



Metropolitan Planning Organization of Johnson County  
410 E. Washington St. ■ Iowa City, Ia 52240

# **PASSENGER TRANSPORTATION DEVELOPMENT PLAN**

## **FISCAL YEARS 2015-2019**

**PREPARED BY  
METROPOLITAN PLANNING  
ORGANIZATION OF JOHNSON COUNTY**

**JANUARY 2014**

**Metropolitan Planning Organization of Johnson County (MPOJC)  
Passenger Transportation Development Plan 2015-2019**

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## **Section One: Introduction and Process Discussion**

### **Introduction**

The Passenger Transportation Plan (PTP) is intended to coordinate planning efforts for several federal transportation funding programs while incorporating federal requirements for coordinated planning efforts for public, private and human service transportation providers, as well as address needs-based project justification. The PTP is required by the Iowa Department of Transportation (DOT) of Iowa's eighteen Regional Planning Affiliations (RPAs) and nine Metropolitan Planning Organizations (MPOs), which includes the Metropolitan Planning Organization of Johnson County (MPOJC). MPOJC provides planning and grant administration services to three fixed route transit providers in this urbanized area; Coralville Transit, Iowa City Transit, and the University of Iowa Cambus. The PTP is included in the MPOJC transportation planning work program each year.

The PTP covers a five year period and is intended to demonstrate where there are transportation needs that can be served by both Federal and State funding assistance programs. The Federal funding assistance utilized by the Iowa City Urbanized area includes Urbanized Area Formula Program funding (5307), Statewide Urban Capital funding (5339), Special Needs Formula funding (5310), Surface Transportation Program (STP) funding, and Iowa Clean Air Attainment Program (ICAAP) funding. The State of Iowa funding assistance includes STA Formula funding and STA Coordinated Special Project funding.

The MPOJC provides many administrative services to area transit providers as well as preparation of planning documents. MPOJC took the lead in developing the PTP with a great deal of input from Coralville Transit, Iowa City Transit, Cambus, Johnson County SEATS, private transit providers, and local human service agencies within the Iowa City urbanized area.

### **Process**

The planning process over the years has included a close working relationship with MPOJC, Johnson County and the cities within the urbanized area. There have been many public input opportunities through the planning process throughout the years within the urbanized area providing transportation input on a regular basis. Because of the regular input we receive, we can break down the planning process into three different categories; Past Planning Efforts, On-Going Planning Efforts, and Current Planning Efforts.

#### **Past Planning Efforts:**

- Surveys/Interviews:
  - 2008 MPOJC public input focus groups and interviews with transportation stakeholders; including human services agencies, transit riders and local commercial establishments
  - 2008 rider survey regarding the new North Liberty/Coralville bus route
  - 2009 transportation survey of the local human services agencies
- Local Plans Review:
  - Urbanized area land use/comprehensive plans
  - Iowa City STEPS (CDBG) public input (every two years)
- Facility Development (all required public hearings):
  - Iowa City Court Street Transportation Center (2006)
  - Johnson County SEATS storage/maintenance facility (2008)
  - University of Iowa Cambus storage facility expansion (2010)

- Coralville Transit/Maintenance Facility (2012)
- MPOJC Ad-hoc Committees:
  - Public Transit Expansion Committee (2008)
  - Joint Transit Facility/Consolidation Committee (2008)

On-Going Planning Efforts:

- Capital Equipment Replacement Plan (Iowa City Transit, Coralville Transit, Cambus)
- Program of Projects (Iowa City Transit, Coralville Transit, Cambus)
- Title VI/LEP (Iowa City Transit, Coralville Transit, Cambus)
- DBE Program Plan/Goals (Iowa City Transit, Coralville Transit, Cambus)
- Transportation Improvement Program (TIP/STIP) (Iowa City Transit, Coralville Transit, Cambus)
- Transit Performance Statistics/Trends/MPOJC 5307 Operating Funds Formula
- Public Participation Plans/MPOJC
- Iowa DOT Consolidated Application (Iowa City Transit, Coralville Transit, Cambus)

Current Planning Efforts:

**MPOJC PTP (TAG) Committee:** In 2007, MPOJC created a steering committee made up of eleven local human services organizations and the four local transit managers. In 2011 the committee expanded to the current 16 human services/private transportation provider representatives and four public transit representatives. The human service agencies were selected by the MPOJC Human Services Coordinator (no longer a position in MPOJC) with the intent of having as many different types of agencies represented in the planning process as possible. The current committee members include:

- The Arc of Southeast Iowa
- Neighborhood Centers of Johnson County
- Systems Unlimited
- Chatham Oaks Care Facility
- Hometies Childcare
- Reach for Your Potential
- United Action for Youth
- Big Brothers/Big Sisters
- Four Oaks Youth Homes
- Goodwill Industries
- Shelter House
- Iowa City Community School District
- Access 2 Independence
- Elder Services, Inc.
- Solon Senior Transportation
- Durham School Services
- Coralville Transit
- Iowa City Transit
- University of Iowa Cambus
- Johnson County SEATS

**MPOJC Transportation Technical Advisory Committee (TTAC)/MPOJC Urbanized Area Policy Board:** The MPOJC TTAC meets prior to each MPOJC Board meeting to review agenda items and make recommendations to the Board. The TTAC is appointed by the MPOJC Urbanized Area Policy Board. TTAC did review the PTP strategies, goals, and objectives. The

Urbanized Area Policy Board held a public hearing on the draft PTP at their January 29, 2014 meeting. A public hearing notice was published 30 days prior to the hearing and the notice went through the Public Participation Plan process as well.

**Johnson County Livable Communities Transportation Committee:** The Johnson County Livable Community for Successful Aging (JCLC) Policy Board partners with organizations, businesses and individuals to address and facilitate personal independence and civic and social engagement for seniors and those with disabilities. An initiative of the Johnson County Board of Supervisors, JCLC serves in an advisory capacity.

A livable community is one where every resident can age successfully, which we define as living as vital a life as possible with the opportunity to flourish. Our key purposes are to:

- Prepare Johnson County to address the needs of an aging population.
- Serve as a unifying structure which brings together common interests and collective resources to foster efforts that build and sustain a livable community for successful aging.

The JCLC Policy Board appoints five Action Teams, including a transportation action team. Action Teams spearhead new initiatives in support of JCLC's mission and meet on a quarterly basis. The membership of the Transportation Action Team includes representatives from MPOJC, all public transit providers, and some private transportation providers. The JCLC Transportation Action Team has assembled an inventory of transportation services, "[A Guide for Seniors: Transportation and Mobility Options in Johnson County](#)." The guide, now in its sixth printing, identifies metro area and rural service providers and contact information.

The Transportation Action Team also partnered with RSVP, a program of Elder Services, Inc., MPOJC, Iowa City Transit, Coralville Transit, and Johnson County SEATS to create the [Medical Transportation Program](#) that offers transportation to vital medical appointments for those unable to use other types of public transportation. New Freedom funding played a big role in getting this program started.

**Johnson County SEATS Paratransit Advisory Committee:** The Paratransit Advisory Committee consists of nine members; including two members appointed by the Iowa City City Council; one member appointed by the Coralville City Council; two members appointed by the Johnson County Board of Supervisors; and four SEATS consumers appointed by the Board of Supervisors. MPOJC has an advisory role on the committee.

The committee's role is to provide a forum in which consumers and elected representatives can voice their concerns, ideas and proposed solutions for improving the Johnson County SEATS paratransit service. The committee meets on a quarterly basis.

**MPOJC Online Transit Survey:** As part of the public input process for the MPO's regional Multi-Modal Long Range Transportation Plan, MPOJC developed an online survey to solicit input about various transportation-related topics during the summer of 2011. The survey focused on current transit service in individual communities. Some of the input included:

- Comments regarding lack of service in specific areas of the urbanized area
- Raise gas prices and eliminate free parking in order to increase transit use
- Need more bus shelters

- More internet service on buses
- More frequent bus service
- More transit education and advertising
- Develop park and ride lots
- Need Sunday and late night service
- Fewer bus stops on each route

**MPOJC Transit Public Input Meeting and Panel Discussion:** On June 16, 2011 MPOJC hosted a Transit Panel discussion at the Coralville Public Library. The panel consisted of the local transit managers and MPOJC staff. Comments/questions from the panel discussion were as follows:

- Concerns about elderly riders: rather see demand/door-to-door service than walk to bus stops in the winter.
- Questions about why Iowa City/University of Iowa service is not like in Ames/Iowa State University with the student fees levied to the whole system and not just for the Campus
- Some ideas for new routes that bypass the downtown Iowa City interchange- Northgate to Kmart along 1<sup>st</sup> Ave, Coralville to the Iowa City Airport down Mormon Trek Blvd.
- Concerns that rural areas and booming areas along the outskirts of the urbanized area are not being served. Could the county levy funds to pay for transit to these areas? Tiffin and North Liberty eventually will need service and should be addressed.
- Question about federal funding to help expand transit service
- Concern about representatives on the MPOJC Transit Needs Committee.

**MPOJC Future Transit Needs Committee (FTNC):** In the fall of 2011, MPOJC established Future Transit Needs Committee to discuss and make recommendations on future transit needs in the Iowa City Urbanized Area. The committee had two main goals:

- To determine where the urbanized area wants to be in terms of transit service in the next 20 years
- What steps should be taken to get there

Each MPOJC Board voting entity appointed one person to the committee with two additional at-large appointees. The FTNC developed recommendations for the MPOJC Board to consider. The Board approved the FTNC's recommendations in May of 2012 and approved an amendment to include the FTNC's recommendations in the 2012-2040 MPOJC Long Range Transportation Plan in June of 2012.

In their discussions, the FTNC discussed public transit service levels and performance and how they relate to residential and employment density, household income, availability of parking, trip length, type of service, and funding. The FTNC acknowledged that maintaining current transit service is important but also recognized that new and expanded services must also be planned as the metropolitan area's needs change. With this in mind, the FTNC developed their recommendations in terms of short term goals and objectives and long term goals and objectives.

### **FTNC SHORT TERM GOALS AND OBJECTIVES (1-5 years)**

**Goal: Review and improve current fixed route and paratransit services in Johnson County**

**Objectives:**

- Continue cooperative efforts between transit agencies and MPOJC. These cooperative efforts have led to the highest ridership rates in Iowa. The Metropolitan Area had over 6.5 million fixed route rides in FY2011.
  - Continue planning efforts through the Passenger Transportation Plan (PTP). This plan allows the transit providers the opportunity to create partnerships between governments, private business, and human services organizations.
  
- Continue to review and improve existing routes and service by:
  - Utilizing grant funds (including JARC and New Freedom) for route extensions, targeting employment centers, and persons with disabilities (ADA programs).
  - Make annual adjustments based on transit performance statistics.
  - Consider improvements to bus stop shelters, trip maker programs, alternative fuels, education programs, and bus route frequency.
  - Explore route expansion within metro growth area, including manufactured housing and new housing developments as well as new and expanding commercial areas.
  
- Review opportunities to increase demand response service.
  - Work with communities within Johnson County on ways to increase SEATS service.
  - Continue to work with the East Central Iowa Council of Governments (ECICOG) on funding opportunities.
  - Consider cab ride programs during times when fixed route service is not operating.
  - Develop more education materials regarding existing demand response services.

**Goal: Create new and expand current van pool programs in Johnson County****Objectives:**

- Review legal concerns regarding eligible riders in University of Iowa van pool program.
- Work with local business and other cities (Cedar Rapids) in the region to develop van pool and ride sharing programs.
- Continue to work with ECICOG, MPOJC, and the Corridor MPO on a corridor transportation study between the Iowa City area and Cedar Rapids.

**Goal: Explore Park and Ride programs****Objectives:**

- Locate park and ride lots for future use by both bus and rail services.
- Include the Eastern Iowa Airport as a Park and Ride possibility.
- Explore BRT service to Park and Ride lots.

**Goal: Explore Bus Rapid Transit (BRT) service****Objectives:**

- When implementing a BRT service, consider improvements such as:
  - Traffic signal preemption program for BRT service.
  - Reduce the number of stops for BRT buses.

- Modify intersections for BRT service.

**Goal: Develop future needs transit index and procedures for reviewing proposed route changes or expansions**

**Objectives:**

- A transit index can be used as a trigger to help determine when fixed route service should be expanded to growing areas in the metropolitan area. The transit index should use the following eight criteria:
  - Population density: based on a population density of 4-6 households/acre.
  - Employment density (employees/acre): higher employment densities are more transit supportive resulting in more cost effective services, including a number of large employers in Johnson County.
  - Congestion (volume to capacity): congestion can support transit by encouraging people to forgo travel by automobile (AM and PM peak times).
  - Parking availability: limited or restricted parking can encourage the use of transit such as the situation with the UIHC.
  - Connectivity and convenience: this refers to the roadway network, the number of potential routes to travel between points, the distance people need to walk to get to a bus stop (a quarter mile is the goal in the urbanized area), convenience, and ridership.
  - Income: persons with lower incomes are more likely to use and rely on transit service.
  - Transit Oriented Development/Development Plans/Comprehensive Plans: local plans can encourage dense developments with high connectivity, limited parking, and pedestrian oriented environments.
  - Concentration of university employees: this is unique to areas such as the University of Iowa. University employees are more likely to use high frequency public transit service.
- Apply transit index to current transit routes in metropolitan area, review findings, and work with transit agencies to make route adjustments. (this item will be included in the MPOJC work program for FY2013)
- Apply transit index and procedures to growing areas outside the metropolitan area (including manufactured housing developments) by establishing additional criteria for areas outside the fixed route service area, including:
  - Input from developers/realtors.
  - Ridership surveys to determine type of service (fixed route, demand response, van pool, etc.)
  - Potential partnerships for the operation and cost of a new service.
- Consider alternative fuels when developing service.
- Develop costs and means to pay for service. (consider service fees, tax levies, FTA and STA funding, contracts, etc.)
- Identify responsible agency for operation of expanded service.

**Goal: Support Amtrak service to Iowa City**

**Objectives:**

- Support expansion of Amtrak service to Iowa City/Johnson County, Des Moines, and Omaha by assisting the Iowa DOT with the Chicago to Omaha Amtrak study. (study is due to Iowa Legislature by end of 2012)
- Continue to work with Iowa DOT's Passenger Rail Advisory Committee. MPOJC appoints a representative to the committee.

## **LONG TERM GOALS AND OBJECTIVES (5-20 years)**

### **Goal: Review and study potential light rail service**

#### **Objectives:**

- Apply transit index to potential light rail service using the population density of at least 9 households/acre along rail line.
- Review past light rail service studies between Iowa City/Coralville and the Oakdale Campus, North Liberty, Eastern Iowa Airport, and Cedar Rapids using the existing CRANDIC rail line.
- Study an east-west service between Tiffin and Iowa City using the Iowa Interstate rail line.

### **Goal: Review and consider the operational needs for transit consolidation or a county-wide authority**

#### **Objectives:**

- Review efficiencies and services.
- Identify pros and cons of consolidation.
- Review consolidation when opportunities arise.
- Review current state legislation regarding transit authorities. Consider proposing changes if necessary.
- Include Cedar Rapids area in transit authority discussions.

**Survey/interviews (Iowa City Transit/Diversity):** In an effort to gather public input on diversity and its relationship to transportation issues, Iowa City Transit, with assistance from MPOJC, has developed a survey to solicit input about various transportation-related topics and Iowa City Transit service. This survey was initiated through Iowa City's Diversity Committee which was formed to serve as an ad-hoc Iowa City Council committee to review issues relating to diversity within Iowa City's Transportation Services Department. The results of the survey will be presented to the Iowa City City Council and will help identify community transportation needs and guides decisions about transportation improvements in the future. The survey will be completed by the Spring of 2014.

## **Section Two: Inventory and Area Profile**

### **Public Transportation Providers**

**Iowa City Transit (includes University Heights):** Iowa City Transit provides service on 17 regular routes from 6:00 a.m.-11:00 p.m. All routes operate daily with 30-minute service during peak periods. The Seventh Avenue (during a.m. and p.m. peak periods), Melrose Express, Westside Hospital, Eastside Express, and Westport routes operate hourly all day long. Midday service is hourly except on the Towncrest and Oakcrest where service is 30 minutes all day during the University academic year. The Eastside Loop and Westside Loop operate when Iowa City schools are in session. Hourly evening service is provided to the same general service area using combined routes, from 6:30 p.m.-11:00 p.m. Saturday service operates hourly all day with service ending at 7:00 p.m. There is no fixed route service on Sundays. Iowa City Transit also extends service to Chatham Oaks Care Facility located on the west side of Iowa City.

During peak periods Iowa City Transit operates 20 buses. Eight buses operate weekdays off-peak and all day Saturday. During evening hours five buses are in service. The Downtown Iowa City Transit Interchange is the hub of Iowa City Transit's operations. All regular routes arrive and depart at the interchange except for the Eastside Loop, allowing for coordinated transfers between buses. There is one free-fare route, the Downtown Transit Shuttle.

The existing fare structure is a \$1.00 base fare, \$32 unlimited ride 31-day pass, and \$8.50 for a ten-ride ticket strip. There is a 75¢ youth fare for K-12 aged children. Children under five may ride free accompanied by an adult. There is also a K-12 31-day pass available for \$27 and a student semester pass for \$100 for persons attending the University of Iowa or Kirkwood Community College. There is a monthly pass for University of Iowa faculty/staff for \$28 per month. Elderly persons may ride during off peak hours and all day Saturday for 50¢. Eligible persons with disabilities and low income elderly persons may ride free during off peak hours. A qualifying purchase from any merchant participating in the Bus and Shop Program entitles the purchaser to one free ride any time of day. Free transfers are available and may be used on Coralville Transit.

All Iowa City Transit fixed route buses are lift-equipped. Demand responsive paratransit service is provided during fixed-route service hours, operated by Johnson County SEATS.

The Iowa City Transit fleet inventory can be found in attachment 1.

**Coralville Transit (includes North Liberty):** Coralville Transit operates two routes on weekdays between 6:00 a.m. and 6:30 p.m.; one additional route weekdays during the a.m. and p.m. peak hours; and one evening route until 12:00 a.m. An additional peak hour (tripper) route provides service to the core area of Coralville during the a.m. and p.m. rush hours when the University of Iowa is in session. The Lantern Park and Tenth Street routes operate in the core area of Coralville with half hour headways except during midday when headways are one hour. The Express Route operates on a 75-minute headway in the a.m. and p.m. peak, with no midday service (no service at Coral Ridge Mall). Saturday service is provided on one route that serves the Lantern Park/10th Street service area from 7:00 a.m.-7:30 p.m. Coralville Transit offers a commuter route to North Liberty on weekdays from 7 a.m.-8 a.m. and 5 p.m.-6 p.m. There is no midday service and this route does not service Coral Ridge Mall.

Coralville Transit operates seven buses during weekday peak periods, three buses off peak, and one bus evenings and Saturdays. No service is offered on Sunday. The tripper route does

not operate during University of Iowa summer and interim periods. All Coralville Transit routes interchange at Coral Ridge Mall, the Downtown Iowa City Transit Interchange, and at University of Iowa Hospitals and Clinics.

The base fare on Coralville Transit is \$1.00. Children under five, accompanied by an adult, ride for free. A 31-day pass is offered for \$32, and a 20-ride pass for \$20. Saturdays and evenings persons 5 to 15 years of age are eligible for a 75¢ youth fare. Elderly and disabled residents of Coralville may be eligible to ride for free at any time with a Coralville pass. Medicare recipients may ride at half-fare rates. Free transfers are available and may be used on Iowa City Transit. The purchase of \$10 or more from any of the merchants participating in the Bus and Shop Program entitles the purchaser to one free bus ride any time of day.

All Coralville Transit fixed route buses are lift-equipped. Demand responsive paratransit service is provided during fixed-route service hours, operated by Johnson County SEATS.

The Coralville Transit fleet inventory can be found in attachment 1.

**University of Iowa Cambus:** Cambus provides service on 13 routes Monday through Friday, and four routes Saturday and Sunday during the academic year. Cambus is a no fare service designed to facilitate circulation throughout the University campus. Although designed primarily to serve University students, faculty and staff, Cambus is also open to the general public.

Cambus operates two separate levels of service throughout the year. Academic year service is the highest level of service, summer/interim service is approximately 75% of academic year service. Differences in level of service are in the amount of service provided, not in the areas served. The service area remains the same during both periods.

The primary routes, Red and Blue, operate in nearly identical clockwise and counter clockwise loops which serve the residence halls, University Hospitals, most academic buildings, Iowa City, and commuter parking lots. The Red, Blue, Hawkeye, and Studio Arts routes are the only routes which operate on Saturday and Sunday, for 28 weeks per year. The other routes are designed for specific functions: providing service to Oakdale Campus, providing service to residence halls, providing a shuttle between main campus and the hospital area, and service to Mayflower and Hawkeye Apartments.

During the academic year Cambus operates 26 buses during daytime peak hours, 8-12 buses between 7:00 p.m. and 9:30 p.m., and five buses between 9:30 p.m. and 12:30 a.m. Weekend service on the Red, Blue, Hawkeye-Interdorm, and Studio Arts routes operates between noon and midnight with four buses. Cambus also operates a **Safe Ride** service on Friday and Saturday nights from midnight to 2:20 a.m. with two buses.

All Cambus fixed route buses are lift equipped. Cambus operates a special paratransit system, Bionic Bus. Similar to the fixed-route system, it is intended for University students, faculty and staff, but is also open to the public. The Bionic Bus system operates small accessible buses on a demand responsive basis. Service hours are the same as fixed route scheduled hours on Saturday and Sunday. A reduced level of service is provided during summer and interim periods.

The University of Iowa Cambus fleet inventory can be found in attachment 1.

**University of Iowa Employee Van Pool:** The van pool program is for University of Iowa employees only. Each rider pays a fee, lower than parking fees, to participate. Since the user fee does not cover the full cost of the program, the University of Iowa Parking & Transportation Department subsidizes 1/3 of the costs. The program utilizes both 15-passenger and 7-passenger vans. Vehicles are leased through the University's Fleet Services which also performs all the maintenance work on the vans as well as provides fuel. Vanpool drivers have their van fees waived. Drivers are responsible for the vanpool's operation and keep the van at their home.

In 2013 the program had 67 vans with 712 members (annual rides are not tracked). The vans traveled a total of 1,101,092 miles. The average round-trip mileage is 65 miles. The vans are currently coming from the following communities: Ainsworth, Amana, Cedar Rapids, Clarence, Conesville, Davenport, Durant, Kalona, Marengo, Marion, Mt. Pleasant, Mt. Vernon, North English, Olds, Oxford, Riverside, Shueyville, Solon, Tipton, Washington, Wayland, Wellman, West Branch, West Liberty, Williamsburg, and Wilton.

Currently, the University of Iowa employee van pool program vehicles are not ADA accessible.

**Johnson County SEATS:** Iowa City and Coralville Transit systems contract with Johnson County SEATS for provision of complimentary demand-responsive paratransit service during fixed-route service hours. Johnson County SEATS also provides scheduled demand response service to all residents outside of the metropolitan area in Johnson County.

To qualify for SEATS service in the urbanized area, you must have a transportation disability that precludes you from utilizing fixed-route service. While all fixed-route buses are now lift-equipped, SEATS is available to pick up and drop off passengers who are unable to, or are not mobile enough, to reach a standard bus stop.

Iowa City Transit provides 12 vehicles to Johnson County SEATS for use in Iowa City, Coralville Transit provides 3 vehicles for use in Coralville, and ECICOG provides 10 buses for use in Johnson County. All of the SEATS vehicles are ADA accessible.

**School Bus Service:**

Iowa City Community School District (Durham School Services):	118 buses (12 ADA buses)/ 107 Routes/1 charter bus
Iowa City Regina School District (Central Iowa Transit):	6 buses (0 ADA buses)/ 6 routes/1 charter bus/1 bus for Hawk Ridge (University of Iowa)
Clear Creek-Amana School District:	28 buses (4 ADA buses)/18 routes/4 vans
Willowwinds School:	1 vehicle (non-ADA)

The Iowa City School District is served by Durham School Services, the Iowa City Regina School District is served by Central Iowa Transport, and the Clear Creek-Amana School District provides in-house bus services (some service is outside of the Iowa City metropolitan area). Durham School Services also offers charter services not under the current school district contract. Central Iowa Transit also offers charter service and contracts with the University of Iowa for transportation services between Hawk Ridge Apartments and campus. Willowwinds Schools is a small private facility with 30 students and has 1 van for school activities.

## **Human Services Providers**

### Human Services

- 4Cs/Hometies (1 van)
- Iowa City Housing Authority
- Mayors Youth Employment Program (MYEP) (2 vans)
- Pathways (adult daycare) (1 car)
- Access2Independence (adult daycare)
- Reach for Your Potential (adult daycare)
- Chatham Oaks (4 vans, 2 cars)
- Goodwill Ind. (2 vans)
- Iowa Vocational Rehabilitation
- Crisis Center
- United Action for Youth (2 vans, 2 cars)
- Domestic Violence Intervention Program (DVIP)
- Johnson County Social Services
- Johnson County General Assistance
- ARC of Southeast Iowa
- Big Brothers/Big Sisters
- Community Mental Health Center
- Elder Services, Inc./RSVP
- Four Oaks
- Handicare
- Neighborhood Services (2 locations)
- Salvation Army
- Kirkwood Skills to Employment
- Systems Unlimited
- Life Skills
- Shelter House
- Successful Living
- Hawkeye Area Community Action Program
- MECCA
- Conner Center Rights & Resources
- ICCSD Family Resource Center
- Solon Senior Advocates
- Iowa City/Johnson County Senior center

Very few human service agencies have their own vehicles and when they do they have very specific uses for those vehicles. Many human service agencies indicated that they would prefer not to have their own vehicles since they are expensive to maintain and operate. From past surveys and meetings, we learned that the most common issue facing human service programs is the lack of public transit service options to meet their needs. Their clients often spend too much time on certain bus routes before reaching their destination. Human service agencies continue to utilize public transit as much as possible and work public transit into their daily operations and programs.

## **Private Transportation Providers**

### Taxi Service

- American Taxi Cab (32 vans, 1 car)
- Big Ten Taxicab (7 vans)

- Five Star Taxi (4 vans)
- Jowan Taxi Cab (19 vans)
- Marco's Taxicab Co. (8 vans, 5 cars)
- Number One Cab (4 vans)
- Old Capitol Independent Taxi (1 van, 3 cars)
- Pink's Taxi (4 vans)
- Red Line Cab (6 vans, 1 car)
- VinaSun Taxicab (4 vans)
- Yellow Cab (10 vans, 11 cars)

The list of taxi cab services comes from the City of Iowa City's list of permitted taxi cab companies. These cab companies operate throughout the Iowa City Urbanized Area but are only required to have an operating permit in Iowa City. Most of these companies are very small operations and do not operate on a full time basis. There are 120 cabs permitted to operate, none are equipped with lifts or ramps for persons with disabilities. The high number of cabs in the urbanized area offers more transportation service than most communities of similar size.

#### Airport Transportation Services

- Eastern Iowa Airport-Airport Shuttle Service (11 vans)

#### Hotel Shuttles

- Baymont Inn & Suites, Coralville (6 passenger van)
- Clarion Inn (9 passenger van)
- Coralville Marriott Hotel and Convention Center (13 passenger bus)
- Suburban Extended Stay Hotel, Coralville (9 passenger van)
- Travel Lodge, Iowa City (airport shuttle)

There were 24 hotels identified in the Iowa City Urbanized Area with 5 of them providing transportation services for their guests.

#### Medical Transport/Ambulance Services/Hospital Transportation Services

- Advanced Medical Transport
- South East Iowa Ambulance
- Corridor Medical Shuttle
- VA Medical Center

#### Interstate Bus Services

- Burlington Trailways (10 stops/day in Iowa City)
- Mega-Bus (4 round trips daily during peak times)

Currently, the Iowa City Court Street Transportation facility contracts with one intercity bus company, Burlington Trailways, for regularly scheduled stops in the Iowa City Urbanized Area. Mega-bus also makes frequent stops in Iowa City but do not have a contract with the City.

#### Senior Living/Independent Living Facilities (\*transportation)

- Legacy Active Retirement Community-Iowa City\*
- Melrose Meadows Assisted Living-Iowa City\*
- Oaknoll Retirement Residence-Iowa City\*
- Walden Place-Iowa City\*

- Windmill Pointe Estates-Coralville\*
- Autumn Park Apartments-Iowa City
- Bickford Senior Housing-Iowa City
- Capitol House Apartments-Iowa City
- Citizen Building Apartments-Iowa City
- Concord Terrace Apartments-Iowa City
- Coral Village Apartments-Coralville
- Ecumenical Towers-Iowa City
- Jefferson Point-North Liberty
- Lexington Place-Iowa City
- Liberty Housing Company-North Liberty
- North Liberty Living Center-North Liberty
- Regency Heights-Iowa City

#### Day Cares

- Enchanted Neighborhood Day Care & Preschool (2 vans)
- Kiddie Konnection (1 van)
- La Petite Academy (3 - 15 passenger buses)

There are over 50 licensed childcare facilities in the Iowa City Urbanized Area. Only three have their own transportation services. The services include pick up and drop off at schools and field trips.

#### Performance Measures

Each year, MPOJC prepares transit performance statistics for Coralville Transit, Iowa City Transit, and University of Iowa Cambus. The numbers come from the approved Iowa DOT year-end report for each transit provider. MPOJC uses these numbers to calculate the 5307 operating funding apportionment each year as well. Information is summarized for fixed route and paratransit service. The factors include:

- Ridership
- Total Operating Costs
- Fare Revenue
- Revenue Vehicle Miles
- Revenue Vehicle Hours
- Cost Per Ride
- Cost Per Revenue Vehicle Mile
- Cost Per Revenue Vehicle Hour
- Fare box/Expense Ratio
- Average Fare
- Operating Deficit Per Trip
- Riders Per Revenue Vehicle Mile
- Riders Per Revenue Vehicle Hour

The FY2013 Performance Statistics Table can be found in Attachment 2.

#### **Area Profile**

The Iowa City Urbanized Area includes the municipalities of Coralville, Iowa City, North Liberty, Tiffin, and University Heights. According to the U.S. Census Bureau, the population for the urbanized area was 74,513 in 1990, 84,672 in 2000, and 102,961 in 2010. These numbers

represent an average annual population growth of 1.9%. Thirty-year forecasts for population, projected number of households, and future developed acreage forecasts for the MPOJC urbanized area and Johnson County can be found below. The method used to produce these forecasts is based on the assumption that past population growth rates can be used to predict future growth. Forecasts were derived using the 1990, 2000, and 2010 census population for each community.

Population Projections/Demographics

## Population Projections 2010-2040

Entity	Census	Projections		
	2010	2020	2030	2040
<b>Iowa City</b>				
Population	67,862	71,400	75,500	79,500
Household Units	29,270	30,254	31,992	33,686
Multi-Family Acres Needed	-	47	130	341
Single-Family Acres Needed	-	269	745	1,208
<b>Coralville</b>				
Population	18,907	23,400	27,600	31,900
Household Units	8,310	9,915	11,695	13,517
Multi-Family Acres Needed	-	74	156	240
Single-Family Acres Needed	-	456	962	1,480
<b>North Liberty</b>				
Population	13,374	17,700	22,900	28,100
Household Units	5,761	7,500	9,703	11,907
Multi-Family Acres Needed	-	61	138	215
Single-Family Acres Needed	-	595	1,349	2,103
<b>Tiffin</b>				
Population	1,947	2,600	3,400	4,100
Household Units	848	1,102	1,441	1,737
Multi-Family Acres Needed	-	8	18	27
Single-Family Acres Needed	-	94	219	328

**University Heights**

Population	1,051	1,000	1,000	1,000
Household Units	512	512	512	512

**Rural Johnson County**

Population	27,741	31,300	34,400	37,600
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**Johnson County  
(Total)**

Population	130,882	147,400	164,800	182,200
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Additional demographic information is available for each community in Attachment 3. Maps showing transit routes and stops, as well as commercial and special needs housing areas are also found in Attachment 3.

Commuting Characteristics

Municipality	2000 Population	2010 Population	% Change	Walked	Bike or Taxi	Public Transportation
Coralville	15,123	18,907	25%	3.0%	2.6%	7.8%
Iowa City	62,220	67,862	9%	14.9%	4.6%	8.2%
North Liberty	5,367	13,374	149%	1.7%	0.6%	1.1%
Tiffin	975	1,947	100%	0.5%	0.6%	1.1%
University Heights	987	1,051	6%	22.6%	15.1%	2.4%

Senior Populations

There are more than 8,300 individuals in Johnson County over the age of 65. According to the Census, 4,375 or 52% of Johnson County's older adults live within the city limits of Iowa City. Slightly more than 830 older adults (10% of the county population) live in Coralville, 218 and 200 older persons live in North Liberty and University Heights, and less than 100 older adults live in Tiffin. Slightly more than 1,900 (23%) older persons live in unincorporated or rural areas of Johnson County. According to a Johnson County Livable Community for Successful Aging (JCLC) Policy Board survey, approximately 92% of the older adults in Johnson County rely on private vehicles for their transportation needs, and 86% of these reported that they were able to drive themselves. Among this group, 70% reported that they drove daily and the majority of older adults were happy with their ability to get around the county.

Disabled Populations

The disabled population in the Iowa City metropolitan area is served by both fixed route and complementary paratransit service. Iowa City Transit and Coralville Transit track disabled riders in their fixed route service through the sale of Senior/Disabled bus passes. Iowa City Transit's sales are split 74% seniors and 26% disabled. Coralville Transit is split 63% seniors and 37% disabled.

Johnson County SEATS provides (by contract) complementary paratransit service for both Iowa City Transit (University Heights has a separate contract with SEATS) and Coralville Transit (includes North Liberty). Riders must qualify to ride SEATS through each community. The metropolitan area's ridership for FY2013 was as follows:

FY2013 Johnson County SEATS Ridership

Iowa City	101,743
Coralville	14,902
Rural (includes Tiffin)	1,725
North Liberty	590
University Heights	148

University of Iowa

The Iowa City Urbanized Area is a diverse community with most foreign-speaking residents residing here due to their affiliation with the University of Iowa, either as an international student or visiting scholar. The University has, on average, an international student population of 3,000 persons on an annual basis as well as approximately 450 visiting scholars, which represents about 10% of the University of Iowa student enrollment. The largest national representations of international students and scholars at the University of Iowa are from Asia, as shown below:

**UI International Students and Scholars by World Region**

<b>National Representation</b>	<b>Student Population</b>	<b>Scholar Population</b>
China (PRC)	1,737	97
Korea, Republic of	383	49
India	316	25
Taiwan	98	9
Malaysia	79	1

*Source: The University of Iowa, Fall 2011 Profile of International Students and Scholars*

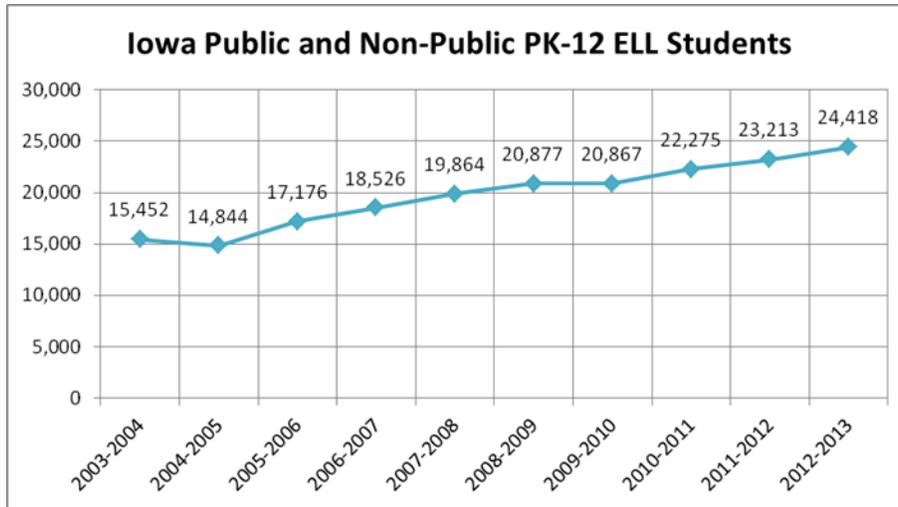
According to the University of Iowa's fall 2011 *Profile of International Students and Scholars*, China, the Republic of Korea, India, and Taiwan remain the top represented countries in the international student population. Malaysia (79 students) rounds out the top five, replacing Japan (45 students) from the fall 2001 largest international student enrollment representations. While the same data is not available for the international scholar population, it can be assumed that past national representation trends found among the student population can be applied to the international scholar population, as four of the top five represented countries are the same for both international students and scholars in 2008.

The University of Iowa's Intensive English Program (IIEP) reports 200 international students enrolled in the intensive English language classes, while other visiting students speak and understand, at minimum, some English. The International Students and Scholars Services (OISS) director stated that the student population from India generally speaks advanced-to-fluent English. Visiting scholars have no English speaking requirements and often speak little-to-no English. The scholars attend the University to conduct research with an affiliated University member who speaks the scholar's native language. There is an additional international population of approximately 500 dependents and spouses that accompany international students and scholars.

### Iowa City Community School District

The Iowa City Community School District (ICCS) and the Iowa Department of Education compile information regarding the number of students receiving English Language Learning (ELL) services. The following charts show how the use of ELL services, largely attributed to an influx of Spanish, Bosnian, and Vietnamese speakers, and is increasing in Iowa's schools. In the ICCSD the number of students receiving ELL services is 3.78% (482 students) for the 2012-2013 school year.

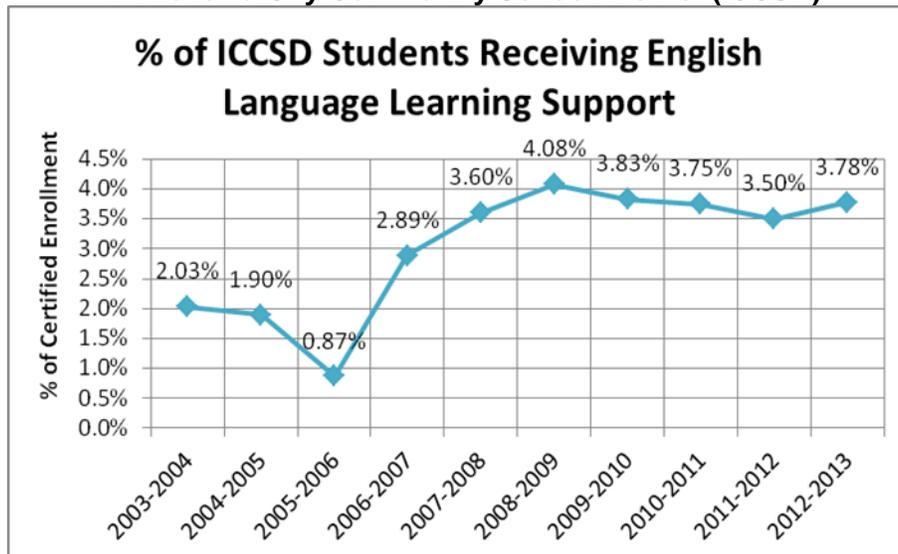
### Ten Year English Language Learner (ELL) Student trends in Iowa



Source: Iowa Department of Education, PK-12 Student Data

In Iowa, students receiving English Language Learning services have increased 63% in the past decade. According to US Department of Education 2008-2009 school year data, the native language of most Iowa ELL students is Spanish (73.8% of all Iowa ELL students). The second most common native language in Iowa is Bosnian (4.3%), followed by Vietnamese (4.1%).

### Ten Year English Language Learner Trends in the Iowa City Community School District (ICCS)



*Source: Iowa Department of Education, PK-12 Student Data  
Iowa Public School PK-12 Limited English Proficient Students  
(LEP) by District and Grade*

For the 2012-2013 school year, there are 12,751 students (IA Dept. of Education Certified Enrollment) in the Iowa City Community School District. Of those, 3.78% (482 students) receive English Language Learning services.

Limited English Proficiency (LEP)

In determining the number or proportion of Limited English Proficient (LEP) persons in the Iowa City area, the 2007-2011 U.S. Census American Community Survey (ACS) data was evaluated. According to ACS data, 15,837 persons in Johnson County (12.1% of the population) spoke a language other than English at home. Of the 15,837 persons residing in Johnson County who spoke a language other than English at home, 5,329 (4.07% of the population) reported speaking English less than “very well”, or in other words, would be considered to have limited English proficiency. The table below shows the language subgroups as follows:

**Persons in Johnson County Who Reported Speaking English Less Than “Very Well”**

<b>Language Spoken</b>	<b>Number of Persons</b>	<b>Percent of Total Population</b>
Spanish	1,791	1.37%
Other Indo-European language	873	0.67%
Asian & Pacific Island language	2,010	1.54%
Other languages	655	0.50%

*Source: 2007-2011 American Community Survey, 2011 ACS 1 Year Estimates*

After analyzing the area’s population characteristics, University of Iowa population, and school district population, both the Hispanic/Latino and the Asian/Pacific Island populations were identified as needing language assistance. As a result, the local transit providers offer information in Chinese, Korean, and Spanish.

### **Section Three: Coordination Issues**

As a result of public input, transportation organizations, and advisory group meetings, the following service needs, fleet needs, and facility needs have been identified consistently over the years.

#### **Service Needs**

- Lack of public transit service during late night and early morning hours, Saturdays, Sundays, and holidays.
- Public transit may be very inconvenient for some due to time consuming rides on public transit.
- Public transit may not provide frequent enough service to certain employment and/or shopping centers in the urban area or surrounding communities.
- Distribute more training and education material to potential users of public transit. Including the Livable Communities Transportation brochure.
- Evaluate the need for fixed route and/or demand response transit service to Tiffin. Consider options to pay for service.
- Evaluate need for additional bus shelter facilities, including future shelters in North Liberty and Tiffin. The implementation of the Bongo program may reduce the need for more shelters. Reduced budgets and increased maintenance costs are also prohibiting the placement of more shelters.
- More park and ride facilities are necessary to reduce vehicle congestion and the growing need for more parking in the downtown Iowa City area and at the University of Iowa.
- Consider the need for a bus/light rail service between Iowa City urbanized area and Cedar Rapids.
- Evaluate business demand for transportation services outside of the Iowa City urbanized area, including Riverside Casino and Amana.
- Continue to support the Volunteer Transportation Coordinator position with Elder Services. This service targets persons with disabilities that cannot utilize fixed route or paratransit service. This position coordinates a door-through-door service with the support of the local medical community.
- Lack of bus shelters in metropolitan area.
- Consider more partnerships in order to provide late night, holiday, and weekend transit service.
- Lack of an ADA accessible vehicle for use by private sector for service after fixed route and paratransit service hours end.

### Fleet Needs

- The spare ratios for the three transit systems in the urbanized area including fixed route and paratransit buses. The total number of buses for the Coralville Transit fleet is 13, Iowa City Transit 38, and Cambus 34. Almost half of the buses in the three fleets are older than 12 years. The following spare ratios are currently in effect for each system:
  - Coralville Transit: 30% (3 spares/ 13 total/ 10 peak)
  - Iowa City Transit: 23% (7 spares/ 38 total/ 30 peak)
  - University of Iowa Cambus: 17% (5 spares/ 34 total/ 29 peak)
- The local human service agencies have limited fleets and little funding to expand or repair existing fleets. Many agencies must rely on public transportation, donations, or resort to using personal vehicles when transporting clients.
- As the need for service grows so does the need for equipment. Newer and more efficient buses are needed in order to keep costs down. New routes are anticipated where expansion will be necessary.

### Facility Needs

- Coralville Transit has plans for an intermodal facility to be located in their new Iowa River Landing Development Area. This redevelopment area will include not only the new intermodal facility but also a hotel and conference center (completed in 2006), professional office and retail space, public recreation, open space, and trails. This intermodal facility will include a transit interchange/hub for Coralville Transit and will be fully operational for paratransit services for Johnson County SEATS and Cambus. The facility will also provide taxicab and intercity bus accommodations, a park-and-ride program, bicycle facilities, and will include administrative offices for transit and parking. Coralville has already received three “earmarks” for design and engineering totaling about \$1,500,000. The total cost for this facility is over \$18,000,000. Coralville Transit has recently hired a consultant to design and engineer the intermodal facility. Earmark funds will pay for the D/E. Coralville Transit has received four earmarks for the intermodal facility totaling \$2,466,980. In 2011, the City of Coralville received a \$4 million Livability Grant from FTA to be used in the construction of the intermodal facility. Coralville is currently designing the facility to be built in phases. Construction will begin in 2014.
- The Iowa City Transit facility is undersized and has significant environmental issues due to it being constructed on top of an old dump site. Cracks in the utilities infrastructure underneath the building cause significant air quality issues. The flood of 2008 also damaged the pipes underneath the facility. Driveways and parking areas have settled 4 to 6 feet. Settling and methane gas issues have made it difficult to expand the facility and maintenance costs continue to increase. Iowa City plans to implement a feasibility study for a new transit facility in 2012 with construction to begin in 2015 if funding is secured through federal earmarks. The cost of the project is estimated at \$20 million. Iowa City Transit received \$64,000 for building repair through PTMS in FY2007. These building repairs were completed in the spring of 2008. Iowa City Transit invested over \$200,000 in improving the air quality at their current transit/maintenance facility in 2000 and 2001.

- In FY2007, Cambus received \$64,000 from PTMS to install a sprinkler system in their existing maintenance facility. The facility is located along the Iowa River and was damaged by the 2008 flood. In FY08 Cambus received \$880,000 in funding through the State's RIF program to expand their current bus storage facility. Cambus also utilized \$230,000 in 5310 funds (FY2007 and FY2008) in the expansion project. Before the expansion Cambus could not house their entire transit fleet inside, leaving 25% of the fleet outside. A site and program study has been conducted by the University of Iowa and it has been determined that a joint use facility, along with the University of Iowa's Fleet Services Division, would provide the opportunity for a more efficient and cost effective facility. Staffing and equipment would also be shared by the two university divisions. Cambus has started a new location analysis for this facility and plans to begin construction in the next three to five years.
- The need for additional bus stop shelters was identified by the Johnson County Livable Communities Transportation Committee and the Johnson County SEATS Paratransit Committee.
- Cambus continues to monitor the changing parking situation due to the many construction projects taking place on campus.

#### Status of Past Priorities/Strategies

##### Service Projects:

- An AVL (Automatic Vehicle Location) system, as well as signage, has been installed in Iowa City Transit, Coralville Transit, and Cambus buses.
- Iowa City Transit and Coralville Transit completed a joint fare box replacement project in FY2013.
- Established a Volunteer Transportation Coordinator position with Elder Services using New Freedom funding. This project was a joint effort between Elder Services, Iowa City transit, and Coralville Transit. The service targets persons with disabilities that cannot utilize fixed route or paratransit service. This position coordinates a door-through-door service with the support of the local medical community.
- Met with Corridor MPO and the East Central Iowa Council of Governments to consider the need for a transportation service between the Iowa City urbanized area and the Cedar Rapids urbanized area. Funding for a comprehensive study of the issue is being considered.
- Coralville Transit and Iowa City Transit have determined that they will continue to use Special Needs Section 5310 funding for elderly persons and persons with disabilities by putting the funding toward their SEATS paratransit contract. Cambus does not contract for paratransit service so they will continue to use the funding for bus replacement in their Bionic Bus fleet and for the operation of the program.

##### Fleet Projects:

- In FY2007 Cambus received funding for 11 new heavy-duty buses (\$2,921,600 federal funds) through the Public Transit Equipment and Facilities Management System (PTMS 5309). In FY2008 Cambus received three additional heavy-duty buses (\$801,000 federal funds). Iowa City Transit received one new light-duty bus (\$61,420) through

PTMS in FY2007 and no new buses in FY2008. Coralville Transit purchased one heavy-duty bus (\$287,000 federal funds) through PTMS in FY2008.

- In March of 2009, Coralville Transit received \$848,659 in ARRA funding for 2 – 40' heavy-duty replacement buses (one partially funded with 5309 funds), 1 – 40' expansion bus, and 1 light-duty expansion bus. Iowa City Transit received \$1,062,000 in ARRA funding for 3 – 40' heavy-duty expansion buses. Cambus received \$1,800,000 in ARRA funding for 2 – 40' replacement buses, 3 – 40' heavy-duty expansion buses, and 4 passenger shelters.
- In 2010 Iowa City Transit, Coralville Transit, and Cambus received ARRA funds for buses. Iowa City Transit received 3 heavy-duty buses. Coralville Transit received 1 light-duty bus, 2 heavy-duty buses, and partial funding of a third heavy-duty bus. Cambus received 5 heavy-duty buses and 4 bus shelters.
- In 2011 Iowa City Transit received 3 heavy-duty buses through PTMS, Cambus received 8 heavy-duty buses through PTMS, and Coralville Transit did not receive any funding for buses in 2011.
- In 2012 Iowa City Transit received 2 heavy-duty buses through PTMS, Coralville Transit and Cambus did not receive any funding for buses in 2012.
- In 2013 Cambus received 3 30' buses and 2 40' buses using congressionally designated funding.

#### Facility Projects:

- In the spring of 2008, the Coralville Transit facility was totally destroyed. The facility was inundated by 5.5 feet of water for 10 days. Coralville Transit is temporarily working out of two metal pole buildings which are not adequate for bus operations. Coralville Transit is working with FEMA, FTA, and the Iowa DOT to replace the flooded facility with a new facility. Coralville Transit has applied for and was awarded Public Transit Infrastructure Funding through the Iowa DOT for both FY2009 (\$880,000) and FY2010 (\$880,000). Coralville opened their new transit facility in the spring of 2012.
- Iowa City Transit completed their \$13 million dollar intermodal facility in 2006. Federally earmarked funds were used for the project. With the increase in use of MEGABUS, which boards at the intermodal facility, Iowa City Transit may need to investigate expanding their staging area for interstate buses. Trailways continues to operate at the intermodal facility.
- Johnson County SEATS has completed construction on a new facility to be shared with the Johnson County Secondary Roads Department. The facility includes bus storage and office space for SEATS at a cost of \$1,200,000. The maintenance part of the facility is a shared expense. SEATS portion of the maintenance facility was about \$500,000. SEATS received a federal "earmark" of \$100,000 in FY2006. The new facility is located in Iowa City.
- University of Iowa Cambus completed construction on a new joint transit administration/transportation services facility. This new facility is also the new bus hub

on campus and opened in 2013. The old facility was demolished to make way for expanded athletics facilities on campus.

- Coralville Transit has hired a consultant to design and engineer (D/E) their proposed intermodal facility in a phased approach. Coralville has received four earmarks and a Livability Grant through FTA for the D/E and construction. The overall cost of the project is approximately \$18 million. Construction should begin in 2014.
- Iowa City Transit continues planning for a new transit facility. The new facility will be located south of Iowa City at the new public works campus. The existing facility has many environmental issues due to the building siting on an old dump site.
- In 2008, University of Iowa Cambus received \$880,000 in funding through the State's RIIF program to expand their current bus storage facility. Cambus also utilized \$230,000 in 5310 funds (FY2007 and FY2008) in the expansion project. Before the expansion Cambus could not house their entire transit fleet inside, leaving 25% of the fleet outside. A site and program study has been conducted by the University of Iowa and it has been determined that a joint use facility, along with the University of Iowa's Fleet Services Division, would provide the opportunity for a more efficient and cost effective facility. Cambus has started a new location analysis for this facility and plans to begin construction in the next three to five years.

## **Section Four: Priorities and Strategies**

At their December 18, 2013 meeting, the MPOJC PTP (TAG) Committee made the following recommendations to the MPOJC Urbanized Area Policy Board. The Urbanized Area Policy Board held a public hearing and approved the following recommendations at their January 29, 2014 meeting. The following recommendations include 5-Year Priorities, other Long-Term Priorities, Goals and Objectives, and 5310 funding.

### **5 Year Priorities**

- Continue to meet with the PTP Committee when necessary and at least twice each year prior to updating the PTP. Include business/industry representatives.
- Continue to develop new transit facilities for Coralville Transit, Iowa City Transit, and Cambus.
- Continue to update and modernize transit vehicles and equipment.
- Evaluate existing service and coordination of both fixed route and paratransit service; include current and new developments with low income housing and/or persons with disabilities.
- Promote Bongo and trip-maker programs throughout the urbanized area.
- Evaluate the need for a lift-equipped cab for use during fixed route off hours.
- Reevaluate Iowa City Transit's Cab Ride Program for workers that need late night and weekend transit service; include Coralville Transit.
- Extend bus routes to more commercial areas in the urbanized area.
- Investigate the need for more bus shelters in the urbanized area and develop an adopt-a-shelter program.
- Evaluate bus/light rail service between Iowa City and Cedar Rapids.

### **Other Long Term Priorities:**

- Distribute human services/school/senior rider education materials.
- Develop programs for senior riders through Johnson County Livable Communities Senior Transportation Committee.
- Develop park-and-ride programs in existing and planned intermodal facilities.
- Develop light rail passenger service within the urbanized area.
- Extend bus routes to residential areas outside of the urbanized area.
- Establish park-and-ride facilities outside of the urbanized area; additional rolling stock will be required.
- Look for corporate partners in transportation programs.
- Develop regional Amtrak rail service to Chicago.

### **Goals and Objectives**

From the above identified deficiencies and needs, the following goals and objectives were developed:

- ❖ **Goal:** Extend late night, Sunday, and holiday service to commercial areas.
  - **Objective:** Evaluate private transit or SEATS service options since Iowa City Transit and Coralville Transit will no longer provide paratransit service on Sundays.
  - **Objective:** Pursue a joint venture with a local cab company to provide ADA accessible cabs and cab-ride program. Since New Freedom grant funding is no longer available, identify new funding sources.

- ❖ **Goal:** Provide new and/or expand transit facilities and equipment.
  - **Objective:** Plan for new transit storage/maintenance facility for Iowa City Transit. Include quality standards for the work place. A location study has been completed. Completion of a feasibility study is scheduled for FY2014 with construction planned for FY2016. FTA is encouraging Iowa City Transit to pursue federal funding for a new facility.
  - **Objective:** Plan for new and/or expanded transit maintenance facility for Cambus. This would be a joint effort within the university.
  - **Objective:** Consider joint projects for the three fixed route transit operations, including equipment upgrades. The Bongo system and fare box equipment replacement have been completed.
  - **Objective:** Evaluate placement of additional enclosed bus stop shelters near human services organizations, neighborhoods, and future bus routes making the use of the fixed route bus system more convenient for human services clients. Include AVL/Nextbus program in shelters and consider partnerships for maintenance.
  
- ❖ **Goal:** Extend existing bus routes or create new routes.
  - **Objective:** Talk to developers about future developments for low income and/or persons with disabilities and plan for bus service facilities and schedules.
  - **Objective:** Coralville Transit will continue to explore expansion possibilities of existing routes to commercial areas north of Coral Ridge Mall/I-80, the Iowa River Landing, and North Liberty. The North Liberty Transportation Committee is currently discussing expanded service within North Liberty.
  - **Objective:** Iowa City Transit will continue to explore the expansion of existing routes to better serve the commercial areas on South Riverside Drive, Pepperwood, Sycamore Mall, downtown Iowa City, and the new Johnson County Administration/Human Services Campus. Iowa City Transit is working with MPOJC in developing a route evaluation program as well as considering a more detailed comprehensive study.
  - **Objective:** Expand existing bus routes to residential areas just outside the urbanized area. Consider school and childcare activities. The City of tiffin has expressed interest in fixed route transit service.
  - **Objective:** Provide new routes for specific job access; include commercial and industry partners that provide a large number of jobs that have late or shifting hours. A funding source will need to be found after the elimination of the JARC funding program.
  - **Objective:** Work with ECICOG and the Corridor MPO (Cedar Rapids) in evaluating the need for a bus/light rail service between Iowa City and Cedar Rapids. Both MPOs and ECICOG are pursuing funding options for

a comprehensive study to identify transportation needs between Iowa City and Cedar Rapids.

- ❖ **Goal:** Provide more transportation related training and education programs.
  - **Objective:** PTP Committee will continue to meet and consider expanding membership to include business/industry.

**Objective:** Continue to upgrade and coordinate the Iowa City Transit, Coralville Transit, and Cambus Trip-Maker Programs, Bongo system, and educational videos.

#### 5310 Funds

- Each year, Coralville Transit and Iowa City Transit receive Special Needs Section 5310 funding for elderly persons and persons with disabilities. This year (FY2014) the funding levels increased with the addition of New Freedom funds to the 5310 formula funds. Both transit providers direct these funds to their paratransit service contract with Johnson County SEATS. In FY2014, Iowa City Transit received \$113,742 and Coralville Transit received \$32,654. These same funding levels are anticipated for FY2015.
- CAMBUS also receives Special Needs Section 5310 funding each year. Since Cambus does not contract for paratransit service they will continue to use the funding for bus replacement in their Bionic Bus fleet and for the operation of the program. Cambus received \$166,460 in FY2014 and anticipates the same funding level in FY2015.

## **Section Five: Funding**

### **Past Funding Summary/Funding Sources Sought**

#### **Urbanized Area Formula Funding (5307):**

The 5307 funds will be distributed through the MPOJC Urbanized Area Policy Board using their adopted formula for apportionment. The FY2013 funding amount was \$1.7 million and the FY2014 funding level increased to \$2.2 million with the addition of JARC funds.

FY2015-2019 funding levels are anticipated to remain at FY2014 levels.

#### **Capital Investment Program Funding (5339):**

Iowa DOT funding levels are not yet known for bus replacement in FY2015. FY2014 funding levels are anticipated to be at about \$900,000 (same as FY2013 funding) state-wide (85% federal funding). Iowa City Transit, Coralville Transit, University of Iowa Cambus, and Johnson County SEATS participate in the Iowa DOT's PTMS program for bus replacement. \$3 million in CMAQ funding will be used for bus purchase (80% federal) after the 5339 funds are used.

FY2015-2019 funding levels are unknown at this time since MAP-21 ends after FFY2014.

#### **Special Needs Formula Funding (5310):**

Coralville Transit and Iowa City Transit will continue to use Special Needs funding for their paratransit service contract with Johnson County SEATS. In FY2013, Iowa City Transit received \$88,838 and Coralville Transit received \$25,359. These funding levels increased to \$113,742 for Iowa City Transit and \$32,654 for Coralville Transit in FY2014 with the addition of New Freedom funds to the 5310 formula funds. FY2015

CAMBUS will continue to program their Special Needs funds toward bus replacement in their Bionic Bus fleet and operating. Cambus received \$136,925 in FY2013 with an increase to \$166,460 in FY2014 due to the addition of New Freedom funds to the 5310 formula funds.

FY2015-2019 funding levels are anticipated to remain at FY2014 levels.

**JARC Funding (5316):** The JARC funding program was eliminated under MAP-21. The funds were added to the 5307 formula funds in FY2013 and FY2014. However, Iowa DOT will continue to fund Iowa City Transit and Coralville Transit JARC projects through the FFY2014.

**New Freedoms Funding (5317):** The New Freedom funding program was eliminated under MAP-21. The funds were added to the 5310 formula funds in FY2013 and FY2014. However, the Iowa DOT has funded the Elder Services Volunteer Transportation Coordinator position through the first quarter of FFY2015 using leftover New Freedom funds.

**Surface Transportation Program (STP) Funding:** No transit funding requests are anticipated at this time.

**Iowa Clean Air Attainment Program (ICAAP) Funding:** ICAAP funding levels for FY2014 were at \$4 million and are anticipated to remain at \$4 million for FY2015-FY2019.

Coralville Transit anticipates preparing an application for bus equipment and operating in FY2015.

**STA Formula Funding:** These funds will be used for transit operations and in FY2015-2019 are anticipated to increase slightly (3%) each year.

**STA Coordinated Special Projects Funding:** No transit funding requests are anticipated at this time.

**Local Tax/Transit Levy/Student Fees:** In FY2014, Iowa City Transit used a \$.95/\$1,000 valuation transit levy to provide local funding for transit service. Coralville Transit utilized a \$.71/\$1,000 valuation transit levy. Cambus is a no fare service and provides local funding through an annual per student fee of \$56.30 (less for part-time students) and parking revenue. The parking revenue amount is based on commuter services on campus.

**Fare Revenue:** The existing fare structure for Iowa City Transit and Coralville Transit is a \$1.00 base fare plus other programs designed for students, the elderly, and disabled (page 11-12). Cambus is a no fare service.

**Contracts/Other Revenue:** Iowa City Transit has a transit service contract with the City of University Heights, generates revenue at the Court Street Transportation Center (intermodal) through the sale of parking permits and commercial space rental, and additional income from the sale of advertising, used oil, and scrap metal. Coralville Transit has a contract with the City of North Liberty for transit service and collects revenue from the sale of advertising, used oil, and scrap metal. The University of Iowa Cambus does not contract for service and generates revenue from the sale of advertising, used oil, and scrap metal.

5 Year Funding Program

**Iowa City Transit**

Funding Program	FY2015	FY2016	FY2017	FY2018	FY2019
State Transit	\$428,200	\$441,046	\$454,277	\$467,905	\$481,942
Assistance					
Urbanized Area Formula (5307)	\$1,400,381	\$1,400,381	\$1,400,381	\$1,400,381	\$1,400,381
Special Needs (5310)	\$120,523	\$120,523	\$120,523	\$120,523	\$120,523
New Freedom (5317)	\$10,595	\$0	\$0	\$0	\$0
Local Tax/Levy	\$4,038,581	\$4,200,124	\$4,368,129	\$4,542,854	\$4,724,568
Fare Revenue	\$1,520,344	\$1,581,158	\$1,644,404	\$1,710,180	\$1,778,587
Contracts/Other	\$1,023,107	\$1,064,031	\$1,106,592	\$1,150,856	\$1,196,890
<b>Total Revenue</b>	<b>\$8,541,731</b>	<b>\$8,807,263</b>	<b>\$9,094,306</b>	<b>\$9,392,699</b>	<b>\$9,702,891</b>
<b>Total Operating</b>	<b>\$7,186,479</b>	<b>\$7,473,938</b>	<b>\$7,772,896</b>	<b>\$8,083,812</b>	<b>\$8,407,164</b>

**Coralville Transit**

Funding Program	FY2015	FY2016	FY2017	FY2018	FY2019
State Transit	\$233,527	\$240,532	\$247,748	\$255,180	\$262,835
Assistance					
Urbanized Area Formula (5307)	\$374,623	\$374,623	\$374,623	\$374,623	\$374,623
Special Needs (5310)	\$34,882	\$34,882	\$34,882	\$34,882	\$34,882
Local Tax/Levy	\$605,689	\$629,917	\$655,114	\$681,319	\$708,572
Fare Revenue	\$494,328	\$514,101	\$534,665	\$556,052	\$578,294
Contracts/Other	\$121,066	\$125,909	\$130,945	\$136,183	\$141,630

Total Revenue	\$1,864,115	\$1,919,964	\$1,977,977	\$2,038,239	\$2,100,836
Total Operating	\$1,792,061	\$1,863,743	\$1,938,293	\$2,015,825	\$2,096,458

**University of Iowa Cambus**

Funding Program	FY2015	FY2016	FY2017	FY2018	FY2019
State Transit Assistance	\$608,964	\$627,233	\$646,050	\$665,431	\$685,394
Urbanized Area Formula (5307)	\$600,537	\$600,537	\$600,537	\$600,537	\$600,537
Special Needs (5310)	\$175,788	\$175,788	\$175,788	\$175,788	\$175,788
Local Tax/Student Fees	\$2,533,861	\$2,635,215	\$2,740,624	\$2,850,249	\$2,964,259
Fare Revenue	\$0	\$0	\$0	\$0	\$0
Contracts/Other	\$19,140	\$19,906	\$20,702	\$21,530	\$22,391
<b>Total Revenue</b>	<b>\$3,938,290</b>	<b>\$4,058,697</b>	<b>\$4,183,701</b>	<b>\$4,313,535</b>	<b>\$4,448,369</b>
<b>Total Operating</b>	<b>\$3,676,630</b>	<b>\$3,823,695</b>	<b>\$3,976,642</b>	<b>\$4,135,708</b>	<b>\$4,301,136</b>

## Attachment 1: Public Transit Fleet Inventories

- Iowa City Transit Fleet Inventory Report/Odometer Report
- Coralville Transit Fleet Inventory Report/Odometer Report
- University of Iowa Cambus Transit Fleet Inventory Report/Odometer Report

## Attachment 2: Performance Measures/Public Transit

- Summary Table of FY2013 Performance Statistics: Coralville Transit  
Iowa City Transit, and University of Iowa Cambus

## Attachment 3: Demographics/Maps

### Iowa City

- American Fact Finder: 2010 Demographic Profile of General Population and Housing Characteristics
- American Fact Finder: 2010 Means of Transportation to Work by Selected Characteristics for Workplace Geography

### Coralville

- American Fact Finder: 2010 Demographic Profile of General Population and Housing Characteristics
- American Fact Finder: 2010 Means of Transportation to Work by Selected Characteristics for Workplace Geography

### North Liberty

- American Fact Finder: 2010 Demographic Profile of General Population and Housing Characteristics
- American Fact Finder: 2010 Means of Transportation to Work by Selected Characteristics for Workplace Geography

### Tiffin

- American Fact Finder: 2010 Demographic Profile of General Population and Housing Characteristics

### University Heights

- American Fact Finder: 2010 Demographic Profile of General Population and Housing Characteristics

- MAPS:**
- Transit Routes and Stops
  - Transit Routes and Stops with ¼ mile buffer
  - Existing Industrial and Commercial Land Uses
  - Special-Needs Housing

## Attachment 4: Iowa City Transit Diversity Survey

## Attachment 5: PTP Meeting Agendas/Minutes

- Passenger Transportation Plan Committee Meeting Agenda/Minutes: December 4, 2013
- Passenger Transportation Plan Committee Meeting Agenda/Minutes: December 18, 2013
- Public Input/Public Notice regarding PTP Public Hearing: MPOJC Urbanized Area Policy Board meeting, January 29, 2014
- Agenda/minutes from MPOJC Urbanized Area Policy Board meeting- January 29, 2014