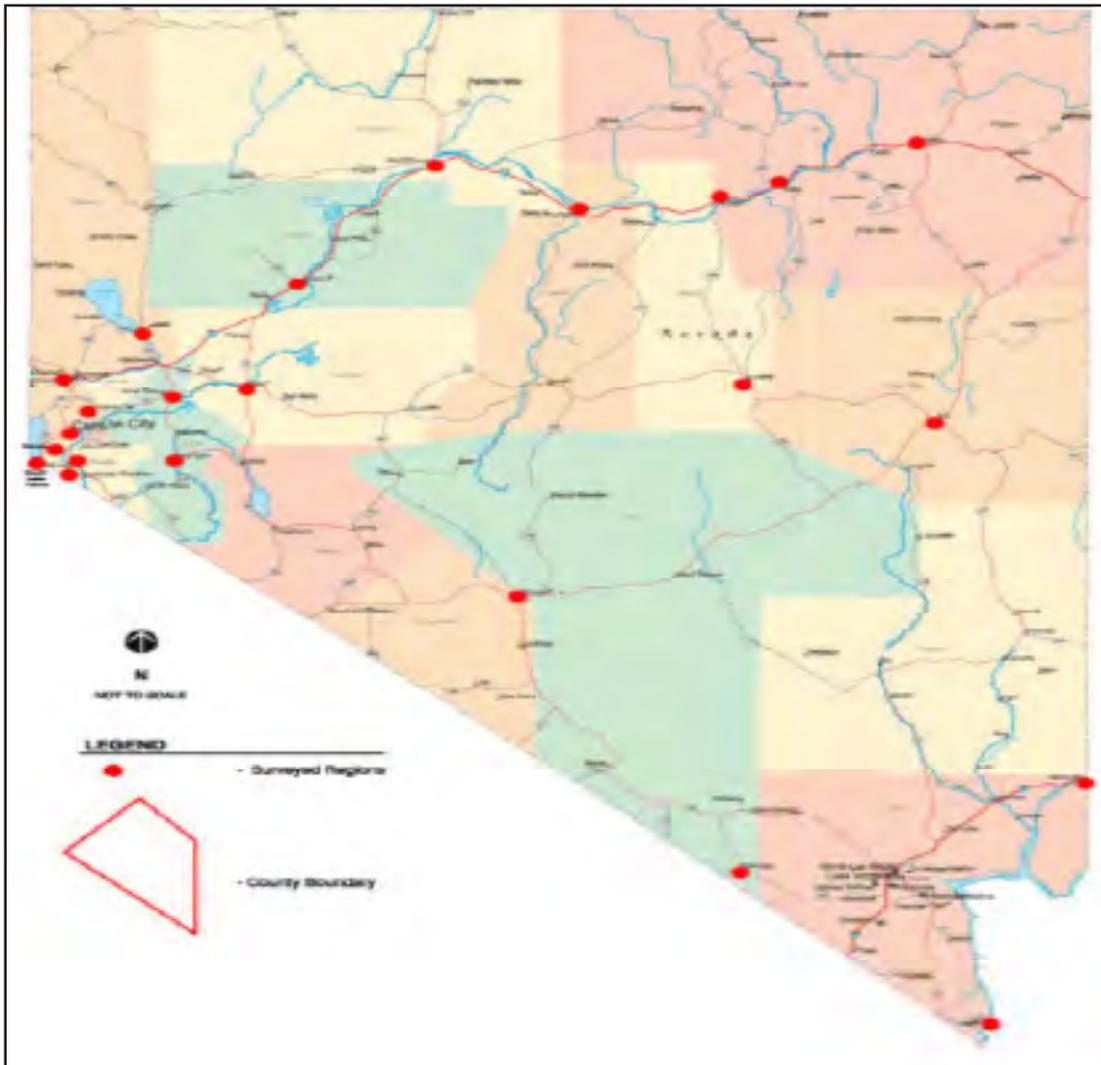


Figure 3. Tribal and Small Community Locations in Nevada

Source: Fehr and Peers-Coordinated Human Services Transportation Plan.⁴⁹

APPENDIX 5: SUMMARY OF RURAL NEVADA TRANSIT SERVICES AND NEEDS

Table 8. Summary of Rural Nevada Transit Services and Needs

Provider	Type of Service and Hours	Trips Served	Service Needs Indicated in Survey	Use of Technology
Douglas County/BlueGo Transit (Public organization)	Fixed route with deviations (7 days a week)	Shopping-grocery Employment Recreational/social Medical appointments Educational/training	Increased temporal service	
Churchill County Senior Center (Private non-profit organization)	Demand response Fixed route Intercity (twice a week-Reno) Dial-a-ride	Shopping-grocery Social services Senior center Employment Recreational/social Medical appointments	Inter-rural connectivity	
Douglas Area Regional Transit, D.A. Senior services (Public agency)	Demand response, Fixed route (Weekdays 5am-7.30pm)	Home delivered meals Shopping-grocery Social services Employment Recreational/social Medical appointments Educational/training	Expanded service (dial-a-ride, weekends, late evening) Flexible service (fixed route cant deviate >1 mile)	Dispatch software with online routes
Fallon Industries (Private non-profit organization)	Demand response, Fixed route (1hr service, M-F 8am and 3-4pm)	Shopping-grocery Social services Employment Recreational/social Medical appointments Educational/training	Inter- and Intra-rural service Medical transportations	
Lyon County Human Services (Public agency)	Demand response Reservations (Weekdays-Time limited)	Home delivered meals Shopping-grocery Senior center Recreational/social Medical appointments	Intra-rural connectivity Specialized transportation (seniors)	

Table 8. Summary of Rural Nevada Transit Services and Needs (Continued)

Provider/Trips	Type of Service and Travel Pattern	Trips Served	Service Needs Indicated in Survey	Use of Technology
Northern Nevada Transit Coalition (NNTC) (Private non-profit organization)	Demand response – Weekday 6am-5pm Fixed route – 24/7	Employment	Weekend Demand response service Inter-rural service Expand into GPS	Computerized dispatch
Older Americans of Lyon County (Private non-profit organization)	Inter-city Weekday (M-F 7am-3pm)	Home delivered meals Shopping-grocery Social services Senior center Recreational/social Medical appointments	Weekend & evening service Taxi services	
Pershing County Senior Center (Public agency)	Demand response Weekday 10:30am-2:30pm	Home delivered meals Shopping-grocery Social services Senior center Medical appointments	Increased local temporal service Increased inter-rural service	
Storey County Senior Citizens/ Virginia City Senior Center (Private non-profit organization)	Demand response Weekday 10:30am-12:30pm	Home delivered meals Senior center Shopping Medical appointments	Inter-rural service	
Tahoe Transportation District (Public agency)	Contracts out transportation service Operates Kingsbury Express-Daily, time limited (6-9am, 3:30-7:30pm.)		Streamlined ticketing Increased frequency of service	

Table 8. Summary of Rural Nevada Transit Services and Needs (Continued)

Provider/Trips	Type of Service and Travel Pattern	Trips Served	Service Needs Indicated in Survey	Use of Technology
Southern Nevada Transit Coalition (SNTC) (Private non-profit organization)	Demand response Fixed route Intercity Interstate Dial-a-ride Reservations Paratransit 24hr service – Laughlin 6day/week, 18hr - Mesquite	Shopping-grocery Senior center Employment Medical appointments Special needs (Kids, welfare)	Increased spatial and temporal service En-route communication	
Silver Sage Senior Center (Public agency)	Demand response Dial-a-ride *Weekday-time limited (10am-3pm)	To shopping-grocery To social services To Senior center Medical appointments	Weekend service Expanded dial-a-ride service Inter-rural connectivity (Greyhound)	
Pyramid Lake Paiute-Numaga project senior center (Tribal government)	Demand response Weekday-time limited (7:30am-2pm)	Shopping-grocery Senior center Medical appointments Employment	Weekend service Dial-a-ride Scheduling software Tribes' participation in planning	
Ormsby Arc (Private non-profit organization)	Demand response (24/7)	Shopping-grocery Social services Recreational/social Medical appointments	Expanded temporal and spatial service Paratransit	
Eureka Senior Citizens Center (Public agency)	Intercity service-(1/month) Dial-a-ride – Weekday time limited (8am-2:30pm)	Shopping-grocery Medical appointments	Increased service around holidays	

Table 8. Summary of Rural Nevada Transit Services and Needs (Continued)

Provider/Trips	Type of Service and Travel Pattern	Trips Served	Service Needs Indicated in Survey	Use of Technology
High Sierra Industries (Private non-profit organization)	Demand response Vanpool Weekdays	Shopping-grocery Employment Recreational/social Medical appointments	Training	
Nye County Nutrition & Esmeralda Senior Nutrition – (Private non-profit organization)	Demand response Fixed route Intercity Reservations Weekday time limited (8am-2pm, medical 4am-7pm)	Home delivered meals Shopping-grocery Social services Senior center Recreational/social	Increased senior transportation Expanded local temporal and spatial service like dial-a-ride, taxis Automated reservations/scheduling/dispatching systems	
Lander County Senior Citizens Center (Public agency)	Demand response Reservations Weekday time limited (10am-2pm)	Home delivered meals Shopping-grocery Senior center Recreational/social Medical appointments	Intra-rural connectivity Increased medical transportation	
Seniors of Humboldt County (Private non-profit organization)	Reservations Dial-a-ride Weekday time limited (8am-4pm)	Shopping-grocery Social services Senior center Employment Recreational/social Medical appointments Educational/training	Increased temporal service Inter-rural connectivity	
Ely Shoshone Tribe (Tribal government)	School bus – Preschool, weekday time limited (8am-12pm) **At times for elderly	Medical appointments	Intercity connectivity	

Table 8. Summary of Rural Nevada Transit Services and Needs (Continued)

Provider/Trips	Type of Service and Travel Pattern	Trips Served	Service Needs Indicated in Survey	Use of Technology
Carlin Open Door Senior Center (Non-profit under Carlin City)	Dial-a-ride Weekday time limited (8am-5pm, appointments)	Home delivered meals Shopping-grocery Social services Senior center Recreational/social Medical appointments Educational/training	Increased services e.g. taxis Transportation for younger travelers (<60 yrs.) Increased facilities (vehicles) Intercity connectivity	
Jump Around Carson (Public agency) (Contracts for transportation service)	Demand response Fixed route Reservations Weekdays time limited (6:30am-6:30pm) Saturdays time limited (8:30am-4:30pm)	Senior center Employment Medical appointments Educational/training	Expanded local, temporal and spatial service Intercity service Automated stops announcements	
Pahrump Senior Center (Private non-profit organization)	Demand response - Weekdays time limited (7am-3pm)	Home delivered meals Shopping-grocery Senior center Medical appointments Educational/training	Inter- and Intra-rural service	

APPENDIX 6: FUNDING PROGRAMS MATCHED TO IDENTIFIED TRANSIT NEEDS FOR RURAL NEVADA

Table 9 provides more details by identifying Nevada rural transit providers, their needs, current funding, and potential funding sources or programs that can address those needs. This table is constructed from several sources.⁵⁰

In this table:

- Column 1 categorizes transit needs for trips for purposes of employment, medical, education/training, shopping (groceries) or home-delivered meals, and senior center/social/recreation.
- Column 2 lists Nevada rural transit providers who participated in the CHSTP surveys.
- Column 3 lists existing funding sources utilized by the transit providers.
- Column 4 identifies various programs that can address the various trip purpose needs, otherwise referred to as alternative funding sources.

Table 9. Potential Funding Addressing Special Needs

Need/Transit Gap	Transit Provider	Current Funding Used	Potential Funding Retrieved: Department, Grant, or Program
Employment Activity Trips	Douglas County	Sections 5310, 5311, and 5316	Department of Labor 1. Job Corps 2. Trade Adjustment Assistance
	Churchill County Senior Center	Administration on Aging (AoA)	3. Workforce Investment Act Youth Activities 4. Veterans' Employment Program
	Douglas Area Regional Transit, D.A. Senior services	Local County Funds	5. Native American Employment and Training 6. Homeless Veterans' Reintegration Project
	Fallon Industries	Local City Funds	7. Employment Service/Wagner-Peyser Funded Activities; Disability Employment Initiative (DEI) Program
	Northern Nevada Transit Coalition (NNTC)	Head Start Medicaid	Department of Agriculture, Food and Nutrition Service 1. Supplemental Nutrition Assistance Program, Employment and Training Program 2. Community Facilities Loans and Grants
	Tahoe Transportation District	Independent Living Grant	Department of Education 1. Independent Living State Grants 2. Supported Employment Services for Individuals with Most Significant Disabilities 3. Rehabilitation Services American Indians with Disabilities
	Southern Nevada Transit Coalition (SNTC)		
Pyramid Lake Paiutes - Numaga Project Senior Center	Seniors Humboldt County		Department of Housing and Urban Development 1. Supportive Housing for the Elderly 2. Continuum of Care (CoC) Program 3. Community Development Block Grants/State's program and Non-Entitlement Grants in Hawaii 4. Housing Opportunities for Persons with AIDS (HOPWA) 5. Choice Neighborhoods Implementation Grants
	High Sierra Industries		
	Jump Around Carson		Department of Health and Human Services 1. Community Services Block Grant Programs 2. Special Programs for the Aging, Title III, Part B, Grants for Supportive Services and Senior Centers 3. Special Programs for the Aging, Title VI, Part A, Grants to Indian Tribes, Part B
	Silver Sage Community Center		

Table 9. Potential Funding Addressing Special Needs (Continued)

Need/Transit Gap	Transit Provider	Current Funding Used	Potential Funding Retrieved: Department, Grant, or Program
Employment Activity (continued)			Department of Health and Human Services (continued) 4. Community Services Block Grant Programs 5. Special Programs for the Aging, Title III, Part B, Grants for Supportive Services and Senior Centers 6. Special Programs for the Aging, Title VI, Part A, Grants to Indian Tribes, Part B, Grants to Native Hawaiians 7. Transitional Living for Homeless Youth 8. Temporary Assistance for Needy Families 9. Community Services Block Grant Discretionary Awards 10. Native Employment Works 11. Social Services Block Grants
Medical Care Appointments	Douglas County	Section 5310, 5311, and 5316	Department of Agriculture, Food and Nutrition Service 1. Community Facilities Loans and Grants
	Churchill County Senior Center	Rural Transit Assistance Program (RTAP) AoA	Department of Education 1. Independent Living Services for Older Individuals Who Are Blind 2. Special Education-Grants for Infants and Toddlers
	Douglas Area Regional Transit, D.A Senior Services	Local County Funds	
	Fallon Industries	Local City Funds	Department of Health and Human Services 1. Special Programs for the Aging, Title III, Part B, Grants for Supportive Services and Senior Centers 2. Special Programs for the Aging, Title VI, Part A, Grants to Indian Tribes, Part B, Grants to Native Hawaiians 3. Comprehensive Community Mental Health Services for Children with Serious Emotional Disturbances 4. Urban Indian Health Services 5. Health Centers Special Diabetes Program for Indians Diabetes Prevention and Treatment Projects 6. Substance Abuse and Mental Health Services-Access to Recovery 7. Transitional Living for Homeless Youth 8. Temporary Assistance for Needy Families 9. Community Services Block Grant
	Northern Nevada Transit Coalition (NNTC)	Douglas County Funds Head Start	
	Storey County Senior Citizens/Virginia City Senior Center	Medicaid In-kind donations	
	Tahoe Transportation District	Pershing County (PILT) Funds	
	Southern Nevada Transit Coalition (SNTC)	Private Donations	
	Silver Sage Community Center		

Table 9. Potential Funding Addressing Special Needs (Continued)

Need/Transit Gap	Transit Provider	Current Funding Used	Potential Funding Retrieved: Department, Grant, or Program
Medical Care Appointments (continued)	Seniors Humboldt County	Federal Title Program Title 3: Language Instruction for Limited-English-Proficient and Immigrant Students	Department of Health and Human Services (continued) 10. Community Services Block Grant Discretionary Awards 11. Native Employment Works 12. Head Start 13. Social Services Block Grants 14. Children's Health Insurance Program 15. Medicaid 16. Rural Health Care, Rural Health Network, and Small Health Care Provider Programs 17. HIV Care Formula Grants 18. Healthy Start Initiative 19. Community Mental Health Services Block Grant 20. Substance Abuse Prevention and Treatment Block Grant 21. Maternal and Child Health Services Block Grant to the States
	High Sierra Industries		
	Jump Around Carson		
	Carlin Open Door Senior Center	Independent Living Grant Funds	
	Ely Shoshone Tribe	Senior Tax Initiative	
	Eureka Senior Center	Federal Title Program Title 6: Flexibility and Accountability	
	High Sierra Industries		
	Lander County Senior Citizens Center		
	Ormsby Atc		
	Pyramid Lake Paiutes - Numaga Project Senior Center		
	Pahrump Senior Center		
	Pershing County Senior Center		
	Older Americans of Lyon County		
	Lyon County Human Services		
	Nye County Nutrition & Esmeralda County Senior Nutrition		
			Department of Veterans Affairs 1. Veterans Medical Care Benefits (Medical Services, Support & Compliance, Facilities, medical and prosthetic research) 2. Grants For Transportation Of Veterans In Highly Rural Areas 3. Grants for the Rural Veterans Coordination Pilot
			Department of the Interior 1. Indian Schools - Student Transportation (Emergencies only)
			Department of Housing and Urban Development 2. Supportive Housing for the Elderly 3. Continuum of Care (CoC) Program 4. Community Development Block Grants/State's program and Non-Entitlement 5. Grants in Hawaii 6. Housing Opportunities for Persons with AIDS

Table 9. Potential Funding Addressing Special Needs (Continued)

Need/Transit Gap	Transit Provider	Current Funding Used	Potential Funding Retrieved: Department, Grant, or Program
Education Trips/Training Trips	Pahrump Senior Center Jump Around Carson Carlin Open Door Senior Center Seniors Humboldt County Fallon Industries Douglas Area Regional Transit, D.A. Senior services Douglas County	Local City General fund AoA Independent Living Grant Senior Tax Initiative NDOT Funding Section 5310, 5311, and 5316 Head Start Medicaid	Department of Agriculture, Food and Nutrition Service 1. Supplemental Nutrition Assistance Program, Employment, and Training Program Department of Education 1. 21st-Century Community Learning Centers 2. Special Education Grants to States 3. State Vocational Rehabilitation Services Program 4. Special Education Preschool Grants 5. Special Education-Grants for Infants and Toddlers 6. Independent Living Services for Older Individuals Who Are Blind 7. Supported Employment Services for Individuals with Most Significant Disabilities 8. Education for Homeless Children and Youth 9. Rehabilitation Services American Indians with Disabilities Department of Health and Human Services 1. Transitional Living for Homeless Youth 2. Temporary Assistance for Needy Families 3. Community Services Block Grant Programs 4. State Councils on Developmental Disabilities and Protection and Advocacy Systems 5. Developmental Disabilities Projects of National Significance Department of Housing and Urban Development 1. Supportive Housing for the Elderly 2. Continuum of Care (CoC) Program 3. Community Development Block Grants/State's program and Non-Entitlement Grants in Hawaii 4. Emergency Shelter Grants Program 5. Supportive Housing Program 6. Housing Opportunities for Persons with AIDS 7. Indian Community Development Block Grant 8. Indian Housing Block Grant

Table 9. Potential Funding Addressing Special Needs (Continued)

Need/Transit Gap	Transit Provider	Current Funding Used	Potential Funding Retrieved: Department, Grant, or Program
Education Trips/Training Trips (continued)			Department of Housing and Urban Development (continued) 9. Choice Neighborhoods Implementation Grants 10. Choice Neighborhoods Planning Grants
			Department of the Interior 1. Indian Child and Family Education 2. Indian Schools - Student Transportation 3. Indian Education Assistance to Schools
			Department of Labor 1. Trade Adjustment Assistance 2. Workforce Investment Act Adult Program 3. Workforce Investment Act Dislocated Worker Program 4. Workforce Investment Act Youth Activities 5. Veterans' Employment Program 6. Homeless Veterans' Reintegration Project
			Department of Veterans Affairs 1. Grants for the Rural Veterans Coordination Pilot
Shopping for Groceries	Douglas County	Section 5310, 5311, and 5316	Department of Agriculture, Food and Nutrition Service 1. Community Facilities Loans and Grants
Home-delivered Meals Trips	Churchill County Senior Center	RTAP	2. Supplemental Nutrition Assistance Program, Employment and Training Program
	Douglas Area Regional Transit, D.A Senior Services	NDOT	Department of Health and Human Services 1. Special Programs for the Aging, Title III, Part B, Grants for Supportive Services and Senior Centers
	Fallon Industries	AoA	2. Special Programs for the Aging, Title VI, Part A, Grants to Indian Tribes, Part B, Grants to Native Hawaiians
	Northern Nevada Transit Coalition (NNTC)	Local County Funds	Department of Education 1. Independent Living Services for Older Individuals Who Are Blind 2. Independent Living State Grants 3. Centers for Independent Living
	Storey County Senior Citizens/Virginia City Senior Center	Douglas County funds	
	Tahoe Transportation District	Head Start	
		Medicaid	
		In-kind Donations	

Table 9. Potential Funding Addressing Special Needs (Continued)

Need/Transit Gap	Transit Provider	Current Funding Used	Potential Funding Retrieved: Department, Grant, or Program
Shopping for Groceries	Southern Nevada Transit Coalition (SNTC)	Pershing County Funds (Payment-in-Lieu-Taxes, PILT)	Department of Housing and Urban Development 1. Supportive Housing for the Elderly 2. Continuum of Care (CoC) Program
Home-delivered Meals Trips (continued)	Silver Sage Community Center Seniors Humboldt County	Private Donations Title 3 Title 6 Independent Living Grant Funds	3. Community Development Block Grants/State's program and Non-Entitlement Grants in Hawaii 4. Emergency Solutions Grants Program 5. Supportive Housing Program 6. Housing Opportunities for Persons with AIDS 7. Indian Community Development Block Grant 8. Choice Neighborhoods Planning Grants 9. Choice Neighborhoods Implementation Grants
		Senior Tax Initiative	Department of Veterans Affairs 1. VA Homeless Providers Grant and Per Diem Program 2. Supportive Services for Veteran Families (SSVF) Program 3. Grants for the Rural Veterans Coordination Pilot
Social Trips/ Senior Centers/ Recreational Trips	Douglas County Churchill County Senior Center Douglas Area Regional Transit, D.A. Senior Services Fallon Industries Northern Nevada Transit Coalition (NNTC) Storey County Senior Citizens / Virginia City Senior Center	Section 5310, 5311, and 5316 RTAP AoA Local County Funds Local City Funds Douglas County Funds Head Start Medicaid In-kind Donations Pershing County (PILT) funds	Department of Housing and Urban Development 1. Supportive Housing for the Elderly 2. Continuum of Care (CoC) Program 3. Community Development Block Grants/State's program and Non-Entitlement Grants in Hawaii 4. Emergency Solutions Grants Program 5. Supportive Housing Program 6. Housing Opportunities for Persons with AIDS 7. Indian Community Development Block Grant 8. Choice Neighborhoods Implementation Grants 9. Choice Neighborhoods Planning Grants

Table 9. Potential Funding Addressing Special Needs (Continued)

Need/Transit Gap	Transit Provider	Current Funding Used	Potential Funding Retrieved: Department, Grant, or Program
Social Trips/ Senior Centers/ Recreational trips	Tahoe Transportation District Southern Nevada Transit Coalition (SNTC) Silver Sage Community Center Seniors Humboldt County High Sierra Industries Jump Around Carson Carlin Open Door Senior Center Lander County Senior Citizens Ormsby Arc Pahrump Senior Center Pershing County Senior Center Older Americans of Lyon County Lyon County Human Services Nye County Nutrition Esmeralda County Senior Nutrition	Private Donations Title 373 Independent Living Grant Funds Senior Tax Initiative	Department of Health and Human Services 1. Rural Health Care Services Outreach, Rural Health Network Development, and Small Health Care Provider Quality Improvement Program 2. Chafee Foster Care Independence Program 3. Native American Programs (Social and Economic Development Strategies SEDS) Department of Education 1. Independent Living Services for Older Individuals Who Are Blind 2. Independent Living State Grants 3. Centers for Independent Living Department of Veterans Affairs 1. Supportive Services for Veteran Families (SSVF) Program

APPENDIX 7: UNMET NEVADA RURAL TRANSIT NEEDS, SERVICE GAPS, AND ASSOCIATED POTENTIAL FUNDING SOURCES BY COUNTY

CARSON CITY	
<p>Providers Nevada Rural Counties RSVP Program; Jump Around Carson (JAC); Ormsby Arc.</p> <p>Transportation services offered Demand response, Intercity, Reservations, fixed route, dial-a-ride.</p> <p>Trip purposes served Shopping-grocery. Social services /Senior center. Medical care appointments.</p> <p>Needs Expanded temporal and spatial service. Inter-city service. Bus shelters. Bike racks. Automated stop announcements Wheelchair lifts. Additional volunteers. Funding for fuel and insurance costs.</p>	<p>Current Funding Sections 5307, 5309, and 5310 NDOT Funds (vehicle purchases) Division for Aging County Funding Donations and Rural Regional Centers</p> <p>Potential funding <i>Medical care trips</i> US Departments of Agriculture; Education; HHS; HUD; VA; and the Interior. <i>Trips for shopping-grocery/home-delivered meals</i> US Departments of Agriculture; HHS; HUD; and VA. <i>Social/Senior Centers/Recreational trips</i> US Departments of HUD and HHS. <i>Overall increased service</i> Section 5311 (f); Capital Leasing; Revenue Bonds; Farebox Revenue Bonds; GARVEEs; Debt Service Reserve; PPPs; TIFIA; SIBs. <i>Transportation amenities</i> Revenue Bonds; GARVEEs; Debt Service Reserve; PPPs; TIFIA and SIBs. <i>Technology needs</i> Revenue Bonds, Fare Box, Road Pricing, TIFIA, GARVEE; SIBs; and PPPs.</p> <p>Current Coordination Ormsby Arc- JAC. Nevada Rural Counties RSVP Program.</p> <p>Potential Coordination Coordination with each other.</p>

CHURCHILL COUNTY	
<p>Providers</p> <p>Fallon Industries. Churchill Area Regional Transportation (CART). Transportation services offered. Demand response, Fixed route, Intercity, Dial-a-ride, Deviated fixed route.</p>	<p>Current Funding</p> <p>Sections 5310, 5311, and 5316; Division for Aging (Independent Living Grant); City/County Funds; Donations; Farebox; Ticket Book Sales.</p>
<p>Trip purposes served</p> <p>Shopping (groceries). Social services / recreational / social. Employment. Medical appointments. Educational / training.</p> <p>Needs</p> <p>Transportation Service for children, adult and seniors. Dial-a-ride service, shopping shuttles. Inter-county service. (Tri-county service; Mineral, Lyon, and Churchill counties.) Extended temporal and spatial (inter-county) expansion. More federal and state funding; burdensome 50/50 match.</p>	<p>Potential funding</p> <p><i>Medical care trips</i> US Departments of Agriculture; Department of Education; HHS; HUD; VA; and the Department of the Interior. <i>Trips for shopping-grocery/home-delivered meals</i> US Departments of Agriculture; HHS; HUD; and VA. <i>Social/Senior Centers/Recreational trips</i> US Departments of HUD and HHS. <i>Overall increased service</i> Section 5311 (f); Capital Leasing; Revenue Bonds; Farebox Revenue Bonds; GARVEEs; Debt Service Reserve; PPPs; TIFIA; SIBs. <i>Employment activity Trips</i> Section 5317; US Departments of Labor; Agriculture; Education; HUD, and VA. <i>Education/ educational activity trips</i> US Departments of Agriculture; Education; HHS; HUD; VA; Labor; and the Interior.</p>
<p>Current Coordination</p> <p>Fallon - Churchill county.</p> <p>Potential Coordination</p> <p>CART – Conditional on funding: Winnemucca and Wendover shut down services due to government match requirement, Fallon_Paiute Shoshone Tribe, Mineral County Care and Share. Inter-county/city coordination. Tri-County system coordinating Churchill, Mineral, Lyon Counties, Pershing, Carson City and Reno.</p>	

CLARK COUNTY	
<p>Providers Southern Nevada Transit coalition (SNTC); St. Rose Dominican Health Foundation.</p> <p>Transportation service offered Demand response, Intercity, Fixed route, Interstate, Dial-a-ride, Paratransit.</p> <p>Trip purposes served Shopping-grocery. Senior center/social services/ Recreational/social. Employment. Medical appointments.</p> <p>Needs Expanded intra-intercity/county service, bus shelters, and marketing in Mesquite Integrated Information/communications systems. Operational funding (driver salaries, coordinated transit for retrieved; paratransit beyond 1.5 miles off fixed-route bus service).</p>	<p>Current Funding Section 5310, 5311, 5316 (2008); 5317 (operating); RTAP NDOT funds (vehicle purchases); Division for Aging; City funds; Donations; Farebox.</p> <p>Potential funding <i>Medical care trips</i> US Departments of Agriculture; Education; HHS; HUD; VA; and the Interior. <i>Trips for shopping-grocery/home-delivered meals</i> US Departments of Agriculture; HHS; HUD; and VA. <i>Social/Senior Centers/Recreational trips</i> US Departments of HUD and HHS. <i>Overall increased service</i> Section 5311 (f); Capital Leasing; Revenue Bonds; Farebox Revenue Bonds; GARVEEs; Debt Service Reserve; PPPs; TIFIA; SIBs. <i>Transportation amenities</i> Revenue Bonds; GARVEEs; Debt Service Reserve; PPPs; TIFIA and SIBs. <i>Technology needs</i> Revenue Bonds, Fare Box, Road Pricing, TIFIA, GARVEE; SIBs; and PPPs. <i>Employment activity Trips</i> Section 5317; US Departments of Labor; Agriculture; Education; HUD, and VA.</p> <p>Current Coordination Part of Helping Hands Coalition (Artie J. Cannon Helping Hands of Henderson). Bullhead City transportation (Tri-City communication).</p> <p>Potential Coordination Indian tribe, south of Laughlin. ITN (Independent Transportation Network). RTC-paratransit. Anthem Minute Man Foundation. Humana Healthcare.</p>

DOUGLAS COUNTY	
<p>Providers Douglas Area Rural Transit (DART); Tahoe Douglas Senior Center; TRPA - Tahoe Transportation District; Douglas County/BlueGO.</p> <p>Transportation services offered Demand response, Fixed route, Dial-a-ride, Deviated fixed route.</p> <p>Trip purposes served Shopping. Social services/Recreational/Social/Senior center. Medical appointments. Employment. Educational/training.</p> <p>Needs Inter-city connectivity. Increased service frequency (more vehicles). Expanded dial-a-ride (local bus service) Intra-regional service. Bus shelters; Integrated Information/Communications (ICT) systems. Better integration between providers for seamless trips Operational funding (to increase workforce). Bus stop improvements. Central website showing all transit providers and services provided.</p>	<p style="text-align: center;">Current Funding</p> <p>NDOT funds; Division for Aging; County funds; Donations; Sections 5307, 5310, 5311, 5316-(2008); Private funding for Kingsbury express; General Fund; Douglas County funding; Donation; Farebox.</p> <p style="text-align: center;">Potential funding</p> <p><i>Medical care trips</i> US Departments of Agriculture; Education; HHS; HUD; VA; and the Interior. <i>Trips for shopping-grocery/home-delivered meals</i> US Departments of Agriculture; HHS; HUD; and VA. <i>Social/Senior Centers/Recreational trips</i> US Departments of HUD and HHS. <i>Overall increased service</i> Section 5311 (f); Capital Leasing; Revenue Bonds; Farebox Revenue Bonds; GARVEEs; Debt Service Reserve; PPPs; TIFIA; SIBs. <i>Technology needs</i> Revenue Bonds, Fare Box, Road Pricing, TIFIA, GARVEE; SIBs; and PPPs. <i>Employment activity trips</i> Section 5317; US Departments of Labor; Agriculture; Education; HUD, and VA. <i>Education/ educational activity trips</i> US Departments of Agriculture; Education; HHS; HUD; VA; Labor; and the Interior.</p> <p style="text-align: center;">Current Coordination</p> <p>Tribal outreach programs-Markleeville (alpine county route) and Dresslerville (Gardnerville). DART-JAC. BlueGo.</p> <p style="text-align: center;">Potential Coordination</p> <p>Streamlined ticketing. Improved coordination between providers. Coordinated Transit Management System. Triangle route connecting residents to Ranchos, Medical Centers, shopping areas, county offices. Connectivity to Reno/Carson city.</p>

ELKO COUNTY	
Providers	Current Funding Division for Aging; County/ City funding; Dedicated taxes; Newmont mine legacy fund; Sections 5309, 5310- (3rd party operating), 5311, 5316; Donations; Farebox; Fundraising; In-Kind insurance; Cell phones; Volunteer labor and administrative assistance; Medicaid; Welfare.
Transportation service offered	
Dial-a-ride; demand response; fixed-route; prescription; deviated fixed-route.	
Trip purposes served	Potential funding
Home delivered meals.	<i>Medical care trips</i>
Shopping; Social services/Senior center/ Recreational/social.	US Departments of Agriculture; Education; HHS; HUD; VA; and the Interior.
Medical appointments.	<i>Trips for shopping-grocery/home-delivered meals</i>
Educational/training.	US Departments of Agriculture; HHS; HUD; and VA.
Employment.	<i>Social/Senior Centers/Recreational trips</i>
	US Departments of HUD and HHS.
Needs	<i>Overall increased service</i>
Daily transportation to Elko Taxi-type service for local residents.	Section 5311 (f); Capital Leasing; Revenue Bonds; Farebox Revenue Bonds; GARVEEs; Debt Service Reserve; PPPs; TIFIA; SIBs.
Demand for service in the Spring Creek Area.	<i>Transportation amenities</i>
	Revenue Bonds; Grant Anticipation Notes; Debt Service Reserve; Public Private Partnerships; TIFIA and SIBs.
Greyhound bus stop and services to outside service area	<i>Technology needs</i>
Additional operating revenue. Expand into GPS for existing computerized dispatch.	Revenue Bonds, Fare Box, Road Pricing, TIFIA, GARVEE; SIBs; and PPPs.
	<i>Employment activity Trips</i>
	Section 5317; US Departments of Labor; Agriculture; Education; HUD, and VA.
	<i>Education/ educational activity trips</i>
	US Departments of Agriculture; Education; HHS; HUD; VA; Labor; and the Interior.

EUREKA COUNTY	
<p>Provider Eureka County Senior Centers.</p> <p>Transportation services offered Intercity, dial-a-ride; Vanpool.</p> <p>Trip purposes served Home delivered meals. Shopping-grocery. Senior center. Medical appointments.</p> <p>Needs None identified by the providers.</p>	<p>Current Funding Division for Aging, County Funds.</p> <p>Potential funding <i>Medical care trips</i> US Departments of Agriculture; Education; HHS; HUD; VA; and the Interior. <i>Trips for shopping-grocery/home-delivered meals</i> US Departments of Agriculture; HHS; HUD; and VA. <i>Social/Senior Centers/Recreational trips</i> US Departments of HUD and HHS. <i>Overall increased service</i> Section 5311 (f); Capital Leasing; Revenue Bonds; Farebox Revenue Bonds; GARVEEs; Debt Service Reserve; PPPs; TIFIA; SIBs.</p> <p>Current coordination None.</p>
HUMBOLDT COUNTY	
<p>Provider Harmony Manor; Pleasant Senior Center.</p> <p>Transportation services offered Intercity; interstate; Dial-a-ride; Demand response; Deviated fixed route.</p> <p>Trip purposes served Shopping. Social services/Senior center/Recreation/ social. Medical appointments. Home delivered meals.</p> <p>Needs Extended spatial and temporal service hours. Expanded service in Winnemucca, Local and intercity connectivity.</p>	<p>Current Funding Section 5310 (3rd party Operating); NDOT funds (vehicle purchases); Division for Aging; Donations; Farebox.</p> <p>Potential funding <i>Trips for shopping-grocery/home-delivered meals</i> US Departments of Agriculture; HHS; HUD; and VA. <i>Social/Senior Centers/Recreational trips</i> US Departments of HUD and HHS. <i>Medical care trips</i> US Departments of Agriculture; Education; HHS; HUD; VA; and the Interior. <i>Overall increased service</i> Section 5311 (f); Capital Leasing; Revenue Bonds; Farebox Revenue Bonds; GARVEEs; Debt Service Reserve; PPPs; TIFIA; SIBs. <i>Training</i> Section 5311 (b)(3).</p> <p>Potential coordination Drivers, Funding, Maintenance, Training with NDOT. Pleasant Senior Center (Seniors centers of Humboldt County). Retired and Senior Volunteer Program (RSVP).</p>

LANDER COUNTY	
<p>Provider Lander County Senior Center.</p> <p>Transportation services offered Demand response.</p>	<p>Current Funding NDOT funds (vehicle purchases). Division for Aging. Ad Valorem (property) taxes. County funding. Donations. Farebox.</p>
<p>Trip purposes served Shopping. Senior center/Recreational/Social. Medical appointments.</p> <p>Needs Inter-county connectivity for medical transportation. Taxi or transit services for week-end and non-senior activities.</p>	<p>Current coordination None.</p> <p>Potential funding <i>Trips for shopping-grocery/home-delivered meals</i> US Departments of Agriculture; HHS; HUD; and VA. <i>Social/Senior Centers/Recreational trips</i> US Departments of HUD and HHS. <i>Medical care trips</i> US Departments of Agriculture; Education; HHS; HUD; VA; and the Interior. <i>Overall increased service</i> Section 5311 (f); Capital Leasing; Revenue Bonds; Farebox Revenue Bonds; GARVEEs; Debt Service Reserve; PPPs; TIFIA; SIBs.</p>
LINCOLN COUNTY	
<p>Provider Lincoln County Transportation.</p> <p>Transportation service offered Deviated fixed route.</p> <p>Trip purposes served Shopping. Social services/Senior center/ Recreation/social. Medical appointments.</p> <p>Needs No unmet needs identified by the providers.</p>	<p>Current Funding Sections 5310 (Capital), 5311 (Operating). NDOT funds (vehicle purchases). Division for Aging; County funds. Donations.</p> <p>Potential funding <i>Trips for shopping-grocery/home-delivered meals</i> US Departments of Agriculture; HHS; HUD; and VA. <i>Social/Senior Centers/Recreational trips</i> US Departments of HUD and HHS. <i>Medical care trips</i> US Departments of Agriculture; Education; HHS; HUD; VA; and the Interior.</p>

LYON COUNTY	
Providers Lyon County Human Services; Older Americans of Lyon County.	Current Funding Sections 5310, 5311; County funds; NDOT funding (vehicle purchases); Donations; Division for Aging.
Transportation services offered Demand response, fixed-route, prescription, deviated fixed-route; Intercity, dial-a-ride; charter bus, vanpool.	
Trip purposes served Home delivered meals. Shopping-grocery. Social services/Senior center/Recreation /Social. Medical appointments.	Potential funding <i>Trips for shopping-grocery/home-delivered meals</i> US Departments of Agriculture; HHS; HUD; and VA. <i>Social/Senior Centers/Recreational trips</i> US Departments of HUD and HHS. <i>Medical care trips</i> US Departments of Agriculture; Education; HHS; HUD; VA; and the Interior. <i>Potential funding sources for increased service</i> Section 5311 (f); Capital Leasing; Revenue Bonds; Farebox Revenue Bonds; GARVEEs; Debt Service Reserve; PPPs; TIFIA; SIBs. <i>Potential funding sources for training</i> Section 5311 (b)(3).
Needs Expanded senior & low income family transportation. Expanded public transportation funding. Weekend or evening service. Local and out of town trips 5 days a week. Expanded Dial-a-ride service due to Fernley taxi shutting down and low ridership won't sustain a fixed route. Coordination and communication with other providers and other agencies (No annual Aging and Disability Services Division conference and ACT Advisory Council disbanded).	Current coordination Ridesharing (to Hawthorne). Retired and Senior Volunteer Program (R.S.V.P.) Reno Home Companion Program. Defensive Driving Training and ADA Passenger Training, minimal van maintenance with CART in Fallon County. Potential Coordination. Purchasing, Eligibility/Funding, Training, Ridesharing. Inter-county connection (Hawthorne, Fernley). Senior Home Companion. RSVP-Retired Senior Volunteer program. JAC in Carson City, CART in Fallon, Fallon/Fernley Industries. VA-Veteran Affairs. Lyon County Human Services. Older Americans of Lyon County.

MINERAL COUNTY	
Providers Mineral County Care & Share Senior Services; Walker River Paiute Tribe Senior Center.	Current Funding Section 5311 (operating). Division for Aging. County funds. Farebox. NDOT funds (vehicle purchases). Donations.
Transportation services offered Demand response, fixed route, Dial-a-ride, deviated fixed route.	
Trip purposes served Home delivered meals. Senior center/Recreation/Social. Shopping. Medical appointments.	Potential funding <i>Trips for shopping-grocery/home-delivered meals</i> US Departments of Agriculture; HHS; HUD; and VA. <i>Social/Senior Centers/Recreational trips</i> US Departments of HUD and HHS. <i>Medical care trips</i> US Departments of Agriculture; Education; HHS; HUD; VA; and the Interior. <i>Overall increased service</i> Section 5311 (f); Capital Leasing; Revenue Bonds; Farebox Revenue Bonds; GARVEEs; Debt Service Reserve; PPPs; TIFIA; SIBs.
Needs Regional transportation from Las Vegas to Reno on Hwy 95.	
NYE COUNTY	
Providers Nye County Senior Nutrition; Pahrump Senior Center.	Current Funding Sections 5310, 5311. Division for Aging. Donations. Farebox.
Transportation services offered Demand response, intercity, fixed route.	
Trip purposes served Home delivered meals. Senior center/Recreation/Social. Medical appointments.	Potential funding <i>Trips for shopping-grocery/home-delivered meals</i> US Departments of Agriculture; HHS; HUD; and VA. <i>Social/Senior Centers/Recreational trips</i> US Departments of HUD and HHS. <i>Medical care trips</i> US Departments of Agriculture; Education; HHS; HUD; VA; and the Interior. <i>Potential funding sources for increased service</i> Section 5311 (f); Capital Leasing; Revenue Bonds; Farebox Revenue Bonds; GARVEEs; Debt Service Reserve; PPPs; TIFIA; SIBs.
Needs Additional funding Intercity service, specifically between Las Vegas and Reno.	Potential coordination None. Potential coordination Purchasing, Drivers, Funding eligibility, Ridesharing. Rides to station in Reno, Las Vegas-airport.

PERSHING COUNTY	
Provider Pershing County Senior Center.	Current Funding Division for Aging. Pershing County funds. Donations. Farebox.
Transportation service Demand response, Intercity, Prescription.	
Trip purposes served Home delivered meals. Shopping. Senior center. Medical appointments.	Potential funding <i>Trips for shopping-grocery/home-delivered meals</i> US Departments of Agriculture; HHS; HUD; and VA. <i>Social/Senior Centers/Recreational trips</i> US Departments of HUD and HHS. <i>Medical care trips</i> US Departments of Agriculture; Education; HHS; HUD; VA; and the Interior. <i>Overall increased service</i> Section 5311 (f); Capital Leasing; Revenue Bonds; Farebox Revenue Bonds; GARVEEs; Debt Service Reserve; PPPs; TIFIA; SIBs. <i>Training</i> Section 5311 (b)(3).
Needs Additional funding and increased temporal service. Regular transportation outside community.	
Current Coordination None. Potential Coordination. Training, Ride sharing.	
WHITE PINES COUNTY	
Providers Ely Bus; Ely Shoshone tribe.	Current Funding Section 5310 (3rd Party Operating). Division for Aging. Donations. Farebox. Other - Fuel & maintenance on vehicles.
Transportation services offered Dial-a-ride; School and limited elderly transportation.	
Trip purposes served Shopping. Senior/Recreation/Social center. Medical appointments. Educational/training.	Potential funding <i>Trips for shopping-grocery/home-delivered meals</i> US Departments of Agriculture; HHS; HUD; and VA. <i>Social/Senior Centers/Recreational trips</i> US Departments of HUD and HHS. <i>Medical care trips</i> US Departments of Agriculture; Education; HHS; HUD; VA; and the Interior. <i>Overall increased service</i> Section 5311 (f); Capital Leasing; Revenue Bonds; Farebox Revenue Bonds; GARVEEs; Debt Service Reserve; PPPs; TIFIA; SIBs. <i>Education/ educational activity trips</i> US Departments of Agriculture; Education; HHS; HUD; VA; Labor; and the Interior.
Needs Out of area transportation - (shopping and medical trips).	
Current coordination None. Potential coordination. Between the two providers in the county.	

STOREY COUNTY	
<p>Provider Storey County Senior Citizens/Virginia City Senior Center.</p>	<p>Current Funding Division for Aging. Homebound meal delivery funds. County funding.</p>
<p>Transportation services offered Demand response.</p>	
<p>Trip purposes served Home delivered meals. Senior center.</p>	<p>Current coordination None.</p>
<p>Needs Connectivity to Dayton, Reno, Carson City.</p>	<p>Potential funding <i>Trips for shopping-grocery/home-delivered meals</i> US Departments of Agriculture; HHS; HUD; and VA. <i>Social/Senior Centers/Recreational trips</i> US Departments of HUD and HHS <i>Overall increased service</i> Section 5311 (f); Capital Leasing; Revenue Bonds; Farebox Revenue Bonds; GARVEEs; Debt Service Reserve; PPPs; TIFIA; SIBs.</p>

WASHOE COUNTY	
<p>Providers Pyramid Lake Paiutes; High Sierra Industries.</p> <p>Transportation services offered Demand response; Vanpool.</p> <p>Trip purposes served Shopping-grocery. Recreational/Social/Senior center. Medical appointments. Employment.</p> <p>Needs Interconnectivity with Reno/Fernley for work opportunities and medical trips. Bus stops and shelters. Include tribes in transportation planning. Trip scheduling software. Readily available training.</p>	<p>Current Funding Division for Aging; NDOT funds; Washoe County RTC funds; Section 5310 (Capital – elderly/disability).</p> <p>Current coordination None. Potential Coordination Drivers, Funding, Training, Maintenance, Planning. Coordination with other providers in county.</p> <p>Potential funding <i>Trips for shopping-grocery/home-delivered meals</i> US Departments of Agriculture; HHS; HUD; and VA. <i>Social/Senior Centers/Recreational trips</i> US Departments of HUD and HHS. <i>Medical care trips</i> US Departments of Agriculture; Education; HHS; HUD; VA; and the Interior. <i>Overall increased service</i> Section 5311 (f); Capital Leasing; Revenue Bonds; Farebox Revenue Bonds; GARVEEs; Debt Service Reserve; PPPs; TIFIA; SIBs. <i>Transportation amenities</i> Revenue Bonds; GARVEEs; Debt Service Reserve; PPPs; TIFIA and SIBs. <i>Technology needs</i> Revenue Bonds, Fare Box, Road Pricing, TIFIA, GARVEE; SIBs; and PPPs. <i>Employment activity Trips</i> Section 5317; US Departments of Labor; Agriculture; Education; HUD, and VA. <i>Training</i> Section 5311 (b)(3).</p>

ENDNOTES

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ABOUT THE AUTHORS

MOHAMED S. KASEKO, PH.D.

Dr. Mohamed Kaseko is an Associate Professor of Civil Engineering at the University of Nevada, Las Vegas (UNLV). He holds a Ph.D. degree from the University of California, Irvine and an MS degree from Cornell University. Dr. Kaseko's major areas of research are in Traffic Operations and Safety, Transit and Multimodal Transportation, and Intelligent Transportation Systems. His other interests include Railway Transportation, Engineering Economics and Operations Research applications in Traffic and Transportation Operations. He has published several articles in technical journals and conference proceedings.

PERIS NYAGAH, MST

Peris Nyagah is a Ph. D student in Civil Engineering at the University of Nevada, Las Vegas (UNLV). Her research interests are in traffic engineering, transit planning, pedestrian planning and safety studies. She has a B.Sc. IT., from Jomo Kenyatta University of Agriculture and Technology, in Kenya, and a masters degree in Transportation from UNLV.

HUALIANG "HARRY" TENG, PH.D.

Dr. Hualiang "Harry" Teng is an Associate Professor of Civil Engineering at the University of Nevada, Las Vegas (UNLV). He received his Ph.D. from Purdue University, West Layette, Indiana, majoring in civil engineering. His research areas include ITS, air quality analysis, freight transportation, public transportation and railway transportation with a focus on high-speed rail. Dr. Teng has published several peer-reviewed papers in technical journals and conference proceedings. He has served on Transportation Research Board (TRB) committees on Highway Monitoring and Artificial Intelligence, and Advanced Computing.

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