

LTAF II PAYMENTS SINCE 2004

Payson Sr. Cent.	Hayden Sr. Cent.	City of Globe Sr.	Miami CVCT/Sr.	Star Valley	Copper Spike	Boys/Girls Club	County Van	Year
\$5,000.00	\$9,000.00		\$9,000.00					2004
\$5,000.00	\$9,000.00		\$9,000.00					2005
\$6,247.00	\$11,250.00	\$6,247.00	\$12,703.11					2006
\$10,000.00	\$5,000.00		\$10,748.95				\$40,296.03	2007
\$10,000.00	\$10,000.00		\$17,135.66					2008
\$5,000.00	\$5,000.00	\$10,000.00	\$19,271.34	\$5,000.00	\$20,000.00	\$5,000.00		2009
			\$10,347.00					2010
\$41,247.00	\$49,250.00	\$16,247.00	\$88,206.06	\$5,000.00	\$20,000.00	\$5,000.00	\$40,296.03	

FUNDED AMOUNT SINCE 2004: \$265,246.09

The money to Miami includes the Veterans money we tried, they returned and we then reissued as Dial-a-Ride.

The \$10,347.00 (2010) is this years 1/3 payment for the 5311 assistance for Miami Transit.

The County van is the handicap van we purchased.

There is currently \$102,984.83 in the account, after I receive the 2009 match of \$9,383.59.

I spoke with Bill Leister and the funds have to be spent within two years of receipt of funds.

The County needs to spend \$65,933.71 by 12/2010 or as soon as we can.

Then we need to spend \$37,051.12 by 12/2011.

The new funds we will receive \$21,598.48 plus match of \$5,399.62 total of \$26,998.10.
will need to be expended by 12/2012.

List of LTAF Distribution Suggestions

City of Globe	\$10,000.00
Copper Spike	\$10,000.00
Safe House Globe Domestic Violence Shelter	\$2,500.00
Miami Sr Cnt.	\$5,233.42
Boy & Girl Club	\$5,000.00
SCAT	\$5,000.00
Hayden Sr. Cnt.	\$5,233.43
Payson TimeOut Domestic Violence Shelter	\$2,500.00
Star Valley Sr.	\$5,233.43
Payson Sr. Cnt.	\$10,000.00
Pine Sr. Cnt.	<u>\$5,233.43</u>
	\$65,933.71

According to legislation enacted in 1998, cities, towns, and counties that receive \$2,500.00 or more in Local Transportation Assistance Fund II (LTAF II) funding annually are required to use the funding for public transportation. Additionally, a city, town, or county may enter into an agreement with a federally recognized Indian tribe for maintaining or operating public transit service provided by the Tribal government.

Following is a general outline of eligible expenditures and recipients related to LTAF II funding.

As related to LTAF II, public transportation is defined as any service, vehicle(s), or support facility for a vehicle(s), intended for the purpose of conveying multiple passengers (i.e. typically 5 or more¹) and which meets applicable state and federal safety and accessibility laws, rules, and regulations. The definition also includes the planning and administrative support for such services. It is the intent of the legislation to provide funds to communities and counties for the purpose of providing transportation service that is open to the following populations:

- The general public;
- Elderly persons;
- Persons with disabilities;

LTAF II funding is distributed directly to cities, towns, and counties in Arizona. Once the distribution is received by the jurisdiction, the eligible entities to provide public transportation to receive LTAF II funds include:

- Cities, towns, and counties and other governmental entities;
- Federally recognized Tribal Governments;
- Private, not-for-profit agencies;
- Private, for-profit transportation providers to the general public, elderly, persons with disabilities, welfare recipients and low-income persons needing transportation for work related activities.

This eligibility does not typically include “community service organizations” which are not open to the general public, or which do not provide special-needs or lowincome/welfare-to-work employment transportation service for employment purposes.

LTAF II ELIGIBLE PUBLIC TRANSPORTATION EXPENDITURES

Planning and Training Related Expenses

LTAF II funding may be used for transit planning studies or portions of planning studies focused on transit planning needs for the community.

Capital Expenses

Capital expenses include the acquisition, construction and improvement of public transit facilities and equipment needed for a safe, efficient and coordinated public transportation system. Examples of eligible capital expenditures include, but are not limited to:

- Buses;
- Vans or other paratransit vehicles;
- Light and rapid rail construction projects;
- Radios and communications equipment;

Operating Expenses

Operating expenses are considered those costs directly related to system operations.

At a minimum, the following items are considered operating expenses:

- Fuel and oil for vehicles;
- Drivers' salaries and fringe benefits;
- Dispatcher salaries and fringe benefits;
- Licenses;
- Insurance
- Space rental (appropriate to transit related operations)
- Maintenance may be treated as either operating or capital for funding purposes.