



# Chariton Valley Transportation Planning Affiliation (CVTPA)

## PASSENGER TRANSPORTATION DEVELOPMENT PLAN

2013 Update

### Acknowledgements

#### **RPA 17 Policy Board**

<b><u>Name:</u></b>	<b><u>Title:</u></b>	<b><u>City, County or Agency:</u></b>
Neal Smith	County Supervisor	Appanoose County, Iowa
Jim Senior	Mayor	Centerville, Iowa
Larry Keller	County Supervisor	Clarke County, Iowa
Glenn Schaff	City Councilperson	Osceola, Iowa
Ron Bride	County Supervisor	Davis County, Iowa
JR Cornett	County Supervisor	Decatur County, Iowa
Larry Moffett	City Councilperson	Leon, Iowa
Dennis Smith	County Supervisor	Lucas County, Iowa
Ruth Smith	City Councilperson	Chariton, Iowa
Dennis Ryan, Chairperson	Monroe County Supervisor	Chairperson
Richard Clark	Mayor	Albia, Iowa
Bill Alley	County Supervisor	Wayne County, Iowa
Myron Manley	County Supervisor, SIT Board Member	
Jason Huddle, Ex-Officio	Transportation Planner	Iowa Dept. of Transportation

**RPA 17 – Technical Advisory Group (TAG) / Technical Advisory Committee (TAC)**

<b>PTP Advocates</b>	<b>Represented Jurisdiction</b>
<b>Gary Bishop, Chairperson</b>	Appanoose County
<b>Bill Buss</b>	Appanoose County, Economic Development
<b>Bill Tickey</b>	Clarke County Dev. Corp
<b>David Grove</b>	Davis County
<b>Ted Henderson</b>	Davis County- Bloomfield
<b>Richard McKnight</b>	Clarke County Dev.
<b>Tom Andersen</b>	Clarke County
<b>Keith Hinds</b>	Decatur County
<b>Todde Folkerts</b>	Lucas County
<b>Corey Goodenow</b>	Lucas County- Chariton
<b>John Goode</b>	Monroe County
<b>Dan Tometich</b>	Monroe County- Albia Industrial Dev.
<b>Trevor Wolfe</b>	Wayne County Wayne County- Dev Corp.
<b>David Silverio</b>	10-15 Transit
<b>Pamela Stowe</b>	Southern Iowa Trolley
<b>Scott Suhr</b>	Iowa D.O.T.
<b>Dan Doerfler</b>	Decatur County

**10-15 Transit Administrative Staff** – Mark Hagist, Diana Growski, David Silverio

**Southern Iowa Trolley Staff** – Pam Stow, Administrator; Steve Bolie, Executive Director Southern Iowa Trolley

**Chariton Valley Planning and Development Council of Governments** – Nichole Moore, Executive Director; Julie Pribyl, Program Support Specialist

A RESOLUTION ADOPTING THE 2013 PTP UPDATE AS AN ADDEMDUM TO THE 2012-2016 PASSENGER TRANSPORTATION PLAN FOR CHARITON VALLEY TRANSPORTATION PLANNING AFFILIATION.

WHEREAS, the Chariton Valley Transportation Planning Affiliation did prepare an update to the Passenger Transportation Plan which identifies the current passenger transportation needs for CHARITON VALLEY TRANSPORTATION PLANNING AFFILIATION; and

WHEREAS, it is a requirement of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005 that the transportation planning process and long-range planning be continued, and that passenger transportation be included in this process;

NOW, THEREFORE, BE IT RESOLVED that CHARITON VALLEY TRANSPORTATION PLANNING AFFILIATION adopts the 2013 PTP Update as an addendum to the 2011 Passenger Transportation Plan for RPA 17.

Passed this \_\_\_\_\_ day of \_\_\_\_\_, 2013

\_\_\_\_\_  
Chairperson  
Chariton Valley Transportation Planning Affiliation

## Process of Update

The Passenger Transit Plan for RPA 17 has updated following the guidance from the Iowa Department of Transportation, and through consultation with public transit providers, private transportation providers, and health and human service providers. The DOT approved PTP from Fiscal Year 2011 was reviewed, as well as the 2012 update. Additional consideration was given to the IDOT comments and updated guidance in order to determine the information needed in the update.

CVTPA utilized a survey during transportation planning and includes several transit related questions. Input was gathered from residents of the region through an online survey conducted in January 2013. Links to the survey were emailed to each of the cities and counties in the region, as well as businesses, economic development organizations, elected officials, posted on a social network (Facebook) and other interested individuals to obtain their input into transportation planning. There were 101 respondents that resided across all seven (7) CVTPA counties and several from neighboring counties. However, a large percentage of participating residents were from Appanoose County. Approximately 4% of respondents indicated that they had utilized public transit during the past year. This statement could be correlated back to the fact that 49% of participants indicated the Annual Household Income exceeded \$70,000 per year.

Nearly 35 % of respondents that believe improved or additional public transit services would improve the mobility of the respondent and their family. An even greater percentage (39.4%), felt that additional transit routes would improve resident mobility in their communities. The most prominent factor was indicated when patrons were asked to rank options that should be kept a priority when making funding decisions for the region and 82% indicated that maintaining public transit services were somewhat to very important for this region.

A technical advisory group (TAG) meeting was held on *September 13, 2012* at Chariton Valley Planning and Development Council of Governments in Centerville, Iowa. Notice of the meeting was posted in each of the county courthouses across the CVTPA region. There were no public participants that attended this meeting.

- Committee members stated their primary concern is in regard to the uncertain changes that could occur with the implementation of MAP 21. The potential funding cuts could prove detrimental to transit agencies.
- TAG members held a brief discussion about how 10-15 Transit's Board of Directors are still reluctant to comply with paying RPA 17 match commitment to be eligible for STP funds. It was the consensus by all members that transit agencies are still considered to be equal partners with the counties and City of Centerville (whose population is over 5,000) and who benefit from the planning services provided by Chariton Valley Planning and Development (CVPD) Council of Governments/Chariton Valley Transportation Planning Affiliation (CVTPA). The process now requires transit providers to apply for funding just as all others enhancement projects are identified and possibly funded. The entire CVPTA technical committee and policy board votes to approve funding of applications. This process does not guarantee funding of transit agencies for bus replacement but does allow them equal opportunity to apply for funds to do so. TAG/TAC members believe this process is acceptable and supported by all members of the policy committee.
- Committee did mention that recently there have been improvements to efforts of advertisements locally for 10-15 Transit with phone numbers on the sides of the buses.
- TAG committee members generally believe that the service provided to the region is satisfactory by both 10-15 Transit (serving Appanoose, Davis, Lucas, Monroe and Wayne Counties) and by Southern Iowa Trolley (serving Clarke and Decatur Counties).
- The largest deficits identified in public transit pertain to the limited service of rural residents and the lack of availability for taxi service in most counties.
- The only taxi service provided in the region is offered in the city limits of Lamoni, Leon, and Osceola (Osceola's private taxi service does include service outside the city to other destinations.)

***Attendees on September 13, 2012***

John Goode, Monroe County	Gary Bishop, Appanoose County
David Grove, Davis County	Todde Folkerts, Lucas County
Bill Buss, Appanoose County Economic Dev Corp	Nichole Moore, CVPD
Dan Doerfler, Decatur County	Julie Pribyl, CVPD
Dan Tometich, Monroe County – Albia Industrial Dev	Trevor Wolfe, Wayne County
Jason Huddle, IDOT	

The Chariton Valley Transportation Planning Affiliation region has transportation services provided by two transit agencies that also cooperate with additional RPA's in coverage areas for planning purposes. Area 15 Planning Commission/RPA 15 supplies the planning for adjacent counties to the east of RPA 17 and that also receive service from 10-15 Transit. ATURA/RPA 14 also hosted PTP meetings throughout the year that offers opportunity of public involvement regarding services of Southern Iowa Trolley whose coverage includes neighboring counties to the west of RPA 17.

RPA 17 held a public hearing on January 22, 2013 for further data collection and public input. No comments were made.

**Projects**

The priority projects identified in the PTP process for RPA 17 are as given below. Projects were identified as first year projects or two-five year projects. The update on the status of each priority was given by each transit agency and is also stated below the identified need.

**\*\*Transportation service should continue to be offered through extended hours to accommodate medical appointments, entertainment, and employment schedules. (1-5 year project)**

**(2012) 10-15 Transit** – has not seen the need in the region to increase services hours. There were less hours of service documented over the last year due to a decrease of ridership from Head Start and SENECA, who have both experienced budget cuts. In an attempt to gain potential additional riders, the transit agency is now offering service on a 24 hours a day, 7 days a week schedule when appropriate arrangements are made in advance. The fees for transportation have not changed over Fiscal Year 2012.

**(2013) 10-15 Transit** – continually analyzed ridership in the five counties of RPA 17 to recognize additional needs. Additional drivers were placed in Monroe and Wayne County to provide more service to area residents in the past year.

**(2012) Southern Iowa Trolley** – It was not determined a need for expanded service in hours or additional routes in Clarke and Decatur Counties during the past year. The rates for transportation have remained the same over the past year also.

**(2013) SIT** has continually analyzed the ridership in Clarke and Decatur County to monitor if there are any additional needs. It has been determined that there is not a need to expand hours or service in those counties at this time. However, a trip to Des Moines is now offered once a month to local residents at a flat fee of \$22.00 round trip.

**\*\*RPA 17 transit providers will need to replace buses each year in order to maintain its vehicle fleet and remove the oldest and highest mileage vehicles from service. (1-5 year project)**

**(2012) 10-15 Transit** – During the fiscal year 2012, 10-15 Transit replaced 5 buses.

**(2013)** There were no buses replaced during the fiscal year 2013 due to fiscal constraints. However, the agency does anticipate purchasing one bus during the next year.

**(2012) Southern Iowa Trolley** – During fiscal year 2012 SIT replaced 4 buses.

**(2013)** One new bus had been purchased through ATURA funding.

**\*\*Southern Iowa Trolley has identified the need to have update radio equipment installed into all vehicles in the fleet. (1<sup>st</sup> year priority)**

(2012) This continues to be an ongoing goal for Southern Iowa Trolley. Four buses had new radio equipment installed over the previous year. There are fourteen (14) remaining in the fleet that has yet to be update with radio equipment.

(2013) All vehicles in the SIT fleet are now equipped with narrow-band radios due to partial funding of RPA 17.

**\*\*10-15 Transit and Southern Iowa Trolley will continue to installed surveillance cameras on the vehicles in the fleets. (1<sup>st</sup> year priority)**

(2012) 10-15 Transit – 20 surveillance cameras were installed on vehicles in the 10-15 fleet. There are approximately fifteen (15) units that are still in need of such cameras so this will continue to be an ongoing need until the entire inventory is furnished.

(2013) – Four additional buses were equipped with surveillance cameras. The fleet will continue have cameras installed as funds allow. The agency will also investigate options and expenses to upgrade the surveillance camera system in the upcoming years.

(2012) Southern Iowa Trolley – Installing surveillance cameras on all inventory is an ongoing goal for SIT. 4 additional cameras were installed this year and there are approximately 20 vehicles remaining that do not have cameras. SIT plans to purchase and install throughout the year as funding is available from local contributions.

(2013) SIT now has approximately 55% of their fleet is equipped with surveillance cameras. Any new bus now comes with cameras installed and the remaining 18 buses will be equipped as funding allows.

**\*\*10-15 Transit and Ottumwa Transit Authority (are housed in the same building) are interested in purchasing a hoist to install in the maintenance shop to service buses from both fleets. (2-5 year project)**

(2012) A hoist was installed in this facility in 2011 to benefit the service the fleet of both Ottumwa Transit and 10-15 Transit.

**\*\*10-15 Transit and Southern Iowa Trolley, have a seen an increase for the need of a lift system capable of serving riders who weigh in excess of 600 pounds. (2-5 project)**

(2012) Both transit agencies indicate that no manufactures' of such a lift have been identified to meet this need to better accommodate such patron. It is noted that the new buses are now have a lift system that is capable of lifting up to 800 pounds.

(2013) This recommendation is no longer a priority for transit agencies due to the incorporation of heavy capacity lifting systems into the production of new standard buses and conversions vans. SIT will be adding a conversion van with such capabilities in the next year.

**\*\*Southern Iowa Trolley has identified the need to improve the Transit facility for their agency. (2-5 year project)**

(2012) SIT directors continue to work with RPA 14 and RPA 17 to explore funding options that would allow for the expense of creating a feasibility study to build a new facility.

(2013) SIT Trolley continues to pursue the goal of constructing a new transit facility. At this time, there has not been a feasibility study developed but it is still a desire of the agency.

**\*\* Both transit agencies have a critical need for ongoing education and promotion of services they provide throughout the entire region in order to maintain and/or increase ridership. (2-5 year project)**

(2012) Both transit agencies indicate they continue to provide public outreach by radio promotions, television advertisements, public service announcements and installing the contact number on all vehicles in the fleets.

(2013) Educating area residents will be an ongoing goal for both transit agencies. Reaching out to potential clients is critical for the longevity of each business. Public outreach can be accomplished through advertisements in newspapers, radio stations, television commercials and flyers. Both transit agencies intend to make frequent personal visits each of the member counties to form working relationships and identify potential riders.

## **Other Recent Developments**

### **10-15 Transit**

There have been numerous changes that have occurred at the 10-15 Transit Agency over the past year. The agency has worked hard to overcome past challenges associated with reprimands from IDOT regarding past services and are proud to state that all financial reimbursements will be paid off in August 2013. One consequence of this stress is the agency is now searching for the guidance of a director. This will be a third person in recent years who will work to meet IDOT standards and move the agency forward. Operating on a restricted budget has altered the future of the agency and the goals they can attain or pursue in the PTP. For example, the 10-15 Transit Board of Director's have indicated that the agency is not in a position to request regional funds for bus replacement for the foreseeable future as previously recommended by CVTPA.

The previous year's adjustment of how funds are distributed in the RPA 17 has affected the inventory of 10-15 Transit. Previously, STP funds were released to RPA 17 and the transit provider's allocation was removed before it was distributed to the other projects identified in the TIP. It is now required that transit providers contribute to local matching funds of the RPA and apply for funding just as all others enhancement projects. Potential projects in the region are identified locally and possible funding is considered by the CVPTA technical committee and policy board voting to fund selected applications. This change of process does not guarantee funding of transit agencies for bus replacement but does allow them equal opportunity to apply for funds to do so this change was officially approved November 15, 2011 by the CVTPA Policy Board. Since this change, 10-15 Transit had not met regional match commitment to be eligible for funding and, therefore, have not submitted any applications for enhancement funds. As of February 28, 2013 10-15 Transit paid the outstanding regional match owed by the agency and will now be eligible for future funding options for the RPA 17 regional funds.

At this time of this PTP update, 10-15 Transit has operated with an influx of Executive Directors over the past couple years. It is recognized that the goals and direction of the agency will be altered with the hiring of a new director. The new director has indicated that it is in the intent of the transit agency to strengthen working relationships with each of the constituents. It is through those relationships and community outreach efforts that potential new riders will be indentified. A noteworthy change to program implementation is that 10-15 Transit now has a contract with Ottumwa Transit for personnel services.

### **Southern Iowa Trolley**

Southern Iowa Trolley has experienced a change in the managing structure over the last year. SIT is no longer associated with the Agency Area on Aging and has a separate identity. Steve Bolie is now the Executive Director and Pam Stow is the Administrator of the transit agency. The overseeing Board of Director's is comprised of members from the Board of Supervisor's in each of the seven counties. Southern Iowa Trolley continues to pride it's self on offering affordable public transportation that includes assistance from the front door of the home to the door of the bus.

No other developments that impact passenger transportation have been identified during the PTP process. If such developments do occur prior to the next PTP update, passenger transportation agencies and health and human service agencies should make this information available so that a discussion can begin and response can be drafted if necessary.

### **MAP 21**

New federal legislation was implemented in October 2012 that created new laws that enhance goals of transportation safety, state of good repair, performance, and program efficiency throughout Iowa. "Moving Ahead for Progress in the 21<sup>st</sup> Century Act" (MAP 21) emphasizes restoring and replacing aging public transportation infrastructure, establishes performance-based planning requirements and improves the efficiency of administering grant programs.

Transit Funds have been redistributed and/or consolidated. These changes have eliminated JARC and New Freedom Funds. Transit funds will now be distributed through seven key programs:

- \*New Starts
- \*Rural area formula (5311)
- \*State of Good Repair (5337)
- \*Enhanced Mobility of Seniors & Individuals with Disabilities (5310)
- \*Bus and Bus Facilities (5339)
- \*Urbanized formula (5307)
- \*Metro & Statewide Planning (5303, 5304, 5305)

Primary funds for RPA 17 transit providers will come from 5311, 5310, and local ridership funds.

With the loss of JARC and New Freedom funding 10-15 Transit has been forced to discontinue the use of those programs. It has hurt ridership and put a burden on the riders. Southern Iowa Trolley

RPA 17 is uncertain how the MAP 21 funding will be implemented for this region. The Technical Committee and Policy Board are entertaining a variety of options of how to fund trails, scenic byways, safe routes to school, additional transit projects and other like projects. It is anticipated that the application process will be modified and a selection process will have to be refined over the next year.

**Advisory Group Recommendations**

It is recommended that 10-15 Transit continue its current operations, including staying attuned to any additional needs that may require expanded hours for medical trips and/or entertainment trips. STA Coordination funds should also be requested each year as needed to assist in developing services.

It is recommended that the regional transit authorities maintain its current fleet size by replacing buses each year as funding allows. 10-15 Transit should also continue to apply for 5339 funds to replace a bus in the upcoming year and possibly multiple buses in the years thereafter. Southern Iowa Trolley should apply for STP funding from RPA 17 and RPA 14 for bus replacement, as well as also apply for 5339 funding to provide financial support. SIT should continue to provide forethought to the aging of the fourteen vehicles purchased with Stimulus money.

Transit agencies should continue to actively pursue the need for ongoing education and promotion of services they provide throughout the entire region. Emphasis should be placed on strengthening county relationships and developing outreach to communities on the edges of the service region. This effort will maintain and/or increase ridership for each agency. It is also advised that both transit agencies continue to build the established relationships with the Statewide Mobility Manager to identify additional needs and increase potential ridership. The Mobility Manager has already provided support and will continue to do so. CVTPA will enhance this relationship with open communication with both entities.

Southern Iowa Trolley should continue to explore all funding options that will allow the agency to proceed with a feasibility study for a new operating facility.

Both transit agencies, 10-15 Transit and Southern Iowa Trolley shall proceed with the ongoing goal of installing or updating new surveillance cameras in the entire fleets to ensure rider and driver safety/liability.



**Recommendation Chart**

**10-15 Transit**

Provider Name	Project Description	Type of Project	2012 Total/Fed cost	2013 Total/Fed Cost	2014–2016 Total/Fed	Recom'd Funding source
10-15 Transit	176" LD Bus	Capital	\$59,000/47,000	\$59,000/47,000		STP
10-15 Transit	Installing surveillance cameras to fleet (15)	Capital			\$3,500 ea totals \$70,000	Transit Investment (local funds)
10-15 Transit	Continue extended hours for medical appts.	Operations	\$45,124		\$45,124	Local funds
10-15 transit	Promotional work	Operations				Other- local funds
	<b>10-15 Transit TOTALS</b>		<b>\$104,124/\$47,000</b>	<b>\$59,000/\$47,000</b>	<b>\$219,248</b>	

**Southern Iowa Trolley**

Provider Name	Project Description	Type of Project	2013 Total/Fed	2014 Total/Fed	2015–2016 Total/Fed	Recom'd Funding source
Southern Iowa Trolley (SIT)	ADA mini-van w/ surveillance	Capital	\$49,920/\$39,936	\$50,000/\$40,000	\$50,000/\$40,000	5339
SIT	Conversion Van	Capital		\$50,000/\$40,400		5339
SIT	176" LD bus w/ Surveillance	Capital		\$84,000/\$67,200	\$84,000/\$67,200	5339
SIT	Installing radio equipment	Capital	\$11,000			Local
SIT	Complete feasibility study to upgrade facility	Planning				
SIT	Promotional work	Operations				
	<b>SOUTHERN IOWA TROLLEY TOTALS</b>		<b>\$60,920/\$39,936</b>	<b>\$184,000/\$147,600</b>	<b>\$134,000/\$107,200</b>	

10-15  
TRANSIT  
VEHICLE INFO

updated 10/14/2012

VEH ID	LDO	YEAR	CHASSIS	MODEL	VIN
031	241	2003	FORD	ELDORADO	1FDXE45S23HA20009
032	692	2003	FORD	ELDORADO	1FDXE45S93HA26017
033	490	2003	FORD	ELDORADO	1FDXE45S73HA26016
034	195	2003	FORD	ELDORADO	1FDXE45S93HA20010
035	240	2003	FORD	ELDORADO	1FDXE45S53HA26015
041	1103	2004	FORD	ELDORADO	1FDXE45S63HB23322
042	1823	2004	FORD	ELDORADO	1FDXE45S73HB87983
043	1821	2004	FORD	ELDORADO	1FDXE45S03HB87985
044	1822	2004	FORD	ELDORADO	1FDXE45S93HB87984
045	773	2004	FORD	ELDORADO	1FDXE45S54HA08115
046	443	2004	FORD	ELDORADO	1FDXE45S34HA08114
051	103085	2005	GMC	SIERRA TRUCK	1GTEK19Z25Z190264
052	774	2006	FORD	SUPREME	1FDXE45S96HA51424
053	1105	2006	FORD	SUPREME	1FDXE45S76HA51423
054	115565	2006	FORD	SUPREME	1FDXE45S56HA51422
056	694	2006	FORD	SUPREME	1FDXE45S06HA51425
057	197	2006	FORD	SUPREME	1FDXE45S26HA51426
071	109529	2007	FORD	ELDORADO	1FDXE45S66DB15650
072	109530	2007	FORD	ELDORADO	1FDXE45S26DB15651
073	109531	2007	FORD	ELDORADO	1FDXE45S46DB15652
074	109532	2007	FORD	ELDORADO	1FDXE45S66DB15653
075	109946	2007	FORD	ELDORADO	1FDXE45S97DA13039
076	109947	2007	FORD	ELDORADO	1FDXE45S97DA13040
981L	544	1998	International	El Dorado	1HVBEABM8WH522668
982L	839	1998	International	El Dorado	1HVBEABM6WH522667
081	111859	2008	CHEVY	UPLANDER	1GBDV13W48D147164
082	111860	2008	CHEVY	UPLANDER	1GDDV13WX8D146472
083	112151	2008	FORD	SUPREME	1FD4E45S58DA85079
084	112152	2008	FORD	SUPREME	1FD4E45S38DA85078
085	112877	2008	FORD	SUPREME	1FD4E45SX8DB46359
086	112878	2008	FORD	SUPREME	1FD4E45S68DB46360
087	112884	2008	FORD	SUPREME	1FD4E45S18DB46363
088	112883	2008	FORD	SUPREME	1FD4E45SX8DB46362
089	112882	2008	FORD	SUPREME	1FD4E45S88DB46361
101	115332	2010	FORD	ELDORADO	1FD4E45S99DA90019

102	115223	2010	FORD	ELDORADO	1FDFE45S19DA90015
103	115214	2010	FORD	ELDORADO	1FDFE45S39DA90016
105	115227	2010	FORD	ELDORADO	1FDFE45S59DA90017
106	115333	2010	FORD	ELDORADO	1FDFE45S79DA90018
108	115723	2010	FORD	ELDORADO	1FDFE4FS1ADA55476
111	117496	2011	FORD	ELDORADO	1FDFE4FS2BDA63152
112	117497	2011	FORD	ELDORADO	1FDFE4FS4BDA63152
113	117498	2011	FORD	ELDORADO	1FDFE4FS6BDA63154
114	117499	2011	FORD	ELDORADO	1FDFE4FS8BDA63155
115	117501	2011	FORD	ELDORADO	1FDFE4FSXBDA63156
116	117502	2011	FORD	ELDORADO	1FDFE4FS1BDA63157

SOUTHERN IOWA TROLLEY--Vehicles used for public transportation

Veh #	Year	Make	Model	VIN	License Plate #	SEAT	Lift/Ramp	Size Class	Acquisition Cost
71	2001	Ford	ELDORADO	1FDXE45S6YHB96245	119371	20	LIFT	176 \$	49,454.00
75	2001	Ford	Supreme	1FDWE35S71HA86395	119375	11	N/A	138 \$	43,476.00
77	2002	Chevy	Venture	1GNDX03E82D288096	119377	6	Ramp	\$	33,407.00
78	2003	Chevy	Venture	1GBDX23E23D198579	119378	6	Ramp	\$	34,610.00
79	2003	Champion	Challenger	1FDXE45S83HB48299	119379	16	LIFT	158 \$	42,459.00
80	2003	Champion	Challenger	1FDXE45S43HB48302	119380	16	LIFT	158 \$	42,459.00
81	2003	Champion	Challenger	1FDXE45S43HB48302	119381	16	LIFT	158 \$	42,459.00
82	2003	Champion	Challenger	1FDWE35S83HB99125	119382	11	LIFT	138 \$	39,721.00
83	2004	Champion	Challenger	1FDWE35S34HA96278	119383	10	LIFT	138 \$	43,092.00
84	2004	Ford	Pacer 11	1FDWE35S4HA96279	119384	10	LIFT	138 \$	43,092.00
85	2004	Ford	Pacer 11	1FDWE35S14HA96280	119385	10	LIFT	138 \$	43,092.00
86	2004	Ford	G Coach 11	1FDXE45S84HB55254	119368	16	LIFT	158 \$	45,507.00
87	2005	Champion	Dodge MV	1D4GP24R85B143632	103232	5	Ramp	\$	45,507.00
88	2005	Champion	Dodge MV	1D4GP24R85B158907	103233	5	Ramp	\$	35,024.00
89	2005	FORD	Supreme	1FDXE45S85HB14012	119389	16	LIFT	158 \$	51,861.00
90	2005	FORD	Supreme	1FDXE45S85HB14013	119390	16	LIFT	158 \$	51,861.00
91	2008	FORD	ELDORADO	1FD4E45S98DB51374	112889	16	LIFT	158 \$	55,530.00
92	2008	FORD	ELDORADO	1FD4E45S68DB51378	119392	16	LIFT	158 \$	55,530.00
93B	2008	CHEVY	Uplander Ls	1GNDV231X8D145464	113260	4	RAMP	\$	32,720.00
94	2009	FORD	ELDORADO	1FD4E45S49DA69112	114199	18	LIFT	176 \$	54,627.00
S-10	2009	DODGE	Grand caravan SE	2D8HN44E99R560296	119387	6	Ramp	\$	36,049.00
S-11	2009	DODGE	Grand caravan SE	2D8HN44E29R560303	119388	6	Ramp	\$	36,049.00
S-12	2009	DODGE	Grand caravan SE	2D8HN44EX9R560307	119369	6	Ramp	\$	36,049.00
S-13	2009	DODGE	Grand caravan SE	2D8HN44E79R560300	119370	6	Ramp	\$	36,049.00
S-14	2009	FORD	ELDORADO	1FD4E45S29DA72347	119372	18	LIFT	176 \$	56,298.92
S-15	2009	FORD	ELDORADO	1FD4E45S29DA72350	119373	18	LIFT	176 \$	56,298.92
S-16	2009	FORD	ELDORADO	1FD4E45S69DA72346	112775	18	LIFT	176 \$	56,298.92
S-17	2009	FORD	ELDORADO	1FD4E45S69DA72349	119374	18	LIFT	176 \$	56,298.92
S-18	2009	FORD	ELDORADO	1FD4E45S49DA72348	119376	18	LIFT	176 \$	56,298.92
S-19	2009	FORD	ELDORADO	1FD4E45S99DA72345	119835	18	LIFT	176 \$	56,298.92
S-20	2009	FORD	ELDORADO	1FD4E45S49DA72351	119834	18	LIFT	176 \$	56,298.92
S-21	2011	FORD	ELDORADO	1FD4E45S5BDA63145	117459	18	LIFT	176 \$	57,507.50
S-22	2011	FORD	ELDORADO	1FD4E45S9BDA63147	119363	18	LIFT	176 \$	57,507.50
S-23	2011	FORD	ELDORADO	1FD4E45S7BDA63146	119364	18	LIFT	176 \$	57,507.50
S-24	2011	DODGE	Grand caravan SE	2D4RN44DGGBR77292	119386	4	RAMP	\$	35,093.00
S-25	2012	FORD	ELDORADO	1FD4E45S4CDA29070	119365	18	LIFT	176 \$	75,000.00
S-26	2013	FORD	ELDORADO	1FD4E45S0DDA29132	119397	18	LIFT	176 \$	57,462.00

**Actual Funding Totals from Fiscal Year 2012**

<b><u>FUNDING TOTALS</u></b>	<b>Southern Trolley Amount</b>	<b>Iowa Budget</b>	<b>10-15 Transit Budget Amount</b>
<b>2012 Program Funding Source</b>			
FEDERAL TRANSIT ASSISTANCE PROGRAMS:	--		--
Capital Investment Program (Section 5309)	\$98,910 (FY11) \$79,719 (FY12)		\$483,000(FY10) \$195,880(FY11) \$518,292 (FY12)
Special Needs Formula Program (Section 5310)	--		--
Non-urbanized Area Formula Programs (Section 5311)	\$257,977(FY10) \$55,269 (FY11)		\$526,195(FY10) \$494,840(FY11)
Rural Training Assistance Program (RTAP) ( Section 5311 (b)(3))	\$566,669(FY10) -0- \$3,000(FY12)		\$512,729(FY10) -0-
Job Access/Reverse Commute (JARC) Program (5316)	--		\$25,000(FY10) \$13,780(FY11)
New Freedom (NF) Program (5317)	--		\$22,562(FY10) \$19,737(FY11)
Older Americans Act	\$44,243(FY10)		\$119,756(FY10) \$78,721(FY11)
Head start	--		\$109,641(FY10) \$88,326(FY11) \$46,696 (FY12)
STA Formula Program	\$243,240(FY10) \$241,367 (FY11) \$227,581 (FY12)		\$344,895(FY10) \$312,909(FY11) \$332,482 (FY12)
STA Fellowship Program	--		--
FEDERAL FLEXIBLE FUNDS AVAILABLE TO TRANSIT	\$283,605(FY11) \$256,050 (FY12)		--
Surface Transportation Program (STP)	--		--
OTHER	\$500 (FY10) \$500 (FY12)		--
Contract Revenue	\$465,000(FY10) \$329,434(FY11) \$452,822 (FY12)		\$924,884(FY10) \$945,081(FY11) \$880,815 (FY12)
Passenger Revenue	\$55,000(FY10) \$55,983(FY11) \$65,821 (FY12)		\$48,868(FY10) \$14,494(FY11) \$6,000 (FY12)
General Levy Fund	\$53,018(FY10) \$56,263 (FY12)		\$163,051(FY10) \$25,000 (FY12)
Senior Living Program	\$26,085(FY10)		--
Program Income	\$19,000(FY10)		--