



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

# **PASSENGER TRANSPORTATION DEVELOPMENT PLAN**

## **FISCAL YEARS 2022-2027**

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

**MARCH 2021**

**Metropolitan Planning Organization of Johnson County (MPOJC)  
Passenger Transportation Development Plan 2022-2027**

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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 (at Iowa DOT's request, the FY2015-2019 was extended through FY2021) 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 Block Grant (STBG) funding, and Iowa Clean Air Attainment Program (ICAAP) funding. The State of Iowa funding assistance includes State Transportation Assistance (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 that are associated with federal funding programs. MPOJC took the lead in developing the PTP with a great deal of input from Coralville Transit, Iowa City Transit, University of Iowa 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 throughout the urbanized area over the past seven years. 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:
  - In 2020, Iowa City Transit completed a Comprehensive Operational Analysis of City of Iowa City Fixed Route Transit System - this study included a ridership survey and included Coralville Transit and University of Iowa Cambus. The executive summary is found in Attachment 1.
  - In 2020, MPOJC worked with the CRANDIC Railroad, the Iowa Department of Transportation, and HDR Consultants to complete the third phase of the Passenger Rail Study for service between Iowa City and North Liberty (the Executive Study can be found in Attachment 2)
  - In 2018, Johnson County SEATS conducted a rider survey regarding ADA paratransit service (Attachment 3)
  - In 2016, MPOJC, as part of their Long-Range Transportation Plan 2045 posted 6 surveys on its website that included general transportation,

passenger vehicle, transit, bicycle, pedestrian, and youth (Metro Transportation Survey Fact Sheet can be found in Attachment 4)

- In 2015, the Citizens Transportation Committee completed two surveys targeting Barriers to Employment (Attachment 5)
- Local Plans Review:
  - Urbanized area land use/comprehensive plans
- Facility Development:
  - Iowa City Transit Maintenance/Storage Facility
  - University of Iowa Cambus storage facility renovation and expansion
  - Coralville Transit Maintenance Facility - Phase II

#### On-Going Planning Efforts:

- Transit Asset Management Plans (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 (Agendas and Minutes are found in Attachment 6):** In developing the 2022-2027 PTP, MPOJC brought together four existing transportation committees from the Iowa City Urbanized Area. These four committees include representatives from area human service agencies, fixed route transit service, ADA paratransit service, and mobility coordination. MPOJC also utilizes these four committees in the annual PTP update. The current PTP Committee members include members from the following committees:

**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.

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, some private transportation providers, and the Johnson County Mobility Coordinator.

**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.

**Citizens Transportation Committee (CTC):**

The Citizens Transportation Committee (CTC) is a nonprofit organization with a mission to promote inclusive transportation options for workers. The CTC is made up of a coalition of community organizations, employers, and community members dedicated to expanding transportation options in the Iowa City urbanized area. The CTC meets monthly.

**Johnson County Mobility Coordinator Advisory Group:**

The Johnson County Mobility Coordinator is part of the Johnson County Social Services Department and organizes transportation services throughout the county and assists in improving overall mobility for elderly, low-income persons and person with disabilities. The mobility coordinator seeks to educate and enhance transportation options in the community by serving as a single point of contact for transportation referrals, education and community outreach. The Mobility Coordinator is tasked with increasing awareness of public transit and increase ridership, ultimately leading to a more independent lifestyle. The Mobility Coordinator also helps identify what transportation options exist, how to plan a trip riding local public transit systems, learn routes, schedules and become familiar with user-friendly technology that is helpful for transit riders. The Johnson County Mobility Coordinator Advisory Group meets every quarter.

## **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:

#### Fares:

- \$1.00 base fare (children under 5 years old are free)
- \$0.75 youth (K-12<sup>th</sup> grade)
- \$1 per family - Saturday Family Fare

#### Discounted Fares:

- \$0.50 Elderly (60 years old and up)
- \$0.50 Medicare Card
- Disabled/low-income elderly and Johnson County SEATS card holders are free

#### Bus Passes:

- \$2.00 24-hour pass
- \$8.50 10-ride pass
- \$32.00 31-day adult pass
- \$27.00 31-day youth pass
- \$240.00 annual University of Iowa student U-pass
- \$100.00 semester pass for Kirkwood Community College students
- \$100.00 youth semester pass
- \$28.00 monthly University of Iowa faculty/staff pass
- \$27.00 low-income monthly pass

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 7.

**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.

**Fares:**

- \$1.00 base fare (children under 5 years old are free)
- \$0.75 youth (5-15 years old)
- \$1 per family - Saturday Family Fare

**Discounted Fares:**

- Senior and disabled (65 years old and up) are free
- \$0.50 Medicare Card
- Disabled/low-income elderly and Johnson County SEATS card holders are free

**Bus Passes:**

- \$20.00 20-ride pass
- \$32.00 31-day adult pass
- University of Iowa student U-pass are accepted

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 7.

**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, Interdorm, and Hawkeye-Interdorm routes are the



only routes which operate on Saturday and Sunday, for 28 weeks per year. The other routes are designed for specific functions: service to the Research Campus, service to residence halls, service to the commuter lots, service between main campus and the hospital area, and service to the Hawkeye campus.

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 Interdorm routes operate between 8:30 a.m. and 1:00 a.m. 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 low-floor and ramp 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 7.

**University of Iowa Employee Van Pool:** The van pool program is for University of Iowa employees only. Each rider pays a fee 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 2020, the program had 77 vans serving the following communities: Ainsworth, Amana, Anamosa, Cedar Rapids, Clarence, Columbus Junction, Conesville, Davenport, Hiawatha, Homestead, Kalona, Keota, Marengo, Marion, Mount Pleasant, Mount Vernon, Muscatine, North English, Olds, Parnell, Riverside, Shueyville, Solon, Tipton, Washington, Wellman, West Branch, West Liberty, and Williamsburg.

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 14 vehicles to Johnson County SEATS for use in Iowa City, Coralville Transit provides 4 vehicles for use in Coralville, and ECICOG provides 10 buses for use in Johnson County. All of the SEATS vehicles are ADA accessible.

**East Central Iowa Council of Governments (ECICOG):**

ECICOG manages funding and contracts with third-parties to provide CorridorRides, a regional transportation service. CorridorRides includes Rural Dail-A-Ride, 380Express (a commuter service between Cedar Rapids and Iowa City), and VanPool and carpool programs.

**School Bus Service:**

Iowa City Community School District (North American Central School Bus):

- 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 North American Central School Bus, 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). North American Central School Bus 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 (\*transportation providers):**

- 4Cs/Hometies\* (non-ADA vehicles)
- Iowa City Housing Authority
- Mayors Youth Employment Program\* (MYEP) (non-ADA vehicles)
- Pathways\* (adult daycare) (non-ADA vehicles)
- Access2Independence (adult daycare)
- Reach for Your Potential (adult daycare)
- Chatham Oaks\* (non-ADA vehicles)
- Goodwill Industries
- Iowa Vocational Rehabilitation
- Crisis Center
- United Action for Youth\* (non-ADA vehicles)
- Domestic Violence Intervention Program (DVIP)
- Johnson County Social Services
- Johnson County General Assistance

- ARC of Southeast Iowa
- Big Brothers/Big Sisters
- Elder Services, Inc./RSVP
- Four Oaks
- Handicare Inc\* (non-ADA vehicles)
- Neighborhood Services (2 locations)
- Salvation Army
- Kirkwood Skills to Employment
- Systems Unlimited
- Shelter House\* (non-ADA vehicles)
- Successful Living
- Hawkeye Area Community Action Program
- Prelude
- ICCSD Family Resource Center\* (non-ADA vehicles)
- Solon Senior Advocates\* (non-ADA vehicles)
- 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

- Big Ten Taxicab (7 vans) (non-ADA vehicles)
- Yellow Cab (10 vans, 11 cars) (one ADA vehicle)

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. Yellow Cab operates one lift equipped van for persons with disabilities.

##### Airport Transportation Services:

- Eastern Iowa Airport-Airport Shuttle Service (non-ADA vehicles)

##### Hotel Shuttles:

- Spring Hill Suites by Marriott - Coralville (non-ADA vehicles)
- Coralville Marriott Hotel and Convention Center (non-ADA vehicles)
- Residence Inn by Marriott - Coralville (on-site car rental) (non-ADA vehicles)
- Home2 Suites by Hilton - Iowa City/Coralville (shuttle) (non-ADA vehicles)
- Homewood Suites by Hilton - Coralville Iowa River Landing (shuttle) (non-ADA vehicles)
- Fairfield Inn & Suites by Marriott - Coralville (on-site car rental) (non-ADA vehicles)
- SureStay Plus Hotel by Best Western - Iowa City/Coralville (non-ADA vehicles)
- Mainstay Suites (shuttle) (non-ADA vehicles)

There were 35 hotels identified in the Iowa City Urbanized Area with 8 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
- On Time Medical Transportation
- CARE Ambulance
- Road to Recovery

Interstate Bus Services:

- Burlington Trailways (Iowa City Court Street Transportation Center)
- Mega-Bus (Coralville Intermodal Facility, Iowa River Landing)

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 at the Coralville Intermodal Facility in the Iowa River Landing.

Senior Living/Independent Living Facilities (\*transportation services):

- Legacy Active Retirement Community-Iowa City\* (ADA vehicles)
- Melrose Meadows Assisted Living-Iowa City\* (ADA vehicles)
- Oaknoll Retirement Residence-Iowa City\* (ADA vehicles)
- Walden Place-Iowa City\* (non-ADA vehicles)
- Bickford Senior Housing-Iowa City\* (ADA vehicles)
- Grand Living at Bridgewater-Coralville
- Coralville Senior Residences-Coralville
- Diamond Senior Apartments-Iowa City
- Brown Deer Place Retirement Living & Memory Care-Coralville\* (ADA vehicles)
- Capitol House Apartments-Iowa City
- Citizen Building Apartments-Iowa City
- Concord Terrace Apartments-Iowa City
- Coral Village Apartments-Coralville
- Ecumenical Towers-Iowa City\* (ADA vehicles)
- Jefferson Point-North Liberty\* (ADA vehicles)
- Lexington Place-Iowa City\* (ADA vehicles)
- Liberty Housing Company-North Liberty
- North Liberty Living Center-North Liberty
- Regency Heights-Iowa City
- Keystone Place at Forevergreen-North Liberty\* (ADA vehicles)
- Vintage Cooperative of Coralville-Coralville

Day Cares with Transportation Services:

- Hundred Acre Woods (non-ADA vehicles)
- Kiddie Konnection (non-ADA vehicles)
- La Petite Academy(non-ADA vehicles)

Of the 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 FY2019 and FY2020 Performance Statistic Tables can be found in Attachment 8.

**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 84,672 in 2000, 102,961 in 2010, and 119,572 in 2019. These numbers represent an average annual population growth of 1.7%. Thirty-year forecasts for population, projected number of households, and occupancy 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 2000, 2010, and 2019 census population for each community.

Population Projections/Demographics

**Population Projections 2019-2050**

<b>Entity</b>	<b>Census 2019</b>	<b>2030</b>	<b>2040</b>	<b>2050</b>
<b>Iowa City</b>				
Population	75,130	82,267	90,082	98,640
Household Units	33,254	37,776	42,913	48,749
Renter-Occupied Units	15,979	18,600	21,650	25,200
Owner-Occupied Units	14,589	16,092	17,750	19,578
<b>Coralville</b>				
Population	22,290	26,748	32,098	38,518
Household Units	9,194	10,168	11,246	12,438
Renter-Occupied	4,178	5,377	6,920	8,906

Units Owner-Occupied Units	4,279	4,492	4,716	4,952
<b>North Liberty</b> Population	18,829	26,260	36,904	51,665
Household Units	7,548	9,888	12,953	16,968
Renter-Occupied Units	2,203	3,223	4,715	6,898
Owner-Occupied Units	4,985	6,685	8,964	12,020
<b>Tiffin</b> Population	3,351	6,114	11,128	20,302
Household Units	1,473	2,559	4,445	7,720
Renter-Occupied Units	424	881	1,831	3,804
Owner-Occupied Units	883	1,282	1,861	3,020
<b>University Heights</b> Population	1,159	1,256	1,361	1,475
Household Units	542	574	607	643
Renter-Occupied Units	253	432	738	1,262
Owner-Occupied Units	278	238	203	173
<b>Rural Johnson County</b> Population	30,381	34,270	37,662	41,240
<b>Johnson County (Total)</b> Population	151,140	176,915	209,235	251,840

Source: American Community Survey (ACS) 5-year estimate tables.

### Commuting Characteristics

Municipality	Walked	Bike or Taxi	Public Transportation
Iowa City	13.2%	5.5%	11.9%
Coralville	3.6%	1.1%	7.1%
North Liberty	0.7%	0.8%	0.9%
Tiffin	0.3%	0.3%	0.2%
University Heights	31.8%	11.3%	6.7%

Source: 2019 ACS 1-Year Estimate Commuting Characteristics

### Senior Populations

There are more than 18,800 individuals in Johnson County over the age of 65. According to the Census, 9,535 or 50% of Johnson County's older adults live within the city limits of Iowa City. Slightly more than 2,300 older adults (12% of the county population) live in Coralville, 1,305 and 336 older persons live in North Liberty and Tiffin, while 135 reside in University Heights. Slightly more than 5,000 (27%) 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 FY2020 was as follows: `

FY2020 Johnson County SEATS Ridership

Iowa City	73,489
Coralville	8,955
Rural (Includes Tiffin)	1,755
North Liberty	478
University Heights	12

University of Iowa

The Iowa City Urbanized Area is a diverse community with most foreign-speaking individuals residing in the area 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 3,400 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 Population</b>	<b>Student Population</b>	<b>National Representation</b>	<b>Scholar</b>
China	2,096	China	181
India	358	India	44
South Korea	265	Japan	28
Iran	63	Brazil	24
Malaysia	57	South Korea	21

*Source: The University of Iowa, International Students Fall 2018 Enrollment Statistics*

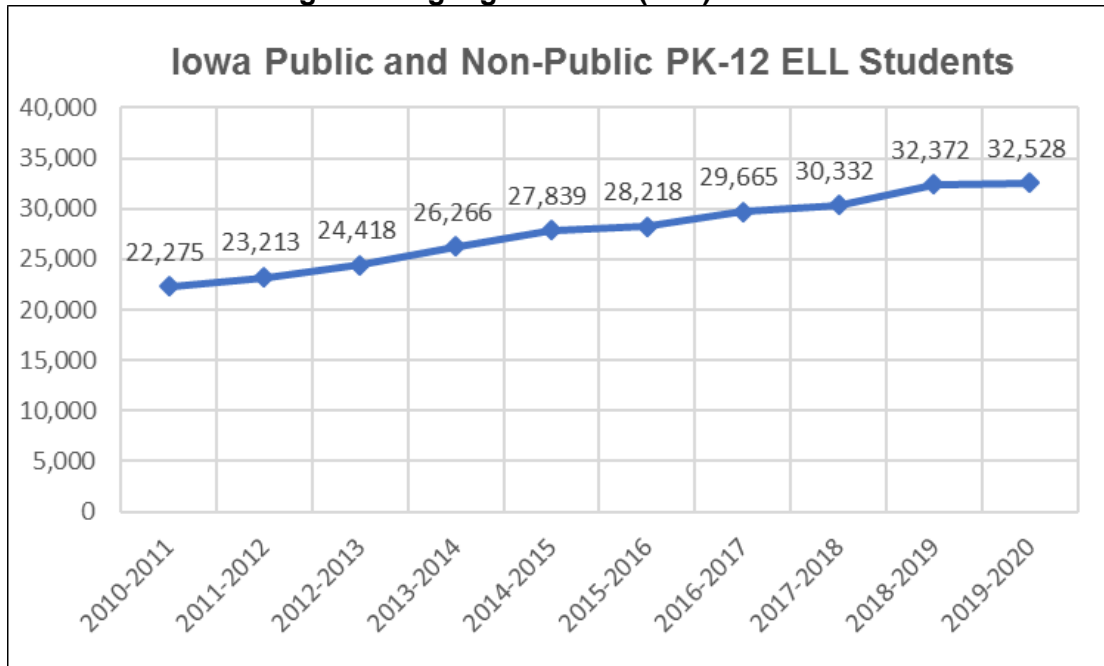
According to the University of Iowa's fall 2018 *International Students Enrollment Statistics*, China, India, South Korea, and Iran remain the top represented countries in the international student population. Malaysia (57 students) rounds out the top five, replacing Japan (69 students) from the fall 2008 largest international student enrollment representations. As for the scholar population, China, India, South Korea, Japan, and Brazil consist of the top international scholar representations between 2012 and 2018. India (44 scholars) replaced South Korea (37 scholars) from the fall 2015 largest international scholar enrollment representations.

According to the University of Iowa's fall 2019 *Profile of Students Enrolled*, 90 students were enrolled in Iowa's Intensive English Program (IIEP). These classes are designed to assist students who have yet to achieve the language proficiency needed to succeed in a degree program. They are an orientation to the cultural, social and academic aspects of the United States, while also teaching basic language skills such as writing, grammar, punctuation, and comprehension. As of January 5<sup>th</sup>, 2015, visiting scholars are required to establish language proficiency through one of three ways; (1) an English language test (2) signed documentation from an English language school or other academic institution, or (3) an in-person interview.

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, Vietnamese, Arabic, and Bosnian, is increasing in Iowa's schools. For the 2019-2020 school year, there are a total of 14,276 students in the Iowa City Community School District. The number of students receiving ELL services is 12.5% (1,785 students).

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

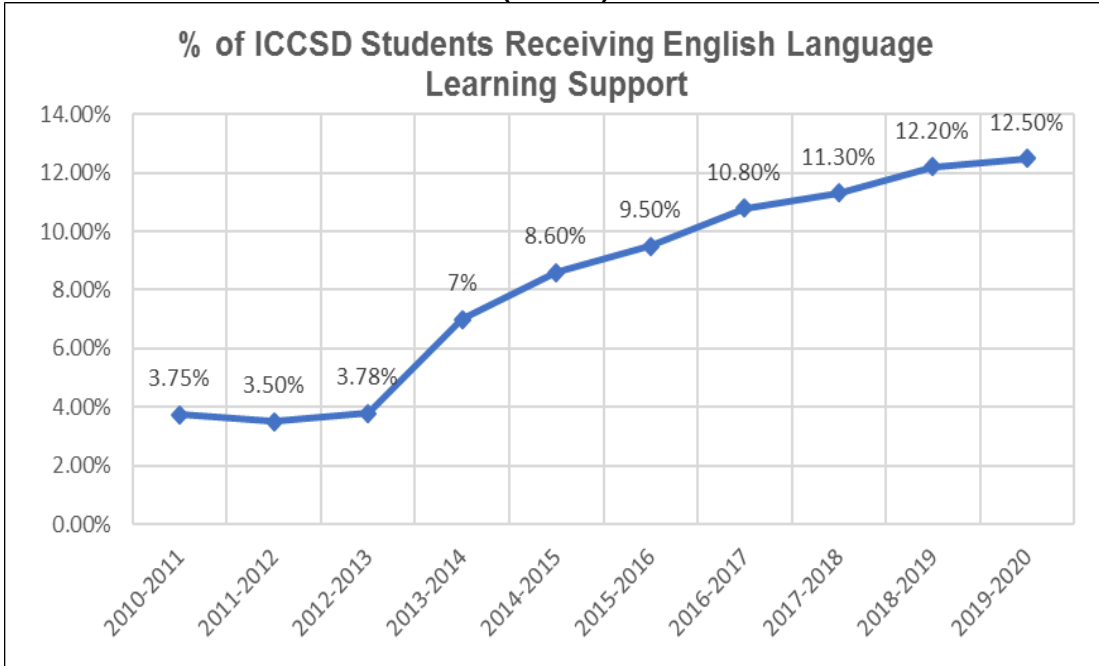


Source: Iowa Department of Education, PK-12 Student Data

ELL services have increased 68% over the last decade. According to the US Department of education 2014-2015 school year data, the native language of most ELL Students is Spanish (67.3% of all Iowa ELL students). The second most common native language is Vietnamese (3%), followed by Arabic (2.7%), and Bosnian (2.5%).



**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

Limited English Proficiency (LEP)

In determining the number or proportion of Limited English Proficient (LEP) persons in the Iowa City area, the 2019 1-Year U.S. Census American Community survey (ACS) data was evaluated. According to the ACS, 25,885 persons in Johnson County (18% of the population) spoke a language other than English at home. Of these, 10,149 (6.7% of the population) reported speaking English less than “very well,” or 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”**

Language Spoken	Number of Persons	Percent of Total Population
Spanish	1,913	1.27%
Other Indo-European language	4,043	2.68%
Asian and Pacific Island languages	2,302	1.52%
Other languages	1,891	1.25%

Source: 2019 ACS 1 Year Estimates (Language Spoken At Home)

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**

- Late night, early morning hours, Sundays, and holiday service.
- Public transit may not provide frequent enough service to certain employment and/or shopping centers in the urban area or surrounding communities.
- Additional training and education material to potential users of public transit.
- Planning for the eventual need for fixed route and/or demand response transit service to Tiffin and North Liberty.
- Need for additional bus shelter facilities. Need for increased budgets for maintenance and expansion of bus shelters.
- Promotion of the Transit App/Google Transit may reduce the need for more shelters. More informational signage at bus stops.
- Need for regional service options, including bus/light rail service between the Iowa City urbanized area and Cedar Rapids and transportation services to work destinations outside of the Iowa City urbanized area, including Riverside Casino and Amana.
- Lack of an ADA accessible vehicle for use by private sector for service after fixed route and paratransit service hours end.

#### **Fleet Needs**

- The three transit systems in the urbanized area, including fixed route and paratransit buses, have received 25 new buses since 2015. Still, about half of the buses in the three fleets are older than 12 years.
- 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. Need to consider alternative fuel buses, such as electric.

#### **Facility Needs**

- Coralville Transit has plans for a Phase II of their intermodal facility located in the Iowa River Landing Development Area.
- 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 Transit continues to search for funding opportunities. The cost of the project is estimated at \$20 million.

- University of Iowa Cambus continues to update their existing transit facility. A storage addition was completed in 2012 and a significant facility renovation was completed in 2019.
- 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 facility growth and development on the University campus.

### **Status of Past Priorities/Strategies**

#### **Service Needs**

- Lack of public transit service during late night and early morning hours, Saturdays, Sundays, and holidays.

UPDATE: Part of the Iowa City Transit Study completed in 2020. Implementation of new programs are being considered.

- Public transit may be very inconvenient for some due to time consuming rides on public transit.

UPDATE: Part of the Iowa City Transit Study completed in 2020.

- Public transit may not provide frequent enough service to certain employment and/or shopping centers in the urban area or surrounding communities.

UPDATE: Part of the Iowa City Transit Study completed in 2020. Implementation of new programs are being considered.

- Distribute more training and education material to potential users of public transit. Including the Livable Communities Transportation brochure.

UPDATE: Part of Mobility Coordinator Position. - Expanded to include virtual trainings and technical assistance for use of Transit App.

- Evaluate the need for fixed route and/or demand response transit service to Tiffin. Consider options to pay for service.

UPDATE: Determined to not be necessary at this time. Future consideration.

- 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.

UPDATE: Part of the Iowa City Transit Study completed in 2020. New shelters are being installed by Iowa City Transit and Cambus annually. Bongo program has been replaced by Transit App (with real time GPS location for buses) and stop/route planning information is available on Google Maps.

- 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.

UPDATE: Developing Park and ride facilities considered in University of Iowa Parking Study. Iowa DOT also produced a Park and Ride study including urban and rural parts of Johnson County.

- Consider the need for a bus/light rail service between Iowa City urbanized area and Cedar Rapids.

UPDATE: Three studies have been completed over the past two years exploring passenger transportation service between North Liberty and Iowa City. Implementation steps being considered by local governments. Passenger rail service to Cedar Rapids is no longer being considered at this time due to cost.

The three transit agencies continue to work with ECICOG in coordinating the CorridorRides program. Even though ridership in the program has been greatly affected by COVID-19, the three transit agencies will continue its support of the program and work to improve ridership until the I-80/I-380 reconstruction is complete. Reevaluation of the program will take place at that time.

- Evaluate business demand for transportation services outside of the Iowa City urbanized area, including Riverside Casino and Amana.

UPDATE: Ride sharing and van pool programs have been developed by the East Central Iowa Council of Governments (the regional transit provider). Discussions for bus service are ongoing.

- 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.

UPDATE: Program now funded by The United Way of Johnson and Washington Counties.

- Lack of bus shelters in metropolitan area.

UPDATE: Part of the Iowa City Transit Study completed in 2020. Implementation of new programs are being considered.

- Consider more partnerships in order to provide late night, holiday, and weekend transit service.

UPDATE: Part of the Iowa City Transit Study completed in 2020. Implementation of new programs are being considered.

- Lack of an ADA accessible vehicle for use by private sector for service after fixed route and paratransit service hours end.

UPDATE: Yellow Cab does provide an ADA service but is very expensive and not a good alternative for many low-income individuals. Further consideration is necessary.

### 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)

UPDATE: Iowa City Transit, Coralville Transit, and University of Iowa Cambus have received 26 new buses (both fixed route and ADA buses) since 2015.

- 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.

UPDATE: More study is needed.

- 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.

UPDATE: Iowa City Transit will begin using 4 electric buses later in 2021.

### 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.

UPDATE: Coralville Transit's Intermodal Facility in the Iowa River Landing district was completed in 2015. Planning for Phase II expansion is ongoing.

- 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.

UPDATE: Iowa City Transit continues to pursue funding options for the construction of a new Transit Maintenance/Storage Facility to be located in the public works complex located on South Gilbert Street. Repairs on current facility are ongoing.

- 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 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. Staffing and equipment would also be shared by the two university divisions. Future opportunities continue to be evaluated.

UPDATE: Renovations to the interior and exterior of existing facility were completed in 2019. Cambus received \$600,000 in funding through the Iowa DOT's RIIF program to fund the renovations. Bus storage at this location is currently at its maximum capacity.

- The need for additional bus stop shelters was identified by the Johnson County Livable Communities Transportation Committee and the Johnson County SEATS Paratransit Committee.

UPDATE: Part of the Iowa City Transit Study completed in 2020. Implementation of new programs are being considered. Cambus implemented the study's recommendations in the Fall of 2020.

- Cambus continues to monitor the impacts of the growth of University facilities, including parking, and University Hospitals and modifies services as needed.

UPDATE: Ongoing evaluation.

### **Other Recent Developments**

#### **COVID-19**

As we are all aware, the COVID -19 pandemic has had a huge impact on transit ridership in the Iowa City urbanized area. Ridership has plummeted by more than 66% between the first quarter of FY2020 and FY2021. This is on top of a consistent decline in ridership over the past 5 to 6 years. Federal funding in the form of the CARES Act and CRRSAA will be utilized by the transit agencies in the Iowa City urbanized area to subsidize operations budgets with the reduction of fare revenue and student and parking fees as well as expected reductions in State transit funding.

#### **Iowa City Area Transit Study**

The 2019-2020 Iowa City Area Transit Study is the result of one year of public outreach, technical analysis, and service planning conducted by Iowa City Transit, Coralville Transit, University of Iowa Cambus, and consultant staff. The final product of the study is a fiscally constrained Preferred Alternative that makes detailed route-level recommendations for improving public transit in the Iowa City Urbanized Area.

Goals for the study were developed based on public input collected through surveys and in-person outreach, as well as from study agency goals. The primary goals of the study are to increase ridership, better collaborate across agencies, improve communications to riders, and take a regional approach to transit planning. The executive summary can be found in Attachment 4.

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

At their January meetings, 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 March 31, 2021 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 every five years to update the PTP and continue to utilize the Johnson County Livable Communities Transportation Committee, the Johnson County SEATS Advisory Committee, the Citizen Transportation Committee, and the Mobility Coordinator Advisory Group during the years when the PTP update is not scheduled (agendas and minutes). All four committees will be asked to participate during the update year and will meet at least twice.
- Continue to upgrade and renovate transit facilities for Coralville Transit, Iowa City Transit, and Cambus.
- Continue to update and modernize transit vehicles and technology, such as electric buses and mobile ticketing.
- Evaluate existing service and coordination of both fixed route and paratransit service; include recommendations from the Iowa City Area Transit Study.
- Continue to promote trip-maker programs throughout the urbanized area, including Google Transit and the Transit App.
- Consider recommendations from Iowa City Area Transit Study regarding the need for a lift-equipped vehicle for use during fixed route off hours, late night and weekend transit service in the urbanized area.
- Consider recommendations from Iowa City Area Transit Study regarding new bus route service in commercial areas.
- Support bus shelter revitalization and replacement programs in the urbanized area.
- Support ECICOG's CorridorRides program after the completion of the I-80/I-380 interchange project is completed.
- Support efforts to establish light rail service between Iowa City and North Liberty and Amtrak service between Iowa City and Chicago.
- Continue to provide education materials and ride training programs through the Mobility Coordinator.

### **Other Long Term Priorities**

- Develop programs for senior riders through Johnson County Livable Communities Senior Transportation Committee.
- Continue to evaluate park-and-ride programs in the urbanized area.
- Continue to evaluate bus routes to residential areas outside of the urbanized area.
- Look for corporate partners in transportation programs.

### **Goals and Objectives**

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

- ❖ **Goal:** Extend off-hour service options including ADA service.
  - **Objective:** Support Iowa City Transit's efforts to utilize CAREAS Act funding on evening service, late night service, and Sunday service.



- **Objective:** Consider recommendations from Iowa City Area Transit Study regarding the need for a lift-equipped vehicle for use during fixed route off hours, late night and weekend transit service in the urbanized area.
- **Objective:** Ensure that all off-hour programs are seamless between transit agencies.
- ❖ **Goal:** Update and expand transit facilities and technology.
  - **Objective:** Continue to pursue funding options for Iowa City Transit's new transit storage/maintenance facility. A location has been determined. Due to the current condition of Iowa City's Transit Facility FTA is encouraging Iowa City Transit to pursue federal funding.
  - **Objective:** Support the continued upgrades and expansion of the transit maintenance facility for Cambus.
  - **Objective:** Consider joint projects for the three fixed route transit operations and ensure that these programs are seamless between transit agencies.
  - **Objective:** Provide support for the upgrade and expansion of additional enclosed bus stop shelters and include additional signage and bus route information at each stop.
- ❖ **Goal:** Support the implementation of the recently completed Iowa City Area Transit Study.
  - **Objective:** Since the study included all three-area fixed route transit systems, support implementation of the study's recommendations (study summary found in Attachment 4):
    - Increasing frequency on core routes
    - Simplifying routes
    - Addressing on-time performance problems
    - Provide more direct service to popular destinations.
- ❖ **Goal:** Provide more transportation related training and education programs.
  - **Objective:** Continue to provide education materials and ride training programs through the Mobility Coordinator.
  - **Objective:** Continue to promote trip-maker programs throughout the urbanized area, including Google Transit and the Transit App and ensure seamless use between transit agencies.
- ❖ **Goal:** Provide support for regional transit options.
  - **Objective:** Support efforts to continue the 380 Express Bus service after the completion of the I-80/I-380 interchange project is completed.
  - **Objective:** Support efforts to establish light rail service between Iowa City and North Liberty.

- **Objective:** Support efforts to establish Amtrak service between Iowa City and Chicago.

### **5310 Funds**

- Coralville Transit and Iowa City Transit will continue to use Section 5310 Special Needs funding for their paratransit service contract with Johnson County SEATS. In FY2020, Iowa City Transit received \$112,448 and Coralville Transit received \$31,780. These funding levels increased dramatically in FY2021 due to increase in 5310 funds through the Iowa Department of Transportation. The FY2021 funding for Iowa City Transit increased to \$233,124 and \$63,889 for Coralville Transit. It is anticipated that 5310 funding will return to FY2020 funding levels in the future.
- CAMBUS will continue to program their Section 5310 Special Needs funds toward bus replacement in their Bionic Bus fleet and operating. Cambus received \$158,760 in FY2020 with an increase to \$315,941 in FY2021 due to the addition of funds from the Iowa Department of Transportation. Funding levels are anticipated to go back to FY2020 levels. 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.
- ❖ **Goal:** Continue to provide ADA transportation options during fixed route service hours.
  - **Objective:** Continue to utilize 5310 funds in the funding of the ADA paratransit service contract with Johnson County SEATS for Iowa City Transit and Coralville Transit and the Bionic Bus program with the University of Iowa.

## 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 FY2021 funding amount was \$2.9 million with funding levels anticipated to remain or increase slightly at this level. Operating funds will continue to be used for eligible expenses.

#### **CARES Act:**

The Coronavirus Aid, Relief, and Economic Security (CARES) Act was signed into law on March 27, 2020. As part of the CARES Act, the Federal Transit Administration (FTA) allocated \$25 billion to recipients of urbanized area (Section 5307 funding) and rural area formula funds, with \$22.7 billion for large and small urban areas and \$2.2 billion for rural areas. Funding is provided at 100-percent federal share, with no local match required, and is available to support capital, operating, and other expenses eligible under those programs to prevent, prepare for, and respond to COVID-19 for operating expenses incurred beginning on January 20, 2020.

The State of Iowa received \$35,898,003 in CARES Act funding and included \$8,331,763 for the Iowa City Urbanized Area. These funds were apportioned to Iowa City Transit, Coralville Transit, and University of Iowa Cambus using the MPOJC Section 5307 funding apportionment formula. Iowa City Transit received \$5,109,870, Coralville Transit received \$1,318,918, and Cambus received \$1,902,975 in CARES Act funding. These funds are anticipated to be used over a three-year period.

#### **CRRSAA:**

In addition to the CAREAS Act, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) provided \$14 billion in Federal funding allocations to continue to support public transportation systems during the COVID-19 public health emergency. The funding was signed into law on December 27, 2020 and included \$1,532,506 for the Iowa City Urbanized Area to be apportioned to Iowa City Transit, Coralville Transit, and University of Iowa Cambus.

Like the CARES Act, the CRRSAA supplemental funding will be provided at 100-percent federal share, with no local match required. CRRSAA directs recipients to prioritize payroll and operational needs and will also support expenses traditionally eligible under Section 5307 statutory requirements.

Using the same formula for the CARES Act funding apportionment from 2020, Iowa City Transit received \$939,886, Coralville Transit received \$242,596, and Cambus received \$350,024.

#### **Bus and Bus Facility Formula Grants (5339):**

Bus and Bus Facility Formula Grant funds are used to finance capital projects to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. In Iowa, approximately \$1,250,000 is received annually to be spent in small urban (less than 50,000 population) and regional transit systems and receives individual allocations for each large urban transit system serving populations between 50,000 and 200,000. The large urban funds are pooled since individual allocations would not allow for bus purchases on an annual basis. All funds are spent on vehicle replacements rather than on expansion vehicles or bus-related facilities and are distributed utilizing the vehicle rankings of the Public Transit

Management System (PTMS). Iowa City Transit, Coralville Transit, University of Iowa Cambus, and Johnson County SEATS participate in the Iowa DOT's PTMS program for bus replacement.

**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 FY2020, Iowa City Transit received \$112,448 and Coralville Transit received \$31,780. These funding levels increased dramatically in FY2021 due to increase in 5310 funds through the Iowa Department of Transportation. The FY2021 funding for Iowa City Transit increased to \$233,124 and \$63,889 for Coralville Transit. It is anticipated that 5310 funding will return to FY2020 funding levels in the future.

CAMBUS will continue to program their Special Needs funds toward bus replacement in their Bionic Bus fleet and operating. Cambus received \$158,760 in FY2020 with an increase to \$315,941 in FY2021 due to the addition of funds from the Iowa Department of Transportation. Funding levels are anticipated to go back to FY2020 levels.

**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 FY2021 are anticipated to remain at \$4 million per year and are anticipated to remain at \$4 million for FY2022-FY2027. There are no transit funding requests anticipated at this time.

**STA Formula Funding:** These funds will be used for transit operations and in FY2022-2027 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:** Iowa City Transit continues to use \$.95/\$1,000 valuation for their 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 and parking revenue. The parking revenue amount is based on commuter services on campus. Cambus anticipates utilizing CARES Act and CRRSAA funds to support the student and parking funds due to the impact of COVID-19 on the University of Iowa.

**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. Iowa City Transit is evaluating a fare-free system similar to Cambus, which is a fare-free service. CARES Act and CRRSAA funds will be used to support fare revenue.

**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, generates revenue at the Iowa River Landing Transportation Center (intermodal) through the sale of parking permits and commercial space rental, 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. These programs are anticipated to continue.

## **5 Year Funding Program**

### **Iowa City Transit (4% annual increase)**

Funding Program	FY2022	FY2023	FY2024	FY2025	FY2026
State Transit Assistance	\$537,486	\$558,985	\$581,344	\$604,598	\$628,782
Urbanized Area Formula (5307)	\$1,882,761	\$1,958,071	\$2,036,394	\$2,117,850	\$2,202,564
Special Needs*(5310)	\$121,624	\$126,489	\$131,548	\$136,810	\$142,283
Local Tax/Levy**	\$4,203,702	\$4,371,850	\$4,546,724	\$4,728,593	\$4,917,737
Fare Revenue**	\$1,466,001	\$1,524,641	\$1,585,626	\$1,649,051	\$1,715,013
Contracts/Other**	\$1,567,954	\$1,630,672	\$1,695,898	\$1,763,734	\$1,834,284
<b>Total Revenue</b>	<b>\$9,779,528</b>	<b>\$10,170,708</b>	<b>\$10,577,534</b>	<b>\$11,000,636</b>	<b>\$11,440,663</b>
<b>Total Operating**</b>	<b>\$8,684,443</b>	<b>\$9,031,820</b>	<b>\$9,393,093</b>	<b>\$9,768,817</b>	<b>\$10,159,569</b>

(Iowa City Transit received \$5,109,870 in CARES Act Funding in 2020 and \$939,886 in CRRSAA funding in 2021 to assist with COVID-19 effects on transit service)

### **Coralville Transit (4% annual increase)**

Funding Program	FY2022	FY2023	FY2024	FY2025	FY2026
State Transit Assistance	\$294,564	\$306,347	\$318,601	\$331,345	\$344,599
Urbanized Area Formula (5307)	\$485,963	\$505,401	\$525,617	\$546,642	\$568,508
Special Needs*(5310)	\$34,373	\$35,784	\$37,178	\$38,665	\$40,212
Local Tax/Levy**	\$582,573	\$605,876	\$630,111	\$655,315	\$681,528
Fare Revenue**	\$470,173	\$488,980	\$508,539	\$528,880	\$550,036
Contracts/Other**	\$137,101	\$142,585	\$148,288	\$154,220	\$160,388
<b>Total Revenue</b>	<b>\$2,004,747</b>	<b>\$2,084,937</b>	<b>\$2,168,334</b>	<b>\$2,255,068</b>	<b>\$2,345,270</b>
<b>Total Operating**</b>	<b>\$2,082,122</b>	<b>\$2,165,407</b>	<b>\$2,252,023</b>	<b>\$2,342,104</b>	<b>\$2,435,788</b>

(Coralville Transit received \$1,318,918 in CARES Act Funding in 2020 and \$242,596 in CRRSAA funding in 2021 to assist with COVID-19 effects on transit service)

### **University of Iowa Cambus (4% annual increase)**

Funding Program	FY2022	FY2023	FY2024	FY2025	FY2026
State Transit Assistance	\$780,373	\$811,588	\$844,052	\$877,814	\$912,926
Urbanized Area Formula (5307)	\$701,162	\$729,208	\$758,377	\$788,712	\$820,260
Special Needs*(5310)	\$171,715	\$178,583	\$185,727	\$193,156	\$200,882
Local Tax/Student Fees**	\$2,706,333	\$2,814,586	\$2,927,169	\$3,044,256	\$3,166,026
Fare Revenue	\$0	\$0	\$0	\$0	\$0
Contracts/Other**	\$30,583	\$31,806	\$33,078	\$34,401	\$35,778
<b>Total Revenue</b>	<b>\$4,390,166</b>	<b>\$4,565,771</b>	<b>\$4,748,403</b>	<b>\$4,938,339</b>	<b>\$5,135,872</b>
<b>Total Operating**</b>	<b>\$4,241,107</b>	<b>\$4,410,751</b>	<b>\$4,587,181</b>	<b>\$4,770,669</b>	<b>\$4,961,495</b>

(University of Iowa Cambus received \$1,902,975 in CARES Act Funding in 2020 and \$350,024 in CRRSAA funding in 2021 to assist with COVID-19 effects on transit service)

\*5310 funding based on FY2020 data  
\*\* Based on FY2019 data/pre COVID-19

# **Attachment 1: Iowa City Area Transit Study Executive Summary**

## **Background**

The 2019-2020 Iowa City Area Transit Study, or ICATS, is the result of one year of public outreach, technical analysis, and service planning conducted by CAMBUS, Coralville Transit, Iowa City Transit (the study agencies), and consultant staff. The final product of the ICATS is a fiscally constrained Preferred Alternative that makes detailed route-level recommendations for improving public transit in the Iowa City area.

## **ICATS Goals**

Goals for the ICATS were developed based on public input collected through surveys and in-person outreach, as well as from study agency goals. The primary goals of the ICATS are to increase transit ridership, better collaborate across agencies, improve communication to riders, and take a regional approach to transit planning.

## **Methodology**

The ICATS included in-depth analysis of existing conditions at the study agencies and in the Iowa City area. This analysis included a comprehensive review of local planning work, a review of agency key performance indicators, an analysis of the local market and the distribution of likely transit demand, and a route-by-route examination of ridership, on-time performance, running time, alignment, and capacity. Comprehensive ridership and on-time performance data was collected for all three agencies. This analysis is included in Chapters 3 through Chapter 6.

The ICATS also includes analysis of best practices for transit infrastructure and transit fare policy, which are in Chapter 10 and Appendix D of this report, respectively.

## **Public Outreach**

Three major phases of outreach were conducted as a part of the ICATS: an early fall onboard survey, a late fall series of in-person outreach events and survey, and a winter series of in-person outreach events and survey. The early fall onboard survey collected information on rider behaviors, the late fall outreach and survey collected information on community visions and goals for public transit, and the winter outreach collected feedback on three hypothetical scenarios for improving transit in the Iowa City area. Feedback collected on these three scenarios shaped the Preferred Alternative. Detailed information on and results from outreach work are in Chapter 8.

## **Recommendations**

The ICATS Preferred Alternative for service was developed using public input, market conditions, and existing ridership data. Initially, three scenarios were developed that represent different principles of route planning and areas of emphasis. Following a public outreach and comment period on these three scenarios, a fiscally constrained Preferred Alternative was developed to address operational issues, future growth, industry-standard best practices for route design, and established project goals. The most significant improvements made by the Preferred Alternative are listed below by improvement category:

### **Increasing frequency on core routes**

- 15-minute peak period service on Iowa City Transit's most popular route, the Oakcrest, and 15-minute all-day service on the Iowa City Transit Southside Downtown Shuttle
- 20-minute peak period service on the Iowa City Transit Mall route to Kirkwood Community College and South Iowa City
- 20-minute all-day CAMBUS service between the Hawkeye Commuter Lot, Aspire at West Campus, the University of Iowa hospitals, and downtown Iowa City
- Iowa City Transit Saturday service improvements

### **Simplifying routes**

- Restructuring Iowa City Transit routes with a single set of alignments, instead of operating two different alignments for each route
- Shifting routes to arterials so riders can easily understand where a bus will take them
- Simpler CAMBUS service to and from the Hawkeye Commuter Lot
- A route numbering system to make the three systems easier for riders to use

### **Addressing on-time performance problems**

- Shifting Coralville Transit and Iowa City Transit routes to major arterials for improved speed and reliability
- Eliminating time-consuming and dangerous deviations into parking lots
- Shifting service off roads with operational problems, such as Lee Street in Manville Heights, and off roads with congestion, such as Newton Road near the hospitals

### **Providing more direct service to popular destinations**

- Better connections to major shopping destinations that eliminate the need to transfer vehicles for many riders
- Direct, all-day service between Iowa River Landing and downtown Iowa City
- A one-seat ride from the Pheasant Ridge neighborhood to the Walmart-anchored commercial area south of Highway 6
- Shifting route design away from ineffective loop routes to bi-directional alignments
- A one-seat ride from downtown Iowa City to commercial destinations in Coralville
- Direct service to and from the Hawkeye Commuter Lot



# Attachment 2: Phase III Passenger Rail Study Executive Summary



## Iowa City-North Liberty Commuter Rail Conceptual Feasibility Study

*Final*

July 31, 2020

## Executive Summary

The purpose of this Iowa City-North Liberty Commuter Rail Conceptual Feasibility Study (the Study) is to incorporate previous work performed between 2015 to 2017 that considers the potential for commuter rail service implementation between Gilbert Street in Iowa City, Iowa, and Penn Street in North Liberty, Iowa – a 9.1-mile long, active freight railroad corridor over which no passenger rail services are offered at present. The Study examines the conceptual feasibility of a commuter rail service over the Cedar Rapids and Iowa City Railway (CRANDIC) Corridor and provides a more detailed understanding of the potential benefits, costs, funding, and oversight for development, operation, and maintenance of a commuter rail service.

CRANDIC, the Iowa Department of Transportation (Iowa DOT) Bureau of Rail, and the Metropolitan Planning Organization of Johnson County, Iowa (MPOJC) selected HDR as its consultant team for the Study. The railroad, Iowa DOT, MPOJC, and other local project stakeholders participated in, contributed to, and informed the development of the Study through coordination with HDR during the life of the project.

The Study was divided into the following general tasks, which culminated in this report:

- **Background** – Describe the background of recently completed and ongoing study of the feasibility passenger rail implementation in the CRANDIC Corridor right-of-way.
- **Existing Corridor Conditions** – Describe the existing conditions and infrastructure within the CRANDIC Corridor right-of-way.
- **Conceptual Economic and Social Impact and Benefit Analysis** – Qualitatively describe potential conceptual economic and social impacts and benefits associated with the implementation of a daily commuter rail service operating on 30-minute headways in the CRANDIC Corridor right-of-way between Dubuque Street in Iowa City and Penn Street in North Liberty, based on recent best planning practices and the general experience of recent rail transit implementation in the U.S. and in concert with current and anticipated future land use in Johnson County, Iowa.
- **Conceptual Commuter Rail Ridership and Revenue Forecasts, including a University of Iowa On-Board Survey** – Describe the preparation of the Federal Transit Administration's (FTA) Simplified Trips on Software (STOPS) model and the collection of a supplementary special survey data to understand the University of Iowa student travel market for the development of conceptual ridership and revenue forecasts.
- **Conceptual Equipment and Service Plan** – Describe the general characteristics of the mode and frequency of passenger rail service and equipment selected by stakeholders and its applicability to service in the CRANDIC Corridor.
- **Conceptual Opinion of Probable Cost Estimate** – Develop the conceptual opinion of probable capital and operations and maintenance costs for the selected mode of passenger rail service assessed for potential implementation on the Corridor, and identify potential alternatives that could reduce the capital cost to implement the service.
- **Federal Regulatory Requirements** – Describe the basic federal regulatory requirements for the implementation of passenger rail service selected for potential implementation on the CRANDIC Corridor.

- **Financial Plan Strategies** – Describe the federal capital project funding programs and other strategies that may be used to fund planning, design, construction, and implementation of a proposed passenger rail project like that under study for the CRANDIC Corridor, including public-private partnerships, special taxation districts, and other approaches.
- **Commuter Rail Governance and Organization Planning** – Describe common commuter rail organization and governance models that are used by U.S. rail transit agencies and could potentially be used for system ownership, management, procurement and construction, and operations and maintenance of a potential commuter rail service on the CRANDIC Corridor right-of-way between Iowa City and North Liberty.

### Conceptual Equipment and Service Plan

In the previous Iowa City and North Liberty Commuter Rail Study, the commuter rail transit self-propelled Diesel Multiple Unit (DMU) railcar equipment was selected by the stakeholder group as the preferred equipment type. Equipment for the potential commuter rail service implementation would include six new, self-propelled DMU coach railcars, which will be used to assemble three trainsets of two railcars each to accommodate the Iowa City-North Liberty passenger rail service. The six DMU cars would be designated as FRA Compliant, meaning they would meet the current Federal Railroad Administration (FRA) safety regulations that are generally built around specifications providing the structural integrity to withstand a crash between passenger trains and freight trains on shared-use passenger and freight rail corridors. While the Study assumes that the CRANDIC Corridor between Iowa City and North Liberty would be designated passenger rail only, the acquisition of FRA Compliant passenger cars could potentially be required later by FRA, if CRANDIC decides to restore its common carrier obligation and host freight rail operations on this segment in the future.

The Study's conceptual Service Plan for the Iowa City-North Liberty commuter rail service assumes the following:

- Potential commuter rail service schedule would operate 26 total revenue trains each way daily (for a total of 52 revenue trains) in the CRANDIC Corridor between Iowa City (Dubuque Street) and North Liberty (Penn Street), with train departures on 30-minute headways from these terminal points from 6 a.m. until 7 p.m.
- The CRANDIC Corridor between Gilbert Street in Iowa City and Penn Street in North Liberty would be passenger rail only, with the potential for redevelopment as a shared-use corridor with freight trains, if the need for freight rail service arises in the future.
- The CRANDIC Corridor between Gilbert Street in Iowa City and Penn Street in North Liberty would have Centralized Traffic Control (CTC) as its Method of Operation, allowing a CRANDIC dispatcher or manager in Cedar Rapids to remotely control train traffic.
- Commuter trains would be operated as a push-pull turnaround service, with one commuter train operating from each of the terminal points in the Corridor at a time. It is assumed that meet-pass events for commuter trains would routinely occur at roughly the approximate mid-point of the Corridor at a new siding located in between First Avenue and Seventh Avenue in Coralville. Meet-pass events and trainset staging (for periods of non-operation) could also occur on stub-ended station tracks at the Iowa City (Dubuque Street) and North Liberty (Penn Street) terminal points.
- Maximum commuter train speed of 50 mph assumed and average commuter train speed of 30 mph assumed.

- Operating headways (departures) of 30 minutes are assumed from terminal points. Schedules of approximately 25 minutes running time between Dubuque Street in Iowa City and Penn Street in North Liberty, including the time necessary for stops at five intermediate stations and one meet-pass event between commuter trains at Coralville, are assumed. Time necessary for a train crew to change ends (reverse direction) at the Iowa City and North Liberty terminals is assumed to be 5 minutes.
- Level boarding would be provided at the seven potential stations locations identified by CRANDIC, MPOJC, and other local stakeholders for the Study (see Figure ES-1), including:
  - Dubuque Street (Iowa City) – Southern Terminus
  - Downtown Iowa City/University of Iowa (Burlington Street)
  - VA Hospital
  - Coralville
  - Oakdale
  - Forever Green Road
  - Penn Street (North Liberty) – Northern Terminus

**Figure ES-1: Potential Commuter Rail Stations**



**Implementation and Operating and Maintenance Costs**

Per the service plan identified above, a conceptual probable opinion of capital costs estimate to implement passenger rail service between Iowa City and North Liberty, and an associated conceptual probable opinion of probable annual Operations & Maintenance (O&M) costs were developed for the Study.

The conceptual opinion of probable capital cost for implementation of a passenger rail service between Iowa City and North Liberty is based on other recently implemented commuter rail corridors and rail industry projects in the U.S. and a conceptual level analysis of the CRANDIC Corridor. The conceptual capital cost is estimated at \$49.0 million, in 2019 dollars. The conceptual opinion of probable annual O&M costs for the first year of passenger rail operations are expected to be \$4.8 million, in 2019 dollars, largely driven by a more robust service operating on 30-minute headways and the enhanced infrastructure required, the need for two passenger train consists operating throughout the day, and the resulting increase in train mileage and labor requirements when compared to previous feasibility studies. Both opinions of probable cost summaries are shown in Table ES-1 below.

**Table ES-1: Conceptual Opinion of Probable Costs Summary for Passenger Rail Implementation on the CRANDIC Corridor (Iowa City-North Liberty) in 2019 Dollars**

Cost Component	Total (in 2019 Dollars)
Conceptual Capital Cost to Implement Passenger Rail Service on the CRANDIC Corridor	\$49.0 million
Conceptual Annual Operations and Maintenance Costs on the CRANDIC Corridor	\$4.8 million*

*\* This is an opinion of probable annual cost for operations and maintenance of the proposed service. This annual cost may fluctuate year-to-year due to changes with respect to inflation and market conditions related to fuel, labor rate, etc.*

Commuter rail service in the CRANDIC Corridor between Iowa City and North Liberty could be considered for implementation in the future by stakeholders, based upon need for the service and the availability of funding for construction and implementation. Value planning alternatives to the conceptual capital cost estimate were developed during the Study, which may potentially reduce the upfront capital cost experience for passenger rail implementation. The acquisition of reconditioned secondhand equipment could potentially lower the capital cost for procurement of equipment, if available. Conceptual capital costs could potentially be reduced further by phasing some improvements to track and bridge infrastructure.

**Conceptual Ridership and Revenue Forecasts**

Initial ridership forecasts show that the conceptual commuter rail service between Iowa City and North Liberty would transform the regional transit market. The travel time and reliability benefits from the commuter rail service would both attract riders currently using other modes as well as new transit riders.

In consultation with the FTA, conceptual ridership forecasts for the proposed commuter rail line were prepared using the FTA’s STOPS model and the collection and integration of a special survey needed to understand the University of Iowa student travel market.

The potential commuter rail service would operate every 30 minutes between Dubuque Street in Iowa City and Penn Street in North Liberty between 6 a.m. and 7 p.m. Traveling at an average of 30 miles per hour, the 9.1-mile trip would require 25 minutes. Park-and-ride locations at several stations may likely divert some commuters from existing shuttle service on the University of Iowa campus. Travel forecasts also show the conceptual service attracting new riders to the regional system, potentially reducing the number of automobiles commuting on regional roads.

The STOPS application estimated 5,282 average weekday boardings for the conceptual Iowa City-North Liberty commuter rail service in 2019. It shows that many riders would make short trips along the line. For example, 63 percent of passengers boarding at Penn Street would only travel as far as Coralville. More than 75 percent of passengers boarding at Coralville would travel into Iowa City. Table ES-2 shows the origin-destination estimates from the STOPS application for the seven proposed commuter rail stations.

**Table ES-2: Average Weekday Station Utilization by Project Trips, 2019**

Origin Station/ Destination Station	Penn Street	Forever- green Road	Oakdale Commuter	Coralville	VA Hosp.	Downtown Univ. of Iowa	Dubuque Street	Total
Penn Street		366	223	156	37	263	85	1,130
Forevergreen Road	366		34	19	28	116	9	572
Oakdale Commuter	223	34		15	82	127	11	491
Coralville	156	19	15		109	361	128	789
VA Hospital	37	28	82	109		256	105	617
Downtown Univ. of Iowa	263	116	127	361	256		111	1,235
Dubuque Street	85	9	11	128	105	111		448
<b>Total</b>	<b>1,130</b>	<b>572</b>	<b>491</b>	<b>789</b>	<b>617</b>	<b>1,235</b>	<b>448</b>	<b>5,282</b>

In 2027, the STOPS model forecasted average weekday boardings to grow to 6,140, and by 2042 average weekday ridership may grow to 7,730. See Tables ES-3 through ES-5 for commuter rail boarding estimates below.

**Table ES-3: Commuter Rail Boarding Estimates by Station and Mode of Access, 2019**

Station	Walk	KNR	PNR	XFR	All
Penn Street (North Liberty)*	986	37	106	0	1,130
Forevergreen Road*	274	65	233	0	572
Oakdale Commuter*	256	38	108	90	491
Coralville*	357	81	322	29	789
VA Hospital	556	17	0	44	617
Downtown-University of Iowa	1,001	9	0	225	1,235
Dubuque Street	378	19	0	51	448
<b>Total</b>	<b>3,808</b>	<b>266</b>	<b>769</b>	<b>439</b>	<b>5,282</b>

Notes: KNR – Kiss-and-Ride; PNR – Park-and-Ride; XFR - Transfer  
\* Park-and-ride location

**Table ES-4: Commuter Rail Boarding Estimates by Station and Mode of Access, 2027**

Station	Walk	KNR	PNR	XFR	All
Penn Street (North Liberty)*	868	35	104	0	1,009
Forevergreen Road*	605	92	279	0	976
Oakdale Commuter*	197	45	105	70	418
Coralville*	422	96	412	31	962
VA Hospital	1,118	18	0	155	1,291
Downtown-University of Iowa	1,364	12	0	201	1,577
Dubuque Street	445	18	0	44	507
<b>Total</b>	<b>5,019</b>	<b>316</b>	<b>900</b>	<b>501</b>	<b>6,740</b>

Notes: KNR – Kiss-and-Ride; PNR – Park-and-Ride; XFR - Transfer  
\* Park-and-ride location

**Table ES-5: Commuter Rail Boarding Estimates by Station and Mode of Access, 2042**

Station	Walk	KNR	PNR	XFR	All
Penn Street (North Liberty)*	1,033	42	124	0	1,200
Forevergreen Road*	807	126	360	0	1,292
Oakdale Commuter*	196	59	123	75	453
Coralville*	422	114	464	28	1,028
VA Hospital	1,217	21	0	201	1,439
Downtown-University of Iowa	1,506	12	0	220	1,738
Dubuque Street	511	19	0	48	578
<b>Total</b>	<b>5,692</b>	<b>393</b>	<b>1,071</b>	<b>572</b>	<b>7,728</b>

Notes: KNR – Kiss-and-Ride; PNR – Park-and-Ride; XFR - Transfer  
\* Park-and-ride location

To complement the conceptual ridership forecasting analysis, a peer review was performed to understand typical fare rates, structure, and recovery ratios of similar services to help determine the revenue forecasting. Six representative transit agencies were selected for analysis based on similar corridors, system lengths, and area population, with a primary objective of understanding the base fares of peer markets. Similar to other peer markets of similar size and length, it was decided that a fare rate of \$1.50 per trip would be used for the potential commuter rail service fare structure.

As this project is not yet built and is without data, fare recovery was identified using two best practice methodologies:

1. Fare recovery as a product of ridership forecasts, fare estimates, and a calculated annualization factor
2. Fare recovery as a portion of projected operations costs.

The two methodologies produced different results, from fare revenues as low as \$0.48 million (10 percent fare rate recovery; with respect to a \$4.8 million annual O&M cost) to as high as \$2.1 million (44 percent fare rate recovery; with respect to a \$4.8 million annual O&M cost). Based on the projected ridership, the CRANDIC Corridor could potentially be a transformative transit service for the region and draw ridership from those currently using other modes and also attract many new customers. A 44 percent fare recovery rate seems unlikely, but the analysis suggests the fare recovery rate could be on the high end or exceed the average for small corridor/system fare recovery rates in the U.S.

Table ES-5 details the fare revenue projections by station relative to plan year 2019. The total forecasted revenues equate to a 44 percent fare recovery rate. Table ES-6 and Table ES-7 show projected fare revenue estimates for 2027 and 2042, respectively.

**Table ES-5: Projected Fare Revenue in 2019, in 2019 Dollars**

Station	Weekday Ridership in 2019	Fare Revenue, \$
Penn Street (North Liberty)*	1,130	\$449,000
Forevergreen Road*	572	\$227,000
Oakdale Commuter*	491	\$195,000
Coralville*	789	\$314,000
VA Hospital	617	\$246,000
Downtown-University of Iowa	1,235	\$493,000
Dubuque Street	448	\$179,000
<b>Total</b>	<b>5,282</b>	<b>\$2,103,000</b>

**Table ES-6: Estimated Projected Fare Revenue in 2027, in 2019 Dollars**

Station	Weekday Ridership in 2027	Fare Revenue, \$
Penn Street (North Liberty)*	1,009	\$401,000
Forevergreen Road*	976	\$388,000
Oakdale Commuter*	418	\$166,000
Coralville*	962	\$382,000
VA Hospital	1,291	\$513,000
Downtown-University of Iowa	1,577	\$627,000
Dubuque Street	507	\$202,000
<b>Total</b>	<b>6,740</b>	<b>\$2,679,000</b>



**Table ES-7: Estimated Projected Fare Revenue in 2042, in 2019 Dollars**

Station	Weekday Ridership in 2042	Fare Revenue, \$
Penn Street (North Liberty)*	1,200	\$477,000
Forevergreen Road*	1,292	\$514,000
Oakdale Commuter*	453	\$180,000
Coralville*	1,028	\$409,000
VA Hospital	1,439	\$572,000
Downtown-University of Iowa	1,738	\$691,000
Dubuque Street	578	\$230,000
<b>Total</b>	<b>7,728</b>	<b>\$3,073,000</b>

**Next Steps**

This Study represents the culmination of various phases of conceptual study by local and state stakeholders to determine the feasibility of passenger rail implementation on the CRANDIC Corridor within the context of a rapidly growing metropolitan area and the need for more robust multimodal transportation options that complement existing and proposed land use. It is anticipated that the outcomes of this Study are to provide inputs that can be used by local and state stakeholders to determine next steps for the potential development and implementation of a commuter rail service in Johnson County, Iowa.


Based on this Study’s analysis, inclusive of the conceptual ridership and revenue forecasts and the opinion of probable capital and operations and maintenance costs, a positive business case is emerging as it relates to the concept of implementing commuter rail service on the CRANDIC Corridor between Gilbert Street in Iowa City and Penn Street in North Liberty.

Project stakeholders will ultimately determine the feasibility of further study and the potential for commuter rail service implementation on the CRANDIC Corridor. The purpose of these successive feasibility studies is to inform the stakeholders on the likely pathways of implementing passenger rail service on an existing and functioning railroad corridor, as well as provide likely paths forward if capital funding for the implementation of passenger rail service is pursued from the FTA capital investment grant program and its various requirements for engineering, operations, revenue/ridership, safety, and so on. The project would also require environmental clearance through the National Environmental Policy Act (NEPA), in order to advance to the construction phase.

More detailed future analysis and study could be performed to include a comprehensive operating plan (supported by rail operations modeling), conceptual station designs and infrastructure engineering, environmental fatal-flaws analysis and screening, and the potential for subsequent phased implementation of commuter rail service including the potential extension of commuter services north to the Eastern Iowa Airport in Cedar Rapids, and into Downtown Cedar Rapids.

Below are some potential next steps highlighting an approach for advancing the development of commuter rail on the CRANDIC Corridor between Iowa City and North Liberty:

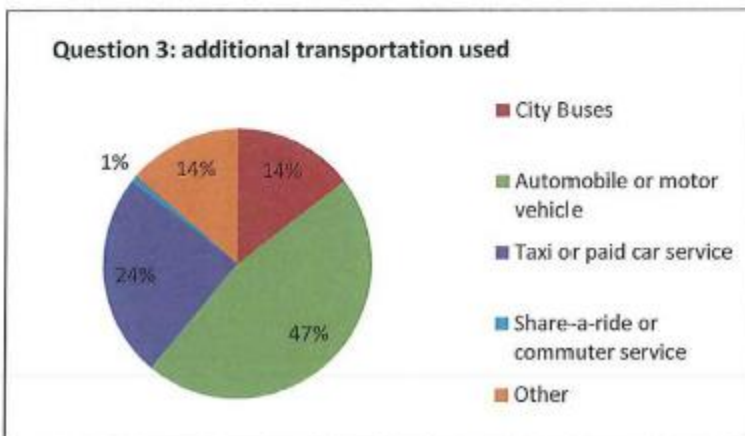
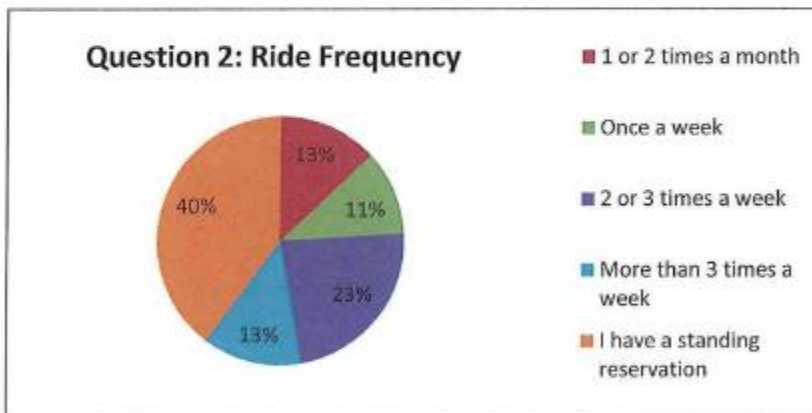
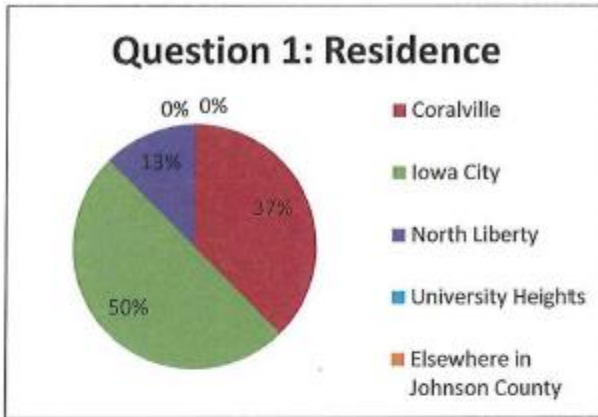
- Develop Consensus Regarding Conclusions from the Recent Iowa City-North Liberty Commuter Rail Conceptual Feasibility Study and Stakeholder Outreach
- Confirm Lead Agency for Potential Development of Commuter Rail on the CRANDIC Corridor

- 
- Establish CRANDIC Corridor Commuter Rail Study and Implementation Committee
  - Consider Potential for Pilot Commuter Rail Service on CRANDIC Corridor
  - Conduct Additional CRANDIC Corridor Right-of-Way Study
  - Identify and Pursue Preferred Funding and Financing Options for Implementation of Commuter Rail on the CRANDIC Corridor
  - Determine Potential Phased Implementation of Commuter Rail on the CRANDIC Corridor Based on Local Priorities and Funding Availability
  - Develop a Plan for Development of Commuter Rail on the CRANDIC Corridor
  - Evaluate Potential Impacts of Commuter Rail on Existing Ridership of Area Transit Agencies

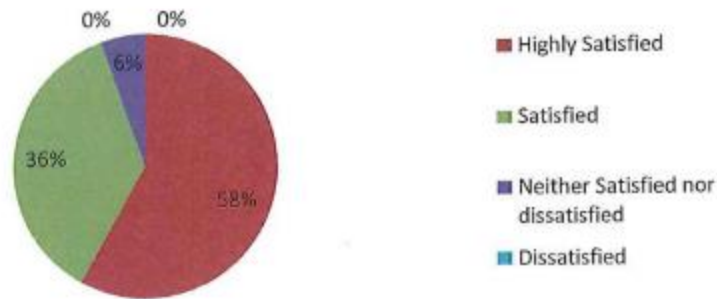
See Section 10 for more detail.

# Attachment 3: Johnson County SEATS Rider Survey

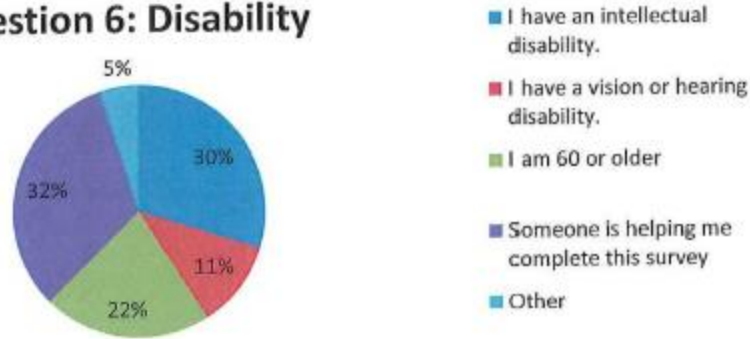
## SEATS Customer Satisfaction Survey 2018



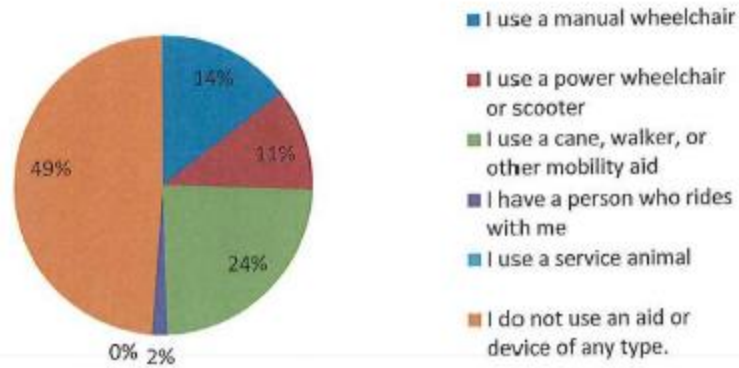
### Question 5: Satisfaction



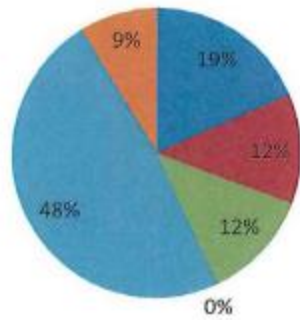
### Question 6: Disability



### Question 7: Mobility devices/aids

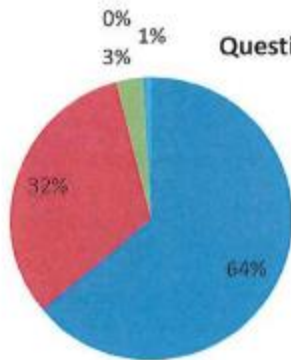


**Question 8: Ride scheduling frequency**



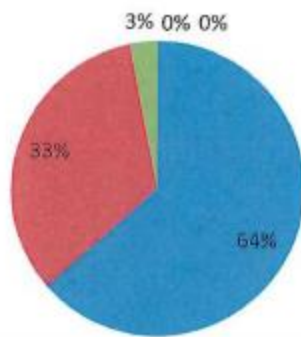
- Once or twice a month
- Once a week
- Two or three times a week
- More than 3 times a week
- I have a standing reservation
- Other

**Question 9: Prompt reception**

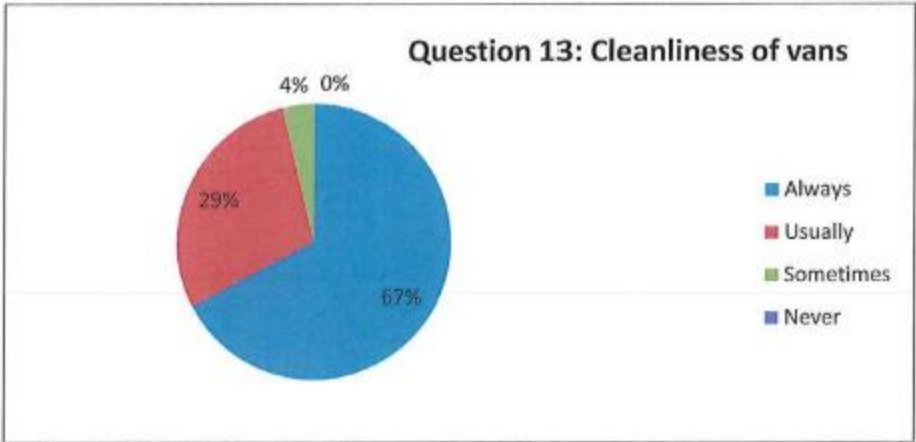
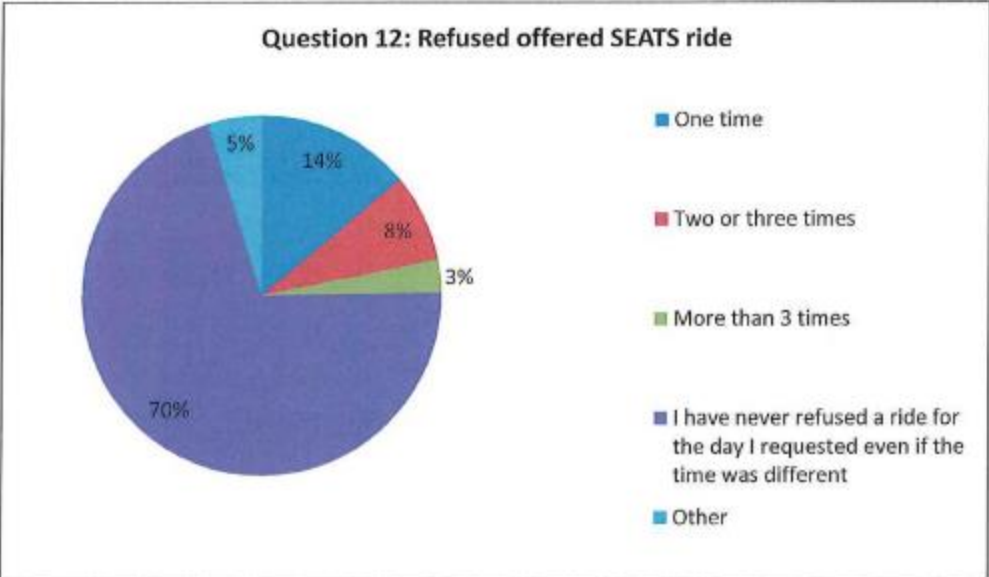
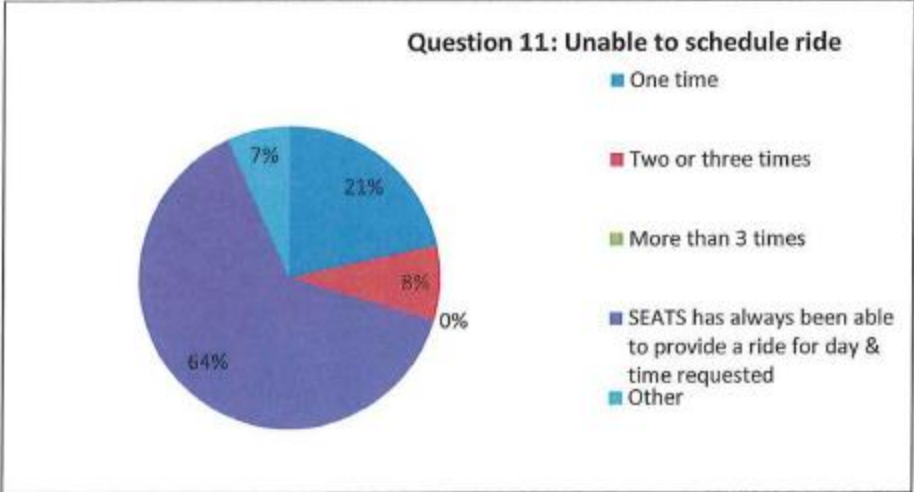


- Always
- Usually
- Sometimes
- Rarely
- Never

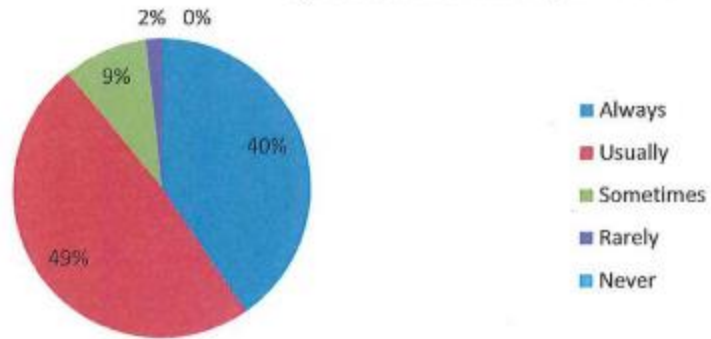
**Question 10: Polite reception**



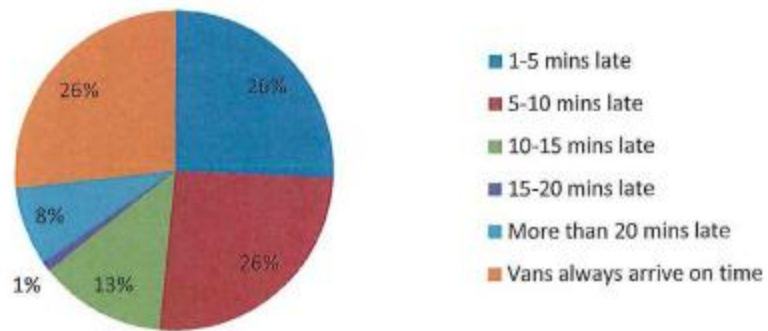
- Always
- Usually
- Sometimes
- Rarely
- Never



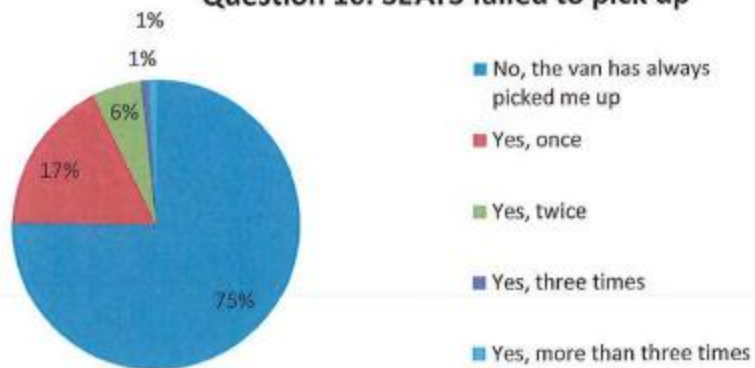
**Question 14: Rides punctual**



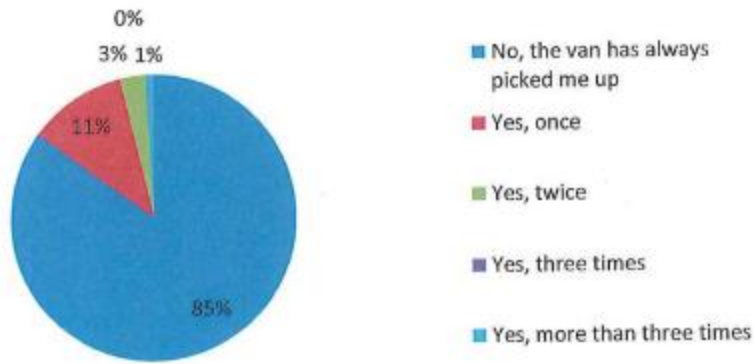
**Question 15: Lateness of rides**



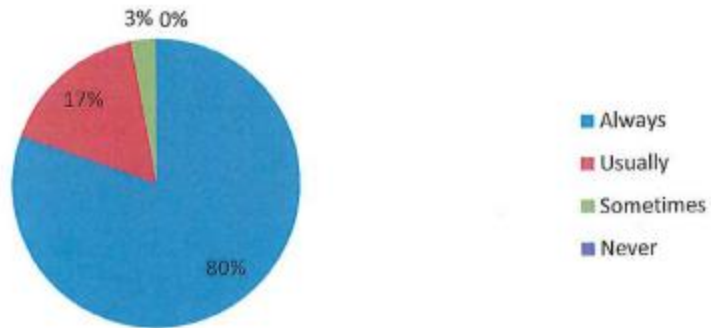
**Question 16: SEATS failed to pick up**



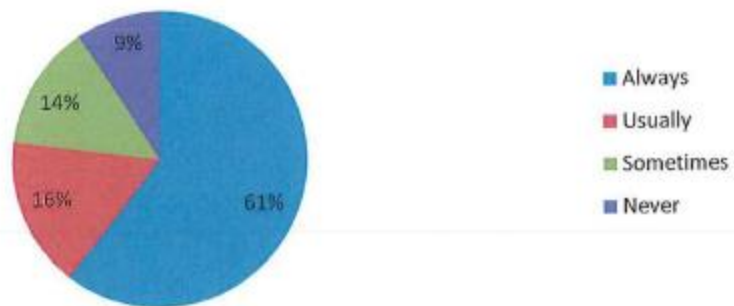
### Question 17: Failed to pick up for return ride



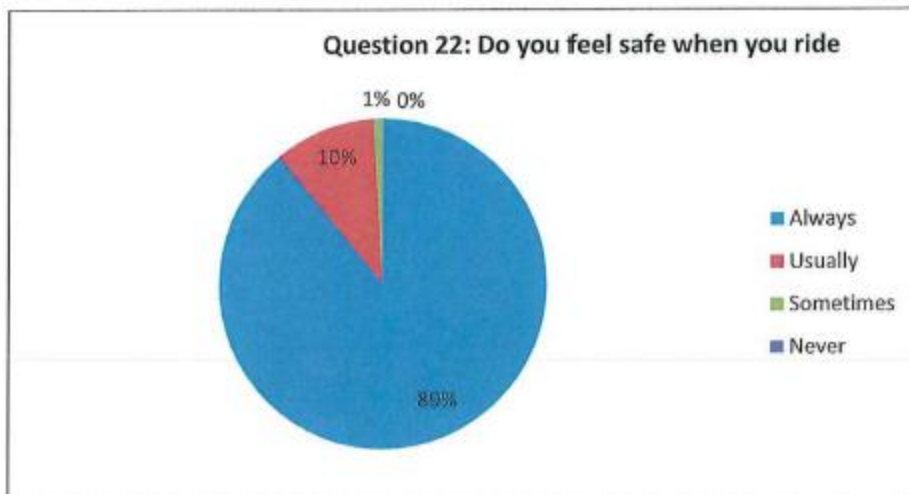
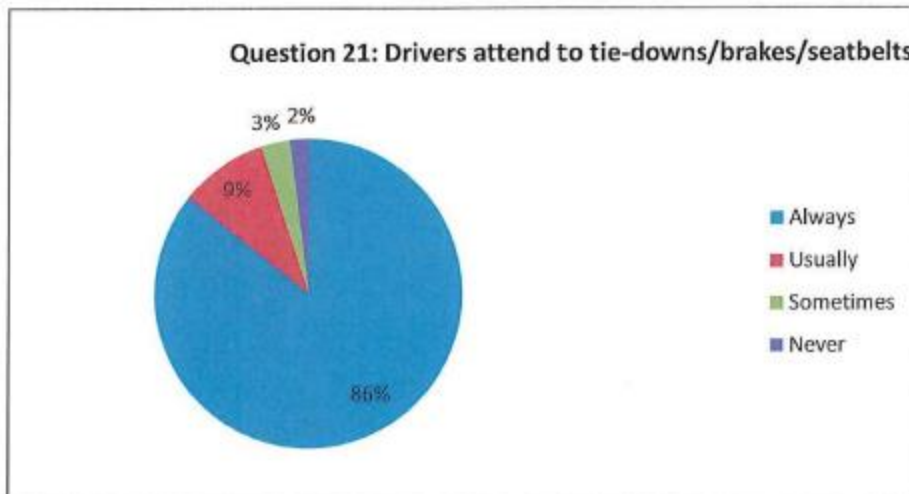
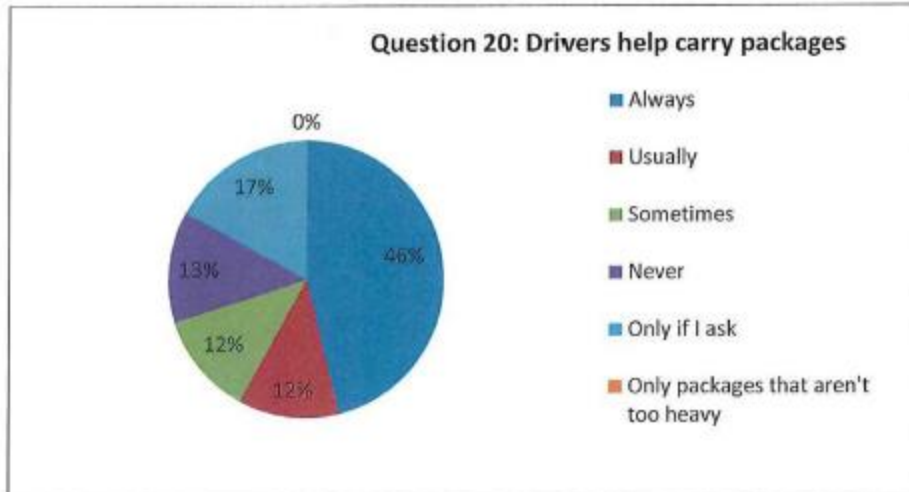
### Question 18: Drivers courteous



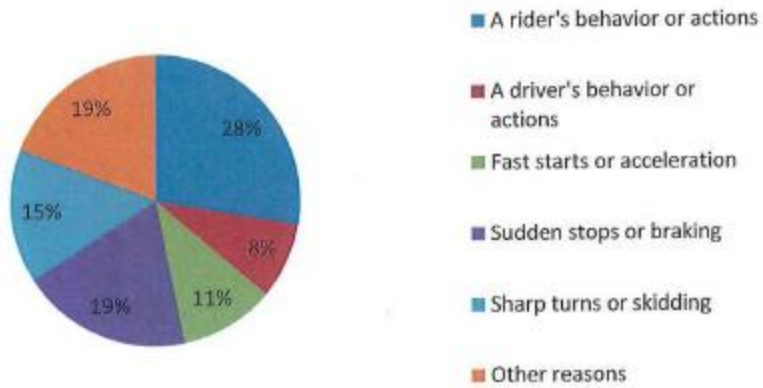
### Question 19: Drivers assist you to/from van



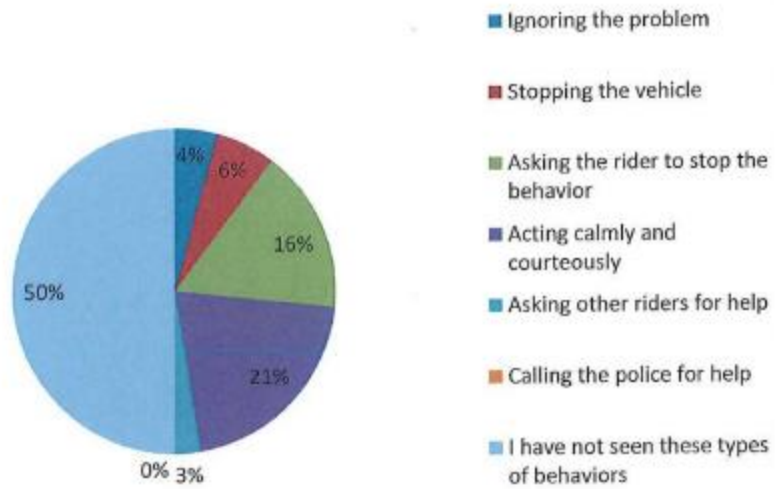




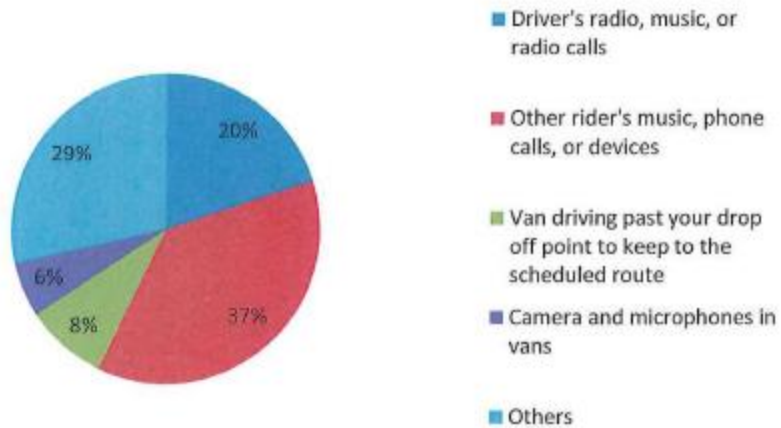
### Question 23: Why have you felt unsafe



### Question 24: Drivers respond to disruptions



### Question 25: what disturbs you



### Question 27: How can SEATS improve



**SEATS Customer Satisfaction 2018 -- Written Reponses**

<b>QUESTION 1. Where do you live? Comments:</b>
Keokuk Apt.
it help me get somewhere

<b>QUESTION 2. How often do you ride seats? Comments:</b>
2-3x/ month
Senior Center, Medical appointments grocery store
ride from work 5/ week
would ride more if schedual was easier
never- so far
never- so far
appreciate service
haven't used Seats for a while
no on unless appts.
it help me get to app.
Not too often.
Not currently due to personal transport/others.

<b>QUESTION 3. What other transportation services do you use in Johnson County? Comments:</b>
occasionally, but that was awhile ago
no other used
none
family + stuff
1 time, was told ride could not be scheduled-used cab- then bus came!
parents van
TRAIL of Johnson Cty
wife drives when available
a friend take me sometimes to the stores.
I don't drive
I have avan with lift
I have avan with lift
ride from family when possible
friends as possible
parents/family vehicles provide rides- occasionally group home staff
use Iowa County Transport to and from AEA
boyfriends car
ride at times with friends
sometimes son
friends can
DAV- VA Transport
rides from family member
None
Roommate/ others

<b>QUESTION 4. If you have used paratransit services outside Johnson County, what did you like about the service that SEATS does not offer?:</b>
Never use any other services
have not used anything
DNA
no
no.
I never go out of Coralridge
a more acomidating schedule- going to the mall and new HyVee without having to stay 3 hrs. waiting
no
nothing
No
N/A
Not used Paratransit/Seats outside Johnson County.

<b>QUESTION 5.How would you describe your overall satisfaction with seats? Comments:</b>
bumpy
depends who driver is
available as needed

<b>QUESTION 6. Tell us about yourself. Comments:</b>
I have a physical/ mobility disability
other Diagnosis
mobility issue
I did by my self
lung disease on/ oxygen
I love all the driver
para- in wheelchair
I have a physical disability my son is helping me with this form
para- in wheelchair
spinal cord injury/ wearing braces
guardians wife
hearing impairment
issues sometimes with knees
boyfriend is helping me
need ramp
physical disability

<b>QUESTION 7.Do you use an aid or device when you ride SEATS? Comments:</b>
I think I'll have to use in the future
oxygen
I have a push cart
I wear leg braces
tablet for communication
sometimes need someone with me
depends on my health status

<b>QUESTION 8. How often do you call SEATS to schedule a ride? Comments:</b>
3x/month
Pathways does this for me.
someone calls for me
never
my counselor
my superworker calls
staff does it for me
schedule other rides as needed
staff calls
for events
I try to call in rides for the next week.
call to cancel
3x/ wk
would ride more if schedudl was easier and went more places
never- so far
never- so far
occasionally arrange ride outside of usual subscription ride service
hve to call for early out 2nd Wednesday
MD- appts and physical therapy
have been very sick so haven't rode in awhile but that will change 6/1/18
Not too often.
depends on health status and how many appointments have. Currently personal transport/others.

<b>QUESTION 9. Are your phone calls to SEATS answered promptly? Comments:</b>
RFYP Assits w/this
someone calls for me
I don't call
I don't call
does not call SEATS

<b>QUESTION 10. Is the reservationist polite and helpful in scheduling your ride? Comments:</b>
not sure
rarely call, so don't know
someone calls for me.
I don't call
I don't call
a couple seem frustrated; very noisy work place; most are very calm

<b>QUESTION 11. How many times has SEATS been unable to schedule a ride for the day and time you requested in the past year? Comments:</b>
I have, it asked for scheduled rides
never had an issue
someone calls for me
I don't call
sometimes Saturday's rides to and from work don't happen
always are
time of appt.-too many riders

<b>QUESTION 12. How many times have you turned down a ride SEATS offered you for the day you requested in the past year? Comments:</b>
never have
never
no
0 times
never
I've had to cancel
occasionally the subscription ride service will be cancelled due to appts or illness
for appointment conflicts
snow day canceled ride
sick

<b>QUESTION 13. Are SEATS vans kept neat and clean? Comments:</b>
not sure
the older buses seats appear dirty-due to age- and are very noisy due to straps, etc.
I haven't been on them from outside when watching the rider enter they appear clean.
do they ever clean windows on the bus?
could work on noise of the Seats that are folded up when going over the bumps in the road.

<b>QUESTION 14. Do SEATS vans arrive on time? Comments:</b>
within the 30 minute window
not often sometimes late at grocery or Walmart
sometimes too early

<b>QUESTION 15. If SEATS vans arrive late, they arrive: Comments:</b>
never late
never look
they arrive within the 30 minute window allowed
depends on route
sometimes early once late
always on time at home late at grocery
hardly ever late; they usually call

**QUESTION 16. Has SEATS ever failed to pick you up for a ride in the past year? Comments:**  
 another van arrived shortly after a phone call to office after 28 minute wait  
 they canceled an incorrect date.  
 forgot me 30 mins late  
 Pick up from UIHC appt. Several calls fixed it.

**QUESTION 17. Has SEATS ever failed to pick you up for a return ride in the past year? Comments:**  
 Steindler had closed; past windows secretary drove me home  
 the above comment was referring to a RETURN ride

**QUESTION 18. Are SEATS drivers polite and courteous? Comments:**  
 all except one  
 except Beth  
 I appreciate the drivers courtesy + help. They are always pleasant

**QUESTION 19. Do drivers help you to and from the van? Comments:**  
 when had a cane  
 I use a power chair so it's pointless, unless I need help with a door  
 Hold my hand  
 do not need to  
 don't need  
 sometimes hold hand, put lift down to help w/ step.  
 I can walk on my own  
 if assistance is needed  
 don't need assistance can get to van independently  
 can independently get to + from van. Does not need assistance  
 the drivers always walk me to the entrance of the (illegible)  
 not needed

**QUESTION 20. Do the drivers help you carry packages if you need help? Comments:**  
 use my walker  
 don't have them  
 some drivers  
 they help carry stuff  
 carries them herself  
 don't carry packages on van  
 don't carry packages on van  
 never had need  
 I never carry packages  
 do not get packages  
 no packages  
 I didn't know they could do that for us!  
 don't shop  
 never had a package



<b>QUESTION 21. Do the drivers properly attend to mobility aids, equipment tie-downs, brakes and passenger seatbelts? Comments:</b>
no need
capable- independent with seat belts

<b>QUESTION 22. Do you feel safe when you ride SEATS vans? Comments:</b>
bumpy, hurts butt
when I know I'm in a good mood.

<b>Question 23. If you have ever felt unsafe riding SEATS, if was because of: Comments:</b>
very bumpy ride
none of these apply
due to being short and unable to reach floor with my feet.
bumpy
no I have not felt unsafe
didn't feel very secure- one time
have never felt unsafe
he has retired- followed city bus too close + too fast- it failed to walk me to office door in icy conditions- I reported both
I feel safe
SEATS is a great service to the community.
Excellent service!!
no the drivers are very responsible persons
none of them
have never felt unsafe
would like to have drivers wear name tags feel safe
note that I am not the rider but her guardian. She has not expressed any special issues to me other than the limited stop times. Overall very pleased with your service.
never
always safe
always called it in
none
fast turns

<b>QUESTION 24. SEATS drivers respond to riders who are violent, noisy or disruptive by: Comments:</b>
Don't Know
unsure
for medical emergency on bus for another passenger

QUESTION 25: Which, if any, of these actions disturb or annoy you when riding SEATS? Check all that apply.
doesn't like so much when base calls the radio.
when a rider talks negatively about another rider
none
nothing bothers me
doesn't happen
no problems
nothing
vans with quite noisy rattle/ clanging interior equipment
none
none
none
none
no complaint
none
none of these
one care giver was on cell + client trying desperately to get her attention
none
none
none

QUESTION 26: Please tell us the number one thing SEATS could do to improve service?
likes how things are
no problems
I'm not sure
have more routes to North Liberty
Nothing - streets are terrible
less bumpy ride
more buses
more buses
tell the clients to be quiet on the bus
nothing
come on time
later service/ Sunday Service
communicate with passenger
look below
cameras
After hours, outside area service
no concerns
nothing. Im happy w/ my service
being on time
tell beth to be nice.
some drivers do not wear ids + do not have signs posted; names; sometimes i.d. badge is turned backwards- I know most of the drivers now- expecially when seasons change. It is hard to recognize or recall names- change from winter wear + hats to warmer weather clothing-
Sunday Service
fix shocks & springs
nothing
you could pay me to ride.
more new buses
I think it is a blessing to have the service
better schedual
go to North Liberty more often
no problem
extreme temperature very cold in winter, very hot in summer
very good as is
they need to pick me up on time!
clean windows
run on Sundays
buses with better shocks
to call me for pickup/drop off
more trips to North Liberty
not sure
all is ok
having wifi on bus
great service
Shorter waits; Be on time; Slow down when turning.
Reduction in Window time.

<b>QUESTION 27: What else could SEATS do to improve service?</b>
can not hear the driver
no suggestions
nothing here
Restore, Sunday driving to North Liberty.
It's good.
add more vans
After hours, outside area service
if it's within budget but I understand if it isn't
very happy w/ services
maybe some anxiety reducing training for schedulers in need of such I've gotten various answers as to how late the buses can provide late return rides- if one wanted to attend an event downtown that may not end until 10 or 10:30 pm- would SEATS be able to provide return ride?
I'm grateful that this service is available
everything is pretty good
they are good what they do
great service
I am fine with the vans but some rattle loudly and bounce you around. Being able to speak with someone on Sunday's would be added convenience although not necessarily needed
serve coffee & donuts
improve attitude when calling to reserve rides. (some times but not frequent)

<b>other comments:</b>
the person I'm filling out this survey for 'LOVES' Seats and all the drivers and office personnel/ dispatchers seats does an awesome job, we are way lucky to have them.
I always enjoy my rides- most drivers know me- only one time I had a driver that was a horrible driver- speeding- jerking, etc.. + I was scared so called in and reported him- haven't seen him since
mark had a problem
I don't use Seats unless my daughter can't take me. Need Seats as a back up form of transportation.

# Attachment 4: MPOJC Long-Range Transportation Plan Metro Transit Survey Fact Sheet

## METRO TRANSIT

### What is public transit and who uses it?

- Metro Area transit consists of buses and paratransit vehicles.
- Iowa City, Coralville, and the University of Iowa all provide transit services—all 3 transit services are coordinated to provide connectivity across jurisdictional boundaries.
- In Fiscal Year 2015, public transit in the Metro Area provided **7,097,016 rides**. That is more than **22,615 rides per day**.
- **Ridership has grown nearly 20% in the past decade — up 9% percent since 2010.**



Percentage of respondents to an MPO online survey say they track their bus's movements on Bongo.

### How do we measure value? Operating costs in Fiscal Year 2015:

	IOWA CITY	CORALVILLE	UI CAMBUS
<b>\$ per RIDER</b>			
Fixed Route	\$2.66	\$2.28	\$0.71
Paratransit	\$16.73	\$23.94	\$21.92
<b>\$ per HOUR</b>			
Fixed Route	\$93.90	\$86.57	\$46.50
Paratransit	\$55.92	\$52.59	\$20.94

### FARES AND SERVICES

#### Iowa City

\$1.00 base fare

Children <5 yrs FREE

Youth Fare (K-12) = \$0.75

Elderly & Disabled may be eligible to ride for FREE

Elderly person: Off Peak and Sat = \$0.50

31-day pass = \$32

31-day pass (K-12) = \$27

Student Semester Pass \$100  
For Kirkwood & UI students

Monthly pass for UI Faculty & Staff = \$28

10-ride pass = \$8.50

FREE transfers to IC Transit

ALL Buses are Ramp/Lift Equipped  
20 Buses at Peak Times / 10 Paratransit

#### Coralville

\$1.00 base fare

Children <5 yrs FREE

Ages 5-15 yrs = \$.075 evenings & Sat

Elderly & Disabled may be eligible to ride for FREE

Medicare Recipients = half price

31-day pass = \$32

21-ride pass = \$20

FREE transfer to IC Transit

ALL Buses are Ramp/Lift Equipped  
7 Buses at Peak Time / 3 Paratransit

#### UI Cambus

All Fares \$0

ALL Buses are Ramp/Lift Equipped  
25 Buses at Peak Times / 4 Paratransit

Safe Ride Service/Friday and Saturday Night from Midnight-2:20am

### How is transit funded?



#### IOWA CITY TRANSIT



#### CORALVILLE TRANSIT



#### UI CAMBUS

Note: Cambus transit service is provided without charge to riders thus is no income from fares.



**COST OF A NEW FIXED ROUTE BUS:  
\$460,000 (FY17)**

## Attachment 5: Citizen Transportation Committee Barriers to Employment Survey - November 2015



### Community Transportation Committee Barriers to Employment Survey

November 2015

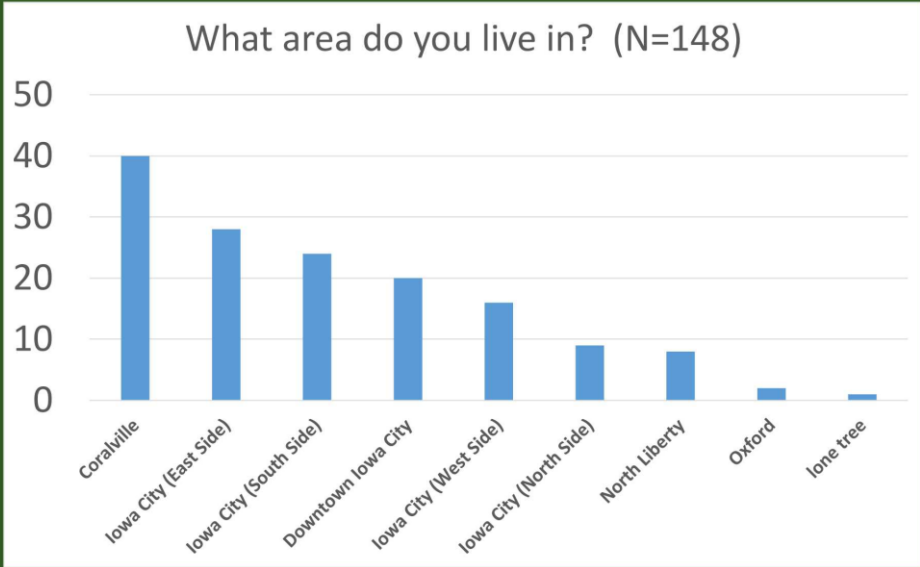
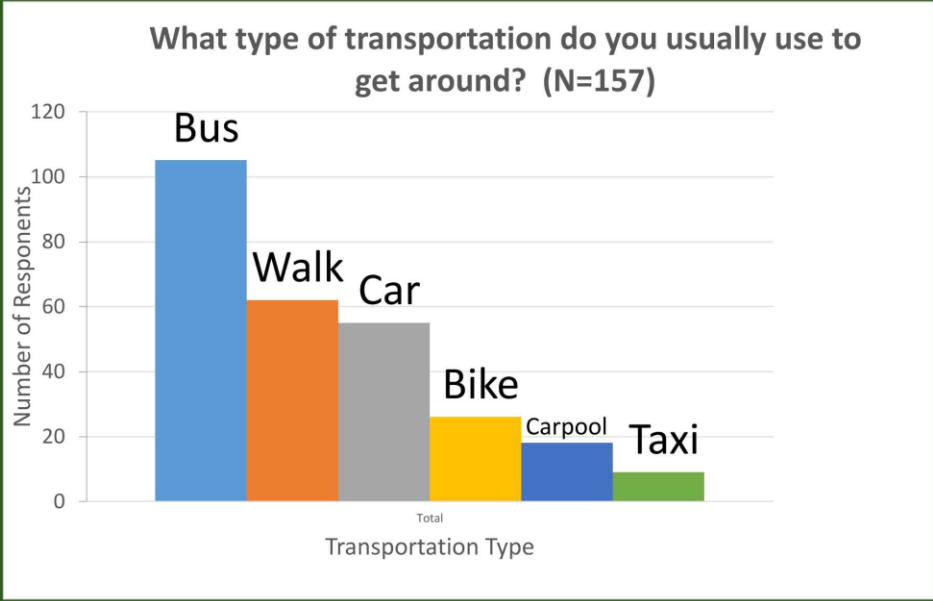
### Purpose of the survey

- Assess whether transportation is a barrier to employment for workers in Iowa City, Coralville, and North Liberty.
- If gaps in transportation services are a barrier to employment, determine the most common.

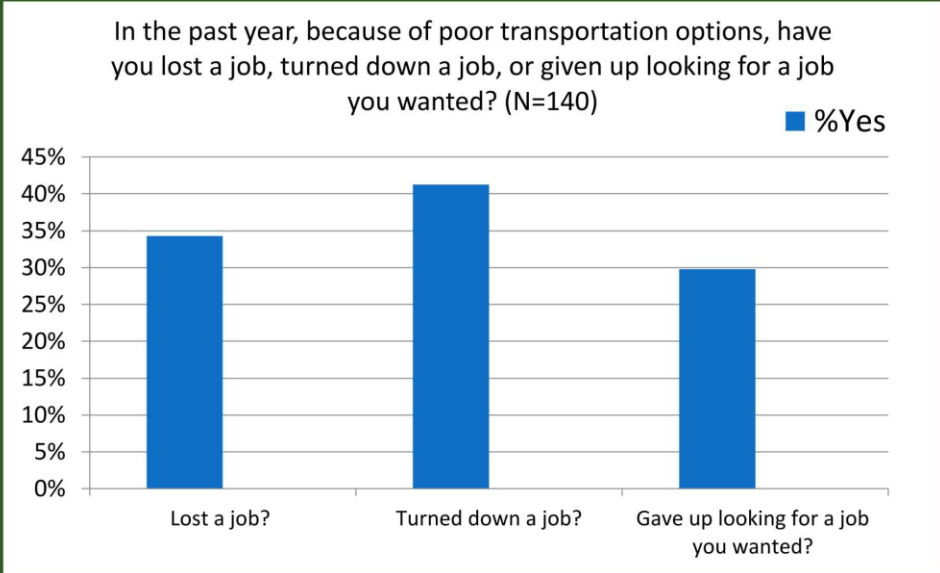
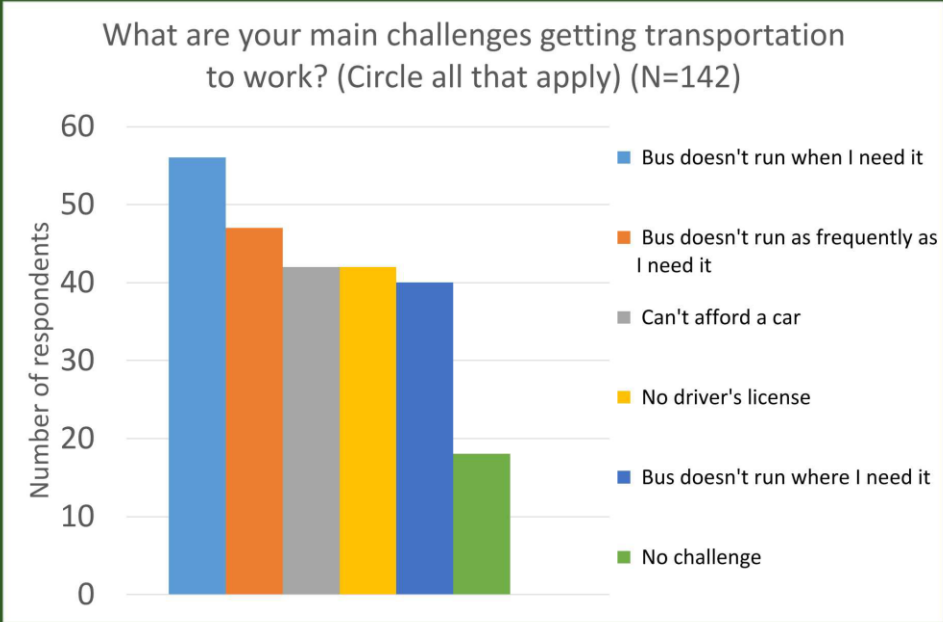
## Methodology

- 157 Surveys were collected during the first two weeks of November in 2015
- Survey locations:
  - North Liberty Pantry
  - Coralville Pantry
  - Crisis Center
  - Shelter House
  - Homeless Stand Down event
  - Center for Worker Justice

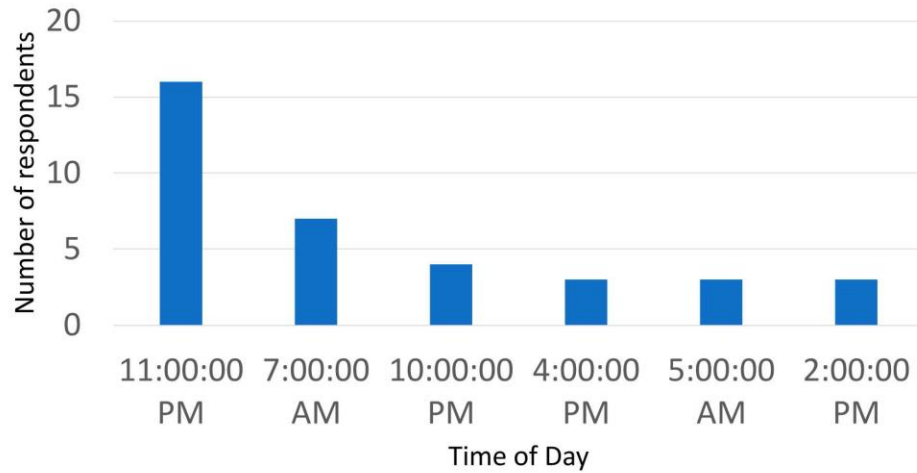
## Survey Results



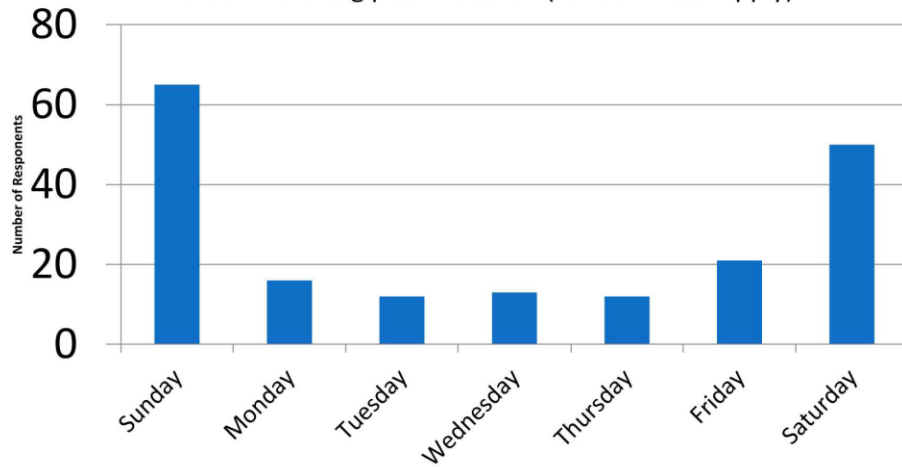




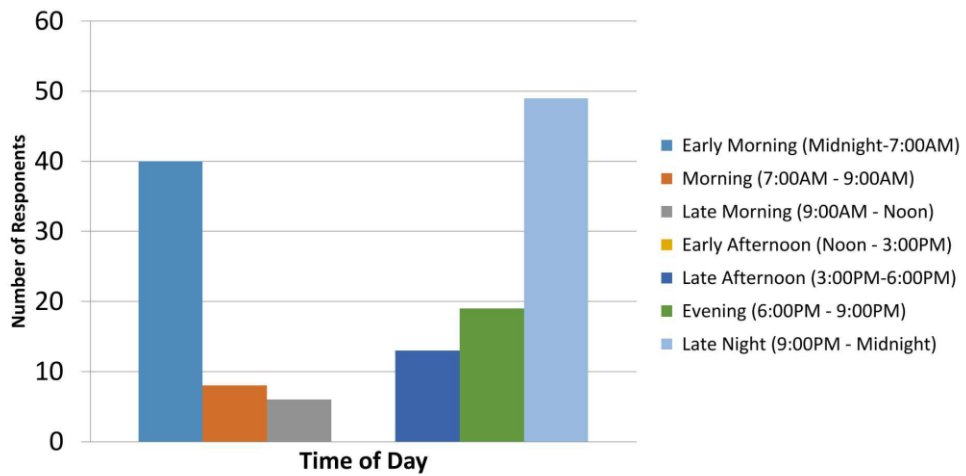
**If you lost, turned down, or gave up looking for a job, what time did your shift start? (N=77)**



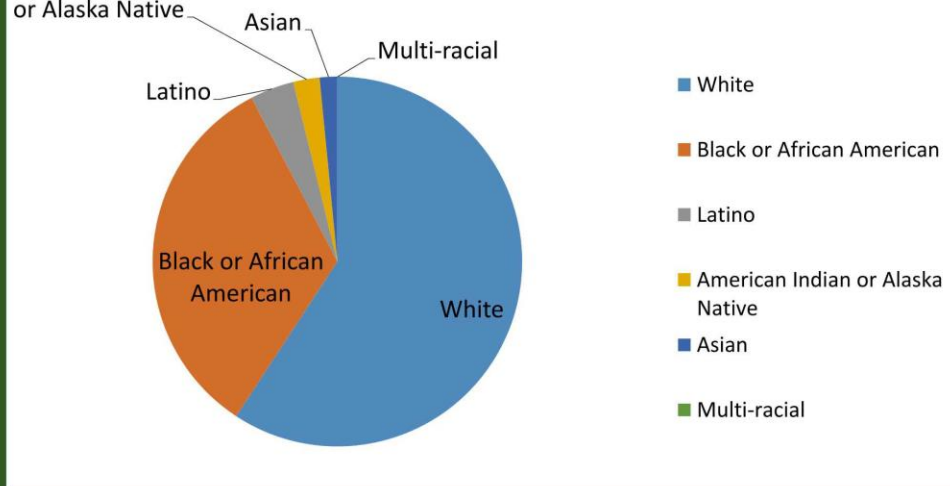
**What days are most difficult for you to get to work or a job interview using public transit? (Check all that apply)**

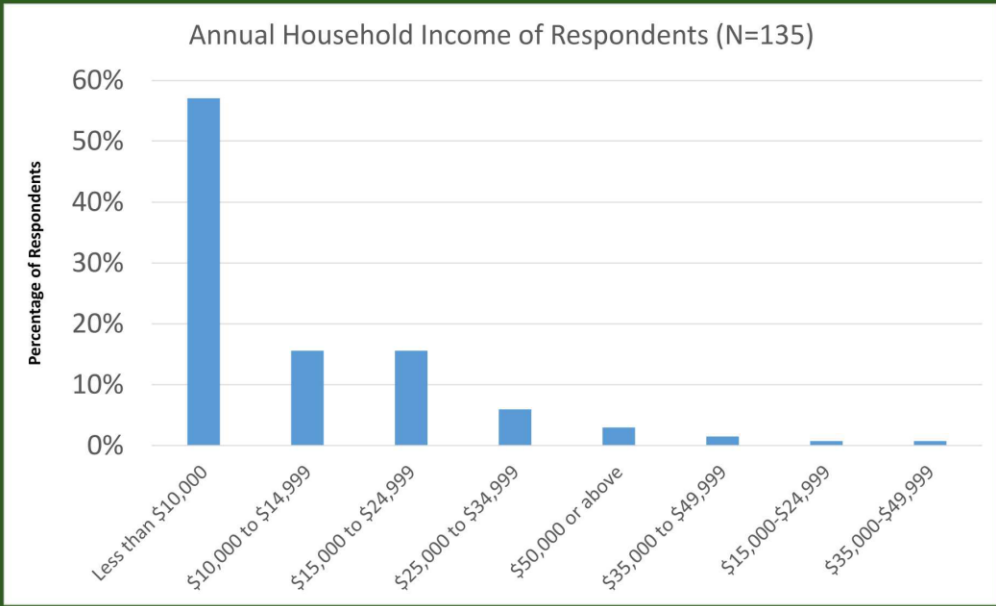


What times are most difficult for you to get to work or a job interview using public transit? (Check all that apply) (N=104)

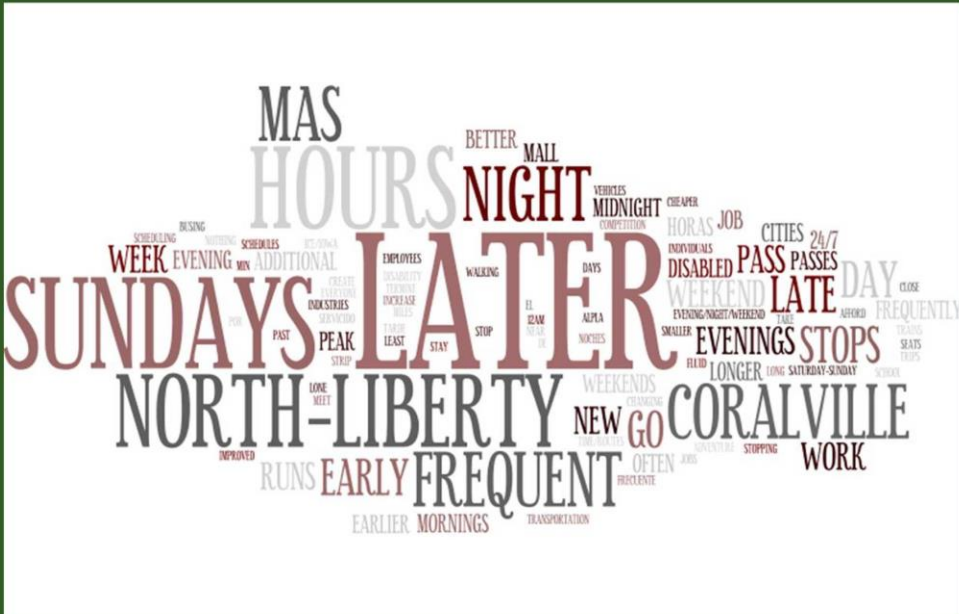


Race of Respondents (N=133)





What do you think would improve transportation to work in Iowa City, Coralville, and North Liberty?



Thank you!

**Citizen Transportation Committee Community Transportation Survey -  
2015**

**2015**

**Community Transportation Survey**

**Jeremy Endsley, Laura Jackson**

Community Transportation Committee

11/15/2015

## Introduction

Transportation to work is essential for finding and maintaining employment. For those who depend exclusively on public transit services to get to work, limited services can narrow available employment options, creating a major roadblock to securing a viable livelihood. Personal reports suggest there are limited public transportation options in Iowa City, Coralville, and North Liberty for workers, including those accessing public services such as emergency shelters, food pantries, and neighborhood centers. The Community Transportation Committee conducted a survey at several of these locations in order to investigate whether transportation problems are a widespread phenomenon. Improving transportation options for workers has many benefits both for individuals and for the economic prosperity of the region.

This report explores the results of research on barriers to employment related to public transit in Iowa City, Coralville, and North Liberty for individuals accessing public services. The purpose of our research was to provide a clearer picture of whether there are gaps in transportation services for workers and, if gaps exist, to determine which transportation services are most needed. This report also provides examples of transportation programs in other communities and suggests how they might be used as models for future transportation initiatives in Johnson County.

**Public transportation provides personal mobility and freedom for people from every walk of life.** – American Public Transportation Association

### Linkage between Transportation and Employment

Providing inclusive transportation options benefits workers by increasing job opportunities, promoting self-sufficiency, and extending pathways for career advancement. According to the National Coalition for the Homeless Employment Report, 30% of survey respondents reported that transportation was a barrier to employment (Acuña and Erlenbusch, 2009).

Providing more transportation options also benefits the local economy by providing an adequate workforce and enhancing investment. According to the American Public Transportation Association, every \$1 invested in public transportation generates approximately \$4 in economic returns, every \$10 million in capital investment in public transportation yields \$30 million in increased business sales, and every \$1 billion invested in public transportation supports and creates more than 50,000 jobs.

Home values performed 42 percent better on average if they were located near public transportation with high-frequency service (American Public Transportation Association, 2016).

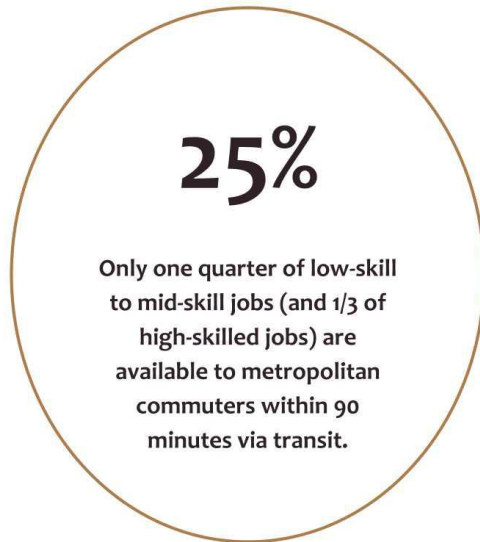


Figure 1– Tomer, Kneebone, Puentes, & Berube, 2011

Another benefit of improved public transportation is the "agglomeration economy effect" to which it can lead. The agglomeration economy effect refers to increased population density and access, which can increase businesses' potential employees and customers, as well as facilitate collaboration and innovation through increased sharing of information (Weisbrod & Reno, 2009).

### Current Public Transportation Options

Current public transportation services in Iowa City, Coralville, and North Liberty consist of fixed bus routes and on-demand services, including a free fixed route bus service for students of the University of Iowa. Iowa City and Coralville both have daytime and night time bus service; however Coralville buses run an hour earlier and later than Iowa City buses. Bus service to North Liberty is provided by Coralville transit and currently runs twice daily.

To enhance access to public transportation services, the City of Iowa City provides 1,220 free bus passes monthly to low-income individuals through social service agencies. Iowa City Transit also has discounts for people who receive Medicaid and people over 60 years of age (\$0.50 per ticket versus \$1.00), and people who have disabilities receive free services during off-peak hours. Coralville Transit provides service to Coralville and North Liberty with discounted fares for people who are 65 or over, or have a disability, at \$0.50 per ticket, versus \$1.00. Neither city currently provides free bus tickets to service agencies.



Transportation Service	Service Type	Hours of operation	Population Served
<b>Iowa City Transit</b>	Fixed Route	6:30 am to 11:00 pm M-F 6:30 am to 7:30 pm Sat	General Public
<b>Iowa City Transit Low-Income and Disabled Discounts</b>	Fixed Route	6:30 am to 11:00 pm M-F 6:30 am to 7:30 pm Sat	Low-income and people with disabilities
<b>Coralville Transit</b>	Fixed Route	6:00 am to 11:45 pm M-F 7:15 am to 7:30 pm Sat	General Public
<b>North Liberty Service (Through Coralville Transit)</b>	Fixed Route	6:30 am to 7:30 am M-F 5:00 pm to 6:00 pm M-F	General Public
<b>Cambus (University of Iowa)</b>	Fixed Route	6:00 am to 12:40 am M-Sun	Free to public
<b>Bionic Bus (University of Iowa)</b>	On- Demand Paratransit	6:30 am to 12:30 am M-F 12:00 pm-12:30 am Sat-Sun	Faculty, students, and staff with permanent or temporary disabilities.
<b>Safe Ride Service (University of Iowa)</b>	On- Demand	Friday and Saturday nights from 12:10 am to 2:10 am during the academic year (end of August to mid-May)	Free to general public
<b>Johnson County Seats (Iowa City)</b>	On- Demand Paratransit	6:00 am to 11:45 pm M-F 7:15 am to 7:30 pm Sat	Open to the general public
<b>Johnson County Seats (Coralville)</b>	On- Demand Paratransit	6:00 am to 11:45 pm M-F 7:15 am to 7:30 pm Sat	Open to the general public
<b>Johnson County Seats (North Liberty)</b>	On-Demand Paratransit	7:00 am, 11:00 am, & 4:30 pm M-F	Open to the general public
<b>Johnson County Seats (Morse, Solon, Shueyville, Sutliff, Swisher)</b>	On- Demand Paratransit	Monday, Tuesday & Thursday from 8:30 a.m. to 4:30 p.m.	Open to the general public
<b>Johnson County Seats (Oxford, Tiffin, Cosgrove)</b>	On- Demand Paratransit	Tuesday and Thursday from 8:30 a.m. to 4:30 p.m.	Open to the general public
<b>Johnson County Seats (Lone Tree, Sharon Center, Hills, Frytown)</b>	On- Demand Paratransit	Monday, Wednesday, and Friday from 8:30 a.m. to 4:30 p.m.	Open to the general public
<b>Elder Services Medical Transportation</b>	On-Demand	As scheduled	People who are 60 years of age or older

Figure 2 Transportation Services in Iowa City, Coralville, and North Liberty

# Assessing Gaps in Transportation Services: Community Transportation Survey

## Purpose

The purpose of the Community Transportation survey was to assess whether transportation was a barrier to employment for workers in Iowa City, Coralville, and North Liberty. And, if transportation was a barrier to employment, to determine what gaps in transportation services were the most common.


## Methodology

Community Transportation Surveys were collected during the first two weeks of November in 2015. A total of 157 surveys were collected from six locations including the North Liberty Community Pantry, Coralville Ecumenical Pantry, The Crisis Center of Johnson County, Shelter House, the Center for Worker Justice, and at the Homeless Stand Down event held at the Robert A Lee Recreation Center. Surveys were conducted in the lobby or waiting area of each location. As individuals were seated in the waiting area, each was offered a survey. Surveys were distributed in English and Spanish.

## Results

### Residence

The largest group of respondents consisted of residents of Iowa City, followed by Coralville. A smaller number of surveys were collected in North Liberty than Iowa City or Coralville because fewer individuals visited the North Liberty Pantry compared to the other survey locations.



Among respondents who lost, turned down, or gave up looking for employment due to transportation, 11pm was the most common time that their shift started, followed by 7am.

### Barriers to employment

Respondents were asked whether, in the past year, they had lost a job, turned down a job, or given up looking for a job they wanted due to poor transportation options. **Forty percent** of respondents reported turning down a job because of poor transportation. **Thirty-five percent** reported that they had lost a job and **thirty percent** reported that they gave up looking for a job they wanted (n=140). Among respondents who had lost, turned down, or gave up

0

looking for employment due to transportation, 11pm was the most common time that their shift started, followed by 7am (n=77).

#### Gaps in Transportation Services

The main challenges accessing public transit to get to work or a job interview reported by respondents were that the bus did not run when they needed it and did not run as frequently as needed (n=142). The most difficult days to get to work or a job interview using public transit in order of difficulty were Sunday, Saturday, and Friday, as reported by respondents. The most difficult times to get to work were late night (9pm to Midnight), early morning (Midnight to 7am), and evening (6pm to 9pm), which fall outside regular hours of operation for Iowa City Transit and Coralville Transit.

#### Demographics

Sixty percent of the survey respondents reported their race as White, thirty percent Black, four percent Latino, two percent American Indian, one percent Asian, and two percent multi-racial. Seventeen percent of respondents reported they were of Hispanic origin. Twenty percent of respondents had a disability that made it difficult to use a car, bus, or required a wheelchair lift. Fifty-six percent of respondents earned less than ten thousand dollars per year.

**Thirty-five percent of respondents reported that they had lost a job due to limited transportation choices.**

#### Discussion

##### Gaps in Transportation Services

Early morning and late night services were the most requested transit features according to our survey. Specifically, 7:00am and 11pm were the most frequently requested times. Frequency of service was also an issue.

Though the sample size of respondents living in North Liberty was small, many respondents who were not residents of North Liberty requested better bus service to the city.

Consistent with the 2009 findings of the National Coalition for the Homeless, 30% of respondents we surveyed reported that they had lost, quit, or gave up looking for a job due to lack of transportation (Acuña and Erlenbusch, 2009).

##### Financial Barriers to Transportation and Employment

One challenge faced by workers accessing public services is that bus passes are often out of reach for financial reasons. Agencies such as Shelter House and the Crisis Center give out bus passes, but this service is a

burdensome expenditure for small non-profits and the demand for passes far exceeds the supply. Another financial difficulty is the paycheck gap. Even when employment is found, without an immediate source of funding available, workers still may not be able to afford to ride the bus until they receive their first paycheck. This narrows employment options to those that are within walking distance, limiting both type of jobs people can apply for and the pay rate they can achieve.

### **Recommendations**

#### **Extend Current Iowa City Bus Services**

Currently, Iowa City morning bus service begins at 6:30 am and night service ends at 11:00 pm, while Coralville morning service begins at 6:00 am and night service ends at 11:45 pm. In order to increase the ease of commuting for workers between the three cities, Iowa City could extend bus hours on some routes one hour earlier and one hour later, allowing time for passengers to get to and from work on time. This change would positively impact many industries such as restaurants, janitorial, manufacturing, grocery stores, retail, security, and many others.

#### **Consider New Forms of Transit**

New programs such as vanpools, subsidized taxis, and low cost transportation programs could provide many new options for workers to reach employers. These

programs should start small and scale to demand. Once demand can be assessed, more decisions can be made. City, County, State, and foundation funding sources could support more transportation options. Ideally, State special project transportation funding would be used to initiate programs and City and County funding would provide subsidies. User fees could be charged, except on low-barrier services.

#### **Vanpool Services**

A vanpool service would be beneficial if there are groups of people going to the same or closely located places to work. Vanpools can be operated by one or more organizations in order to serve workers who have limited options to obtain transportation to work, such as people who start or end work shifts outside of the operating hours of public transit, people who work at locations not located near a bus route, or people experiencing homelessness.

Typically, vanpools employ a driver who works at a particular employer to drive a van of other employees to work. The driver is allowed to take the vehicle home and is allotted a certain amount of extra miles.

A vanpool program would be beneficial to the city to complement an expansion of bus service hours, so that the two approaches could target community needs in a cost-effective way.

### Subsidized taxis

A subsidized taxi service would be particularly helpful in cutting down transit time for people working and balancing other responsibilities at home, such as raising children. Transportation can take a long time if individuals do not live close to where they work or if they have to take one or more transfers to get to work, which can present challenges to working people. It would also be very helpful for people who work second or third shift, when buses are not running. The service would also benefit taxi companies, because they would get more business from it; the compensation would simply come from the subsidy instead of the client.

### Low-barrier Transportation to Work Programs

A low-barrier transportation to work program can take various forms. It could be a free vanpool for those who qualify, a program which dispenses free bus passes to those who qualify, free taxi vouchers for those who qualify, or any other program which provides free transportation to individuals who do not otherwise have access (due to homelessness, loss of employment, etc.). The idea of low-barrier transportation to work programs is to provide initial transportation so individuals can apply for, obtain, and maintain employment. Once these individuals are self-sufficient, they would no longer qualify for the program and their spot would be taken by another qualified individual.

The idea of low-cost transportation to work programs is to provide initial transportation so individuals can apply for, obtain, and maintain employment.

## Case Studies

### Subsidized taxis

#### Olathe, Kansas Subsidized Taxi Program



The city of Olathe, Kansas also has a successful subsidized taxi program which was started in 1974. Olathe has a slightly larger population than Iowa City at around 130,000. The taxi program has roughly 500 participants and provides approximately 40,000 rides per year. The city of Olathe puts out a request for proposal every 5 years, and taxi companies apply for the contract.

In Olathe's program, there are three types of coupons for subsidized rides: personal coupon- must be 60 or older or disabled to qualify (21 rides per month allowed), medical coupon- must be 60 or older or disabled to qualify (21 rides per month allowed), and employment coupon- must be at 150% poverty level to qualify currently under Job Access and Reverse Commute (JARC) program funding standards; when JARC no longer funds the program, must be at 80% of HUD to qualify under community block grant standards. The work program is the most utilized with around 20,000 one way trips provided per year.

In order to participate in the program, clients must fill out an application and become accepted; riders then call dispatch to set up a ride. Once riders have established a relationship with a taxi

driver, many call that driver directly to set up rides. The price to riders is \$3.50 per book, with 10 rides per book (35% of normal fare). The riders purchase coupon books from the city transit authority and give coupons to the drivers, and then the taxi company submits bills for rides to the city and is reimbursed by the city. The city also provides two ADA accessible vans to the taxi company for the program.

The annual cost of the program is approximately \$550,000. The program receives \$198,000 from city funds, \$198,000 from federal grant funds, \$140,000 in sales, \$15,000-\$40,000 in additional county block grant funds.

Olathe calculated the economic benefits of this program to the community. In 2015, Olathe had approximately 155 participants in the work program. For sake of simplicity, they assumed each of those individuals worked 20 hours a week and made minimum wage at \$7.25 per hour which would be \$145.00 weekly wages or \$7,540.00 yearly. \$7,540.00 x 155 participants is \$1,168,700.00 per year in wages that wouldn't be in the community otherwise. Program administrators used these conservative numbers due to some of the participants who go to work preparation locations or workshops where they are paid a piecemeal rate that doesn't amount to much. (A. Hollister, personal communication, January 7, 2016)

## Nobles County Heartland Express/Worthington Taxi Prairieland Transit System



Another example of a successful subsidized taxi program is the Nobles County Heartland Express/Worthington Taxi Prairieland Transit System. Part of the fare for taxi rides is paid by the transit organization, and rides in the city are provided by Worthington Taxi. Express buses are available for people who need ADA accessible transportation. The program is funded by Minnesota DOT Public Transit funding, and the partnership and shared dispatch system between the public and private agencies allowed the subsidy to be applied to users of both the express buses and taxis. (Minnesota Council on Transportation Access, 2011)

## Low cost Employment Transportation Programs

### **HIRTA Public Transit**



The Goodwill career connection center in Newton, Iowa was awarded a \$2,000 grant from Theisen's, which will be used to partner with the local Salvation Army and HIRTA to provide rides to eligible clients who need to go on job interviews and also for transportation to and from their new job for the first two weeks of employment. This is one of four projects that was awarded out of 330 applicants. (HIRTA, 2015)



## Opportunity Center for the Homeless



Opportunity Center for the Homeless is an organization located in El Paso, TX consisting of two homeless shelters. The organization helps people who are homeless with a range of issues, including employment. To assist clients with their transportation needs, the Opportunity Center operates two 15-passenger vans, one dispatcher, and three drivers. Transportation services run five days a week starting at 5:45 am and continuing until 5:30 pm. This service averages 100 passengers a day.

Clients from all 29 El Paso Coalition for the Homeless agencies are able to call to schedule daily rides. The transportation office keeps an updated advance appointment book, and the dispatcher will make a reminder call the day before the client's appointment. The transportation program has been in operation since 1999, and the vans log well over 100,000 miles a year. (Opportunity Center for the Homeless, 2011)

## Wheels to Work



Wheels to work, a program in Sacramento CA, is a collaboration between Paratransit Inc., Women’s Empowerment, the Sacramento Housing Alliance, Sacramento Steps Forward, the Department of Human Assistance, the California Department of Rehabilitation and other homeless and housing service providers. Two 14-passenger vans operated by Paratransit Community Outreach Ambassadors constructed a program that provide homeless people in Sacramento, California, with transportation, employment, search services, health resources and training about how to use public transit. The vans are used to transport homeless people to job interviews, training programs, access a mobile computer lab, and reach several key service sites. The program also employs formerly homeless women who utilize the program in an apprentice-style fashion, teaching them skills to work for the program. The program started in 2009, when a local casino donated 2 vans to Sacramento Steps Forward. In the case of Wheels to Work, Paratransit used JARC funds (as a sub recipient of the Department of Human Assistance) to register, insure, repair and retrofit the two vans, adding them to its vehicle fleet. (Hamameh, 2015)

## Community Vanpools

### Olympia, Washington Intercity Transit

**Vanpool** your Commute. only Better.

Olympia, Washington Intercity Transit is a mid-sized system serving Olympia (population approx. 48,000) and its neighboring communities. Intercity's vanpool program began in 1982 with a grant from the state. Fare box recovery funds support all direct operating costs associated with the vanpool program. Additional support from the state department of transportation in the form of a 25 percent match pays for the cost of each van within five years. If needed, new vanpools are also supported with a 3/2/1 seat subsidy provided by Intercity. During the first month of operation, up to three empty seats of an eight-passenger van are subsidized. Two empty seats are subsidized during the second month and one during the third month of operation.

In addition to traditional vanpool service, the agency supports two other programs, Connectivity Vans and Village Vans. These programs provide access to employment and community services to populations that may otherwise lack affordable transportation options. Community Vans provides retired vans to human service organizations and government agencies located in the transit service area for use to transport workers, volunteers and customers. Village Vans assists low-income citizens with transportation to jobs or job search locations. Since 2006, vanpool ridership has increased by nearly 80 percent. In 2009, Intercity was named the best transit system in the nation in its size category by the American Public Transportation Association. (Transportation to Work, 2009)

## JobJet in Carroll, Iowa



A more local vanpool example is JobJet in Carroll, Iowa. JobJet is a regional vanpool program serving six rural Iowa counties: Audubon, Carroll, Crawford, Greene, Guthrie and Sac. The program grew from a concept suggested by two local employers, Tyson's Food and Farmland Foods, and is marketed as one that supports local economic development in conjunction with providing transportation access to work. The program is organized and managed by the Region XII Council of Governments (COG). Region XII operates the local public transit system and strongly promotes regional economic and workforce development.

JobJet, modeled on similar vanpool programs in Des Moines and other municipalities in the state, is the first vanpool program to serve rural residents. The program coordinates work schedules and locations to arrange workers into groups of 4 to 10 people for each of the six vanpools. Vanpool members live in close proximity to one another, work in the same general location and have similar work hours. Riders meet at a central location and travel to and from work together, or set a route and time schedule. The driver is responsible for collecting fares and seeing that the vanpool runs smoothly. JobJet owns and maintains the vans.

Region XII staff trains drivers from among the participants in each group. Drivers ride free of charge and keep the vans at their home before collecting riders. They are allowed 100 miles of personal vehicle use each month, most likely for side trips in conjunction with their trip to work. If they exceed that limit, they are charged for additional miles on a per-mile basis. Program funding support includes an initial amount of \$146,000 from Iowa's Congestion Management and Air Quality Improvement Program funds and the Iowa Department of Transportation special project funding. (Transportation to Work, 2009)

## Conclusion

Our research investigated transportation gaps in Iowa City, Coralville, and North Liberty IA in 2015. A survey was conducted at several locations to examine the most prevalent transportation needs in the community. The results of the study indicated that 7:00am and 11:00pm were the most frequently requested bus service times, and consistent with the 2009 findings of the National Coalition for the Homeless, 30% of respondents we surveyed reported that they had lost, quit, or gave up looking for a job due to lack of transportation (Acuña and Erlenbusch, 2009).

Based on these findings, we recommended that current bus services be extended at least one hour earlier or one hour later and that supplementary transportation programs such as vanpools, subsidized taxis, and low-cost transportation programs be piloted on a small-scale basis. These two recommendations are intended to help people obtain access to transportation to work, especially in the case of first or third shifts or to locations which do not fall near a bus route.

The last section of the report summarizes examples of successful supplementary transportation programs. Examples for subsidized taxi programs included Olathe, Kansas and Prairieland Transit's partnership with Worthington Taxi; low-barrier transportation programs included Opportunity Center for the Homeless and Wheels to Work; and community vanpools included Olympia, Washington Intercity Transit and JobJet in Carroll, Iowa. These programs were chosen as models of how similar programs could be implemented in Iowa City, Coralville, and North Liberty.

Transportation is a seldom considered, but highly important component of a productive adult life. Getting to a job requires a reliable, affordable mode of transportation, yet many do not have access to such a mode. Improving public transportation options ensures not only that more people will be able to find and maintain employment, but also that businesses will have a greater pool of employees and customers. Therefore, a healthy public transportation system is vital to the economy of any given place.

## Resources

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## **Attachment 6: PTP Meeting Agendas/Minutes/Public Hearing Notice**

- Passenger Transportation Plan Committee Meeting Agenda: January 7, 2021



### **MPOJC Passenger Transportation Plan Meeting January 7, 2021**

- Introduction of staff
- Identify those participating
- Description of the PTP
- Discussion of current PTP
- Review of PTPs Coordination Issues
  - Service Needs
  - Fleet Needs
  - Facility Needs
  - Status of Past Priorities/Strategies
- Discuss objectives of January 21, 2021 meeting
  - Develop new 5-year and Long-Term Priorities and Strategies
  - Develop Goals and Objections
- Questions
- Adjournment

• Passenger Transportation Plan Committee Meeting Minutes: January 7, 2021

FINAL

MINUTES

MPOJC PASSENGER TRANSPORTATION DEVELOPMENT PLAN UPDATE (TAG)  
TUESDAY, JANUARY 7, 2021, 4:00 PM  
ZOOM MEETING PLATFORM

INTRODUCTION OF STAFF

Brad Neumann and Frank Waisath - Associate Transportation Planners for MPOJC

IDENTIFY THOSE PARTICIPATING

Vicky Robrock - Director of Parking and Transportation (Coralville), member of Johnson County SEATS Advisory Committee

Darian Nagle-Gamm - Iowa City Transportation Services Director

Brian McClatchey - CAMBUS Manager

Angela McConville - Senior Center Commission member

Kelly Schneider - Johnson County Mobility Coordinator

Lynette Jacoby - Social Services Director, Johnson County Social Services

Jeremy Endsley - Employment & Housing Case Manager, Shelter House, and Community Transportation Committee

Austin Wu - University of Iowa Student Liaison

Maya Sims - Community Transportation Committee, University of Iowa

Payton Colbert - Community Transportation Committee

Yael Feder - Community Transportation Committee

DESCRIPTION OF THE PTP

Neumann explained that the Passenger Transportation Development Plan (PTP) is to be updated every 5 years by the Metropolitan Planning Organization (MPO) and covers the Iowa City Urbanized Area. This includes Tiffin, North Liberty, Coralville, Iowa City and University Heights, as well as parts of Johnson County. The PTP is meant to coordinate planning efforts for federal transportation funding programs, while also incorporating federal requirements for coordinated planning efforts with public, private and human service transportation providers. The role of the MPO is to administer grants and federal funds to eligible entities. The PTP covers a five-year period that is intended to demonstrate where transportation needs exist, which can then be served by federal and state funding assistance programs.

DISCUSSION OF CURRENT PTP

Neumann explained that Section 3 of the PTP will be reviewed at this meeting, complete with updates and comments by the transit agencies. Priorities, goals, and objectives will be discussed and added to the PTP at the meeting on January 21<sup>st</sup>.

REVIEW OF PTP COORDINATION ISSUES



SERVICE NEEDS:

LACK OF PUBLIC TRANSIT SERVICE DURING LATE NIGHT AND EARLY MORNING HOURS, SATURDAYS, SUNDAYS, AND HOLIDAYS.

Nagle-Gamm explained that this is a definite need for Iowa City transit. The service needs still exist, and City Council has requested that Iowa City Transit explore ways to extend weekday evening service, as well as adding Sunday services. A night-owl service was also discussed. Iowa City Transit expects to bring their changes and recommendations to the next City Council meeting.

McClatchey commented that CAMBUS already provides these services.

Robrock shared that Coralville has implemented new routes.

PUBLIC TRANSIT MAY BE VERY INCONVENIENT FOR SOME DUE TO TIME CONSUMING RIDES ON PUBLIC TRANSIT.

Nagle-Gamm explained that most of the recommendations that were produced from the Iowa City Area Transit Study are planning on being introduced to City Council for review and implementation.

PUBLIC TRANSIT MAY NOT PROVIDE FREQUENT ENOUGH SERVICE TO CERTAIN EMPLOYMENT AND/OR SHOPPING CENTERS IN THE URBAN AREA OR SURROUNDING COMMUNITIES.

Robrock explained that Coralville Transit had already established new routes using existing resources that address some of these service inconsistencies.

McClatchey commented that CAMBUS has implemented all the recommendations that were provided in the Iowa City Area Transit Study.

DISTRIBUTE MORE TRAINING AND EDUCATION MATERIAL TO POTENTIAL USERS OF PUBLIC TRANSIT. INCLUDING THE LIVABLE COMMUNITIES TRANSPORTATION BROCHURE.

McClatchey mentioned that Schneider, the Johnson County Mobility Coordinator, was not present during the last PTP update, and her position did not exist at the time, which shows how the community has progressed.

Schneider explained her current focus is working on educating individuals on how to use transit-oriented technology, especially seniors, and that she is currently training people virtually due to the Covid-19 pandemic.

McClatchey agreed that training is important and pointed out that virtual training could be done permanently to reach more individuals.

EVALUATE THE NEED FOR FIXED ROUTE AND/OR DEMAND RESPONSE TRANSIT SERVICE TO TIFFIN. CONSIDER OPTIONS TO PAY FOR SERVICE.

Neumann explained that Tiffin isn't ready for fixed-route service yet due to a smaller population size. Eventually this will be necessary.

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.

Neumann explained that there is funding in the budget for more bus shelters, and asked Nagle-Gamm how the process of installing bus shelters is going.

Nagle-Gamm replied that Iowa City Transit has received funding from City Council to revitalize existing bus shelters and install new ones where needed. So far there have been 7 new shelters installed, but installations were put on hold due to new recommendations from the Iowa City Area Transit Study. Nagle-Gamm explained that they are currently working on implementing Phase II of constructing or revitalizing bus shelters, as well as improving amenities at the bus stops.

McClatchey commented that CAMBUS has also increased their number of shelters and have started a program that upgrades shelters using a specified design. The number of amenities has also increased.

Nagle-Gamm asked for clarification on the wording used, specifically "The implementation of the Bongo program may reduce the need for more shelters"

Neumann replied that the Bongo app was intended to allow users to track exactly when the bus arrived, which would in turn reduce wait times, therefore minimizing the need for bus shelters. Neumann asked how Bongo is working with the current transportation services.

McClatchey mentioned that Bongo is no longer in use due to the expiration of the contract and the barriers associated with upgrading the system. Iowa City, Coralville, and CAMBUS have all decided to switch to the Transit App. Despite the more complicated design and functionality, it contains certain important features that were requested by the public.

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.

Neumann explained that this was an issue that concerned the University of Iowa and CAMBUS mainly, and that park and rides haven't been a priority among members of the general public.

McClatchey mentioned that there has been little progression in the case of park and ride facilities and parking. There has been a recent study by the University of Iowa that addressed current and future needs for parking, that found the east side needs more parking facilities.

Schneider asked how the App for the transit agencies was chosen and how it works.

Nagle-Gamm explained that the DOT allowed the different transit systems to coordinate with Google Maps. The state requested that the transit agencies submit their route information, which was then digitized. This took approximately six months.

CONSIDER THE NEED FOR A BUS/LIGHT RAIL SERVICE BETWEEN IOWA CITY URBANIZED AREA AND CEDAR RAPIDS.

Neumann explained that there have been three studies performed over the past few years that determined that a light rail service was economical between Iowa City and North Liberty. The three studies are on the MPOJC website, and it is now up to the communities to determine whether a rail service is implemented. In the meantime, the I-380 bus is currently running. This bus travels to Cedar Rapids, making stops in Coralville and Iowa City. This service will continue until at least 2025, and at that time there will need to be discussions on how best to continue the service. Neumann also mentioned that ridership has decreased due to the Covid-19 pandemic, though rail service will hopefully continue to be considered by communities.

EVALUATE BUSINESS DEMAND FOR TRANSPORTATION SERVICES OUTSIDE OF THE IOWA CITY URBANIZED AREA, INCLUDING RIVERSIDE CASINO AND AMANA.

Neumann explained that this was previously an issue, however not much materialized. The issue dissipated due to lack of funding. Neumann explained that there have been van pool programs implemented, as well as ride-sharing. Transportation services to these areas should continue to be monitored.

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.

Neumann explained that the previous funding for this transportation service was unavailable, and asked Schneider for clarification.

Schneider explained that the funding is now provided by the United Way of Johnson & Washington Counties. The RSVP coordinator is named Erin Balvanz who helps facilitate the RSVP program that assists seniors in getting to their medical appointments. Schneider also explained that there is a lack of volunteers at this time due to Covid-19 and assumes that ridership levels have decreased. She mentioned that the need itself is still present, despite the lack of volunteers.

LACK OF BUS SHELTERS

Already discussed earlier in the meeting.

CONSIDER MORE PARTNERSHIPS IN ORDER TO PROVIDE LATE NIGHT, HOLIDAY, AND WEEKEND TRANSIT SERVICE

Neumann referred to Nagle-Gamm to clarify if any partnerships are being considered to address these service inconsistencies.

Nagle-Gamm noted that certain scenarios are being discussed, including fixed-route, partnerships, and on-demand services. These scenarios will be outlined and presented to the City Council for review and recommendation.

McClatchey asked if local taxis, Uber, or Lyft are being considered as potential partners.

Nagle-Gamm confirmed that those are all companies that Iowa City Transit is considering.

LACK OF AN ADA ACCESSIBLE VEHICLE FOR USE BY PRIVATE SECTOR FOR SERVICE AFTER FIXED ROUTE AND PARATRANSIT SERVICE HOURS END.

Neumann asked Schneider to provide information on Yellow Cab and how their services are working within the community.

Schneider said that Yellow Cab set up a sister company called Yellow Transport, which provides accessible vehicles. However, the rates are very high, even for in-town transportation.

McConville clarified that the rates were around \$50 each way, \$100 round-trip.

Neumann mentioned that there will be a few weeks between now and the next meeting, which will allow some time for transit agencies to consider what types of amendments concerning service needs they would like to target in the next plan.

McClatchey proposed looking at the transit study to see if anything new has emerged.

Nagle-Gamm discussed bringing fares in alignment across the metro area.

Neumann agreed to both McClatchey and Nagle-Gamm's comments, adding that any other service need suggestions would be welcomed and added at the next meeting.

FLEET NEEDS

- THE SPARE RATIOS FOR THE THREE TRANSIT SYSTEMS IN THE URBANIZED AREA INCLUDING FIXED ROUTE AND PARATRANSIT BUSES.

Neumann mentioned that all three transit agencies have received new buses over the past 7 years in conjunction with the state of Iowa. All the buses that run in the Iowa City Urbanized Area are on a list that tracks the mileage and age of the buses and a formula is used to identify which buses require replacement. Neumann asked how many buses each transit agency has received in the past 5-7 years.

Nagle-Gamm replied that Iowa City Transit has received eleven buses over the past 5-7 years, and that four new electric buses will be arriving later this year. They have also obtained one expansion paratransit bus and one replacement paratransit bus, which are used by Johnson County SEATS. Nagle-Gamm mentioned that Iowa City Transit is the first to use state grant money to fund electric buses.

Robrock said Coralville Transit has received 4 or 5 40-foot buses and 2 paratransit buses.

McClatchey replied that CAMBUS has obtained 4 full-size buses and 1 paratransit bus.

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.

Neumann explained that there is not a lot of information to determine how to address human service agencies' transportation needs at this time but it continues to be a concern.

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

Iowa City transit will be receiving four new electric buses in 2021. Neumann mentioned that transit agencies are slowly transitioning to electric bus fleets.

McClatchey commented that an impediment to electric buses is the Iowa Avenue Bridge. This is because the cost of raising the bridge for the railroad is extremely high, and it can't be lowered because of the water table. There needs to be more studies done in order to determine what the next step is. Nagle-Gamm explained that one of the solutions is to find shorter buses so that they can clear the bridge easier. If the buses are too high, this will affect access to established routes.

FACILITY NEEDS

Neumann explained Coralville's intermodal facility has been in operation since 2015. The funding for the intermodal facility was through a federal grant.

Robrock mentioned that Phase II renovations are underway.

Neumann addressed Iowa City Transit's facility on Riverside Drive which is due for renovation. Funding has been difficult to obtain, but the facility is in need of an upgrade to be able to store larger buses as well as support the charging stations for the upcoming electric buses.

CAMBUS' facility renovations have been completed with state grants. McClatchey explained that the southern addition has been expanded in order to store twelve buses, and there has also been funding for redesign and renovation of exterior and interior spaces, as well as door replacements. McClatchey mentioned there may be more expansions in the future, including a dedicated maintenance space and a bus-washing station.

THE NEED FOR ADDITIONAL BUS STOP SHELTERS WAS IDENTIFIED BY THE JOHNSON COUNTY LIVABLE COMMUNITIES TRANSPORTATION COMMITTEE AND THE JOHNSON COUNTY SEATS PARATRANSIT COMMITTEE.

The need for bus shelters was already addressed earlier in the meeting.

CAMBUS CONTINUES TO MONITOR THE CHANGING PARKING SITUATION DUE TO THE MANY CONSTRUCTION PROJECTS TAKING PLACE ON CAMPUS

The parking situation was already addressed earlier in the meeting.

STATUS OF PAST PRIORITIES/STRATEGIES

Neumann explained that this list is outdated and much of the projects and goals have been completed and/or addressed. Neumann reminded everyone to bring their priorities and objectives ideas to the next meeting. The updates have been valuable as they assist the committee in knowing where their priorities should be and what they should be working towards.

Neumann asked for any questions or comments.

Schneider asked if the larger size buses were necessary, and if a mid-size fleet would be possible.

McClatchey explained that CAMBUS has 4 30-foot buses, which are used in fixed-route service for lighter demand times, especially weekends and late night service. They are also used for paratransit services. The 40-foot buses provide the most utility. Smaller sized buses have smaller up-front capital savings, and simultaneously result in limits to service. Both larger and mid-size buses require the same operating and maintenance costs. CAMBUS has no plans to expand their smaller fleet, except for paratransit services.

Schneider asked McClatchey if CAMBUS' current fleet size meets demand.

McClatchey responded affirmatively.

#### ADJOURNMENT

Neumann adjourned the meeting at 5:00 PM.

- Passenger Transportation Plan Committee Meeting Agenda: January 21, 2021



**MPOJC Passenger Transportation Plan Meeting  
January 21, 2021**

- Introduction of staff
- Identify those participating
- Questions or additional discussion regarding the January 7, 2021 meeting
- Discuss objectives of January 21, 2021 meeting
  - Develop new 5-year and Long-Term Priorities and Strategies
  - Develop Goals and Objections
- Discuss draft and final PTP submittal dates and MPOJC Board approval
- Questions
- Adjournment

• Passenger Transportation Plan Committee Meeting Minutes: January 21, 2021

FINAL

MINUTES

MPOJC PASSENGER TRANSPORTATION DEVELOPMENT PLAN UPDATE (TAG)  
TUESDAY, JANUARY 21, 2021, 4:00 PM  
CITY OF IOWA CITY – ZOOM MEETING PLATFORM

INTRODUCTION OF STAFF

Brad Neumann and Frank Waisath - Associate Transportation Planners for MPOJC

IDENTIFY THOSE PARTICIPATING

Vicky Robrock - Director of Parking and Transportation for City of Coralville

Brian McClatchey - CAMBUS Manager

Kelly Schneider - Johnson County Mobility Coordinator

Brock Grenis - East Central Iowa Council of Governments

Payton Colbert - Community Transportation Committee

Maya Sims - Community Transportation Committee, University of Iowa

Darian Nagle-Gamm - Iowa City Transportation Services Director

Yael Feder - Community Transportation Committee

Erin Balvanz - RSVP Director, United Way of Johnson & Washington Counties

Sabri Sky - University of Iowa

QUESTIONS OR ADDITIONAL DISCUSSION REGARDING THE JANUARY 7, 2021 MEETING

Neumann discussed the results of the last meeting, including the review of Section 3 of the plan, which contained fleet needs, service needs, facility upgrades, and the status of past priorities and objectives.

DISCUSS OBJECTIVES OF JANUARY 21, 2021 MEETING

Neumann explained that this meeting is intended to review and update the strategies and priorities that are contained in Section 4 of the PTP.

DEVELOP NEW 5-YEAR AND LONG-TERM PRIORITIES AND STRATEGIES

5 YEAR PRIORITIES:

Neumann explained that the 5-year priorities outlined below were approved by the MPOJC Urbanized Area Policy Board in 2014, and that there will now need to be modifications to these priorities to reflect current developments within the Iowa City Urbanized Area.

Continue to meet with the PTP Committee when necessary and at least twice each year prior to updating the PTP. Include business/industry representatives.

Neumann explained he will include the representatives of the four transportation committees in this statement, in order to provide clarification.

Continue to develop new transit facilities for Coralville Transit, Iowa City Transit, and Cambus.

Neumann

noted that Iowa City Transit is looking for funding to replace its Riverside Drive facility and asked whether Coralville or Cambus have any ongoing renovations or plans to update their facilities within the next five years.

McClatchey replied that Cambus is continuing to upgrade and renovate their maintenance facility.

Robrock mentioned that lack of funding has affected the ability to initiate and complete Phase II of Coralville's intermodal and transit facility, but the project should stay on the five-year priority list.

Neumann also mentioned the bus shelter renovations and installments, and that those will be specified and detailed in the upcoming PTP.

Continue to update and modernize transit vehicles and equipment.

Neumann

mentioned that Iowa City Transit has ordered 4 new electric buses, which will be in use sometime later this year.

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.

Neumann explained that this applies to the Iowa City Area Transit Study that was performed for all three of the transit agencies. Neumann mentioned that this priority will stay in the PTP.

Promote Bongo and trip-maker programs throughout the urbanized area.

Neumann explained that Bongo is no longer in use, due to the contract expiring. Instead, the Transit App is available for those who use public transportation and the app encompasses all three transit agencies. Google Maps is also used frequently. Neumann asked Schneider what transit service applications she uses in educating the public.

Schneider replied that Google Maps is helpful in planning longer trips, but that she recommends individuals use the Transit App if they intend to use the local bus agencies.

Evaluate the need for a lift-equipped cab for use during fixed route off hours.

Nagle-Gamm explained that this service is currently being examined to determine where services are required and to design the operations using a lift-equipped service.

Reevaluate Iowa City Transit's Cab Ride Program for workers that need late night and weekend transit service; include Coralville Transit.

Neumann explained that Nagle-Gamm is in the process of researching partnerships that would provide this service, and this was discussed in the previous meeting.

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.

Neumann explained that this was addressed in the Route Study for the three transit agencies, and that this avenue is actively being pursued and implemented. The study allowed for an in-depth analysis of the need for bus shelters and adopt-a-shelter programs, as well as including public input in order to assess community needs. Iowa City Transit is also involved in replacing and updating bus shelters.

Nagle-Gamm recommended omitting the word "investigate" and replacing it with "Bus shelter revitalization and expansion program" in order to be more specific. Nagle-Gamm also mentioned that Iowa City Transit is not actively pursuing adopt-a-shelter programs and is preferring to address bus shelter needs either internally or by utilizing external partnerships.

Evaluate bus/light rail service between Iowa City and Cedar Rapids.

Neumann

explained that the light rail service was considered before the current I-380 bus was implemented. Neumann asked Grenis to elaborate on the I-380 bus service between Iowa City and Cedar Rapids, as well as any other information he could provide.

Grenis explained that the Iowa Department of Transportation had implemented a bus service once a study determined there was demand for a transportation service that travelled between Iowa City and Cedar Rapids.

Neumann asked how long the I-380 bus service would continue to be funded through the Iowa Department of Transportation.

Grenis replied until 2023, however this could change depending on the types and amounts of funding the Iowa Department of Transportation has available. The Iowa Department of Transportation construction and project schedule may also affect this date.

Neumann explained that because the funding is within the next five years, transportation between Iowa City and Cedar Rapids will continue to be monitored and addressed in the PTP update.

Neumann asked Grenis how Covid-19 has impacted I-380 bus service.

Grenis replied that initially ridership dropped below 30% of levels before the pandemic, but that it has slowly grown to be an estimated 150 - 200 people per day.

McClatchey commented that the transit agencies were in support of continuing the I-380 bus service, and the priority should be focused on strategizing how to address any future changes in service.

Neumann agreed, and explained that there have been three studies completed that involve the constructing of a light rail service. The first study analyzed a route that travelled to Cedar Rapids, while the second and third studies prioritized routes that provided service to North Liberty. Neumann mentioned that service to Cedar Rapids through light rail is not within the five-year window, however there will most likely be discussions surrounding the prospects of implementing a light rail service to North Liberty. For this reason, Neumann explained that he would prefer to keep light rail service within the five-year priority window.

Neumann asked the group if there were any suggestions on projects or priorities that should be added to the five-year priority list.

Nagle-Gamm suggested including "Implement recommendations from the Iowa City Transit Study." Nagle-Gamm clarified that this wording would acknowledge the numerous recommendations and analyses contained in the Iowa City Transit study. Nagle-Gamm explained that the Iowa City Transit Study was written with a five-year timeframe in mind and suggested adding a line that mentioned this as well.

Neumann asked Endsley if he had any questions or comments.

Endsley replied that his organization was mainly concerned with adding more signage and amenities at bus stops that would inform riders of the bus routes. He included the possibility of implementing ticket machines and suggested administering strategies that resulted in more consistent bus schedules. Endsley also suggested exploring avenues that increase ridership by invoking a dialogue with riders to address discomforts or aversions to utilizing public transit and then making modifications with that information.

Neumann asked if these points were addressed in the Iowa City Transit Study.

Nagle-Gamm replied affirmatively, explaining that there was a preliminary survey that captured rider preferences and suggestions. Nagle-Gamm explained that Iowa City Transit is in the process of partnering with a marketing firm that addresses much of the information and communication issues that Endsley mentioned.

Nagle-Gamm commented that Iowa City Transit also has a long-term priority of doubling ridership within the next 10 years, as well as enabling a shift of 55% of vehicle trips to more sustainable modes of transportation, including using transit, biking, walking, etc.

Neumann explained he would like to include these points in the five-year priority list.

Schneider asked for clarification on the difference between five-year and long-term priorities.

Neumann replied that the long-term priorities have an unspecified goal, and are meant to be completed sometime in the future.

Schneider explained that she would like to add that Iowa City should consider coordinating with other human service organizations, and that there may be a funding opportunity to extend resources to those organizations.

McClatchey commented that sustainability should also be addressed and added in some form.

Schneider mentioned a list of pilots that were awarded involving payment systems for transit. She saw that the Transit app has the technology incorporated in its software to allow ticketing through the app itself. Schneider thought that adding a line about exploring innovative technology would be beneficial to add to the list of priorities.

Neumann mentioned adding this under the 'Continue to update and modernize transit vehicles and equipment' priority.

Nagle-Gamm commented that mobile ticketing is something Iowa City Transit is interested in and actively pursuing to be available in the future.

McClatchey asked if simplifying the fare system in general was an issue for Coralville and Iowa City Transit.



Nagle-Gamm agreed this was an issue, and that it was outlined in the Transit Study, specifically that Coralville and Iowa City Transit fares should be more aligned.

LONG TERM PRIORITIES:

Distribute human services/school/senior rider education materials.

Schneider mentioned her current focus is teaching individuals the technological aspects of transit. Neumann replied he would like to move this line to the five-year priority list.

Develop programs for senior riders through Johnson County Livable Communities Senior Transportation Committee.

Schneider explained she will contact a member associated with this committee and get back to Neumann.

Develop park-and-ride programs in existing and planned intermodal facilities.

Neumann explained that these facilities are currently implemented and operating in the urbanized area. He suggested leaving it in long-term priorities, but to mention the study that was done as well.

Develop light rail passenger service within the urbanized area.

Neumann explained moving this to the five-year priority.

Extend bus routes to residential areas outside of the urbanized area.

Neumann explained that this was added to service residents that resided just outside the city limits.

McClatchey noted that extending bus routes wasn't an option and recommended changing this point to read "Consider extension of transit services to residential areas outside of the urban area," would be beneficial.

Establish park-and-ride facilities outside of the urbanized area; additional rolling stock will be required.

Already discussed earlier in the meeting.

Look for corporate partners in transportation programs.

Nagle-Gamm mentioned that partnerships may be pursued to address fare-free programs.

Endsley asked about the night ride service as a source for potential funding.

Nagle-Gamm replied that this was a potential for funding.

Endsley noted that mobile ticketing isn't always available for low-income riders. He mentioned adding a ticket machine or other ticket amenities.

Neumann recommended moving this point to the five-year priority list.

Develop regional Amtrak rail service to Chicago.

Neumann explained that Amtrak rail service to Chicago may be a possibility under the new administration and suggested that this be moved to five-year priority status.

McClatchey agreed and asked if 'Develop' was an appropriate term. McClatchey suggested "Consider regional Amtrak rail service to Chicago if opportunities present"

Neumann agreed that this should be changed.

## DEVELOP GOALS AND OBJECTIVES

Neumann explained that he will update the goals and objectives to reflect tonight's and last meeting's discussions. He noted that the goals in the last PTP are consistent with current transportation goals, but some re-wording needs to be done.

Neumann asked the group if they had any comments or recommendations concerning goals and objectives.

**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.

Neumann noted that funding may be different due to any recent projects or developments for each transit agency.

#### DISCUSS DRAFT AND FINAL PTP SUBMITTAL DATES AND MPOJC BOARD APPROVAL

Neumann mentioned that the PTP draft is due early February, and the Board will review and approve the document in March. The final document will be due in May 2021.

#### QUESTIONS

No questions were asked, and Neumann mentioned that any questions or comments can be directed to him through email.

#### ADJOURNMENT

Meeting adjourned at 5:00 PM.

- Public Input/Public Notice regarding PTP Public Hearing: MPOJC Urbanized Area Policy Board meeting, March 31, 2021

**Public hearing notice regarding approval of the Metropolitan Planning Organization of Johnson County Passenger Transportation Plan (PTP)**

The Metropolitan Planning Organization of Johnson County (MPOJC) is requesting public input regarding the Passenger Transportation Plan (PTP). This is the 5-year update of the PTP, the current PTP can be found on the MPOJC website at [www.mpojc.org](http://www.mpojc.org). The goals, priorities, and recommended projects will be presented to the MPOJC Urbanized Area Policy Board for consideration at their March 31, 2021 meeting beginning at 4:30 p.m. The meeting will be a remote/electronic meeting. For information on how to participate in the remote/electronic meeting, contact MPOJC at 319-356-5235 or email [brad-neumann@iowa-city.org](mailto:brad-neumann@iowa-city.org).

The PTP is intended to coordinate planning efforts for federal transportation funding programs and to demonstrate where there are transportation needs that can be served by both Federal and State funding assistance programs. The PTP incorporates federal requirements for coordinated planning efforts for both public transit and human service transportation, as well as address needs-based project justification. The PTP is required by the Iowa Department of Transportation of eighteen Regional Planning Affiliations (RPA's) and nine Metropolitan Planning Organizations (MPO's), which includes MPOJC. MPOJC provides planning and grant administration services to three fixed route transit providers in the Iowa City Urbanized Area, including Coralville Transit, Iowa City Transit, and the University of Iowa Cambus.

Please contact Brad Neumann by phone at 319-356-5235 or by email at [brad-neumann@iowa-city.org](mailto:brad-neumann@iowa-city.org) with any questions regarding the MPOJC Passenger Transportation Plan, or to request any disability-related accommodations or language interpretation services for the March 31, 2021 MPOJC Urbanized Area Policy Board meeting.

- Agenda/minutes from MPOJC Urbanized Area Policy Board meeting- March 31, 2021

MINUTES  
MPOJC URBANIZED AREA POLICY BOARD  
WEDNESDAY, MARCH 31, 2021 - 4:30 PM  
ZOOM MEETING PLATFORM

***DRAFT***

MEMBERS PRESENT: Iowa City: Pauline Taylor, John Thomas,  
Janice Weiner  
Johnson County: Rod Sullivan  
University Heights: Louise From  
North Liberty: Terry Donahue, Chris Hoffman  
Coralville: Meghann Foster  
Tiffin: Steve Berner  
University of Iowa: Erin Shane  
ICCSA: J.P. Claussen

STAFF PRESENT: Kent Ralston, Brad Neumann, Emily Bothell, Sarah Walz, Frank Waisath

OTHERS PRESENT: Catherine Cutler (Iowa DOT), James Hughes

## 1. CALL TO ORDER

Donahue called the remote meeting (pursuant to Iowa Code Section 21.8) to order at 4:30 PM.

### a. Recognize alternates

JP Clauson was present for Ruthina Malone for the school district.

### b. Consider approval of meeting minutes

Motion to approve was made by From, Thomas seconded. **The motion carried unanimously.**

### c. Set next Board meeting date, time and location

The next meeting was tentatively set for Wednesday, May 26<sup>th</sup>.

## 2. PUBLIC DISCUSSION OF ANY ITEM NOT ON THE AGENDA

None

## 3. ADMINISTRATION

### a. Consider action regarding participation in the 'Federal-Aid-Swap' whereby State funding could replace Federal funding for local road/bridge projects

Ralston explained that in 2018 House File 203 was signed into law, permitting the Iowa Transportation Commission to allow what is commonly referred to as a Federal Aid Swap, where road and bridge projects that would've been funded through the MPO with federal funds can be funded instead with state funds. For the past three years, the TTAC has recommended opting into the swap. However, after lengthy discussions, this board has decided to opt out of the swap in the same three years out of concern for Davis Bacon wages, worker safety, and lack of data showing benefits of the swap. The bistate regional commission of the quad cities and MPOJC are the only two MPOs in the state currently opting out of the swap. Similar to previous years, the Iowa DOT will assume participation unless specifically opted out. The DOT has not produced any cost-savings for opting in but have mentioned that the project timeline has been streamlined by six months, which would help produce some savings through staff time saved. Opting in only effects STBG funds, which has been on average \$7 million dollars. Opting in does not affect TAP dollars. The TTAC unanimously recommended participating in the swap. Ralston opened the floor to questions, noting that Cathy Cutler from the DOT is on the call to help answer questions.

Taylor explained that three years ago the UAPB decided to opt out because there was a lack of information about the financial benefits of opting in. Taylor expressed concern that a faster pace isn't necessarily beneficial, as it could lead to waste or safety problems.

Thomas questioned the impacts of funding on many issues. A report from the US Government Accountability Office prepared in October 2020 found that impacts of the swap could not be definitively determined. Fifteen states have opted out of the swap, and Iowa uses the swap more than other states, with about 18% of projects including the swap in their contracts. Thomas stated that he would like to understand the impacts on the state prevailing wage.

Foster stated that this issue was the first thing she voted on when she joined the MPO board, and she will continue to choose to opt out because of her concerns about wages and workers. Foster added that the board has asked about cost-benefits for three years and is curious why this information is hard to report back.

Ralston explained that the MPO directors meeting discussed this topic last week. Stu Anderson, director of systems planning, said that cost-benefits of the swap would be a priority question this year. Anderson spoke to the UAPB three years ago and explained that it was difficult to quantify the effects of the swap.

From stated that she'd voted to opt in the last three years due to her engineer's assessment that increased time and cost for federal funding makes it difficult for small cities to obtain funding.

Taylor moved to opt out of the swap. Sullivan seconded. From and Berner voted against opting out. Shane abstained. The motion carried with 7 voting to opt-out, 2 voting against opting-out, and 1 abstention.

#### 4. TRANSPORTATION PLANNING

##### a. Consider approval of the Locally Determined Projects list for the MPOJC FY2022 Transportation Planning Work Program

Ralston stated that each spring the MPO compiles a list of transportation planning work program projects for the upcoming fiscal year, as required by the FHWA and Iowa DOT. More importantly, the work program schedules projects locally. The existing list of projects was attached to the meeting agenda and will be augmented with regular occurring projects and state and federal transportation planning work before the next meeting for final work program approval. The TTAC unanimously recommended approval at their March meeting.

Thomas asked if project number four on Mormon Trek Boulevard will include a speed study as well as travel time.

Ralston stated that the four to three lane conversion two years ago made engineering staff want to know how corridor travel times were affected. Speeds will be collected.

Motion to approve was made by Weiner, Hoffman seconded. **The motion carried unanimously.**

##### b. Consider approval of MPOJC Surface Transportation Block Grant (STBG) and Transportation Alternative Program (TAP) funding allocations

Neumann explained that the Iowa DOT has provided the MPO with funding targets of \$7.38 million for STBG, and \$520,000 for TAP funding. All of these will be programmed in the TIP FY25-26. Four entities requested just under \$17 million in STBG funding for six different applications and \$500,000 in TAP funding requests in one application. Two applications: Coralville's Heartland Drive project and part of Iowa City's Highway 6 Trail project are not in the current LRTP, but have applied for the next LRTP, and will be considered for approval next spring. Each project, its scoring, and funding requested was presented by Neumann and Bothell from highest score to lowest score.

At the TTAC meeting, the Iowa City Hwy 6 Trail project was recommended at \$520,000, even though it submitted for \$500,000, in order to use up all TAP funds. Neumann presented the TTAC recommendations for each project. He explained that Iowa City withdrew their Dodge Street project at this meeting to focus on funding of Taft Ave Project. Coralville's Highway 6 and Deer Creek Road project score was amended in a seven to six vote to award seven additional points to the safety category after Coralville presented additional information about the intersection.

Both RTBC and TTAC recommended funding the Highway 6 Trail project at full \$520,000 value. One letter from Megan Alter of the south district neighborhood association approved of the project because it improves safety and increases pedestrian access to the neighborhood.

Neumann stated that the board may amend project scores, scores are only one thing to consider when approving funding, and funding cannot be awarded based on community population.

Motion to approve the STBG funding recommendations was made by Taylor, Meghann seconded. **The motion carried unanimously.**

Motion to approve the TAP funding recommendations was made by Hoffman, Sullivan seconded. **The motion carried unanimously.**

c. Public Hearing and consideration of approval of the MPOJC Passenger Transportation Plan

Neumann explained that it has been awhile since the MPOJC has updated a Passenger Transportation Plan (PTP), but it is required by the Iowa DOT to coordinate planning of transit-related funding programs. The PTP addresses needs-based project justification and is required to be updated every five years, so this update is for FY22-27. The MPO worked with four existing local transportation committees, including the Johnson County Livable Communities Transportation Committee, the Johnson County SEATs Advisory Committee, the Citizens Transportation Committee, and the Johnson County Mobility Coordinator Advisory Committee. These committees reviewed past priorities and recent developments and developed a list of needs for service, fleet, and facilities and strategies, goals, and objectives for the next five years. This update was submitted to the PTP committee members for review as well as the Iowa DOT. Many of the priorities and strategies depend on the implementation of the recommendations from the Iowa City Area Transit Study that was recently completed. Late night and weekend service, upgrades to facilities and technology, training and education, and regional service options remain priorities. The federal funding discussed in the PTP comes from Section 5310 ADA funding, apportioned to transit agencies by the Iowa DOT. All three area agencies have chosen to continue to use the funding for ADA Paratransit Services. Neumann stated that it has been seven years, not five, since the last update, and opened the floor to questions and a public hearing. No public comments were made at this time.

Motion to approve was made by Thomas, Sullivan seconded. **The motion carried unanimously.**

d. Consider approval of local transit agency safety performance targets

Neumann explained that Public Transportation Agency Safety Plans are now required of all recipients of federal transit administration funding. This includes Iowa City Transit, Coralville Transit, and Cambus. The three agencies have each developed plans promoting comprehensive procedures for managing safety, including safety performance measures such as fatalities, injuries, safety events, and system reliability based on data trends over recent years. Rules require the MPO to adopt performance measures for safety. The TTAC recommended the approval of the performance measures.

**Hoffman moved to approve the performance targets. Weiner seconded. The motion carried unanimously.**

e. Update regarding the MPOJC FY2022 Transit Program of Projects

Neumann explained that each year the three local transit agencies are required by FTA to develop a program of projects, identifying proposed projects funded with federal funds. The Iowa DOT consolidated funding application and FY22-25 transportation improvement program will both include these projects. There is no need for approval from the board currently, as the agencies develop these projects independently and include them in their consolidated funding application, which requires public hearing at a city council meeting. These projects are only included in the agenda for review because the board provides Section 5307 funding. Neumann opened the floor to questions.

f. Update on the MPOJC Long Range Transportation Plan revision process

Bothell explained that the MPO has been busy scoring transportation projects submitted by each of the communities, gathering data on performance measures, and gathering public input. The MPO released a survey February 11<sup>th</sup> for all those that live, work, attend school, or do business in Johnson County. The survey was designed to understand respondents' travel patterns and determine changes or improvements to implement to make travel across the metro easier. The survey was open for a month and collected just over 600 responses to be used at future public meetings and in the Long-Range Transportation Plan document.

Bothell stated that the MPO has also created a virtual map in lieu of an in-person open house to provide project locations and receive input. The map will also be open for a month, closing April 16<sup>th</sup>. Bothell presented the virtual map and explained that the link is available to the public on the MPO website with thorough instructions on viewing information and providing input. The MPO plans to host a series of public meetings beginning in April and extending through the fall to provide additional opportunities for feedback.

Chris commented that the virtual map is a great tool and thanked staff for putting it together. Ralston agreed and added that the map includes projects the UAPB approved for funding. Weiner also praised the transition from in-person workshops to virtual using this tool.

5. OTHER BUSINESS

a. None

6. ADJOURNMENT

Motion to adjourn was made by Taylor; Sullivan seconded. **Meeting adjourned by Donahue at 5:14 PM.**



## Attachment 7: Transit Inventory

- Iowa City Transit Fleet Inventory Report/Odometer Report

### Inventory Report/Add Odometer

[Return to Portal](#)

Serial Number	Property ID	Equip. type	Year	Description	Class Size	ADA Compliant	Odometer Read Date	Odometer Reading
<a href="#">1FD4E4FS4DDA79128</a>	6310	LDB	2013	Eldorado 240 - Aerotech	176	Y	7/1/2020	123482
<a href="#">2B1569E72K5030030</a>	632D	HDB	1986	Orion V	H40	Y	7/1/2020	493781
<a href="#">15GGD2112Y1071317</a>	637U	HDB	2000	GILLIG	H40	Y	7/1/2020	750582
<a href="#">15GCD0910N1084568</a>	638U	HDB	1992	GILLIG PHANTOM	H40	Y	7/1/2020	258781
<a href="#">15GCD2114V1088162</a>	644	HDB	1997	GILLIG PHANTOM	H40	Y	7/1/2020	558652
<a href="#">1FDXE45FX3HB37386</a>	6450	LDB	2003	Ford Supreme	176	Y	7/1/2020	349376
<a href="#">1GB6G5CG4F1120015</a>	6510	LDB	2015	Turtle Top Odyssey	176	Y	7/1/2020	110990
<a href="#">1GB6G5CG1F1120070</a>	6520	LDB	2015	Turtle Top Odyssey	176	Y	7/1/2020	113284
<a href="#">1GB6G5CG0F1118732</a>	6530	LDB	2015	Turtle Top Odyssey	176	Y	7/1/2020	114854
<a href="#">1GB6G5CGXF1120407</a>	6540	LDB	2015	Turtle Top Odyssey	176	Y	7/1/2020	112078
<a href="#">15GGD211X71077476</a>	656	HDB	2007	GILLIG LF	H40	Y	7/1/2020	405196
<a href="#">15GGD211171077477</a>	657	HDB	2007	GILLIG LF	H40	Y	7/1/2020	411688
<a href="#">15GGD211371077478</a>	658	HDB	2007	GILLIG LF	H40	Y	7/1/2020	373486
<a href="#">15GGD211571077479</a>	659	HDB	2007	GILLIG LF	H40	Y	7/1/2020	414987
<a href="#">15GGD211171077480</a>	660	HDB	2007	GILLIG LF	H40	Y	7/1/2020	407360
<a href="#">15GGD211371077481</a>	661	HDB	2007	GILLIG LF	H40	Y	7/1/2020	379026
<a href="#">1FDXE45P26HA69369</a>	6640	LDB	2006	FORD ELDORADO	176	Y	7/1/2020	310975
<a href="#">1FDXE45P96HA69370</a>	6650	LDB	2006	FORD ELDORADO	176	Y	7/1/2015	189781
<a href="#">15GGD2716A1178657</a>	667	HDB	2010	Gillig Low Floor	H40	Y	7/1/2020	360284
<a href="#">15GGD2718A1178658</a>	668	HDB	2010	Gillig Low floor	H40	Y	7/1/2020	351009
<a href="#">15GGD271XA1178659</a>	669	HDB	2010	Gillig Low Floor	H40	Y	7/1/2020	360730
<a href="#">15GGD2716A1178660</a>	670	HDB	2010	Gillig LF	H40	Y	7/1/2020	353913
<a href="#">15GGD2718A1178661</a>	671	HDB	2010	Gillig LF	H40	Y	7/1/2020	360383
<a href="#">1GB6GUCG1G1146521</a>	6710	LDB	2016	Turtle Top Odyssey	176	Y	7/1/2020	66830
<a href="#">1GB6GUCG1G1147006</a>	6711	LDB	2016	Turtle Top Odyssey	176	Y	7/1/2020	69772
<a href="#">1GB6GUCG5G1146702</a>	6712	LDB	2016	Turtle Top Odyssey	176	Y	7/1/2020	60035
<a href="#">1GB6GUCG4G1146383</a>	6713	LDB	2016	Turtle Top Odyssey	176	Y	7/1/2020	55567

<a href="#">1GB6GUCGXG1309702</a>	6714	LDB	2016	Turtle Top Odessey	176	Y	7/1/2020	49514
<a href="#">15GGD271XA1178662</a>	672	HDB	2010	Gillig Low Floor	H40	Y	7/1/2020	350360
<a href="#">15GGD2719C1180549</a>	673	HDB	2012	Gillig - lowfloor	H40	Y	7/1/2020	265735
<a href="#">15GGD2715C1180550</a>	674	HDB	2012	Gillig low-floor	H40	Y	7/1/2020	251549
<a href="#">15GGD271XH3190079</a>	677	HDB	2017	2017 Gillig 40 Foot Heavy Duty Bus	H40	Y	7/1/2020	51923
<a href="#">15GGD2716H3190080</a>	678	HDB	2017	2017 Gillig 40 foot Heavy Duty Bus	H40	Y	7/1/2020	51860
<a href="#">15GGD2718H3190081</a>	679	HDB	2017	2017 Gillig 40 Foot Heavy Duty Bus	H40	Y	7/1/2020	52051
<a href="#">15GGD2712J3190082</a>	680	HDB	2018	2018 Gillig 40 Foot Heavy Duty Bus	H40	Y	7/1/2020	49891
<a href="#">15GGD2714J3190083</a>	681	HDB	2018	2018 Gillig 40 Foot Heavy Duty Bus	H40	Y	7/1/2020	53234
<a href="#">15GGD2716J3190084</a>	682	HDB	2018	2018 Gillig 40 Foot Heavy Duty Bus	H40	Y	7/1/2020	51875
<a href="#">15GGD2718J3190085</a>	683	HDB	2018	2018 Gillig 40 Foot Heavy Duty Bus	H40	Y	7/1/2020	50876
<a href="#">15GGD2716J3189694</a>	684	HDB	2018	2018 Gillig 40 Foot Heavy Duty Bus	H40	Y	7/1/2020	48752
<a href="#">15GGD2718J3189695</a>	685	HDB	2018	2018 Gillig 40 Foot Heavy Duty Bus	H40	N	7/1/2020	50261
<a href="#">15GGD271XJ3189696</a>	686	HDB	2018	2018 Gillig 40 Foot Heavy Duty Bus	H40	Y	7/1/2020	48724
<a href="#">1FDXE4FS1KDC46837</a>	6910	LDB	2019	2019 Turtle Top Odessey	176	Y	7/1/2020	4474
<a href="#">1FDXE4FS3KDC46838</a>	6920	LDB	2019	2019 Turtle Top Odessey	176	Y	7/1/2020	6925
<a href="#">1FDXE4FS6KDC49524</a>	6930	LDB	2020	2020 Turtle Top Odessey	176	Y	7/1/2020	7256
<a href="#">1FD4E45P28DB44200</a>	810	LDB	2008	FORD STARTRANS	176	Y	7/1/2020	255426

• Coralville Transit Fleet Inventory Report/Odometer Report

Office of Public Transit

## Inventory Report/Add Odometer

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Serial Number	Property Equip. ID	Year type	Description	Class ADA Size	Compliant	Read Date	Odometer Reading
15GCD2112X1087451	102	HDB	1999 Gillig	H40	Y	7/1/2020	457864
1FD4E4FP3ADA2422510225	LDB	2010	Eldorado (186)	176	Y	7/1/2020	226325
15GGD211491176264	108	HDB	2009 Gillig Bus - low floor	H40	Y	7/1/2020	247946
15GGD2717A1177498	109	HDB	2010 Gillig (LF)	H40	Y	7/1/2020	225658
15GGD2719A1177499	110	HDB	2010 Gillig (LF)	H40	Y	7/1/2020	230312
15GGD2711A1177500	111	HDB	2010 Gillig (LF)	H40	Y	7/1/2020	214831
15GGD2710H3189877	114	HDB	2017 Heavy Duty Low Floor Bus	H40	Y	7/1/2020	68153
15GGD2712H3189878	115	HDB	2017 Heavy Duty Low Floor Bus	H40	Y	7/1/2020	73443
15GGD2714H3189879	116	HDB	2017 Heavy Duty Low Floor Bus	H40	Y	7/1/2020	71037
15GGD2710H3189880	117	HDB	2017 Heavy Duty Low Floor Bus	H40	Y	7/1/2020	71509
15GGD2716L3189665	118	HDB	2020 Heavy Duty Low Floor Bus	H40	Y	10/23/2020	2170
1FD4E4FS3JDC17334	334	LDB	2018 Ford Eldorado Light Duty Bus	176	Y	7/1/2020	42433
1FD4E4FS3JDC18366	366	LDB	2018 Ford Eldorado Light Duty Bus	176	Y	7/1/2020	45815
1FDXE45P66HA97532	6532	LDB	2006 Eldorado	176	Y	7/1/2020	271214



Policies and Statements | Applets and Plug-ins  
Iowa Department of Transportation - 800 Lincoln Way - Ames, IA 50010

• University of Iowa Cambus Transit Fleet Inventory Report/Odometer Report

UNIVERSITY OF IOWA- CAMBUS				VEHICLE INVENTORY			12/31/2016
Cambus ID Number	Vehicle Descrip.	Year of Manuf.	Manufacturer	Model	License Plate Number	Vehicle Ident. Number (V.I.N.)	
11	Transit Bus	2006	Optima	LFB29	108534	1Z9B6B5526W216368	30 ft.
13	Transit Bus	2000	Orion	Orion II	117079	1VH2A5D26Y6200201	Mini-bus
14	Transit Bus	2013	Gillig	G27E102N2	122643	15GGE2713D1092594	30 ft.
15	Transit Bus	2013	Gillig	G27E102N2	122644	15GGE2715D1092595	30 ft.
16	Transit Bus	2013	Gillig	G27E102N2	122645	15GGE2717D1092596	30 ft.
17	Transit Bus	2020	RAM	FrontRunner		3C7WRVLG3KE553454	Mini-bus
94	Transit Bus	2008	Gillig	Low Floor	112526	15GGD211981078636	40 ft.
95	Transit Bus	2008	Gillig	Low Floor	112527	15GGD211081078637	40 ft.
96	Transit Bus	2008	Gillig	Low Floor	112541	15GGD211281078638	40 ft.
97	Transit Bus	2008	Gillig	Low Floor	112542	15GGD211481078639	40 ft.
98	Transit Bus	2008	Gillig	Low Floor	112543	15GGD211081078640	40 ft.
99	Transit Bus	2008	Gillig	Low Floor	112544	15GGD211281078641	40 ft.
100	Transit Bus	2008	Gillig	Low Floor	112545	15GGD211481078642	40 ft.
101	Transit Bus	2008	Gillig	Low Floor	112546	15GGD211681078643	40 ft.
102	Transit Bus	2008	Gillig	Low Floor	112547	15GGD211881078644	40 ft.
103	Transit Bus	2008	Gillig	Low Floor	112589	15GGD211X81078645	40 ft.
104	Transit Bus	2008	Gillig	Low Floor	112590	15GGD211181078646	40 ft.
105	Transit Bus	2008	Gillig	Low Floor	112591	15GGD211381078647	40 ft.
106	Transit Bus	2009	Gillig	Low Floor	114892	15GGD271191176200	40 ft.
107	Transit Bus	2009	Gillig	Low Floor	114893	15GGD217391176201	40 ft.
108	Transit Bus	2009	Gillig	Low Floor	114894	15GGD271591176202	40 ft.
109	Transit Bus	2011	Gillig	Low Floor	LD1743	15GGD2713B1179315	40 ft.
110	Transit Bus	2011	Gillig	Low Floor	LD1744	15GGD2715B1179316	40 ft.
111	Transit Bus	2011	Gillig	Low Floor	LD1746	15GGD2717B1179317	40 ft.
112	Transit Bus	2011	Gillig	Low Floor	LD1747	15GGD2719B1179318	40 ft.
113	Transit Bus	2011	Gillig	Low Floor	LD1748	15GGD2710B1179319	40 ft.
114	Transit Bus	2011	Gillig	Low Floor	LDO971	15GGD2717B1179320	40 ft.
115	Transit Bus	2011	Gillig	Low Floor	LDO974	15GGD2719B1179321	40 ft.
116	Transit Bus	2011	Gillig	Low Floor	LDO980	15GGD2710B1179322	40 ft.
117	Transit Bus	2013	Gillig	G27D102N4	122646	15GGD2716D1183245	40 ft.
118	Transit Bus	2013	Gillig	G27D102N4	122647	15GGD2718D1183296	40 ft.
119	Transit Bus	2018	Gillig	G27D102N4	131364	15GGD2717J3188697	40 ft.
120	Transit Bus	2019	Gillig	G27D102N4	134879	15GGD271XK3194575	40 ft.
121	Transit Bus	2019	Gillig	G27D102N4	134880	15GGD2711K3194576	40 ft.
122	Transit Bus	2019	Gillig	G27D102N4	134881	15GGD2713K3194577	40 ft.
<b>Active Fleet: 35 Buses</b>							
<b>Retired - No longer operable.</b>							
9	Transit Bus	1998	Orion	2.501	LD1432	1VH249X76W6006075	
12	Transit Bus	2000	Orion	Orion II	117078	1VH2A5D21Y6200204	

## Attachment 8: Summary Table of FY2019 and FY2020 Performance Statistics/Public Transit: Coralville Transit Iowa City Transit, and University of Iowa Cambus

### SUMMARY TABLE OF FY2019 PERFORMANCE STATISTICS

Coralville Transit ♦ Iowa City Transit ♦ UI Cambus

Performance Factor	Coralville Transit		Iowa City Transit		UI Cambus	
	Fixed* Route	Paratransit*	Fixed** Route	Paratransit**	Fixed Route	Paratransit
Ridership	443,217	12,156	1,488,351	96,815	3,465,918	8,654
Total Operating Expense	\$1,467,539	\$383,460	\$5,563,357	\$2,157,081	\$3,538,591	\$231,738
Fare Revenue	\$395,150	\$22,832	\$1,172,297	\$183,102	\$0	\$0
Revenue Vehicle Miles	195,361	78,448	702,568	327,355	700,271	49,631
Revenue Vehicle Hours	16,162	6,096	53,937	34,135	71,948	10,223
Cost Per Ride	\$3.31	\$31.54	\$3.74	\$22.28	\$1.02	\$26.78
Cost Per Revenue Vehicle Mile	\$7.51	\$5.02	\$7.92	\$6.59	\$5.05	\$4.67
Cost Per Revenue Vehicle Hour	\$90.80	\$62.90	\$103.15	\$63.19	\$49.18	\$22.67
Farebox/Expense Ratio	0.27	0.06	0.21	0.09	0.00	0.00
Average Fare	\$0.89	\$1.88	\$0.79	\$1.89	\$0.00	\$0.00
Operating Deficit Per Trip	\$2.42	\$29.66	\$2.95	\$20.39	\$1.02	\$26.78
Riders Per Revenue Vehicle Mile	2.3	0.2	2.1	0.3	5.0	0.2
Riders Per Revenue Vehicle Hour	27.4	2.0	27.6	2.8	48.2	0.9

\* Includes North Liberty service

\*\* Includes University Heights service

Source: FY2019 Iowa DOT Statistical Reports

Performance stats 2019



## SUMMARY TABLE OF FY2020 PERFORMANCE STATISTICS

Coralville Transit ♦ Iowa City Transit ♦ UI Cambus

Performance Factor	Coralville Transit		Iowa City Transit		UI Cambus	
	Fixed* Route	Paratransit*	Fixed** Route	Paratransit**	Fixed Route	Paratransit
Ridership	340,726	9,433	1,156,346	73,489	2,781,354	6,438
Total Operating Expense	\$1,447,881	\$466,543	\$5,749,511	\$2,257,729	\$3,667,736	\$233,752
Fare Revenue	\$317,591	\$16,706	\$953,284	\$136,174	\$0	\$0
Revenue Vehicle Miles	183,980	65,011	634,526	266,204	620,323	32,728
Revenue Vehicle Hours	15,209	5,120	51,710	27,966	64,273	8,866
Cost Per Ride	\$4.25	\$49.46	\$4.97	\$30.72	\$1.32	\$36.31
Cost Per Revenue Vehicle Mile	\$7.86	\$7.18	\$9.06	\$8.48	\$5.91	\$7.14
Cost Per Revenue Vehicle Hour	\$95.20	\$91.12	\$111.19	\$80.73	\$57.06	\$26.36
Farebox/Expense Ratio	0.22	0.04	0.17	0.06	0.00	0.00
Average Fare	\$0.93	\$1.77	\$0.82	\$1.85	\$0.00	\$0.00
Operating Deficit Per Trip	\$3.32	\$47.69	\$4.15	\$28.87	\$1.32	\$36.31
Riders Per Revenue Vehicle Mile	1.9	0.1	1.8	0.3	4.5	0.2
Riders Per Revenue Vehicle Hour	22.4	1.8	22.4	2.6	43.3	0.7

\* Includes North Liberty service

\*\* Includes University Heights service

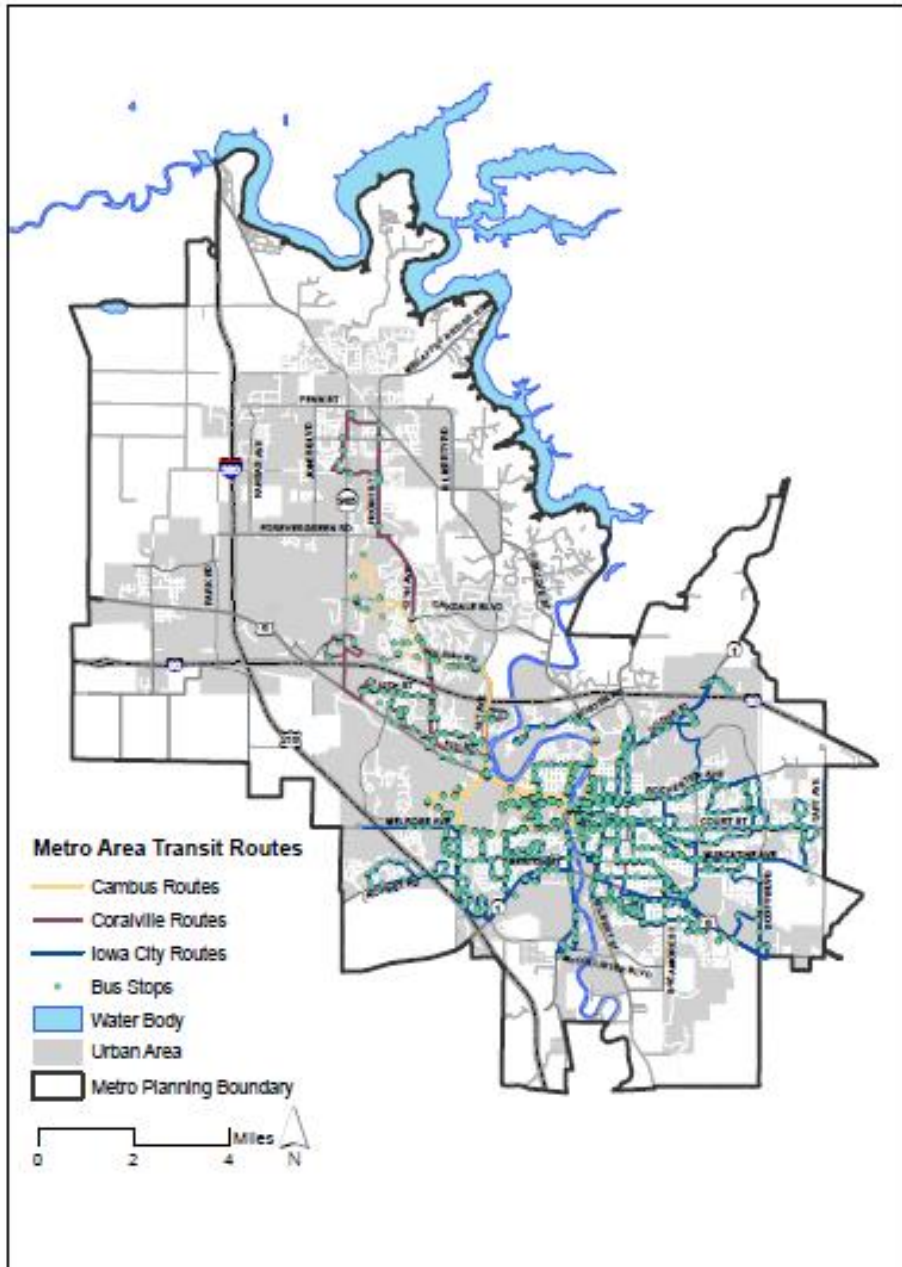
Source: FY2020 Iowa DOT Statistical Reports

Performance stats 2020



# Attachment 9: Public Transit Maps

## Transit Routes and Stops



## Existing Land Uses/Bus Routes

