



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

# **PASSENGER TRANSPORTATION DEVELOPMENT PLAN**

## **FISCAL YEARS 2015-2019**

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

**JANUARY 2014**

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

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Tracy Troutner	Federal Highway Administration, Ames
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## **Section One: Introduction and Process Discussion**

### **Introduction**

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

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

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

### **Process**

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

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

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

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

**On-Going Planning Efforts:**

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

**Current Planning Efforts:**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Objectives:**

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

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

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

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

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

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

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

- Modify intersections for BRT service.

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

**Objectives:**

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

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

**Objectives:**

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

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

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

#### **Objectives:**

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

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

#### **Objectives:**

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

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

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

### **Public Transportation Providers**

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

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

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

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

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

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

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

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

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

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

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

**University of Iowa Cambus:** Cambus provides service on 13 routes Monday through Friday, and three 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 and Hawkeye routes are the only routes which operate on Saturday and Sunday, for 28 weeks per year. The other routes are designed for specific functions: providing service to Oakdale Campus, providing service to residence halls, providing a shuttle between main campus and the hospital area, and service to Mayflower and Hawkeye Apartments.

During the academic year Cambus operates 23 buses during daytime peak hours, 11 buses between 6:30 p.m. and 9:00 p.m., and five buses between 9:00 p.m. and 12:00 a.m. Weekend service on the Red, Blue and Hawkeye-Interdorm routes operates between noon and midnight with three buses. Cambus also operates a **Safe Ride** service on Friday and Saturday nights from midnight to 2:20 a.m. with two buses.

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

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

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

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

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

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

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

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

**School Bus Service:**

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

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

## **Human Services Providers**

### Human Services

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

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

## **Private Transportation Providers**

### Taxi Service

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

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

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

#### Airport Transportation Services

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

#### Hotel Shuttles

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

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

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

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

#### Interstate Bus Services

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

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

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

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

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

#### **Day Cares**

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

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

#### **Performance Measures**

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

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

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

#### **Area Profile**

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

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

Population Projections/Demographics

## Population Projections 2010-2040

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

<b>University Heights</b>				
Population	1,051	1,000	1,000	1,000
Household Units	512	512	512	512
<b>Rural Johnson County</b>				
Population	27,741	31,300	34,400	37,600
<b>Johnson County (Total)</b>				
Population	130,882	147,400	164,800	182,200

Additional demographic information is available for each community in Attachment 3. Maps showing transit routes and stops, as well as commercial and special needs housing areas are also found in Attachment 3.

#### Commuting Characteristics

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

#### Senior Populations

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

#### Disabled Populations

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

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

FY2013 Johnson County SEATS Ridership

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

University of Iowa

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

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

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

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

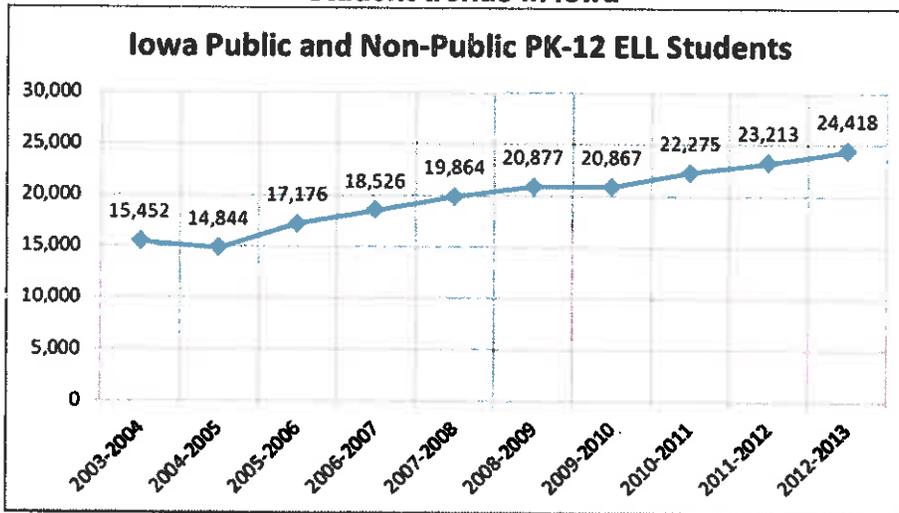
According to the University of Iowa's fall 2011 *Profile of International Students and Scholars*, China, the Republic of Korea, India, and Taiwan remain the top represented countries in the international student population. Malaysia (79 students) rounds out the top five, replacing Japan (45 students)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

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

**Iowa City Community School District**

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

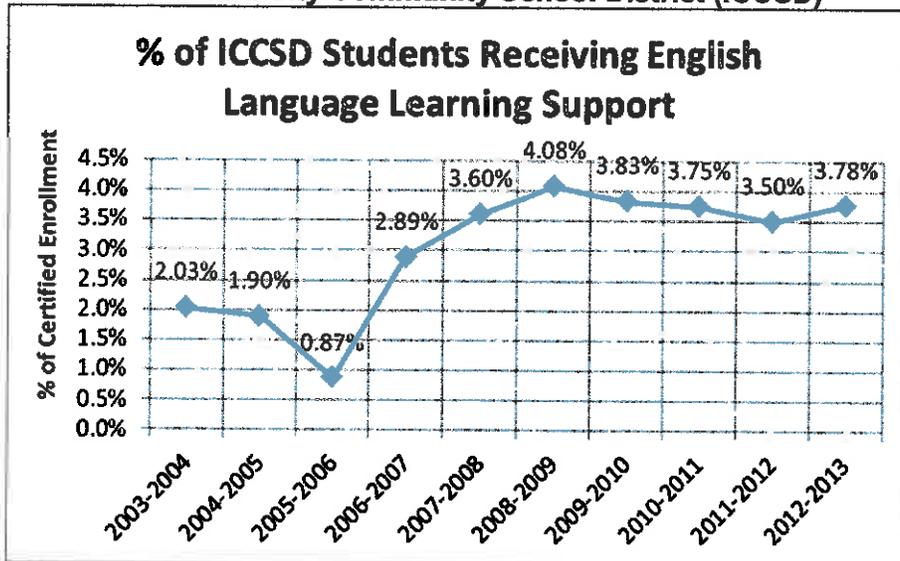
**Ten Year English Language Learner (ELL) Student trends in Iowa**



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

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

**Ten Year English Language Learner Trends in the Iowa City Community School District (ICCSA)**



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

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

**Limited English Proficiency (LEP)**

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

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

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

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

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

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

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

#### **Service Needs**

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

### Fleet Needs

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

### Facility Needs

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

- In FY2007, Cambus received \$64,000 from PTMS to install a sprinkler system in their existing maintenance facility. The facility is located along the Iowa River and was damaged by the 2008 flood. In FY08 Cambus received \$880,000 in funding through the State's 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. Cambus has started a new location analysis for this facility and plans to begin construction in the next three to five years.
- The need for additional bus stop shelters was identified by the Johnson County Livable Communities Transportation Committee and the Johnson County SEATS Paratransit Committee.
- Cambus continues to monitor the changing parking situation due to the many construction projects taking place on campus.

#### Status of Past Priorities/Strategies

##### Service Projects:

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

##### Fleet Projects:

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

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

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

#### Facility Projects:

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

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

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

## Section Four: Priorities and Strategies

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

### 5 Year Priorities

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

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

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

### Goals and Objectives

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

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

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

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

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

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

#### 5310 Funds

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

## **Section Five: Funding**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5 Year Funding Program

**Iowa City Transit**

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

**Coralville Transit**

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

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

**University of Iowa Cambus**

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

## Attachment 1: Public Transit Fleet Inventories

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

Office of Public Transit

## Inventory Report/Add Odometer

[Return to Portal](#)

Serial Number	Property ID	Equip. type	Year	Description	Class	ADA Size	ADA Compliant	Odometer Read Date	Odometer Reading
1FDFE4FS4DDA79128	6310	LDB	2013	Eldorado 240 - Aerotech	176	Y	7/1/2013	205	
2B1569E72K5030030	632D	HDB	1986	Orion V	H40	Y	7/1/2013	493781	
15GGD2112Y1071317	637U	HDB	2000	GILLIG	H40	Y	7/1/2013	627280	
15GCD0910N1084568	638U	HDB	1992	GILLIG PHANTOM	H40	Y	7/1/2013	160185	
15GCD2110S1085723	641	HDB	1995	GILLIG	H40	Y	7/1/2013	518810	
1FDWE45FX3HB779026420		LDB	2003	Ford Supreme	176	Y	7/1/2013	219222	
15GCD2114S1085725	643	HDB	1995	GILLIG	H40	Y	7/1/2013	532583	
1FDWE45F63HB779006430		LDB	2003	Ford Supreme	176	Y	7/1/2013	218591	
15GCD2114V1088162	644	HDB	1997	GILLIG PHANTOM	H40	Y	7/1/2013	457077	
1FDXE45F63HB18716	6440	LDB	2003	Ford Supreme	176	Y	7/1/2013	203233	
15GCD2116V1088163	645	HDB	1997	GILLIG PHANTOM	H40	Y	7/1/2013	448876	
1FDXE45FX3HB37386	6450	LDB	2003	Ford Supreme	176	Y	7/1/2013	236025	
15GCD2118V1088164	646	HDB	1997	GILLIG PHANTOM	H40	Y	7/1/2013	454654	
15GCD211XV1088165	647	HDB	1997	GILLIG PHANTOM	H40	Y	7/1/2013	448046	
15GCD2111V1088166	648	HDB	1997	GILLIG PHANTOM	H40	Y	7/1/2013	437157	
15GCD2112V1088533	649	HDB	1997	GILLIG PHANTOM	H40	Y	7/1/2013	449151	
15GCD2114V1088534	650	HDB	1997	GILLIG PHANTOM	H40	Y	7/1/2013	451840	
15GCD2116V1088535	651	HDB	1997	GILLIG PHANTOM	H40	Y	7/1/2013	432115	
15GCD2118V1088536	652	HDB	1997	GILLIG PHANTOM	H40	Y	7/1/2013	449174	
15GCD211XV1088537	653	HDB	1997	GILLIG PHANTOM	H40	Y	7/1/2013	335414	
15GGD211X71077476	656	HDB	2007	GILLIG LF	H40	Y	7/1/2013	186086	
15GGD211171077477	657	HDB	2007	GILLIG LF	H40	Y	7/1/2013	184441	
15GGD211371077478	658	HDB	2007	GILLIG LF	H40	Y	7/1/2013	180352	
15GGD211571077479	659	HDB	2007	GILLIG LF	H40	Y	7/1/2013	186786	
15GGD211171077480	660	HDB	2007	GILLIG LF	H40	Y	7/1/2013	179619	
15GGD211371077481	661	HDB	2007	GILLIG LF	H40	Y	7/1/2013	180866	
1FDXE45P76HA69366	6610	LDB	2006	FORD ELDORADO	176	Y	7/1/2013	172384	

1FDXE40F3WHA83876662	LDB	1998	Eldorado Aerotech	176	Y	7/1/2013	73523
1FDXE45P96HA69367 6620	LDB	2006	FORD ELDORADO	176	Y	7/1/2013	175912
1FDXE45P06HA69368 6630	LDB	2006	FORD ELDORADO	176	Y	7/1/2013	168290
1FDXE45P26HA69369 6640	LDB	2006	FORD ELDORADO	176	Y	7/1/2013	186941
1FDXE45P96HA69370 6650	LDB	2006	FORD ELDORADO	176	Y	7/1/2013	172017
15GGD2716A1178657 667	HDB	2010	Gillig Low Floor	H40	Y	7/1/2013	111221
15GGD2718A1178658 668	HDB	2010	Gillig Low floor	H40	Y	7/1/2013	110343
15GGD271XA1178659 669	HDB	2010	Gillig Low Floor	H40	Y	7/1/2013	113115
15GGD2716A1178660 670	HDB	2010	Gillig LF	H40	Y	7/1/2013	106987
15GGD2718A1178661 671	HDB	2010	Gillig LF	H40	Y	7/1/2013	114846
15GGD271XA1178662 672	HDB	2010	Gillig Low Floor	H40	Y	7/1/2013	108585
15GGD2719C1180549 673	HDB	2012	Gillig - lowfloor	H40	Y	7/1/2013	25460
15GGD2715C1180550 674	HDB	2012	Gillig low- floor	H40	Y	7/1/2013	24316
1FD4E45P28DB44200 810	LDB	2008	FORD STARTRANS	176	Y	7/1/2013	113739



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

Office of Public Transit

## Inventory Report/Add Odometer

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Serial Number	Property Equip. ID	Year type	Description	Class ADA Size	ADA Compliant	Odometer Read Date	Odometer Reading
15GCD2113V1088167	100	HDB	1997Gillig	H40	Y	7/1/2013	415783
15GCD2115V1088168	101	HDB	1997Gillig	H40	Y	7/1/2013	409623
15GCD2112X1087451	102	HDB	1999Gillig	H40	Y	7/1/2013	334231
1FD4E4FP3ADA2422510225	LDB	2010	Eldorado (186)	176	Y	7/1/2013	76834
15GGD211491176264	108	HDB	2009 Gillig Bus - low floor	H40	Y	7/1/2013	68851
15GGD2717A1177498	109	HDB	2010Gillig (LF)	H40	Y	7/1/2013	60300
15GGD2719A1177499	110	HDB	2010Gillig (LF)	H40	Y	7/1/2013	59393
15GGD2711A1177500	111	HDB	2010Gillig (LF)	H40	Y	7/1/2013	57897
15GGD2713A1177501	112	HDB	2010Gillig (LF)	H40	Y	7/1/2013	57458
1FDXE45P96HA574286428	LDB	2006	Eldorado	176	Y	7/1/2013	143247
1FDXE45P66HA975326532	LDB	2006	Eldorado	176	Y	7/1/2013	162083
15GCD2114S1085726	98	HDB	1995Gillig	H40	Y	7/1/2013	401786
15GCD2116S1085727	99	HDB	1995Gillig	H40	Y	7/1/2013	387081



Policies and Statements | Applets and Plug-ins

Iowa Department of Transportation - 800 Lincoln Way - Ames, IA 50010

### Inventory Listing for System 375

ID	Serial Number	License Number	Property Description	Type	Class Size	Date Acquired	Acquired Reading	Acquisition Cost	Accounting Contract	Grant Number	Own Code	ADA	Date Read	Reading	Life Miles	Life Months	PTMS Points
10	1VH249X78V6005993	LD1754	1997 Orion II	HDB	H27	15-AUG-02	91,132	\$61,934.00		IA-03-0071	A	Y	01-JUL-13	288,449	150,000	60	+84.07
100	15GGD21481078642	112545	2008 Gillig	HDB	H40	25-JUN-08	1,778	\$320,350.00	09372	04-0105-375-07	A	Y	01-JUL-13	159,188	350,000	144	-138.80
101	15GGD21681078643	112546	2008 Gillig	HDB	H40	27-JUN-08	1,916	\$320,350.00	09372	04-0105-375-07	A	Y	01-JUL-13	160,060	350,000	144	-138.66
102	15GGD211881078644	112547	2008 Gillig	HDB	H40	27-JUN-08	1,958	\$320,350.00	08325	04-0105-375-06	A	Y	01-JUL-13	153,314	350,000	144	-140.60
103	15GGD211X81078645	112589	2008 Gillig	HDB	H40	30-JUN-08	2,026	\$320,350.00	08325	04-105-375-06	A	Y	01-JUL-13	159,871	350,000	144	-138.84
104	15GGD21181078646	112590	2008 Gillig	HDB	H40	03-JUN-08	1,861	\$320,350.00	08325	04-0105-375-06	A	Y	01-JUL-13	162,935	350,000	144	-137.92
105	15GGD21381078647	112591	2008 Gillig	HDB	H40	08-JUL-08	1,827	\$320,350.00	08642	03-0104-375-06	A	Y	01-JUL-13	159,379	350,000	144	-139.33
106	15GGD21191176200	114892	2009 Gillig	HDB	H40	27-JUL-09	1,959	\$326,497.00	10210	04-0113-375-08	A	Y	01-JUL-13	131,648	350,000	144	-159.79
107	15GGD21391176201	114893	2009 Gillig	HDB	H40	27-JUL-09	1,963	\$326,497.00	10210	04-0113-375-08	A	Y	01-JUL-13	135,021	350,000	144	-158.82
108	15GGD21591176202	114894	2009 Gillig	HDB	H40	27-JUL-09	1,944	\$326,497.00	10210	04-0113-375-08	A	Y	01-JUL-13	133,069	350,000	144	-159.38
109	15GGD21381179315	LD1743	2011 Low Floor 40" Transit Coach	HDB	H40	25-JUL-11	1,741	\$364,116.00	11038	96-0001-375-09	A	Y	01-JUL-13	56,258	350,000	144	-205.19
11	1Z98BSS26W216368	108534	2006 Optima Opus Low-floor	HDB	H30	07-JUN-06	565	\$249,929.00	031515	IA-90-X232, IA-90-X2	A	Y	01-JUL-13	102,543	300,000	120	-91.77
110	15GGD215B1179316	LD1744	2011 Low Floor 40" Transit Coach	HDB	H40	25-JUL-11	1,887	\$364,116.00	11038	96-0001-375-09	A	Y	01-JUL-13	80,269	350,000	144	-204.09
111	15GGD217B1179317	LD1746	2011 Low Floor 40" Transit Coach	HDB	H40	25-JUL-11	1,949	\$364,116.00	11038	96-0001-375-09	A	Y	01-JUL-13	59,456	350,000	144	-204.34
112	15GGD219B1179318	LD1747	2011 Low Floor 40" Transit Coach	HDB	H40	25-JUL-11	1,958	\$364,116.00	11038	96-0001-375-09	A	Y	01-JUL-13	58,900	350,000	144	-204.54
113	15GGD210B1179319	LD1748	2011 Low Floor 40" Transit Coach	HDB	H40	28-JUL-11	1,943	\$364,116.00	11038	96-0001-375-09	A	Y	01-JUL-13	80,215	350,000	144	-204.22
114	15GGD217B1179320	LD0971	2011 Low Floor 40" Transit Coach	HDB	H40	15-AUG-11	1,980	\$364,116.00		IA-04-0116-00	A	Y	01-JUL-13	57,263	350,000	144	-205.86
115	15GGD219B1179321	LD0974	2011 Low Floor 40" Transit Coach	HDB	H40	19-AUG-11	1,838	\$364,116.00		IA-04-0116-00	A	Y	01-JUL-13	58,787	350,000	144	-205.31
116	15GGD210B1179322	LD0980	2011 Low Floor 40" Transit Coach	HDB	H40	22-AUG-11	1,946	\$364,116.00		IA-04-0116-00	A	Y	01-JUL-13	57,984	350,000	144	-205.87
117	15GGD218D1183296	2013	2013 HD 40" Low-floor	HDB	H40	23-SEP-13	1,939	\$394,745.00	13789	04-0117-375-12	A	Y	23-SEP-13	1,939	350,000	144	-244.00
118	15GGD218D1183296	2013	2013 HD 40" Low-floor	HDB	H40	11-OCT-13	2,007	\$394,745.00	13789	04-0117-375-12	A	Y	11-OCT-13	2,007	350,000	144	-244.00
12	1VH2A5D21Y6200204	117078	2000 Orion II	HDB	H27	24-MAY-10	135,477	\$3,000.00			A	Y	01-JUL-13	189,235	1	.12	+52.62
13	1VH2A5D26Y6200201	117079	2000 Orion II	HDB	H27	24-MAY-10	115,487	\$3,000.00			A	Y	01-JUL-13	174,920	1	.12	+54.24
14	15GGD213D1092594	2013	2013 HD 30" Low-floor	HDB	H30	23-SEP-13	2,007	\$378,974.00	12114, 11181	04-0113-375-11, 16-X	A	Y	23-SEP-13	2,007	300,000	120	-205.71
15	15GGD215D1092595	2013	2013 HD 30" Low-floor	HDB	H30	24-SEP-13	2,017	\$378,974.00	12114, 12327, 14711, 15289	04-0113-375-11, 16-X	A	Y	24-SEP-13	2,017	300,000	120	-205.71
16	15GGD217D1092596	2013	2013 HD 30" Low-floor	HDB	H30	25-SEP-13	1,945	\$378,974.00	14711, 15289	16-X002, 16-X005	A	Y	25-SEP-13	1,945	300,000	120	-205.71
82	15GGD2118V1088469	LD1285	1997 Gillig	HDB	H40	28-APR-97	0	\$226,923.00		03-0071-785-94	A	Y	01-JUL-13	420,089	350,000	144	+172.24
83	15GGD214V1088470	LD1286	1997 Gillig	HDB	H40	28-APR-97	0	\$226,923.00		03-0071-785-94	A	Y	01-JUL-13	436,050	350,000	144	+176.00
84	15GGD216V1088471	LD1293	1997 Gillig	HDB	H40	28-APR-97	0	\$226,923.00		IA-90-X172	A	Y	01-JUL-13	422,080	350,000	144	+70.72
85	15GGD2118V1088472	LD1294	1997 Gillig	HDB	H40	28-APR-97	0	\$226,923.00		IA-90-X172	A	Y	01-JUL-13	424,770	350,000	144	+71.49
86	15GGD211XV1088473	LD1295	1997 Gillig	HDB	H40	28-APR-97	0	\$226,923.00		03-0077-785-96	A	Y	01-JUL-13	430,684	350,000	144	+73.18
94	15GGD21981078636	112526	2008 Gillig	HDB	H40	23-JUN-08	1,881	\$320,350.00	09343	04-0113-375-07	A	Y	01-JUL-13	162,157	350,000	144	-137.92
95	15GGD21081078637	112527	2008 Gillig	HDB	H40	23-JUN-08	2,208	\$320,350.00	09343	04-0113-375-07	A	Y	01-JUL-13	150,337	350,000	144	-141.39
96	15GGD21281078638	112541	2008 Gillig	HDB	H40	27-JUN-08	1,756	\$320,350.00	09343	04-0113-375-07	A	Y	01-JUL-13	158,280	350,000	144	-139.12
97	15GGD21481078639	112542	2008 Gillig	HDB	H40	23-JUN-08	1,969	\$320,350.00	09343	04-0113375-07	A	Y	01-JUL-13	152,931	350,000	144	-140.55
98	15GGD211081078640	112543	2008 Gillig	HDB	H40	23-JUN-08	1,959	\$320,350.00	09372	04-0105-375-07	A	Y	01-JUL-13	157,498	350,000	144	-139.27
99	15GGD21281078641	112544	2008 Gillig	HDB	H40	27-JUN-08	2,023	\$320,350.00	09372	04-0105-375-07	A	Y	01-JUL-13	181,541	350,000	144	-138.26
86	1GBKP374P3305776	LD0254	1993 Champion	MDB	M28	31-JAN-83	0	\$64,159.00		IA-90-X087	A	Y	01-JUL-13	170,567	0	0	+0.00

**Inventory Listing for System 375**

Id	Serial Number	License Number	Property Description	Type	Class Size	Date Acquired	Acquired Reading	Acquisition Cost	Accounting Contract	Grant Number	Own Code	ADA	Date Read	Reading	Life Miles	Life Months	PTMS Points
B7	1GBKP37J4P3305794	LD0253	1993 Champion	MDB	M28	31-JAN-93	0	\$64,159.00		IA-03-0061-785-91	A	Y	01-JUL-13	178,817	0	0	+0.00
B8	1VH249X74W6006074	LD1431	1998 Orion II	HDB	H27	18-DEC-98	0	\$196,335.00		IA-03-0075-785-95	A	Y	01-JUL-13	325,904	300,000	120	+61.85
B9	1VH249X76W6006075	LD1432	1998 Orion II	HDB	H27	18-DEC-98	0	\$196,335.00	02186	IA-03-0075-785-96	A	Y	01-JUL-13	299,336	300,000	120	+54.26

## Attachment 2: Performance Measures/Public Transit

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

# SUMMARY TABLE OF FY2013 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	614,910	14,902	1,879,795	101,743	4,499,878	10,245
Total Operating Expense	\$1,303,336	\$353,526	\$5,063,118	\$1,581,186	\$3,194,667	\$204,584
Fare Revenue	\$434,682	\$22,352	\$1,292,338	\$113,305	\$0	\$0
Revenue Vehicle Miles	182,644	84,102	714,778	285,629	749,912	57,526
Revenue Vehicle Hours	15,533	6,148	54,528	27,487	73,421	9,638
Cost Per Ride	\$2.12	\$23.72	\$2.69	\$15.54	\$0.71	\$19.97
Cost Per Revenue Vehicle Mile	\$7.14	\$4.20	\$7.08	\$5.54	\$4.26	\$3.56
Cost Per Revenue Vehicle Hour	\$83.91	\$57.50	\$92.85	\$57.52	\$45.51	\$21.23
Farebox/Expense Ratio	0.33	0.06	0.26	0.07	0.00	0.00
Average Fare	\$0.71	\$1.50	\$0.69	\$1.11	\$0.00	\$0.00
Operating Deficit Per Trip	\$1.41	\$22.22	\$2.00	\$14.43	\$0.71	\$19.97
Riders Per Revenue Vehicle Mile	3.4	0.2	2.6	0.4	6.0	0.2
Riders Per Revenue Vehicle Hour	39.6	2.4	34.5	3.7	61.3	1.1

\* Includes North Liberty service

\*\* Includes University Heights service

Source: FY2012 Iowa DOT Statistical Reports



## Attachment 3: Demographics/Maps

### Iowa City

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

### Coralville

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

### North Liberty

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

### Tiffin

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

### University Heights

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

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



DP-1

Profile of General Population and Housing Characteristics: 2010

2010 Demographic Profile Data

NOTE: For more information on confidentiality protection, nonsampling error, and definitions, see <http://www.census.gov/prod/cen2010/doc/dpsf.pdf>.

Geography: Iowa City city, Iowa

Subject	Number	Percent
<b>SEX AND AGE</b>		
Total population	67,862	100.0
Under 5 years	3,204	4.7
5 to 9 years	2,799	4.1
10 to 14 years	2,566	3.8
15 to 19 years	7,538	11.1
20 to 24 years	18,711	24.6
25 to 29 years	6,959	10.3
30 to 34 years	4,225	6.2
35 to 39 years	3,290	4.8
40 to 44 years	3,007	4.4
45 to 49 years	2,931	4.3
50 to 54 years	3,230	4.8
55 to 59 years	3,315	4.9
60 to 64 years	2,569	3.8
65 to 69 years	1,629	2.4
70 to 74 years	1,191	1.7
75 to 79 years	954	1.4
80 to 84 years	863	1.3
85 years and over	928	1.4
Median age (years)	25.6	(X)
15 years and over	53,601	86.6
18 years and over	57,752	85.1
21 years and over	47,305	69.7
22 years and over	6,962	10.3
65 years and over	5,535	8.2
<b>Male population</b>		
Under 5 years	1,613	2.4
5 to 9 years	1,382	2.0
10 to 14 years	1,319	1.9
15 to 19 years	3,550	5.2
20 to 24 years	8,663	12.8
25 to 29 years	3,707	5.5
30 to 34 years	2,196	3.2
35 to 39 years	1,673	2.5
40 to 44 years	1,510	2.2
45 to 49 years	1,451	2.1
50 to 54 years	1,567	2.3
55 to 59 years	1,574	2.3
60 to 64 years	1,273	1.9
65 to 69 years	764	1.1
70 to 74 years	520	0.8

Subject	Number	Percent
75 to 79 years	399	0.6
80 to 84 years	307	0.5
85 years and over	287	0.4
Median age (years)	25.4	(X)
16 years and over	29,175	43.0
18 years and over	28,627	42.2
21 years and over	23,661	34.9
62 years and over	2,986	4.4
65 years and over	2,277	3.4
Female population	34,107	50.3
Under 5 years	1,591	2.3
5 to 9 years	1,417	2.1
10 to 14 years	1,247	1.8
15 to 19 years	3,988	5.9
20 to 24 years	8,048	11.9
25 to 29 years	3,251	4.8
30 to 34 years	2,029	3.0
35 to 39 years	1,607	2.4
40 to 44 years	1,497	2.2
45 to 49 years	1,450	2.2
50 to 54 years	1,663	2.5
55 to 59 years	1,741	2.6
60 to 64 years	1,290	1.9
65 to 69 years	865	1.3
70 to 74 years	641	0.9
75 to 79 years	555	0.8
80 to 84 years	558	0.8
85 years and over	641	0.9
Median age (years)	28.0	(X)
16 years and over	29,626	43.7
18 years and over	29,125	42.9
21 years and over	23,644	34.8
62 years and over	3,976	5.9
65 years and over	3,259	4.8
<b>RACE</b>		
Total population	67,862	100.0
One Races	66,163	97.5
White	56,004	82.5
Black or African American	3,912	5.8
American Indian and Alaska Native	144	0.2
Asian	4,680	6.9
Asian Indian	817	1.2
Chinese	1,866	2.7
Filipino	133	0.2
Japanese	181	0.3
Korean	803	1.2
Vietnamese	318	0.5
Other Asian [1]	562	0.8
Native Hawaiian and Other Pacific Islander	28	0.0
Native Hawaiian	6	0.0
Guamanian or Chamorro	5	0.0
Samoan	8	0.0
Other Pacific Islander [2]	9	0.0
Some Other Race	1,395	2.1

Subject	Number	Percent
Two or More Races	1,699	2.5
White; American Indian and Alaska Native [3]	221	0.3
White; Asian [3]	521	0.8
White; Black or African American [3]	468	0.7
White; Some Other Race [3]	178	0.3
Race alone or in combination with one or more other races: [4]		
White	57,523	84.8
Black or African American	4,568	6.7
American Indian and Alaska Native	497	0.7
Asian	5,330	7.9
Native Hawaiian and Other Pacific Islander	90	0.1
Some Other Race	1,682	2.5
HISPANIC OR LATINO		
Total population	67,862	100.0
Hispanic or Latino (of any race)	3,627	5.3
Mexican	2,218	3.3
Puerto Rican	265	0.4
Cuban	86	0.1
Other Hispanic or Latino [5]	1,058	1.6
Not Hispanic or Latino	64,235	94.7
HISPANIC OR LATINO AND RACE		
Total population	67,862	100.0
Hispanic or Latino	3,627	5.3
White alone	1,901	2.8
Black or African American alone	107	0.2
American Indian and Alaska Native alone	37	0.1
Asian alone	25	0.0
Native Hawaiian and Other Pacific Islander alone	2	0.0
Some Other Race alone	1,259	1.9
Two or More Races	296	0.4
Not Hispanic or Latino	64,235	94.7
White alone	54,103	79.7
Black or African American alone	3,805	5.6
American Indian and Alaska Native alone	107	0.2
Asian alone	4,655	6.9
Native Hawaiian and Other Pacific Islander alone	26	0.0
Some Other Race alone	136	0.2
Two or More Races	1,403	2.1
RELATIONSHIP		
Total population	67,862	100.0
In households	61,277	90.3
Householder	27,657	40.8
Spouse [6]	8,980	13.2
Child	11,519	17.0
Own child under 18 years	9,621	14.2
Other relatives	1,575	2.3
Under 18 years	314	0.5
65 years and over	174	0.3
Nonrelatives	11,546	17.0
Under 18 years	132	0.2
65 years and over	94	0.1
Unmarried partner	1,965	2.9
In group quarters	6,585	9.7
Institutionalized population	296	0.4
Male	141	0.2

Subject	Number	Percent
Female	155	0.2
Noninstitutionalized population	6,289	9.3
Male	2,877	4.2
Female	3,412	5.0
<b>HOUSEHOLDS BY TYPE</b>		
Total households	27,657	100.0
Family households (families) [7]	11,743	42.5
With own children under 18 years	5,254	19.0
Husband-wife family	8,980	32.5
With own children under 18 years	3,721	13.5
Male householder, no wife present	779	2.8
With own children under 18 years	317	1.1
Female householder, no husband present	1,984	7.2
With own children under 18 years	1,216	4.4
Nonfamily households [7]	15,914	57.5
Householder living alone	9,488	34.3
Male	4,436	16.0
65 years and over	457	1.7
Female	5,052	18.3
65 years and over	1,456	5.3
Households with individuals under 18 years	5,479	19.8
Households with individuals 65 years and over	4,020	14.5
Average household size	2.22	(X)
Average family size [7]	2.88	(X)
<b>HOUSING OCCUPANCY</b>		
Total housing units	29,270	100.0
Occupied housing units	27,657	94.5
Vacant housing units	1,613	5.5
For rent	628	2.1
Rented, not occupied	49	0.2
For sale only	379	1.3
Sold, not occupied	91	0.3
For seasonal, recreational, or occasional use	144	0.5
All other vacants	322	1.1
Homeowner vacancy rate (percent) [8]	2.8	(X)
Rental vacancy rate (percent) [9]	4.1	(X)
<b>HOUSING TENURE</b>		
Occupied housing units	27,657	100.0
Owner-occupied housing units	13,011	47.0
Population in owner-occupied housing units	30,854	(X)
Average household size of owner-occupied units	2.37	(X)
Renter-occupied housing units	14,646	53.0
Population in renter-occupied housing units	30,423	(X)
Average household size of renter-occupied units	2.08	(X)

X Not applicable.

[1] Other Asian alone, or two or more Asian categories.

[2] Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

[3] One of the four most commonly reported multiple-race combinations nationwide in Census 2000.

[4] In combination with one or more of the other races listed. The six numbers may add to more than the total population, and the six percentages may add to more than 100 percent because individuals may report more than one race.

[5] This category is composed of people whose origins are from the Dominican Republic, Spain, and Spanish-speaking Central or South

American countries. It also includes general origin responses such as "Latino" or "Hispanic."

[6] "Spouse" represents spouse of the householder. It does not reflect all spouses in a household. Responses of "same-sex spouse" were edited during processing to "unmarried partner."

[7] "Family households" consist of a householder and one or more other people related to the householder by birth, marriage, or adoption. They do not include same-sex married couples even if the marriage was performed in a state issuing marriage certificates for same-sex couples. Same-sex couple households are included in the family households category if there is at least one additional person related to the householder by birth or adoption. Same-sex couple households with no relatives of the householder present are tabulated in nonfamily households. "Nonfamily households" consist of people living alone and households which do not have any members related to the householder.

[8] The homeowner vacancy rate is the proportion of the homeowner inventory that is vacant "for sale." It is computed by dividing the total number of vacant units "for sale only" by the sum of owner-occupied units, vacant units that are "for sale only," and vacant units that have been sold but not yet occupied; and then multiplying by 100.

[9] The rental vacancy rate is the proportion of the rental inventory that is vacant "for rent." It is computed by dividing the total number of vacant units "for rent" by the sum of the renter-occupied units, vacant units that are "for rent," and vacant units that have been rented but not yet occupied; and then multiplying by 100.

Source: U.S. Census Bureau, 2010 Census.



S0804

MEANS OF TRANSPORTATION TO WORK BY SELECTED CHARACTERISTICS FOR WORKPLACE GEOGRAPHY

2008-2012 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Iowa City city, Iowa				
	Total		Car, truck, or van -- drove alone		Car, truck, or van -- carpooled
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Workers 16 years and over	59,369	+/-1,504	37,266	+/-1,366	8,313
<b>AGE</b>					
18 to 19 years	3.8%	+/-0.5	2.1%	+/-0.5	1.3%
20 to 24 years	18.0%	+/-1.0	13.5%	+/-1.4	10.5%
25 to 44 years	41.4%	+/-1.2	41.7%	+/-1.7	47.9%
45 to 54 years	19.5%	+/-0.8	22.6%	+/-1.2	23.0%
55 to 59 years	8.7%	+/-0.7	10.0%	+/-1.0	8.8%
60 years and over	8.5%	+/-0.7	10.2%	+/-0.9	7.6%
Median age (years)	37.6	+/-0.6	41.3	+/-0.9	41.0
<b>SEX</b>					
Male	47.3%	+/-1.0	45.1%	+/-1.4	50.5%
Female	52.7%	+/-1.0	54.9%	+/-1.4	49.5%
<b>RACE AND HISPANIC OR LATINO ORIGIN</b>					
One race	N	N	N	N	N
White	88.3%	+/-0.7	90.2%	+/-0.9	87.0%
Black or African American	3.1%	+/-0.4	3.1%	+/-0.6	0.9%
American Indian and Alaska Native	N	N	N	N	N
Asian	5.1%	+/-0.4	3.2%	+/-0.5	6.9%
Native Hawaiian and Other Pacific Islander	N	N	N	N	N
Some other race	N	N	N	N	N
Two or more races	1.5%	+/-0.4	1.3%	+/-0.4	2.4%
Hispanic or Latino origin (of any race)	5.0%	+/-0.5	4.5%	+/-0.7	8.3%
White alone, not Hispanic or Latino origin	85.5%	+/-0.7	88.0%	+/-1.0	82.1%
<b>NATIVITY AND CITIZENSHIP STATUS</b>					
Native	89.9%	+/-0.7	92.1%	+/-0.9	86.5%
Foreign born	10.1%	+/-0.7	7.9%	+/-0.9	13.5%
Naturalized U.S. citizen	3.3%	+/-0.4	3.3%	+/-0.5	3.4%
Not a U.S. citizen	6.8%	+/-0.7	4.6%	+/-0.8	10.1%

Subject	Iowa City city, Iowa				
	Total		Car, truck, or van -- drove alone		Car, truck, or van -- carpooled
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
<b>LANGUAGE SPOKEN AT HOME AND ABILITY TO SPEAK ENGLISH</b>					
Speak language other than English	12.3%	+/-0.8	10.1%	+/-1.0	17.1%
Speak English "very well"	7.9%	+/-0.8	6.7%	+/-0.9	11.0%
Speak English less than "very well"	4.3%	+/-0.6	3.3%	+/-0.7	6.1%
<b>EARNINGS IN THE PAST 12 MONTHS (IN 2012 INFLATION-ADJUSTED DOLLARS) FOR WORKERS</b>					
Workers 16 years and over with earnings	59,369	+/-1,504	37,266	+/-1,366	8,313
\$1 to \$9,999 or less	19.7%	+/-1.0	13.2%	+/-1.1	10.5%
\$10,000 to \$14,999	6.7%	+/-0.7	6.1%	+/-1.0	4.3%
\$15,000 to \$24,999	12.2%	+/-0.8	11.0%	+/-1.1	12.0%
\$25,000 to \$34,999	12.5%	+/-0.8	14.1%	+/-1.1	12.6%
\$35,000 to \$49,999	17.9%	+/-1.0	19.0%	+/-1.4	26.2%
\$50,000 to \$64,999	14.3%	+/-1.1	17.1%	+/-1.6	17.0%
\$65,000 to \$74,999	4.4%	+/-0.4	5.4%	+/-0.7	4.5%
\$75,000 or more	12.3%	+/-0.9	14.1%	+/-1.2	12.9%
Median earnings (dollars)	34,003	+/-1,187	39,170	+/-1,337	40,740
<b>POVERTY STATUS IN THE PAST 12 MONTHS</b>					
Workers 16 years and over for whom poverty status is determined	57,663	+/-1,498	37,087	+/-1,359	8,311
Below 100 percent of the poverty level	13.2%	+/-0.9	8.4%	+/-1.0	5.8%
100 to 149 percent of the poverty level	6.1%	+/-0.8	5.3%	+/-1.0	4.5%
At or above 150 percent of the poverty level	80.7%	+/-1.1	86.4%	+/-1.3	89.6%
Workers 16 years and over	59,369	+/-1,504	37,266	+/-1,366	8,313
<b>OCCUPATION</b>					
Management, business, science, and arts occupations	46.4%	+/-1.7	45.5%	+/-1.9	46.2%
Service occupations	16.6%	+/-1.2	15.0%	+/-1.5	14.0%
Sales and office occupations	20.9%	+/-1.1	21.7%	+/-1.3	22.9%
Natural resources, construction, and maintenance occupations	5.6%	+/-0.6	6.0%	+/-0.8	8.2%
Production, transportation, and material moving occupations	10.4%	+/-0.9	11.7%	+/-1.2	8.8%
Military specific occupations	0.0%	+/-0.1	0.0%	+/-0.1	0.0%
<b>INDUSTRY</b>					
Agriculture, forestry, fishing and hunting, and mining	0.3%	+/-0.2	0.2%	+/-0.1	0.7%
Construction	3.8%	+/-0.6	4.4%	+/-0.8	6.3%
Manufacturing	7.8%	+/-0.8	9.2%	+/-1.1	8.2%
Wholesale trade	1.7%	+/-0.5	2.2%	+/-0.7	1.4%
Retail trade	7.4%	+/-0.8	8.3%	+/-1.0	5.6%
Transportation and warehousing, and utilities	2.4%	+/-0.5	2.8%	+/-0.6	2.2%
Information and finance and insurance, and real estate and rental and leasing	4.6%	+/-0.6	5.4%	+/-0.7	2.9%
Professional, scientific, and management, and administrative and waste management services	6.0%	+/-0.8	6.0%	+/-0.9	5.1%
Educational services, and health care and social assistance	53.4%	+/-1.7	50.5%	+/-1.9	58.8%
Arts, entertainment, and recreation, and accommodation and food services	7.8%	+/-1.0	5.6%	+/-1.0	5.0%
Other services (except public administration)	3.1%	+/-0.5	3.3%	+/-0.7	2.8%
Public administration	1.7%	+/-0.4	2.1%	+/-0.5	1.0%
Armed forces	0.0%	+/-0.1	0.0%	+/-0.1	0.0%
<b>CLASS OF WORKER</b>					
Private wage and salary workers	57.1%	+/-1.6	62.8%	+/-1.7	49.9%
Government workers	39.6%	+/-1.5	34.5%	+/-1.6	45.8%

Subject	Iowa City city, Iowa				
	Total		Car, truck, or van – drove alone		Car, truck, or van -- carpooled
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Self-employed workers in own not incorporated business	3.1%	+/-0.4	2.7%	+/-0.5	3.7%
Unpaid family workers	0.2%	+/-0.1	0.1%	+/-0.1	0.6%
Workers 16 years and over who did not work at home	58,242	+/-1,509	37,266	+/-1,366	8,313
<b>TIME ARRIVING AT WORK FROM HOME</b>					
12:00 a.m. to 4:59 a.m.	2.2%	+/-0.4	2.5%	+/-0.6	1.6%
5:00 a.m. to 5:29 a.m.	1.3%	+/-0.3	1.6%	+/-0.4	0.6%
5:30 a.m. to 5:59 a.m.	3.5%	+/-0.5	4.3%	+/-0.7	3.6%
6:00 a.m. to 6:29 a.m.	5.0%	+/-0.6	5.6%	+/-0.8	6.2%
6:30 a.m. to 6:59 a.m.	9.8%	+/-0.9	11.0%	+/-1.1	12.4%
7:00 a.m. to 7:29 a.m.	11.1%	+/-1.0	11.5%	+/-1.2	17.1%
7:30 a.m. to 7:59 a.m.	18.1%	+/-1.1	19.0%	+/-1.2	20.9%
8:00 a.m. to 8:29 a.m.	12.7%	+/-1.0	12.0%	+/-1.0	13.6%
8:30 a.m. to 8:59 a.m.	6.0%	+/-1.0	6.1%	+/-1.3	4.0%
9:00 a.m. to 11:59 p.m.	30.3%	+/-1.3	26.4%	+/-1.5	20.1%
<b>TRAVEL TIME TO WORK</b>					
Less than 10 minutes	15.2%	+/-1.1	15.6%	+/-1.3	10.5%
10 to 14 minutes	19.2%	+/-1.1	19.1%	+/-1.2	13.6%
15 to 19 minutes	19.9%	+/-1.2	18.5%	+/-1.3	16.9%
20 to 24 minutes	15.1%	+/-1.0	15.7%	+/-1.2	13.6%
25 to 29 minutes	4.9%	+/-0.6	5.0%	+/-0.7	4.3%
30 to 34 minutes	10.7%	+/-0.9	10.3%	+/-1.0	14.6%
35 to 44 minutes	6.1%	+/-0.6	6.8%	+/-0.9	9.1%
45 to 59 minutes	5.0%	+/-0.5	5.3%	+/-0.7	9.4%
60 or more minutes	3.8%	+/-0.5	3.8%	+/-0.6	8.0%
Mean travel time to work (minutes)	N	N	N	N	N
Workers 16 years and over in households	57,620	+/-1,497	37,082	+/-1,358	8,301
<b>HOUSING TENURE</b>					
Owner-occupied housing units	65.9%	+/-1.4	74.4%	+/-1.6	71.5%
Renter-occupied housing units	34.1%	+/-1.4	25.6%	+/-1.6	28.5%
<b>VEHICLES AVAILABLE</b>					
No vehicle available	3.3%	+/-0.6	0.9%	+/-0.5	4.1%
1 vehicle available	24.3%	+/-1.4	20.8%	+/-1.3	21.6%
2 vehicles available	43.1%	+/-1.8	45.8%	+/-2.0	46.3%
3 or more vehicles available	29.3%	+/-1.7	32.5%	+/-1.9	28.1%
<b>PERCENT IMPUTED</b>					
Means of transportation to work	3.5%	(X)	(X)	(X)	(X)
Time arriving at work from home	7.8%	(X)	(X)	(X)	(X)
Travel time to work	4.8%	(X)	(X)	(X)	(X)
Vehicles available	0.4%	(X)	(X)	(X)	(X)

Subject	Iowa City city, Iowa		
	Car, truck, or van -- carpoled	Public transportation (excluding taxicab)	
	Margin of Error	Estimate	Margin of Error
Workers 16 years and over	+/-726	4,361	+/-450
<b>AGE</b>			
16 to 19 years	+/-0.7	8.0%	+/-3.2
20 to 24 years	+/-2.4	23.6%	+/-4.9
25 to 44 years	+/-4.1	47.8%	+/-5.2
45 to 54 years	+/-2.9	9.5%	+/-2.9
55 to 59 years	+/-1.9	5.3%	+/-2.2
60 years and over	+/-1.9	5.7%	+/-2.1
Median age (years)	+/-2.2	28.4	+/-0.9
<b>SEX</b>			
Male	+/-3.0	43.2%	+/-4.7
Female	+/-3.0	56.8%	+/-4.7
<b>RACE AND HISPANIC OR LATINO ORIGIN</b>			
One race	N	N	N
White	+/-2.8	74.9%	+/-4.7
Black or African American	+/-0.7	5.0%	+/-2.3
American Indian and Alaska Native	N	N	N
Asian	+/-2.4	17.2%	+/-4.2
Native Hawaiian and Other Pacific Islander	N	N	N
Some other race	N	N	N
Two or more races	+/-1.4	1.1%	+/-0.8
Hispanic or Latino origin (of any race)	+/-2.4	5.8%	+/-2.1
White alone, not Hispanic or Latino origin	+/-3.2	70.8%	+/-4.6
<b>NATIVITY AND CITIZENSHIP STATUS</b>			
Native	+/-3.0	76.3%	+/-4.6
Foreign born	+/-3.0	23.7%	+/-4.6
Naturalized U.S. citizen	+/-1.3	3.3%	+/-2.3
Not a U.S. citizen	+/-2.6	20.4%	+/-4.3
<b>LANGUAGE SPOKEN AT HOME AND ABILITY TO SPEAK ENGLISH</b>			
Speak language other than English	+/-3.3	21.3%	+/-4.5
Speak English "very well"	+/-2.5	10.3%	+/-3.1
Speak English less than "very well"	+/-2.3	11.0%	+/-3.1
<b>EARNINGS IN THE PAST 12 MONTHS (IN 2012 INFLATION-ADJUSTED DOLLARS) FOR WORKERS</b>			
Workers 16 years and over with earnings	+/-726	4,361	+/-450
\$1 to \$9,999 or less	+/-2.5	31.9%	+/-5.3
\$10,000 to \$14,999	+/-1.8	8.4%	+/-2.8
\$15,000 to \$24,999	+/-2.5	24.3%	+/-4.3
\$25,000 to \$34,999	+/-2.8	9.4%	+/-2.5
\$35,000 to \$49,999	+/-3.0	14.8%	+/-3.6
\$50,000 to \$64,999	+/-2.7	5.3%	+/-2.1
\$65,000 to \$74,999	+/-1.2	3.1%	+/-1.4
\$75,000 or more	+/-2.4	2.9%	+/-1.4
Median earnings (dollars)	+/-1,631	20,264	+/-2,091
<b>POVERTY STATUS IN THE PAST 12 MONTHS</b>			
Workers 16 years and over for whom poverty status is determined	+/-724	4,003	+/-439
Below 100 percent of the poverty level	+/-1.8	20.6%	+/-4.9
100 to 149 percent of the poverty level	+/-1.9	11.2%	+/-3.3

Subject	Iowa City city, Iowa		
	Car, truck, or van - carpoled	Public transportation (excluding taxicab)	
	Margin of Error	Estimate	Margin of Error
At or above 150 percent of the poverty level	+/-2.6	68.1%	+/-5.9
Workers 16 years and over	+/-726	4,361	+/-450
<b>OCCUPATION</b>			
Management, business, science, and arts occupations	+/-4.6	58.9%	+/-5.6
Service occupations	+/-3.1	18.9%	+/-4.8
Sales and office occupations	+/-3.1	15.7%	+/-3.6
Natural resources, construction, and maintenance occupations	+/-2.3	1.4%	+/-1.5
Production, transportation, and material moving occupations	+/-2.0	7.1%	+/-2.5
Military specific occupations	+/-0.4	0.0%	+/-0.7
<b>INDUSTRY</b>			
Agriculture, forestry, fishing and hunting, and mining	+/-0.6	0.0%	+/-0.7
Construction	+/-2.1	0.0%	+/-0.7
Manufacturing	+/-2.1	3.1%	+/-1.8
Wholesale trade	+/-1.4	1.1%	+/-1.1
Retail trade	+/-1.8	3.1%	+/-2.4
Transportation and warehousing, and utilities	+/-1.3	2.2%	+/-1.7
Information and finance and insurance, and real estate and rental and leasing	+/-1.0	3.2%	+/-1.7
Professional, scientific, and management, and administrative and waste management services	+/-2.9	3.2%	+/-1.6
Educational services, and health care and social assistance	+/-4.5	72.9%	+/-5.1
Arts, entertainment, and recreation, and accommodation and food services	+/-2.6	8.0%	+/-2.6
Other services (except public administration)	+/-1.4	2.1%	+/-2.1
Public administration	+/-1.0	1.1%	+/-0.8
Armed forces	+/-0.4	0.0%	+/-0.7
<b>CLASS OF WORKER</b>			
Private wage and salary workers	+/-4.6	40.4%	+/-5.2
Government workers	+/-4.9	59.1%	+/-5.1
Self-employed workers in own not incorporated business	+/-2.0	0.5%	+/-0.6
Unpaid family workers	+/-0.7	0.0%	+/-0.7
Workers 16 years and over who did not work at home	+/-726	4,361	+/-450
<b>TIME ARRIVING AT WORK FROM HOME</b>			
12:00 a.m. to 4:59 a.m.	+/-1.0	0.0%	+/-0.7
5:00 a.m. to 5:29 a.m.	+/-0.4	0.0%	+/-0.7
5:30 a.m. to 5:59 a.m.	+/-1.5	0.2%	+/-0.3
6:00 a.m. to 6:29 a.m.	+/-1.7	1.5%	+/-1.4
6:30 a.m. to 6:59 a.m.	+/-3.0	6.5%	+/-1.9
7:00 a.m. to 7:29 a.m.	+/-3.6	7.8%	+/-2.6
7:30 a.m. to 7:59 a.m.	+/-3.1	19.9%	+/-4.3
8:00 a.m. to 8:29 a.m.	+/-2.6	19.3%	+/-4.4
8:30 a.m. to 8:59 a.m.	+/-1.7	9.3%	+/-2.8
9:00 a.m. to 11:59 p.m.	+/-3.3	35.6%	+/-4.4
<b>TRAVEL TIME TO WORK</b>			
Less than 10 minutes	+/-3.6	1.9%	+/-1.5
10 to 14 minutes	+/-3.2	16.1%	+/-4.5
15 to 19 minutes	+/-3.0	28.8%	+/-4.9
20 to 24 minutes	+/-3.4	20.6%	+/-3.9
25 to 29 minutes	+/-1.4	7.2%	+/-2.6
30 to 34 minutes	+/-3.2	15.7%	+/-3.1

Subject	Iowa City city, Iowa		
	Car, truck, or van -- carpoled	Public transportation (excluding taxicab)	
	Margin of Error	Estimate	Margin of Error
35 to 44 minutes	+/-2.0	4.6%	+/-1.9
45 to 59 minutes	+/-2.1	2.6%	+/-1.3
60 or more minutes	+/-2.2	2.5%	+/-2.3
Mean travel time to work (minutes)	N	N	N
Workers 16 years and over in households	+/-718	3,988	+/-438
<b>HOUSING TENURE</b>			
Owner-occupied housing units	+/-4.2	37.1%	+/-5.2
Renter-occupied housing units	+/-4.2	62.9%	+/-5.2
<b>VEHICLES AVAILABLE</b>			
No vehicle available	+/-2.1	12.8%	+/-4.3
1 vehicle available	+/-4.1	40.9%	+/-5.3
2 vehicles available	+/-4.6	32.5%	+/-5.3
3 or more vehicles available	+/-3.7	13.8%	+/-5.2
<b>PERCENT IMPUTED</b>			
Means of transportation to work	(X)	(X)	(X)
Time arriving at work from home	(X)	(X)	(X)
Travel time to work	(X)	(X)	(X)
Vehicles available	(X)	(X)	(X)

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Foreign born excludes people born outside the United States to a parent who is a U.S. citizen.

Workers include members of the Armed Forces and civilians who were at work last week.

Industry codes are 4-digit codes and are based on the North American Industry Classification System 2007. The industry categories adhere to the guidelines issued in Clarification Memorandum No. 2, "NAICS Alternate Aggregation Structure for Use By U.S. Statistical Agencies," issued by the Office of Management and Budget.

While the 2008-2012 American Community Survey (ACS) data generally reflect the December 2009 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2008-2012 American Community Survey

#### Explanation of Symbols:

1. An "\*\*\*" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An "l" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An "l" following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An "\*\*\*\*" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An "\*\*\*\*\*" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is

not appropriate.

7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.

8. An '(X)' means that the estimate is not applicable or not available.



DP-1

Profile of General Population and Housing Characteristics: 2010

2010 Demographic Profile Data

NOTE: For more information on confidentiality protection, nonsampling error, and definitions, see <http://www.census.gov/prod/cen2010/doc/dpsf.pdf>.

**Geography: Coralville city, Iowa**

Subject	Number	Percent
<b>SEX AND AGE</b>		
Total population	18,907	100.0
Under 5 years	1,383	7.3
5 to 9 years	1,204	6.4
10 to 14 years	1,044	5.5
15 to 19 years	933	5.1
20 to 24 years	1,811	9.6
25 to 29 years	2,351	12.4
30 to 34 years	1,852	9.8
35 to 39 years	1,354	7.2
40 to 44 years	1,334	7.1
45 to 49 years	1,241	6.6
50 to 54 years	1,191	6.3
55 to 59 years	987	5.2
60 to 64 years	779	4.1
65 to 69 years	478	2.5
70 to 74 years	328	1.7
75 to 79 years	243	1.3
80 to 84 years	174	0.9
85 years and over	190	1.0
Median age (years)	31.6	(X)
16 years and over	15,070	79.7
18 years and over	14,601	77.7
21 years and over	14,109	74.6
62 years and over	1,823	9.6
65 years and over	1,413	7.5
<b>Male population</b>		
Under 5 years	705	3.7
5 to 9 years	613	3.2
10 to 14 years	527	2.8
15 to 19 years	520	2.8
20 to 24 years	897	4.7
25 to 29 years	1,233	6.5
30 to 34 years	1,048	5.5
35 to 39 years	766	4.1
40 to 44 years	737	3.9
45 to 49 years	618	3.3
50 to 54 years	620	3.3
55 to 59 years	491	2.6
60 to 64 years	358	1.9
65 to 69 years	229	1.2
70 to 74 years	147	0.8

Subject	Number	Percent
75 to 79 years	102	0.5
80 to 84 years	63	0.3
85 years and over	58	0.3
Median age (years)	31.6	(X)
16 years and over	7,785	41.2
18 years and over	7,593	40.2
21 years and over	7,270	38.5
62 years and over	796	4.2
65 years and over	599	3.2
<b>Female population</b>	<b>9,167</b>	<b>48.5</b>
Under 5 years	678	3.6
5 to 9 years	591	3.1
10 to 14 years	517	2.7
15 to 19 years	443	2.3
20 to 24 years	914	4.8
25 to 29 years	1,118	5.9
30 to 34 years	804	4.3
35 to 39 years	588	3.1
40 to 44 years	597	3.2
45 to 49 years	623	3.3
50 to 54 years	571	3.0
55 to 59 years	496	2.6
60 to 64 years	413	2.2
65 to 69 years	249	1.3
70 to 74 years	181	1.0
75 to 79 years	141	0.7
80 to 84 years	111	0.6
85 years and over	132	0.7
Median age (years)	31.7	(X)
16 years and over	7,285	39.5
18 years and over	7,008	37.5
21 years and over	6,839	36.2
62 years and over	1,027	5.4
65 years and over	814	4.3
<b>RACE</b>		
Total population	18,907	100.0
One Race	18,419	97.4
White	15,014	79.4
Black or African American	1,492	7.9
American Indian and Alaska Native	59	0.3
Asian	1,467	7.8
Asian Indian	467	2.5
Chinese	416	2.2
Filipino	48	0.3
Japanese	44	0.2
Korean	268	1.4
Vietnamese	79	0.4
Other Asian [1]	147	0.8
Native Hawaiian and Other Pacific Islander	12	0.1
Native Hawaiian	2	0.0
Guamanian or Chamorro	3	0.0
Samoa	2	0.0
Other Pacific Islander [2]	5	0.0
Some Other Race	375	2.0

Subject	Number	Percent
Two or More Races	488	2.6
White; American Indian and Alaska Native [3]	62	0.3
White; Asian [3]	124	0.7
White; Black or African American [3]	191	1.0
White; Some Other Race [3]	29	0.2
<b>Race alone or in combination with one or more other races [4]</b>		
White	15,452	81.7
Black or African American	1,741	9.2
American Indian and Alaska Native	151	0.8
Asian	1,627	8.6
Native Hawaiian and Other Pacific Islander	21	0.1
Some Other Race	436	2.3
<b>HISPANIC OR LATINO</b>		
Total population	18,907	100.0
Hispanic or Latino (of any race)	957	5.1
Mexican	585	3.1
Puerto Rican	48	0.3
Cuban	11	0.1
Other Hispanic or Latino [5]	313	1.7
Not Hispanic or Latino	17,950	94.9
<b>HISPANIC OR LATINO AND RACE</b>		
Total population	18,907	100.0
Hispanic or Latino	957	5.1
White alone	546	2.9
Black or African American alone	16	0.1
American Indian and Alaska Native alone	11	0.1
Asian alone	10	0.1
Native Hawaiian and Other Pacific Islander alone	0	0.0
Some Other Race alone	323	1.7
Two or More Races	51	0.3
Not Hispanic or Latino	17,950	94.9
White alone	14,468	76.5
Black or African American alone	1,476	7.8
American Indian and Alaska Native alone	48	0.3
Asian alone	1,457	7.7
Native Hawaiian and Other Pacific Islander alone	12	0.1
Some Other Race alone	52	0.3
Two or More Races	437	2.3
<b>RELATIONSHIP</b>		
Total population	18,907	100.0
In households	17,777	94.0
Householder	7,763	41.1
Spouse [6]	3,325	17.6
Child	4,631	24.8
Own child under 18 years	4,032	21.3
Other relatives	500	2.6
Under 18 years	121	0.6
65 years and over	70	0.4
Nonrelatives	1,508	8.0
Under 18 years	50	0.3
65 years and over	24	0.1
Unmarried partner	646	3.4
In group quarters	1,130	6.0
Institutionalized population	1,130	6.0
Male	970	5.1

Subject	Number	Percent
Female	160	0.8
Noninstitutionalized population	0	0.0
Male	0	0.0
Female	0	0.0
<b>HOUSEHOLDS BY TYPE</b>		
Total households	7,763	100.0
Family households (families) [7]	4,229	54.5
With own children under 18 years	2,189	28.2
Husband-wife family	3,325	42.8
With own children under 18 years	1,637	21.1
Male householder, no wife present	246	3.2
With own children under 18 years	123	1.6
Female householder, no husband present	658	8.5
With own children under 18 years	429	5.5
Nonfamily households [7]	3,534	45.5
Householder living alone	2,559	33.0
Male	1,201	15.5
65 years and over	91	1.2
Female	1,358	17.5
65 years and over	297	3.8
Households with individuals under 18 years	2,286	29.4
Households with individuals 65 years and over	942	12.1
Average household size	2.29	(X)
Average family size [7]	3.01	(X)
<b>HOUSING OCCUPANCY</b>		
Total housing units	8,310	100.0
Occupied housing units	7,763	93.4
Vacant housing units	547	6.6
For rent	266	3.2
Rented, not occupied	11	0.1
For sale only	141	1.7
Sold, not occupied	23	0.3
For seasonal, recreational, or occasional use	38	0.5
All other vacants	68	0.8
Homeowner vacancy rate (percent) [8]	3.2	(X)
Rental vacancy rate (percent) [9]	7.1	(X)
<b>HOUSING TENURE</b>		
Occupied housing units	7,763	100.0
Owner-occupied housing units	4,304	55.4
Population in owner-occupied housing units	10,991	(X)
Average household size of owner-occupied units	2.55	(X)
Renter-occupied housing units	3,459	44.6
Population in renter-occupied housing units	6,786	(X)
Average household size of renter-occupied units	1.96	(X)

X Not applicable.

[1] Other Asian alone, or two or more Asian categories.

[2] Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

[3] One of the four most commonly reported multiple-race combinations nationwide in Census 2000.

[4] In combination with one or more of the other races listed. The six numbers may add to more than the total population, and the six percentages may add to more than 100 percent because individuals may report more than one race.

[5] This category is composed of people whose origins are from the Dominican Republic, Spain, and Spanish-speaking Central or South

American countries. It also includes general origin responses such as "Latino" or "Hispanic."

[6] "Spouse" represents spouse of the householder. It does not reflect all spouses in a household. Responses of "same-sex spouse" were edited during processing to "unmarried partner."

[7] "Family households" consist of a householder and one or more other people related to the householder by birth, marriage, or adoption. They do not include same-sex married couples even if the marriage was performed in a state issuing marriage certificates for same-sex couples. Same-sex couple households are included in the family households category if there is at least one additional person related to the householder by birth or adoption. Same-sex couple households with no relatives of the householder present are tabulated in nonfamily households. "Nonfamily households" consist of people living alone and households which do not have any members related to the householder.

[8] The homeowner vacancy rate is the proportion of the homeowner inventory that is vacant "for sale." It is computed by dividing the total number of vacant units "for sale only" by the sum of owner-occupied units, vacant units that are "for sale only," and vacant units that have been sold but not yet occupied; and then multiplying by 100.

[9] The rental vacancy rate is the proportion of the rental inventory that is vacant "for rent." It is computed by dividing the total number of vacant units "for rent" by the sum of the renter-occupied units, vacant units that are "for rent," and vacant units that have been rented but not yet occupied; and then multiplying by 100.

Source: U.S. Census Bureau, 2010 Census.



S0804

**MEANS OF TRANSPORTATION TO WORK BY SELECTED CHARACTERISTICS FOR WORKPLACE GEOGRAPHY**

2008-2012 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Coralville city, Iowa				
	Total		Car, truck, or van -- drove alone		Car, truck, or van -- carpooled
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Workers 16 years and over	13,467	+/-817	11,166	+/-739	1,277
<b>AGE</b>					
16 to 19 years	4.6%	+/-0.9	3.8%	+/-0.9	8.1%
20 to 24 years	20.3%	+/-2.5	21.6%	+/-2.9	10.4%
25 to 44 years	44.2%	+/-3.1	44.8%	+/-3.3	45.5%
45 to 54 years	16.6%	+/-2.4	15.6%	+/-2.5	23.6%
55 to 59 years	6.9%	+/-1.2	6.9%	+/-1.2	4.8%
60 years and over	7.3%	+/-1.6	7.3%	+/-1.7	7.3%
Median age (years)	33.5	+/-1.4	33.4	+/-1.7	37.2
<b>SEX</b>					
Male	52.1%	+/-3.4	51.6%	+/-3.7	51.7%
Female	47.9%	+/-3.4	48.4%	+/-3.7	48.3%
<b>RACE AND HISPANIC OR LATINO ORIGIN</b>					
One race	N	N	N	N	N
White	89.7%	+/-1.7	90.6%	+/-1.8	86.8%
Black or African American	N	N	N	N	N
American Indian and Alaska Native	N	N	N	N	N
Asian	N	N	N	N	N
Native Hawaiian and Other Pacific Islander	0.0%	+/-0.2	0.0%	+/-0.3	0.0%
Some other race	N	N	N	N	N
Two or more races	N	N	N	N	N
Hispanic or Latino origin (of any race)	N	N	N	N	N
White alone, not Hispanic or Latino origin	87.1%	+/-2.1	87.9%	+/-2.2	83.6%
<b>NATIVITY AND CITIZENSHIP STATUS</b>					
Native	93.5%	+/-1.6	94.3%	+/-1.5	92.2%
Foreign born	6.5%	+/-1.6	5.7%	+/-1.5	7.8%
Naturalized U.S. citizen	2.7%	+/-1.1	2.3%	+/-0.9	2.5%
Not a U.S. citizen	3.8%	+/-1.3	3.3%	+/-1.3	5.3%

Subject	Coralville city, Iowa				
	Total		Car, truck, or van -- drove alone		Car, truck, or van -- carpooled
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
<b>LANGUAGE SPOKEN AT HOME AND ABILITY TO SPEAK ENGLISH</b>					
Speak language other than English	9.5%	+/-1.8	8.5%	+/-1.9	11.1%
Speak English "very well"	6.7%	+/-1.6	6.3%	+/-1.7	5.3%
Speak English less than "very well"	2.8%	+/-1.0	2.2%	+/-0.8	5.8%
<b>EARNINGS IN THE PAST 12 MONTHS (IN 2012 INFLATION-ADJUSTED DOLLARS) FOR WORKERS</b>					
Workers 16 years and over with earnings	13,467	+/-817	11,166	+/-739	1,277
\$1 to \$9,999 or less	18.3%	+/-2.3	17.4%	+/-2.6	18.2%
\$10,000 to \$14,999	10.4%	+/-1.9	10.4%	+/-2.2	4.5%
\$15,000 to \$24,999	13.1%	+/-2.0	12.5%	+/-2.2	15.9%
\$25,000 to \$34,999	19.3%	+/-2.9	20.0%	+/-3.3	21.7%
\$35,000 to \$49,999	16.5%	+/-1.9	16.9%	+/-2.2	18.5%
\$50,000 to \$64,999	11.1%	+/-2.1	10.5%	+/-2.2	14.5%
\$65,000 to \$74,999	3.0%	+/-1.0	3.4%	+/-1.1	0.9%
\$75,000 or more	8.4%	+/-1.6	9.0%	+/-1.8	5.8%
Median earnings (dollars)	29,342	+/-1,545	29,710	+/-1,553	31,506
<b>POVERTY STATUS IN THE PAST 12 MONTHS</b>					
Workers 16 years and over for whom poverty status is determined	13,353	+/-828	11,062	+/-749	1,277
Below 100 percent of the poverty level	11.4%	+/-1.9	11.7%	+/-2.1	5.5%
100 to 149 percent of the poverty level	7.6%	+/-1.6	7.5%	+/-1.8	7.2%
At or above 150 percent of the poverty level	81.0%	+/-2.3	80.8%	+/-2.5	87.3%
Workers 16 years and over	13,467	+/-817	11,166	+/-739	1,277
<b>OCCUPATION</b>					
Management, business, science, and arts occupations	30.3%	+/-2.7	30.6%	+/-3.1	29.0%
Service occupations	20.0%	+/-2.4	19.8%	+/-2.9	21.0%
Sales and office occupations	33.0%	+/-2.5	32.8%	+/-2.9	27.6%
Natural resources, construction, and maintenance occupations	4.2%	+/-1.1	4.4%	+/-1.3	5.1%
Production, transportation, and material moving occupations	12.6%	+/-2.4	12.3%	+/-2.9	17.3%
Military specific occupations	0.0%	+/-0.2	0.0%	+/-0.3	0.0%
<b>INDUSTRY</b>					
Agriculture, forestry, fishing and hunting, and mining	0.1%	+/-0.1	0.1%	+/-0.1	0.2%
Construction	3.7%	+/-1.2	3.7%	+/-1.3	3.0%
Manufacturing	9.9%	+/-2.0	9.3%	+/-2.0	16.3%
Wholesale trade	3.7%	+/-1.2	3.7%	+/-1.3	3.2%
Retail trade	20.2%	+/-2.6	20.8%	+/-2.8	9.7%
Transportation and warehousing, and utilities	3.9%	+/-1.2	4.5%	+/-1.4	0.1%
Information and finance and insurance, and real estate and rental and leasing	8.6%	+/-1.6	8.3%	+/-1.9	12.6%
Professional, scientific, and management, and administrative and waste management services	11.8%	+/-1.8	11.1%	+/-1.9	14.3%
Educational services, and health care and social assistance	15.8%	+/-1.9	16.1%	+/-2.2	15.8%
Arts, entertainment, and recreation, and accommodation and food services	16.8%	+/-2.6	16.9%	+/-3.0	16.6%
Other services (except public administration)	2.3%	+/-0.9	2.2%	+/-1.0	2.4%
Public administration	3.1%	+/-1.0	3.0%	+/-1.0	5.8%
Armed forces	0.1%	+/-0.1	0.1%	+/-0.2	0.0%
<b>CLASS OF WORKER</b>					
Private wage and salary workers	82.8%	+/-2.3	83.4%	+/-2.7	78.2%
Government workers	13.1%	+/-2.1	12.7%	+/-2.4	19.0%

Subject	Coralville city, Iowa				
	Total		Car, truck, or van – drove alone		Car, truck, or van -- carpoled
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Self-employed workers in own not incorporated business	4.0%	+/-1.1	3.9%	+/-1.3	2.8%
Unpaid family workers	0.0%	+/-0.1	0.0%	+/-0.1	0.0%
Workers 16 years and over who did not work at home	13,168	+/-811	11,166	+/-739	1,277
<b>TIME ARRIVING AT WORK FROM HOME</b>					
12:00 a.m. to 4:59 a.m.	1.9%	+/-0.7	1.9%	+/-0.8	1.6%
5:00 a.m. to 5:29 a.m.	0.5%	+/-0.3	0.5%	+/-0.3	1.3%
<b>5:30 a.m. to 5:59 a.m.</b>	<b>3.1%</b>	<b>+/-0.9</b>	<b>3.0%</b>	<b>+/-0.8</b>	<b>4.2%</b>
6:00 a.m. to 6:29 a.m.	4.2%	+/-1.4	4.1%	+/-1.4	2.6%
6:30 a.m. to 6:59 a.m.	8.5%	+/-1.5	8.6%	+/-1.6	10.2%
7:00 a.m. to 7:29 a.m.	10.9%	+/-1.8	11.4%	+/-2.0	10.1%
7:30 a.m. to 7:59 a.m.	13.9%	+/-2.0	13.3%	+/-2.1	17.4%
8:00 a.m. to 8:29 a.m.	12.2%	+/-2.3	12.4%	+/-2.5	13.6%
8:30 a.m. to 8:59 a.m.	5.2%	+/-1.5	4.9%	+/-1.5	7.2%
9:00 a.m. to 11:59 p.m.	39.8%	+/-3.2	39.8%	+/-3.6	31.9%
<b>TRAVEL TIME TO WORK</b>					
Less than 10 minutes	14.6%	+/-3.1	13.3%	+/-3.2	16.4%
10 to 14 minutes	19.3%	+/-2.7	20.6%	+/-3.1	9.2%
15 to 19 minutes	18.9%	+/-3.0	21.0%	+/-3.5	9.8%
20 to 24 minutes	14.7%	+/-2.2	15.7%	+/-2.3	8.9%
25 to 29 minutes	7.2%	+/-1.5	7.3%	+/-1.8	7.1%
30 to 34 minutes	10.9%	+/-1.9	10.1%	+/-1.9	13.7%
35 to 44 minutes	6.2%	+/-1.2	5.7%	+/-1.3	10.6%
45 to 59 minutes	5.1%	+/-1.0	3.8%	+/-0.9	18.1%
60 or more minutes	3.1%	+/-1.1	2.5%	+/-1.2	6.1%
Mean travel time to work (minutes)	21.1	+/-1.3	20.0	+/-1.3	28.3
Workers 16 years and over in households	13,341	+/-828	11,062	+/-749	1,273
<b>HOUSING TENURE</b>					
Owner-occupied housing units	62.9%	+/-2.7	62.9%	+/-2.8	71.2%
Renter-occupied housing units	37.1%	+/-2.7	37.1%	+/-2.8	28.8%
<b>VEHICLES AVAILABLE</b>					
No vehicle available	2.0%	+/-0.9	0.7%	+/-0.5	6.8%
1 vehicle available	18.1%	+/-2.2	15.9%	+/-2.5	24.7%
2 vehicles available	51.5%	+/-2.9	53.4%	+/-3.2	47.7%
3 or more vehicles available	28.4%	+/-2.7	30.1%	+/-3.1	20.8%
<b>PERCENT IMPUTED</b>					
Means of transportation to work	3.4%	(X)	(X)	(X)	(X)
Time arriving at work from home	9.1%	(X)	(X)	(X)	(X)
Travel time to work	5.9%	(X)	(X)	(X)	(X)
Vehicles available	0.8%	(X)	(X)	(X)	(X)

Subject	Coralville city, Iowa		
	Car, truck, or van -- carpooled	Public transportation (excluding taxicab)	
	Margin of Error	Estimate	Margin of Error
Workers 16 years and over	+/-217	254	+/-111
<b>AGE</b>			
16 to 19 years	+/-4.4	9.1%	+/-11.4
20 to 24 years	+/-6.0	43.7%	+/-23.8
25 to 44 years	+/-9.5	25.2%	+/-16.5
45 to 54 years	+/-7.9	4.7%	+/-8.0
55 to 59 years	+/-4.2	10.2%	+/-11.7
60 years and over	+/-4.2	7.1%	+/-9.2
Median age (years)	+/-3.9	22.7	+/-12.7
<b>SEX</b>			
Male	+/-7.8	58.3%	+/-18.9
Female	+/-7.8	43.7%	+/-18.9
<b>RACE AND HISPANIC OR LATINO ORIGIN</b>			
One race	N	N	N
White	+/-3.6	83.1%	+/-15.5
Black or African American	N	N	N
American Indian and Alaska Native	N	N	N
Asian	N	N	N
Native Hawaiian and Other Pacific Islander	+/-2.5	0.0%	+/-12.0
Some other race	N	N	N
Two or more races	N	N	N
Hispanic or Latino origin (of any race)	N	N	N
White alone, not Hispanic or Latino origin	+/-7.5	83.1%	+/-15.5
<b>NATIVITY AND CITIZENSHIP STATUS</b>			
Native	+/-4.7	36.5%	+/-26.0
Foreign born	+/-4.7	33.5%	+/-26.0
Naturalized U.S. citizen	+/-2.9	16.5%	+/-22.3
Not a U.S. citizen	+/-4.0	16.9%	+/-20.1
<b>LANGUAGE SPOKEN AT HOME AND ABILITY TO SPEAK ENGLISH</b>			
Speak language other than English	+/-5.5	33.5%	+/-26.0
Speak English "very well"	+/-3.5	21.3%	+/-22.1
Speak English less than "very well"	+/-4.9	12.2%	+/-18.4
<b>EARNINGS IN THE PAST 12 MONTHS (IN 2012 INFLATION-ADJUSTED DOLLARS) FOR WORKERS</b>			
Workers 16 years and over with earnings	+/-217	254	+/-111
\$1 to \$9,999 or loss	+/-7.0	30.3%	+/-17.2
\$10,000 to \$14,999	+/-4.3	33.5%	+/-21.5
\$15,000 to \$24,999	+/-7.0	12.2%	+/-18.4
\$25,000 to \$34,999	+/-8.4	6.3%	+/-9.4
\$35,000 to \$49,999	+/-7.2	7.1%	+/-8.9
\$50,000 to \$64,999	+/-6.3	10.6%	+/-11.7
\$65,000 to \$74,999	+/-1.3	0.0%	+/-12.0
\$75,000 or more	+/-3.5	0.0%	+/-12.0
Median earnings (dollars)	+/-2,664	12,315	+/-6,494
<b>POVERTY STATUS IN THE PAST 12 MONTHS</b>			
Workers 16 years and over for whom poverty status is determined	+/-217	244	+/-114
Below 100 percent of the poverty level	+/-3.7	30.3%	+/-17.9
100 to 149 percent of the poverty level	+/-5.2	2.9%	+/-5.5

Subject	Coralville city, Iowa		
	Car, truck, or van - carpoled	Public transportation (excluding taxicab)	
	Margin of Error	Estimate	Margin of Error
At or above 150 percent of the poverty level	+/-6.2	66.8%	+/-19.4
Workers 16 years and over	+/-217	254	+/-111
<b>OCCUPATION</b>			
Management, business, science, and arts occupations	+/-7.9	11.8%	+/-12.8
Service occupations	+/-7.4	10.6%	+/-10.5
Sales and office occupations	+/-7.8	64.2%	+/-23.9
Natural resources, construction, and maintenance occupations	+/-3.2	0.0%	+/-12.0
Production, transportation, and material moving occupations	+/-6.0	13.4%	+/-18.4
Military specific occupations	+/-2.5	0.0%	+/-12.0
<b>INDUSTRY</b>			
Agriculture, forestry, fishing and hunting, and mining	+/-0.3	0.0%	+/-12.0
Construction	+/-2.1	0.0%	+/-12.0
Manufacturing	+/-6.6	19.7%	+/-20.0
Wholesale trade	+/-3.7	0.8%	+/-1.9
Retail trade	+/-5.2	43.3%	+/-26.5
Transportation and warehousing, and utilities	+/-0.3	0.0%	+/-12.0
Information and finance and insurance, and real estate and rental and leasing	+/-6.1	5.1%	+/-8.0
Professional, scientific, and management, and administrative and waste management services	+/-6.7	9.8%	+/-10.7
Educational services, and health care and social assistance	+/-7.2	15.0%	+/-14.1
Arts, entertainment, and recreation, and accommodation and food services	+/-6.1	0.8%	+/-1.4
Other services (except public administration)	+/-2.8	5.5%	+/-9.2
Public administration	+/-3.7	0.0%	+/-12.0
Armed forces	+/-2.5	0.0%	+/-12.0
<b>CLASS OF WORKER</b>			
Private wage and salary workers	+/-8.2	89.8%	+/-10.6
Government workers	+/-7.9	10.2%	+/-10.6
Self-employed workers in own not incorporated business	+/-2.7	0.0%	+/-12.0
Unpaid family workers	+/-2.5	0.0%	+/-12.0
Workers 16 years and over who did not work at home	+/-217	254	+/-111
<b>TIME ARRIVING AT WORK FROM HOME</b>			
12:00 a.m. to 4:59 a.m.	+/-1.8	1.2%	+/-2.4
5:00 a.m. to 5:29 a.m.	+/-2.1	0.8%	+/-1.8
5:30 a.m. to 5:59 a.m.	+/-4.0	0.0%	+/-12.0
6:00 a.m. to 6:29 a.m.	+/-2.3	0.0%	+/-12.0
6:30 a.m. to 6:59 a.m.	+/-4.1	0.0%	+/-12.0
7:00 a.m. to 7:29 a.m.	+/-5.8	10.2%	+/-12.3
7:30 a.m. to 7:59 a.m.	+/-7.4	15.4%	+/-12.9
8:00 a.m. to 8:29 a.m.	+/-6.8	5.5%	+/-7.8
8:30 a.m. to 8:59 a.m.	+/-5.7	4.3%	+/-5.0
9:00 a.m. to 11:59 p.m.	+/-7.9	62.6%	+/-19.7
<b>TRAVEL TIME TO WORK</b>			
Less than 10 minutes	+/-7.7	0.8%	+/-1.9
10 to 14 minutes	+/-4.9	20.1%	+/-20.2
15 to 19 minutes	+/-5.9	0.0%	+/-12.0
20 to 24 minutes	+/-4.7	5.1%	+/-8.1
25 to 29 minutes	+/-4.4	4.7%	+/-7.9
30 to 34 minutes	+/-6.1	42.5%	+/-20.9

Subject	Coralville city, Iowa		
	Car, truck, or van -- carpoled	Public transportation (excluding taxicab)	
	Margin of Error	Estimate	Margin of Error
35 to 44 minutes	+/-6.1	12.2%	+/-12.8
45 to 59 minutes	+/-6.5	2.0%	+/-2.8
60 or more minutes	+/-3.7	12.6%	+/-11.4
Mean travel time to work (minutes)	+/-3.8	35.6	+/-9.4
Workers 16 years and over in households	+/-217	236	+/-113
<b>HOUSING TENURE</b>			
Owner-occupied housing units	+/-8.9	37.3%	+/-23.9
Renter-occupied housing units	+/-8.9	62.7%	+/-23.9
<b>VEHICLES AVAILABLE</b>			
No vehicle available	+/-4.9	11.0%	+/-16.0
1 vehicle available	+/-9.6	45.3%	+/-24.4
2 vehicles available	+/-10.1	43.6%	+/-26.5
3 or more vehicles available	+/-7.4	0.0%	+/-12.8
<b>PERCENT IMPUTED</b>			
Means of transportation to work	(X)	(X)	(X)
Time arriving at work from home	(X)	(X)	(X)
Travel time to work	(X)	(X)	(X)
Vehicles available	(X)	(X)	(X)

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Foreign born excludes people born outside the United States to a parent who is a U.S. citizen.

Workers include members of the Armed Forces and civilians who were at work last week.

Industry codes are 4-digit codes and are based on the North American Industry Classification System 2007. The Industry categories adhere to the guidelines issued in Clarification Memorandum No. 2, "NAICS Alternate Aggregation Structure for Use By U.S. Statistical Agencies," issued by the Office of Management and Budget.

While the 2008-2012 American Community Survey (ACS) data generally reflect the December 2009 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2008-2012 American Community Survey

#### Explanation of Symbols:

1. An '\*\*\*' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '!' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '\*\*\*' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '\*\*\*\*\*' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is

not appropriate.

7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.

8. An '(X)' means that the estimate is not applicable or not available.



DP-1

Profile of General Population and Housing Characteristics: 2010

2010 Demographic Profile Data

NOTE: For more information on confidentiality protection, nonsampling error, and definitions, see <http://www.census.gov/prod/cen2010/doc/dpsf.pdf>.

Geography: North Liberty city, Iowa

Subject	Number	Percent
<b>SEX AND AGE</b>		
Total population	13,374	100.0
Under 5 years	1,589	11.7
5 to 9 years	1,123	8.4
10 to 14 years	745	5.6
15 to 19 years	470	3.5
20 to 24 years	1,060	7.9
25 to 29 years	2,072	15.5
30 to 34 years	1,783	13.3
35 to 39 years	1,145	8.6
40 to 44 years	881	6.6
45 to 49 years	659	4.9
50 to 54 years	574	4.3
55 to 59 years	463	3.6
60 to 64 years	339	2.5
65 to 69 years	198	1.5
70 to 74 years	91	0.7
75 to 79 years	82	0.7
80 to 84 years	44	0.3
85 years and over	46	0.3
Median age (years)	29.2	(X)
16 years and over	9,026	73.5
18 years and over	8,818	71.9
21 years and over	9,361	70.0
62 years and over	666	5.0
65 years and over	471	3.5
<b>Male population</b>		
Under 5 years	830	6.2
5 to 9 years	570	4.3
10 to 14 years	381	2.8
15 to 19 years	257	1.9
20 to 24 years	449	3.4
25 to 29 years	973	7.3
30 to 34 years	913	6.8
35 to 39 years	605	4.5
40 to 44 years	433	3.2
45 to 49 years	296	2.2
50 to 54 years	272	2.0
55 to 59 years	218	1.6
60 to 64 years	150	1.1
65 to 69 years	90	0.7
70 to 74 years	40	0.3

Subject	Number	Percent
75 to 79 years	38	0.3
80 to 84 years	19	0.1
85 years and over	15	0.1
Median age (years)	29.1	( X )
16 years and over	4,705	35.2
18 years and over	4,595	34.4
21 years and over	4,459	33.3
62 years and over	293	2.2
65 years and over	202	1.5
Female population	6,825	51.0
Under 5 years	739	5.5
5 to 9 years	553	4.1
10 to 14 years	364	2.7
15 to 19 years	213	1.6
20 to 24 years	311	4.6
25 to 29 years	1,099	8.2
30 to 34 years	870	6.5
35 to 39 years	540	4.0
40 to 44 years	448	3.3
45 to 49 years	363	2.7
50 to 54 years	302	2.3
55 to 59 years	265	2.0
60 to 64 years	189	1.4
65 to 69 years	108	0.8
70 to 74 years	51	0.4
75 to 79 years	54	0.4
80 to 84 years	25	0.2
85 years and over	31	0.2
Median age (years)	29.2	( X )
16 years and over	5,121	33.3
18 years and over	5,028	37.6
21 years and over	4,902	36.7
62 years and over	373	2.8
65 years and over	269	2.0
<b>RACE</b>		
Total population	13,374	100.0
One Race	13,064	97.7
White	12,067	90.2
Black or African American	608	4.5
American Indian and Alaska Native	25	0.2
Asian	246	1.8
Asian Indian	89	0.7
Chinese	39	0.3
Filipino	16	0.1
Japanese	4	0.0
Korean	37	0.3
Vietnamese	9	0.1
Other Asian [1]	52	0.4
Native Hawaiian and Other Pacific Islander	3	0.0
Native Hawaiian	0	0.0
Guamanian or Chamorro	2	0.0
Samoan	0	0.0
Other Pacific Islander [2]	1	0.0
Some Other Race	115	0.9

Subject	Number	Percent
Two or More Races	310	2.3
White; American Indian and Alaska Native [3]	40	0.3
White; Asian [3]	83	0.6
White; Black or African American [3]	123	0.9
White; Some Other Race [3]	24	0.2
Race alone or in combination with one or more other races: [4]		
White	12,357	92.4
Black or African American	757	5.7
American Indian and Alaska Native	79	0.6
Asian	345	2.6
Native Hawaiian and Other Pacific Islander	10	0.1
Some Other Race	153	1.1
HISPANIC OR LATINO		
Total population	13,374	100.0
Hispanic or Latino (of any race)	462	3.5
Mexican	320	2.4
Puerto Rican	42	0.3
Cuban	11	0.1
Other Hispanic or Latino [5]	89	0.7
Not Hispanic or Latino	12,912	96.5
HISPANIC OR LATINO AND RACE		
Total population	13,374	100.0
Hispanic or Latino	462	3.5
White alone	294	2.2
Black or African American alone	11	0.1
American Indian and Alaska Native alone	5	0.0
Asian alone	0	0.0
Native Hawaiian and Other Pacific Islander alone	1	0.0
Some Other Race alone	103	0.8
Two or More Races	48	0.4
Not Hispanic or Latino	12,912	96.5
White alone	11,773	88.0
Black or African American alone	597	4.5
American Indian and Alaska Native alone	20	0.1
Asian alone	246	1.8
Native Hawaiian and Other Pacific Islander alone	2	0.0
Some Other Race alone	12	0.1
Two or More Races	262	2.0
RELATIONSHIP		
Total population	13,374	100.0
In households	13,374	100.0
Householder	5,492	41.1
Spouse [6]	2,551	19.1
Child	3,927	29.4
Own child under 18 years	3,611	27.0
Other relatives	312	2.3
Under 18 years	94	0.7
65 years and over	33	0.2
Nonrelatives	1,092	8.2
Under 18 years	50	0.4
65 years and over	22	0.2
Unmarried partner	622	4.7
In group quarters	0	0.0
Institutionalized population	0	0.0
Male	0	0.0

Subject	Number	Percent
Female	0	0.0
Noninstitutionalized population	0	0.0
Male	0	0.0
Female	0	0.0
<b>HOUSEHOLDS BY TYPE</b>		
Total households	5,492	100.0
Family households (families) [7]	3,262	59.4
With own children under 18 years	1,961	35.7
Husband-wife family	2,551	46.4
With own children under 18 years	1,479	26.9
Male householder, no wife present	179	3.3
With own children under 18 years	110	2.0
Female householder, no husband present	532	9.7
With own children under 18 years	372	6.8
Nonfamily households [7]	2,230	40.6
Householder living alone	1,515	27.6
Male	669	12.2
65 years and over	48	0.9
Female	846	15.4
65 years and over	118	2.1
Households with individuals under 18 years	2,031	37.0
Households with individuals 65 years and over	370	6.7
Average household size	2.44	(X)
Average family size [7]	3.08	(X)
<b>HOUSING OCCUPANCY</b>		
Total housing units	5,761	100.0
Occupied housing units	5,492	95.3
Vacant housing units	269	4.7
For rent	105	1.8
Rented, not occupied	8	0.1
For sale only	96	1.7
Sold, not occupied	12	0.2
For seasonal, recreational, or occasional use	12	0.2
All other vacants	34	0.6
Homeowner vacancy rate (percent) [8]	2.4	(X)
Rental vacancy rate (percent) [9]	6.7	(X)
<b>HOUSING TENURE</b>		
Occupied housing units	5,492	100.0
Owner-occupied housing units	4,032	73.4
Population in owner-occupied housing units	10,342	(X)
Average household size of owner-occupied units	2.56	(X)
Renter-occupied housing units	1,460	26.6
Population in renter-occupied housing units	3,032	(X)
Average household size of renter-occupied units	2.08	(X)

X Not applicable.

[1] Other Asian alone, or two or more Asian categories.

[2] Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

[3] One of the four most commonly reported multiple-race combinations nationwide in Census 2000.

[4] In combination with one or more of the other races listed. The six numbers may add to more than the total population, and the six percentages may add to more than 100 percent because individuals may report more than one race.

[5] This category is composed of people whose origins are from the Dominican Republic, Spain, and Spanish-speaking Central or South

American countries. It also includes general origin responses such as "Latino" or "Hispanic."

[6] "Spouse" represents spouse of the householder. It does not reflect all spouses in a household. Responses of "same-sex spouse" were edited during processing to "unmarried partner."

[7] "Family households" consist of a householder and one or more other people related to the householder by birth, marriage, or adoption. They do not include same-sex married couples even if the marriage was performed in a state issuing marriage certificates for same-sex couples. Same-sex couple households are included in the family households category if there is at least one additional person related to the householder by birth or adoption. Same-sex couple households with no relatives of the householder present are tabulated in nonfamily households. "Nonfamily households" consist of people living alone and households which do not have any members related to the householder.

[8] The homeowner vacancy rate is the proportion of the homeowner inventory that is vacant "for sale." It is computed by dividing the total number of vacant units "for sale only" by the sum of owner-occupied units, vacant units that are "for sale only," and vacant units that have been sold but not yet occupied; and then multiplying by 100.

[9] The rental vacancy rate is the proportion of the rental inventory that is vacant "for rent." It is computed by dividing the total number of vacant units "for rent" by the sum of the renter-occupied units, vacant units that are "for rent," and vacant units that have been rented but not yet occupied; and then multiplying by 100.

Source: U.S. Census Bureau, 2010 Census.



S0804

**MEANS OF TRANSPORTATION TO WORK BY SELECTED CHARACTERISTICS FOR WORKPLACE GEOGRAPHY**

2008-2012 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	North Liberty city, Iowa				
	Total		Car, truck, or van -- drove alone		Car, truck, or van -- carpooled
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Workers 16 years and over	3,839	+/-398	2,967	+/-356	359
<b>AGE</b>					
16 to 19 years	2.2%	+/-1.4	2.0%	+/-1.8	0.0%
20 to 24 years	12.6%	+/-4.2	13.2%	+/-4.6	22.0%
25 to 44 years	51.1%	+/-5.3	48.0%	+/-6.0	42.3%
45 to 54 years	18.3%	+/-4.1	19.0%	+/-4.7	10.6%
55 to 59 years	8.8%	+/-3.1	9.1%	+/-3.5	16.4%
60 years and over	6.9%	+/-2.8	7.9%	+/-3.5	5.6%
Median age (years)	39.0	+/-2.4	39.2	+/-3.4	39.2
<b>SEX</b>					
Male	55.0%	+/-6.0	54.6%	+/-6.8	64.3%
Female	45.0%	+/-6.0	45.4%	+/-6.8	35.7%
<b>RACE AND HISPANIC OR LATINO ORIGIN</b>					
One race	N	N	N	N	N
White	89.6%	+/-4.8	92.5%	+/-4.7	95.0%
Black or African American	N	N	N	N	N
American Indian and Alaska Native	0.0%	+/-0.8	0.0%	+/-1.1	0.0%
Asian	N	N	N	N	N
Native Hawaiian and Other Pacific Islander	0.0%	+/-0.8	0.0%	+/-1.1	0.0%
Some other race	N	N	N	N	N
Two or more races	N	N	N	N	N
Hispanic or Latino origin (of any race)	N	N	N	N	N
White alone, not Hispanic or Latino origin	87.1%	+/-5.0	91.0%	+/-5.0	93.3%
<b>NATIVITY AND CITIZENSHIP STATUS</b>					
Native	92.3%	+/-3.4	94.8%	+/-2.8	100.0%
Foreign born	7.7%	+/-3.4	5.2%	+/-2.8	0.0%
Naturalized U.S. citizen	3.0%	+/-2.1	2.3%	+/-1.4	0.0%
Not a U.S. citizen	4.7%	+/-2.9	2.6%	+/-2.3	0.0%

Subject	North Liberty city, Iowa				
	Total		Car, truck, or van – drove alone		Car, truck, or van – carpoled
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
<b>LANGUAGE SPOKEN AT HOME AND ABILITY TO SPEAK ENGLISH</b>					
Speak language other than English	10.8%	+/-3.7	8.5%	+/-3.1	2.5%
Speak English "very well"	8.2%	+/-3.7	5.1%	+/-2.6	2.5%
Speak English less than "very well"	2.6%	+/-1.6	3.4%	+/-2.1	0.0%
<b>EARNINGS IN THE PAST 12 MONTHS (IN 2012 INFLATION-ADJUSTED DOLLARS) FOR WORKERS</b>					
Workers 16 years and over with earnings	3,839	+/-398	2,967	+/-356	359
<b>\$1 to \$9,999 or less</b>	<b>12.8%</b>	<b>+/-3.6</b>	<b>11.6%</b>	<b>+/-3.7</b>	<b>13.9%</b>
\$10,000 to \$14,999	5.5%	+/-3.5	3.4%	+/-2.0	9.7%
\$15,000 to \$24,999	16.0%	+/-4.5	15.2%	+/-4.9	15.3%
\$25,000 to \$34,999	17.7%	+/-4.1	19.0%	+/-4.9	5.3%
\$35,000 to \$49,999	21.2%	+/-5.0	24.9%	+/-5.7	17.0%
\$50,000 to \$64,999	15.0%	+/-4.2	12.8%	+/-4.1	29.8%
\$65,000 to \$74,999	5.4%	+/-2.6	5.9%	+/-3.1	3.3%
\$75,000 or more	6.5%	+/-3.0	7.2%	+/-3.6	5.6%
Median earnings (dollars)	32,381	+/-5,171	35,295	+/-3,519	36,971
<b>POVERTY STATUS IN THE PAST 12 MONTHS</b>					
Workers 16 years and over for whom poverty status is determined	3,839	+/-398	2,967	+/-356	359
Below 100 percent of the poverty level	8.5%	+/-5.0	5.5%	+/-4.3	10.3%
100 to 149 percent of the poverty level	6.3%	+/-3.7	3.1%	+/-2.7	4.2%
At or above 150 percent of the poverty level	85.2%	+/-5.8	91.4%	+/-4.3	85.5%
Workers 16 years and over	3,839	+/-398	2,967	+/-356	359
<b>OCCUPATION</b>					
Management, business, science, and arts occupations	24.5%	+/-5.2	24.4%	+/-5.8	18.1%
Service occupations	23.4%	+/-6.2	22.0%	+/-6.3	17.5%
Sales and office occupations	21.8%	+/-4.3	24.3%	+/-5.1	21.2%
Natural resources, construction, and maintenance occupations	10.0%	+/-3.2	9.1%	+/-3.3	16.4%
Production, transportation, and material moving occupations	20.0%	+/-4.9	19.8%	+/-5.4	26.7%
Military specific occupations	0.3%	+/-0.4	0.3%	+/-0.5	0.0%
<b>INDUSTRY</b>					
Agriculture, forestry, fishing and hunting, and mining	0.0%	+/-0.8	0.0%	+/-1.1	0.0%
Construction	5.2%	+/-2.6	4.0%	+/-2.2	8.1%
Manufacturing	15.8%	+/-4.5	16.3%	+/-5.2	14.2%
Wholesale trade	1.0%	+/-0.7	1.1%	+/-0.9	0.8%
Retail trade	9.3%	+/-4.4	9.5%	+/-4.4	0.0%
Transportation and warehousing, and utilities	13.2%	+/-3.8	14.7%	+/-4.4	12.0%
Information and finance and insurance, and real estate and rental and leasing	11.6%	+/-3.2	9.8%	+/-3.4	35.4%
Professional, scientific, and management, and administrative and waste management services	9.3%	+/-3.3	9.7%	+/-4.1	5.6%
Educational services, and health care and social assistance	20.0%	+/-4.6	19.4%	+/-5.1	11.7%
Arts, entertainment, and recreation, and accommodation and food services	7.2%	+/-3.4	6.6%	+/-2.9	8.6%
Other services (except public administration)	5.9%	+/-2.7	7.1%	+/-3.6	3.6%
Public administration	1.3%	+/-1.0	1.4%	+/-1.3	0.0%
Armed forces	0.3%	+/-0.4	0.3%	+/-0.5	0.0%
<b>CLASS OF WORKER</b>					
Private wage and salary workers	81.1%	+/-4.5	86.6%	+/-3.7	81.3%
Government workers	9.6%	+/-2.8	9.2%	+/-3.1	7.0%

Subject	North Liberty city, Iowa				
	Total		Car, truck, or van -- drove alone		Car, truck, or van -- carpooled
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Self-employed workers in own not incorporated business	9.4%	+/-3.9	4.1%	+/-2.1	11.7%
Unpaid family workers	0.0%	+/-0.8	0.0%	+/-1.1	0.0%
Workers 16 years and over who did not work at home	3,531	+/-386	2,967	+/-356	359
<b>TIME ARRIVING AT WORK FROM HOME</b>					
12:00 a.m. to 4:59 a.m.	1.3%	+/-1.3	1.5%	+/-1.6	0.0%
5:00 a.m. to 5:29 a.m.	0.7%	+/-0.7	0.8%	+/-0.9	0.0%
5:30 a.m. to 5:59 a.m.	2.5%	+/-1.3	2.4%	+/-1.3	5.6%
6:00 a.m. to 6:29 a.m.	3.6%	+/-1.8	3.5%	+/-1.8	5.0%
6:30 a.m. to 6:59 a.m.	10.5%	+/-4.3	10.2%	+/-4.3	2.5%
7:00 a.m. to 7:29 a.m.	12.3%	+/-3.7	13.7%	+/-4.5	7.5%
7:30 a.m. to 7:59 a.m.	22.5%	+/-4.9	23.5%	+/-5.4	20.6%
8:00 a.m. to 8:29 a.m.	7.0%	+/-2.4	6.6%	+/-2.5	14.2%
8:30 a.m. to 8:59 a.m.	5.3%	+/-2.5	5.2%	+/-2.7	7.2%
9:00 a.m. to 11:59 p.m.	34.3%	+/-6.6	32.8%	+/-6.8	37.3%
<b>TRAVEL TIME TO WORK</b>					
Less than 10 minutes	23.8%	+/-5.8	23.0%	+/-5.9	8.4%
10 to 14 minutes	11.2%	+/-3.5	11.1%	+/-4.0	15.6%
15 to 19 minutes	17.2%	+/-4.5	18.0%	+/-5.2	15.3%
20 to 24 minutes	14.4%	+/-4.2	15.8%	+/-5.0	10.3%
25 to 29 minutes	6.8%	+/-2.6	5.8%	+/-2.3	18.7%
30 to 34 minutes	10.6%	+/-4.1	9.9%	+/-4.1	9.5%
35 to 44 minutes	5.7%	+/-2.7	6.0%	+/-2.9	6.7%
45 to 59 minutes	3.7%	+/-1.5	3.7%	+/-1.7	5.6%
60 or more minutes	6.6%	+/-2.4	6.7%	+/-2.3	10.0%
Mean travel time to work (minutes)	22.5	+/-2.5	22.1	+/-2.6	31.8
Workers 16 years and over in households	3,839	+/-398	2,967	+/-356	359
<b>HOUSING TENURE</b>					
Owner-occupied housing units	75.2%	+/-5.8	72.7%	+/-6.2	79.4%
Renter-occupied housing units	24.8%	+/-5.8	27.3%	+/-6.2	20.6%
<b>VEHICLES AVAILABLE</b>					
No vehicle available	1.9%	+/-1.7	0.0%	+/-1.1	0.0%
1 vehicle available	18.3%	+/-4.6	18.9%	+/-5.3	16.2%
2 vehicles available	47.3%	+/-6.4	48.2%	+/-6.7	29.0%
3 or more vehicles available	32.5%	+/-5.7	32.9%	+/-6.3	54.8%
<b>PERCENT IMPUTED</b>					
Means of transportation to work	3.0%	(X)	(X)	(X)	(X)
Time arriving at work from home	13.4%	(X)	(X)	(X)	(X)
Travel time to work	8.2%	(X)	(X)	(X)	(X)
Vehicles available	0.9%	(X)	(X)	(X)	(X)

Subject	North Liberty city, Iowa			
	Car, truck, or van -- carpoled	Public transportation (excluding taxicab)		
		Margin of Error	Estimate	Margin of Error
Workers 16 years and over	+/-108	0	+/-19	
<b>AGE</b>				
16 to 19 years	+/-8.6	-	**	
20 to 24 years	+/-17.4	-	**	
25 to 44 years	+/-14.8	-	**	
45 to 54 years	+/-9.0	-	**	
55 to 59 years	+/-14.4	-	**	
60 years and over	+/-7.4	-	**	
Median age (years)	+/-8.7	-	**	
<b>SEX</b>				
Male	+/-13.5	-	**	
Female	+/-13.5	-	**	
<b>RACE AND HISPANIC OR LATINO ORIGIN</b>				
One race	N	N	N	
White	+/-7.9	-	**	
Black or African American	N	N	N	
American Indian and Alaska Native	+/-8.6	-	**	
Asian	N	N	N	
Native Hawaiian and Other Pacific Islander	+/-5.5	-	**	
Some other race	N	N	N	
Two or more races	N	N	N	
Hispanic or Latino origin (of any race)	N	N	N	
White alone, not Hispanic or Latino origin	+/-8.1	-	**	
<b>NATIVITY AND CITIZENSHIP STATUS</b>				
Native	+/-8.6	-	**	
Foreign born	+/-8.6	-	**	
Naturalized U.S. citizen	+/-8.6	-	**	
Not a U.S. citizen	+/-8.6	-	**	
<b>LANGUAGE SPOKEN AT HOME AND ABILITY TO SPEAK ENGLISH</b>				
Speak language other than English	+/-3.0	-	**	
Speak English "very well"	+/-3.0	-	**	
Speak English less than "very well"	+/-8.6	-	**	
<b>EARNINGS IN THE PAST 12 MONTHS (IN 2012 INFLATION-ADJUSTED DOLLARS) FOR WORKERS</b>				
Workers 16 years and over with earnings	+/-108	0	+/-19	
\$1 to \$9,999 or less	+/-11.4	-	**	
\$10,000 to \$14,999	+/-13.3	-	**	
\$15,000 to \$24,999	+/-14.5	-	**	
\$25,000 to \$34,999	+/-4.5	-	**	
\$35,000 to \$49,999	+/-10.1	-	**	
\$50,000 to \$64,999	+/-16.9	-	**	
\$65,000 to \$74,999	+/-5.0	-	**	
\$75,000 or more	+/-4.4	-	**	
Median earnings (dollars)	+/-13,221	-	**	
<b>POVERTY STATUS IN THE PAST 12 MONTHS</b>				
Workers 16 years and over for whom poverty status is determined	+/-108	0	+/-19	
Below 100 percent of the poverty level	+/-13.7	-	**	
100 to 149 percent of the poverty level	+/-8.1	-	**	

Subject	North Liberty city, Iowa		
	Car, truck, or van - carpooled	Public transportation (excluding taxicab)	
	Margin of Error	Estimate	Margin of Error
At or above 150 percent of the poverty level	+/-15.6	-	**
Workers 16 years and over	+/-108	0	+/-19
<b>OCCUPATION</b>			
Management, business, science, and arts occupations	+/-12.1	-	**
Service occupations	+/-16.8	-	**
Sales and office occupations	+/-12.0	-	**
Natural resources, construction, and maintenance occupations	+/-9.9	-	**
Production, transportation, and material moving occupations	+/-12.5	-	**
Military specific occupations	+/-8.6	-	**
<b>INDUSTRY</b>			
Agriculture, forestry, fishing and hunting, and mining	+/-8.6	-	**
Construction	+/-8.3	-	**
Manufacturing	+/-8.2	-	**
Wholesale trade	+/-1.3	-	**
Retail trade	+/-8.6	-	**
Transportation and warehousing, and utilities	+/-13.0	-	**
Information and finance and insurance, and real estate and rental and leasing	+/-17.9	-	**
Professional, scientific, and management, and administrative and waste management services	+/-8.3	-	**
Educational services, and health care and social assistance	+/-10.5	-	**
Arts, entertainment, and recreation, and accommodation and food services	+/-13.3	-	**
Other services (except public administration)	+/-4.4	-	**
Public administration	+/-8.6	-	**
Armed forces	+/-8.6	-	**
<b>CLASS OF WORKER</b>			
Private wage and salary workers	+/-12.5	-	**
Government workers	+/-7.8	-	**
Self-employed workers in own not incorporated business	+/-10.4	-	**
Unpaid family workers	+/-8.6	-	**
Workers 16 years and over who did not work at home	+/-108	0	+/-19
<b>TIME ARRIVING AT WORK FROM HOME</b>			
12:00 a.m. to 4:59 a.m.	+/-8.6	-	**
5:00 a.m. to 5:29 a.m.	+/-8.6	-	**
5:30 a.m. to 5:59 a.m.	+/-6.9	-	**
6:00 a.m. to 6:29 a.m.	+/-6.3	-	**
6:30 a.m. to 6:59 a.m.	+/-2.6	-	**
7:00 a.m. to 7:29 a.m.	+/-6.6	-	**
7:30 a.m. to 7:59 a.m.	+/-11.2	-	**
8:00 a.m. to 8:29 a.m.	+/-10.2	-	**
8:30 a.m. to 8:59 a.m.	+/-7.4	-	**
9:00 a.m. to 11:59 p.m.	+/-15.5	-	**
<b>TRAVEL TIME TO WORK</b>			
Less than 10 minutes	+/-8.7	-	**
10 to 14 minutes	+/-11.5	-	**
15 to 19 minutes	+/-14.8	-	**
20 to 24 minutes	+/-7.8	-	**
25 to 29 minutes	+/-15.0	-	**
30 to 34 minutes	+/-7.9	-	**

Subject	North Liberty city, Iowa		
	Car, truck, or van -- carpoled	Public transportation (excluding taxicab)	
	Margin of Error	Estimate	Margin of Error
35 to 44 minutes	+/-6.5	-	**
45 to 59 minutes	+/-5.3	-	**
60 or more minutes	+/-9.9	-	**
Mean travel time to work (minutes)	+/-12.2	-	**
Workers 16 years and over in households	+/-108	0	+/-19
<b>HOUSING TENURE</b>			
Owner-occupied housing units	+/-15.4	-	**
Renter-occupied housing units	+/-15.4	-	**
<b>VEHICLES AVAILABLE</b>			
No vehicle available	+/-8.6	-	**
1 vehicle available	+/-13.0	-	**
2 vehicles available	+/-13.0	-	**
3 or more vehicles available	+/-14.0	-	**
<b>PERCENT IMPUTED</b>			
Means of transportation to work	(X)	(X)	(X)
Time arriving at work from home	(X)	(X)	(X)
Travel time to work	(X)	(X)	(X)
Vehicles available	(X)	(X)	(X)

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Foreign born excludes people born outside the United States to a parent who is a U.S. citizen.

Workers include members of the Armed Forces and civilians who were at work last week.

Industry codes are 4-digit codes and are based on the North American Industry Classification System 2007. The industry categories adhere to the guidelines issued in Clarification Memorandum No. 2, "NAICS Alternate Aggregation Structure for Use By U.S. Statistical Agencies," issued by the Office of Management and Budget.

While the 2008-2012 American Community Survey (ACS) data generally reflect the December 2009 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2008-2012 American Community Survey

**Explanation of Symbols:**

1. An \*\*\*\* entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An \*\*\*\* entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An \*\*\*\*\* entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is

not appropriate.

7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.

8. An '(X)' means that the estimate is not applicable or not available.



DP-1

Profile of General Population and Housing Characteristics: 2010

2010 Demographic Profile Data

NOTE: For more information on confidentiality protection, nonsampling error, and definitions, see <http://www.census.gov/prod/cen2010/doc/dpsf.pdf>.

Geography: Tiffin city, Iowa

Subject	Number	Percent
<b>SEX AND AGE</b>		
Total population	1,947	100.0
Under 5 years	182	9.3
5 to 9 years	150	7.7
10 to 14 years	133	6.8
15 to 19 years	100	5.1
20 to 24 years	138	7.1
25 to 29 years	207	10.6
30 to 34 years	204	10.5
35 to 39 years	172	8.8
40 to 44 years	144	7.4
45 to 49 years	135	6.9
50 to 54 years	80	4.6
55 to 59 years	89	5.1
60 to 64 years	62	3.2
65 to 69 years	49	2.5
70 to 74 years	28	1.4
75 to 79 years	24	1.2
80 to 84 years	11	0.6
85 years and over	19	1.0
Median age (years)	31.2	(X)
16 years and over	1,460	75.0
18 years and over	1,413	72.6
21 years and over	1,385	70.1
62 years and over	172	8.8
65 years and over	151	6.7
<b>Male population</b>		
Under 5 years	95	4.9
5 to 9 years	81	4.2
10 to 14 years	66	3.4
15 to 19 years	49	2.5
20 to 24 years	66	3.4
25 to 29 years	99	5.1
30 to 34 years	102	5.2
35 to 39 years	61	4.7
40 to 44 years	67	3.4
45 to 49 years	73	3.7
50 to 54 years	37	1.9
55 to 59 years	47	2.4
60 to 64 years	28	1.4
65 to 69 years	24	1.2
70 to 74 years	13	0.7

Subject	Number	Percent
75 to 79 years	6	0.3
80 to 84 years	4	0.2
85 years and over	4	0.2
Median age (years)	30.7	(X)
16 years and over	700	36.0
18 years and over	674	34.6
21 years and over	652	33.5
62 years and over	69	3.5
65 years and over	51	2.6
Female population	995	51.1
Under 5 years	87	4.5
5 to 9 years	69	3.5
10 to 14 years	67	3.4
15 to 19 years	51	2.6
20 to 24 years	72	3.7
25 to 29 years	106	5.5
30 to 34 years	102	5.2
35 to 39 years	61	4.2
40 to 44 years	77	4.0
45 to 49 years	62	3.2
50 to 54 years	53	2.7
55 to 59 years	52	2.7
60 to 64 years	34	1.7
65 to 69 years	25	1.3
70 to 74 years	15	0.8
75 to 79 years	10	0.9
80 to 84 years	7	0.4
85 years and over	15	0.8
Median age (years)	31.6	(X)
16 years and over	760	39.0
18 years and over	739	38.0
21 years and over	713	36.6
62 years and over	103	5.3
65 years and over	80	4.1
<b>RACE</b>		
Total population	1,947	100.0
One Race	1,889	97.0
White	1,792	92.0
Black or African American	49	2.5
American Indian and Alaska Native	6	0.3
Asian	31	1.6
Asian Indian	7	0.4
Chinese	9	0.5
Filipino	5	0.3
Japanese	0	0.0
Korean	5	0.3
Vietnamese	2	0.1
Other Asian [1]	3	0.2
Native Hawaiian and Other Pacific Islander	1	0.1
Native Hawaiian	0	0.0
Guamanian or Chamorro	1	0.1
Samoa	0	0.0
Other Pacific Islander [2]	0	0.0
Some Other Race	10	0.5

Subject	Number	Percent
Two or More Races	58	3.0
White; American Indian and Alaska Native [3]	3	0.2
White; Asian [3]	19	1.0
White; Black or African American [3]	28	1.4
White; Some Other Race [3]	4	0.2
Race alone or in combination with one or more other races: [4]		
White	1,850	95.0
Black or African American	81	4.2
American Indian and Alaska Native	11	0.6
Asian	50	2.6
Native Hawaiian and Other Pacific Islander	1	0.1
Some Other Race	13	0.8
HISPANIC OR LATINO		
Total population	1,947	100.0
Hispanic or Latino (of any race)	70	3.6
Mexican	35	1.8
Puerto Rican	13	0.7
Cuban	1	0.1
Other Hispanic or Latino [5]	21	1.1
Not Hispanic or Latino	1,877	96.4
HISPANIC OR LATINO AND RACE		
Total population	1,947	100.0
Hispanic or Latino	70	3.6
White alone	49	2.5
Black or African American alone	2	0.1
American Indian and Alaska Native alone	1	0.1
Asian alone	1	0.1
Native Hawaiian and Other Pacific Islander alone	1	0.1
Some Other Race alone	10	0.5
Two or More Races	6	0.3
Not Hispanic or Latino	1,877	96.4
White alone	1,743	89.5
Black or African American alone	47	2.4
American Indian and Alaska Native alone	5	0.3
Asian alone	30	1.5
Native Hawaiian and Other Pacific Islander alone	0	0.0
Some Other Race alone	0	0.0
Two or More Races	52	2.7
RELATIONSHIP		
Total population	1,947	100.0
In households	1,947	100.0
Householder	800	41.1
Spouse [6]	364	18.7
Child	587	30.1
Own child under 18 years	509	26.1
Other relatives	46	2.4
Under 18 years	17	0.9
65 years and over	8	0.4
Nonrelatives	150	7.7
Under 18 years	8	0.4
65 years and over	2	0.1
Unmarried partner	91	4.7
In group quarters	0	0.0
Institutionalized population	0	0.0
Male	0	0.0

Subject	Number	Percent
Female	0	0.0
Noninstitutionalized population	0	0.0
Male	0	0.0
Female	0	0.0
<b>HOUSEHOLDS BY TYPE</b>		
Total households	800	100.0
Family households (families) [7]	488	61.0
With own children under 18 years	269	33.6
Husband-wife family	364	45.5
With own children under 18 years	186	23.3
Male householder, no wife present	34	4.3
With own children under 18 years	21	2.6
Female householder, no husband present	90	11.3
With own children under 18 years	62	7.8
Nonfamily households [7]	312	39.0
Householder living alone	222	27.8
Male	105	13.1
65 years and over	9	1.1
Female	117	14.6
65 years and over	34	4.3
Households with individuals under 18 years	283	35.4
Households with individuals 65 years and over	100	12.5
Average household size	2.43	(X)
Average family size [7]	3.04	(X)
<b>HOUSING OCCUPANCY</b>		
Total housing units	848	100.0
Occupied housing units	800	94.3
Vacant housing units	48	5.7
For rent	5	0.6
Rented, not occupied	1	0.1
For sale only	27	3.2
Sold, not occupied	1	0.1
For seasonal, recreational, or occasional use	5	0.6
All other vacants	9	1.1
Homeowner vacancy rate (percent) [8]	4.5	(X)
Rental vacancy rate (percent) [9]	2.1	(X)
<b>HOUSING TENURE</b>		
Occupied housing units	800	100.0
Owner-occupied housing units	570	71.3
Population in owner-occupied housing units	1,446	(X)
Average household size of owner-occupied units	2.54	(X)
Renter-occupied housing units	230	28.8
Population in renter-occupied housing units	501	(X)
Average household size of renter-occupied units	2.18	(X)

X Not applicable.

[1] Other Asian alone, or two or more Asian categories.

[2] Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

[3] One of the four most commonly reported multiple-race combinations nationwide in Census 2000.

[4] In combination with one or more of the other races listed. The six numbers may add to more than the total population, and the six percentages may add to more than 100 percent because individuals may report more than one race.

[5] This category is composed of people whose origins are from the Dominican Republic, Spain, and Spanish-speaking Central or South

American countries. It also includes general origin responses such as "Latino" or "Hispanic."

[6] "Spouse" represents spouse of the householder. It does not reflect all spouses in a household. Responses of "same-sex spouse" were edited during processing to "unmarried partner."

[7] "Family households" consist of a householder and one or more other people related to the householder by birth, marriage, or adoption. They do not include same-sex married couples even if the marriage was performed in a state issuing marriage certificates for same-sex couples. Same-sex couple households are included in the family households category if there is at least one additional person related to the householder by birth or adoption. Same-sex couple households with no relatives of the householder present are tabulated in nonfamily households. "Nonfamily households" consist of people living alone and households which do not have any members related to the householder.

[8] The homeowner vacancy rate is the proportion of the homeowner inventory that is vacant "for sale." It is computed by dividing the total number of vacant units "for sale only" by the sum of owner-occupied units, vacant units that are "for sale only," and vacant units that have been sold but not yet occupied; and then multiplying by 100.

[9] The rental vacancy rate is the proportion of the rental inventory that is vacant "for rent." It is computed by dividing the total number of vacant units "for rent" by the sum of the renter-occupied units, vacant units that are "for rent," and vacant units that have been rented but not yet occupied; and then multiplying by 100.

Source: U.S. Census Bureau, 2010 Census.



DP-1

Profile of General Population and Housing Characteristics: 2010

2010 Demographic Profile Data

NOTE: For more information on confidentiality protection, nonsampling error, and definitions, see <http://www.census.gov/prod/cen2010/doc/dpsf.pdf>.

Geography: University Heights city, Iowa

Subject	Number	Percent
<b>SEX AND AGE</b>		
Total population	1,051	100.0
Under 5 years	69	6.6
5 to 9 years	45	4.3
10 to 14 years	46	4.4
15 to 19 years	32	3.0
20 to 24 years	174	16.6
25 to 29 years	145	13.8
30 to 34 years	94	8.9
35 to 39 years	47	4.5
40 to 44 years	54	5.1
45 to 49 years	56	5.3
50 to 54 years	61	5.8
55 to 59 years	64	6.1
60 to 64 years	45	4.3
65 to 69 years	23	2.7
70 to 74 years	35	3.3
75 to 79 years	27	2.6
80 to 84 years	15	1.4
85 years and over	14	1.3
Median age (years)	30.5	(X)
16 years and over	894	84.1
18 years and over	871	82.9
21 years and over	840	79.9
52 years and over	143	13.5
65 years and over	119	11.3
<b>Male population</b>		
Under 5 years	36	3.4
5 to 9 years	30	2.9
10 to 14 years	25	2.4
15 to 19 years	13	1.2
20 to 24 years	96	9.1
25 to 29 years	76	7.2
30 to 34 years	53	5.0
35 to 39 years	22	2.1
40 to 44 years	29	2.8
45 to 49 years	31	2.9
50 to 54 years	21	2.0
55 to 59 years	29	2.8
60 to 64 years	22	2.1
65 to 69 years	12	1.1
70 to 74 years	17	1.6

Subject	Number	Percent
75 to 79 years	11	1.0
80 to 84 years	4	0.4
85 years and over	5	0.5
Median age (years)	29.1	(X)
16 years and over	437	41.6
18 years and over	435	41.4
21 years and over	418	39.8
62 years and over	60	5.7
65 years and over	49	4.7
Female population	519	49.4
Under 5 years	33	3.1
5 to 9 years	15	1.4
10 to 14 years	21	2.0
15 to 19 years	19	1.8
20 to 24 years	78	7.4
25 to 29 years	69	6.6
30 to 34 years	41	3.9
35 to 39 years	25	2.4
40 to 44 years	25	2.4
45 to 49 years	25	2.4
50 to 54 years	40	3.8
55 to 59 years	35	3.3
60 to 64 years	23	2.2
65 to 69 years	16	1.5
70 to 74 years	18	1.7
75 to 79 years	16	1.5
80 to 84 years	11	1.0
85 years and over	9	0.9
Median age (years)	31.3	(X)
16 years and over	447	42.5
18 years and over	436	41.5
21 years and over	422	40.2
62 years and over	83	7.9
65 years and over	70	6.7
<b>RACE</b>		
Total population	1,051	100.0
One Race	1,033	98.3
White	983	93.5
Black or African American	11	1.0
American Indian and Alaska Native	0	0.0
Asian	35	3.3
Asian Indian	20	1.9
Chinese	5	0.5
Filipino	1	0.1
Japanese	2	0.2
Korean	4	0.4
Vietnamese	0	0.0
Other Asian [1]	3	0.3
Native Hawaiian and Other Pacific Islander	3	0.3
Native Hawaiian	0	0.0
Guamanian or Chamorro	0	0.0
Samoan	0	0.0
Other Pacific Islander [2]	3	0.3
Some Other Race	1	0.1

Subject	Number	Percent
Two or More Races	18	1.7
White; American Indian and Alaska Native [3]	2	0.2
White; Asian [3]	8	0.8
White; Black or African American [3]	7	0.7
White, Some Other Race [3]	0	0.0
<b>Race alone or in combination with one or more other races [4]</b>		
White	1,000	95.1
Black or African American	19	1.8
American Indian and Alaska Native	2	0.2
Asian	43	4.1
Native Hawaiian and Other Pacific Islander	3	0.3
Some Other Race	2	0.2
<b>HISPANIC OR LATINO</b>		
Total population	1,051	100.0
Hispanic or Latino (of any race)	29	2.8
Mexican	17	1.6
Puerto Rican	1	0.1
Cuban	0	0.0
Other Hispanic or Latino [5]	11	1.0
Not Hispanic or Latino	1,022	97.2
<b>HISPANIC OR LATINO AND RACE</b>		
Total population	1,051	100.0
Hispanic or Latino	29	2.8
White alone	25	2.4
Black or African American alone	0	0.0
American Indian and Alaska Native alone	0	0.0
Asian alone	0	0.0
Native Hawaiian and Other Pacific Islander alone	0	0.0
Some Other Race alone	1	0.1
Two or More Races	3	0.3
Not Hispanic or Latino	1,022	97.2
White alone	958	91.2
Black or African American alone	11	1.0
American Indian and Alaska Native alone	0	0.0
Asian alone	35	3.3
Native Hawaiian and Other Pacific Islander alone	3	0.3
Some Other Race alone	0	0.0
Two or More Races	15	1.4
<b>RELATIONSHIP</b>		
Total population	1,051	100.0
In households	1,051	100.0
Householder	474	45.1
Spouse [6]	213	20.3
Child	200	19.0
Own child under 18 years	177	16.8
Other relatives	34	3.2
Under 18 years	3	0.3
65 years and over	8	0.8
Nonrelatives	130	12.4
Under 18 years	0	0.0
65 years and over	0	0.0
Unmarried partner	27	2.6
In group quarters	0	0.0
Institutionalized population	0	0.0
Male	0	0.0

Subject	Number	Percent
Female	0	0.0
Noninstitutionalized population	0	0.0
Male	0	0.0
Female	0	0.0
<b>HOUSEHOLDS BY TYPE</b>		
Total households	474	100.0
Family households (families) [7]	251	53.0
With own children under 18 years	101	21.3
Husband-wife family	213	44.9
With own children under 18 years	92	19.4
Male householder, no wife present	11	2.3
With own children under 18 years	3	0.6
Female householder, no husband present	27	5.7
With own children under 18 years	6	1.3
Nonfamily households [7]	223	47.0
Householder living alone	148	31.2
Male	59	12.4
65 years and over	4	0.8
Female	89	18.8
65 years and over	21	4.4
Households with individuals under 18 years	104	21.9
Households with individuals 65 years and over	82	17.3
Average household size	2.22	(X)
Average family size [7]	2.78	(X)
<b>HOUSING OCCUPANCY</b>		
Total housing units	512	100.0
Occupied housing units	474	92.6
Vacant housing units	38	7.4
For rent	3	0.6
Rented, not occupied	4	0.8
For sale only	22	4.3
Sold, not occupied	2	0.4
For seasonal, recreational, or occasional use	5	1.0
All other vacants	2	0.4
Homeowner vacancy rate (percent) [8]	6.3	(X)
Rental vacancy rate (percent) [9]	1.9	(X)
<b>HOUSING TENURE</b>		
Occupied housing units	474	100.0
Owner-occupied housing units	326	68.8
Population in owner-occupied housing units	732	(X)
Average household size of owner-occupied units	2.25	(X)
Renter-occupied housing units	148	31.2
Population in renter-occupied housing units	319	(X)
Average household size of renter-occupied units	2.16	(X)

X Not applicable.

[1] Other Asian alone, or two or more Asian categories.

[2] Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

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American countries. It also includes general origin responses such as "Latino" or "Hispanic."

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[7] "Family households" consist of a householder and one or more other people related to the householder by birth, marriage, or adoption. They do not include same-sex married couples even if the marriage was performed in a state issuing marriage certificates for same-sex couples. Same-sex couple households are included in the family households category if there is at least one additional person related to the householder by birth or adoption. Same-sex couple households with no relatives of the householder present are tabulated in nonfamily households. "Nonfamily households" consist of people living alone and households which do not have any members related to the householder.

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[9] The rental vacancy rate is the proportion of the rental inventory that is vacant "for rent." It is computed by dividing the total number of vacant units "for rent" by the sum of the renter-occupied units, vacant units that are "for rent," and vacant units that have been rented but not yet occupied; and then multiplying by 100.

Source: U.S. Census Bureau, 2010 Census.

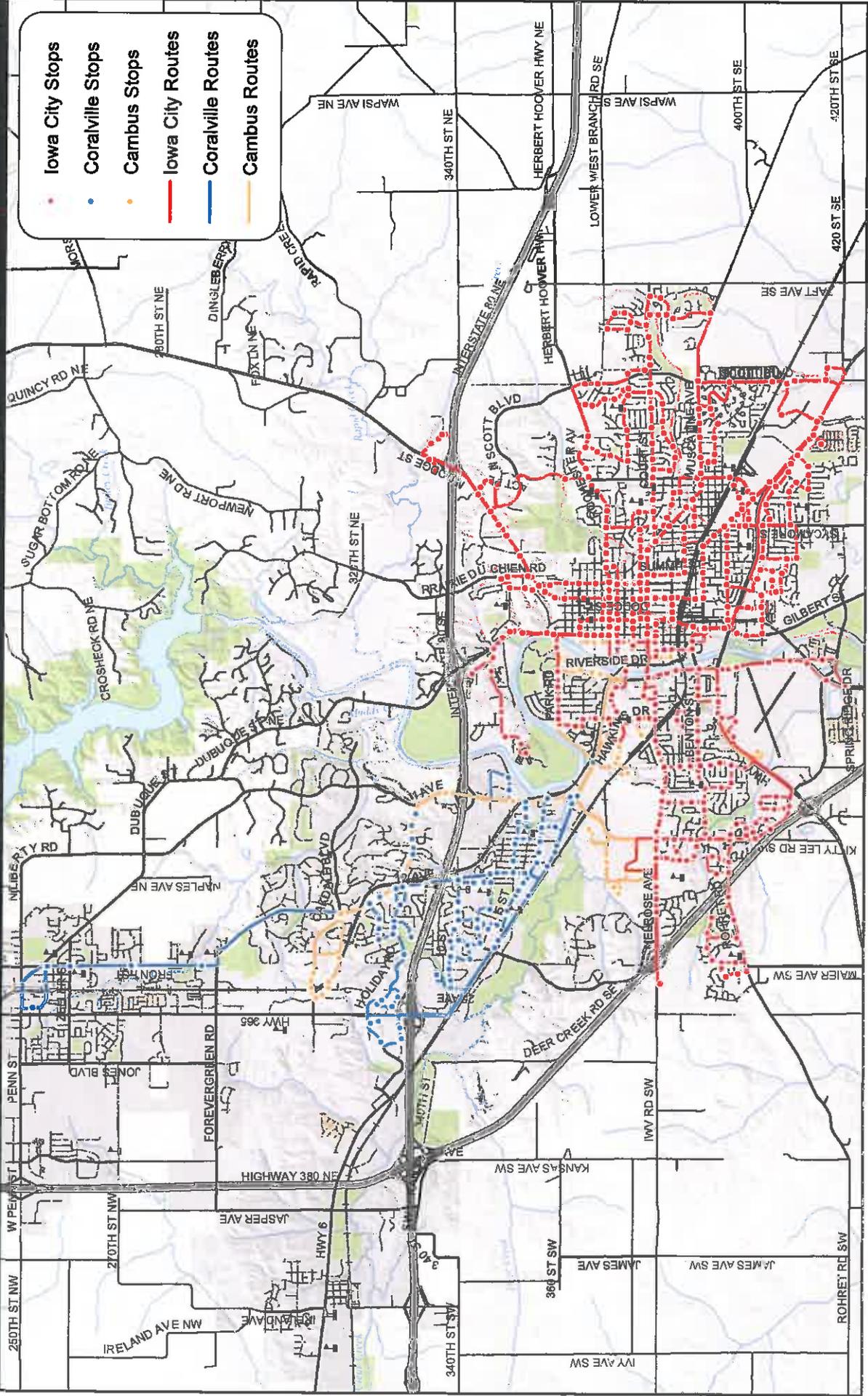
# Transit Routes & Stops

Iowa City, Coralville, Cambus Transit



Prepared by: K. Ackerson  
Date Prepared: 9/29/11  
Data sources: Iowa DOT, MPOJC

- Iowa City Stops
- Coralville Stops
- Cambus Stops
- Iowa City Routes
- Coralville Routes
- Cambus Routes





Prepared by: K. Ackerson  
 Date Prepared: 3/14/12  
 Data sources: FEMA, USDA, IDNR

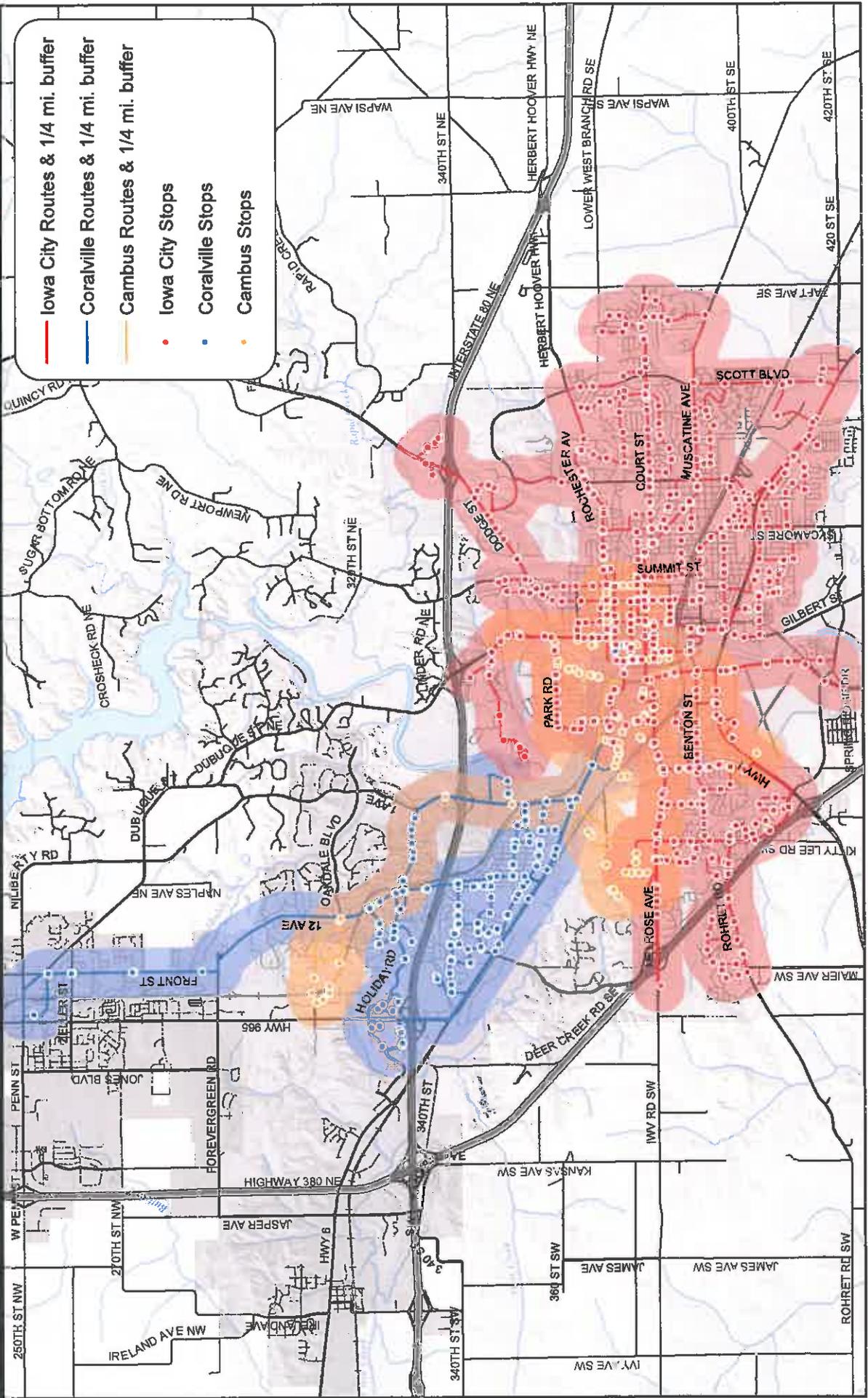


0 2 4 Miles

# Iowa City Urbanized Area Transit Routes & Stops

Iowa City Coralville Cambus Transit

	Iowa City Routes & 1/4 mi. buffer
	Coralville Routes & 1/4 mi. buffer
	Cambus Routes & 1/4 mi. buffer
	Iowa City Stops
	Coralville Stops
	Cambus Stops





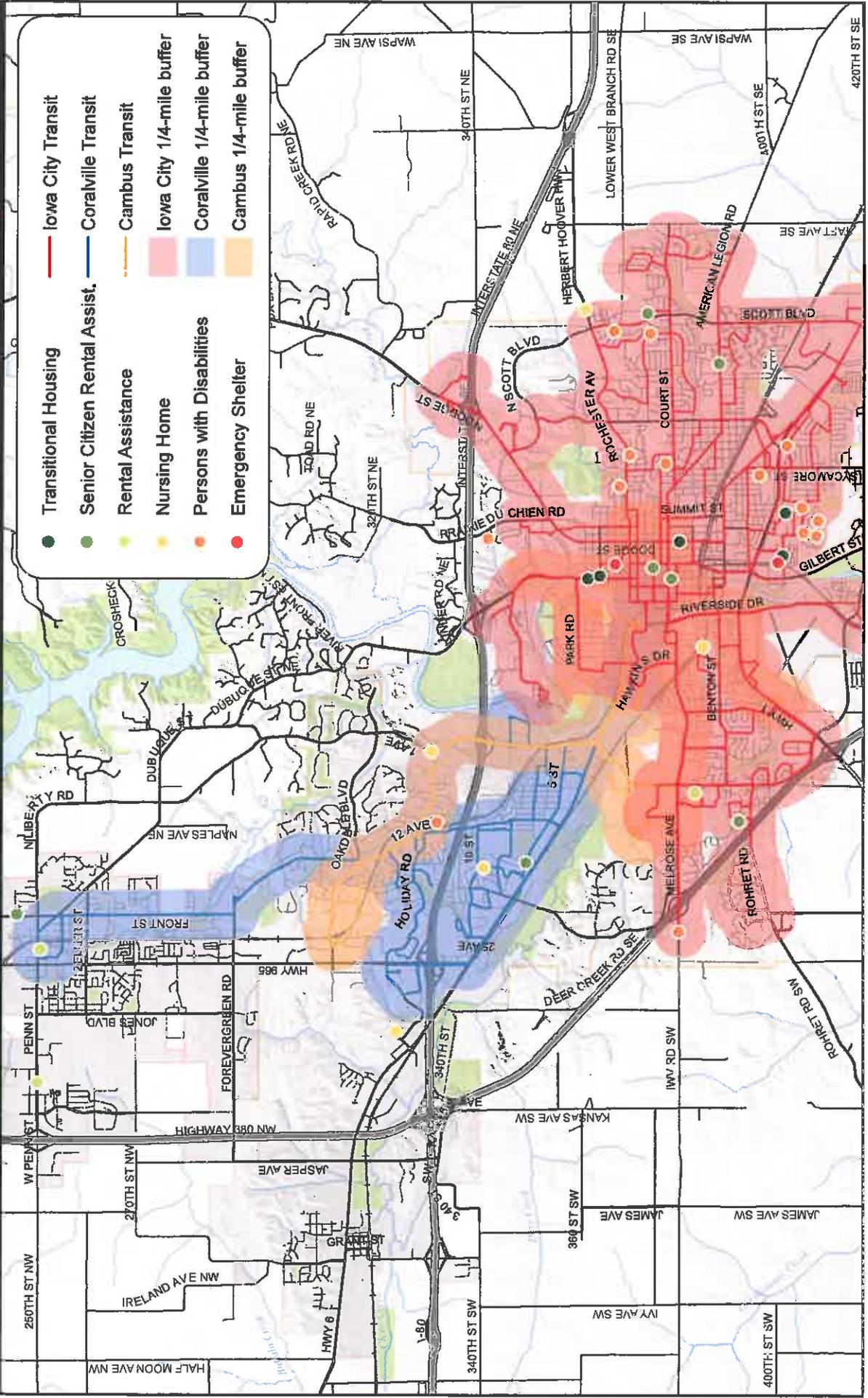
### Special-Needs Housing

Rental Assistance; Shelters; Housing for Seniors and Persons with Disabilities



Prepared by: K. Ackerson  
 Date Prepared: 9/29/11  
 Data sources: Iowa DOT, Johnson Co. MPO, IC

	Transitional Housing		Iowa City Transit
	Senior Citizen Rental Assist.		Coralville Transit
	Rental Assistance		Cambus Transit
	Nursing Home		Iowa City 1/4-mile buffer
	Persons with Disabilities		Coralville 1/4-mile buffer
	Emergency Shelter		Cambus 1/4-mile buffer



**Attachment 4: Iowa City Transit Diversity Survey**

In an effort to gather public input on diversity and its relationship to transportation issues, Iowa City Transit is soliciting input about various transportation-related topics. We are asking that you please take a few minutes to complete our survey regarding Iowa City Transit service.

This survey was initiated through Iowa City's Diversity Committee which was formulated to serve as an ad-hoc Iowa City Council committee to review issues relating to diversity within Iowa City's Transportation Services Department. The results of the survey will be presented to the Diversity Committee. This survey will help identify community transportation needs and guides decisions about transportation improvements in the future.

The survey can be located at [http://mpojc.org/what\\_we\\_do/transit\\_survey.html](http://mpojc.org/what_we_do/transit_survey.html).

For more information, please contact Iowa City Transportation Services Director Chris O'Brien at 319.356.5156 or e-mail [chris-obrien@iowa-city.org](mailto:chris-obrien@iowa-city.org).

- How often do you ride public transit?
  - Daily
  - Weekly
  - Occasionally
  - Never
  
- What destinations do you utilize public transit for?
  - Work
  - College/University
  - School K-12
  - Entertainment
  - Shopping
  - Other \_\_\_\_\_
  
- How much farther would you be willing to walk if it meant less travel time on the bus?
  - 1 block
  - 2 blocks
  - 3 blocks
  - Other
  - I would not walk any farther
  
- If you do not ride public transit, are there any changes that we can make that would open up the possibility to utilize public transit services?
  - More frequent service
  - Sunday Service
  - Better reliability
  - Expanded evening service
  - Express service
  - Better amenities at stops ( shelters, benches, concrete pads, lighting)
  - Other: \_\_\_\_\_

- Would extended Saturday (late night) service be a service you would use?
  - Yes
  - For what purpose? \_\_\_\_\_
  - No
  
- Would extended Sunday service be a service you would use?
  - Yes
  - For what purpose? \_\_\_\_\_
  - No
  
- How much would you be willing to pay for your fare if it resulted in more services, specifically more frequent service, later night service and expanded weekend service?
  - \$1.50
  - \$2.00
  - \$2.50
  - I would not pay more
  
- What is the biggest deterrent for you utilizing transit services? \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_
  
- Are there places you would like to go that are not served by public transit? \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_
  
- Do you utilize Bongo (ebongo.org)? If yes, are there any features you would like to see us add? \_\_\_\_\_  
 \_\_\_\_\_
  
- Do you know where to find information about public transit?
  - Yes
  - No
  - No-I would like to receive more information
  - Suggestions regarding distribution of information: \_\_\_\_\_  
 \_\_\_\_\_
  
- If the transit system were to change and resulted in multiple transfer hubs throughout the area, would having to transfer multiple times deter you from utilizing public transit?
  - Yes
  - No
  - Comments: \_\_\_\_\_  
 \_\_\_\_\_

- Which of the following do you feel is the most important to improve? (please choose 3)
  - Total travel time
  - On-time performance/reliability
  - Hours of operation
  - Frequency of service
  - Cleanliness of bus
  - Bus stop amenities
  - Availability of information
  - Courtesy of staff
  - Service area

## Attachment 5: PTP Meeting Agendas/Minutes

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



**Passenger Transportation Plan Committee Meeting  
Wednesday, December 4, 2013 – 4:00 p.m.  
Emma Harvat Hall (Iowa City Council Chambers)  
Iowa City City Hall**

**Agenda**

1. Introductions
2. Review of transportation inventory
3. Review of transportation service and facility needs
4. Review recent developments in transportation
5. Review status of past PTP priorities and strategies
6. Other Business
7. Next meeting - December 18, 2013
8. Adjourn

**Attachments: FY2013 PTP Update**

*To request any disability-related accommodations or language interpretation services, please contact MPOJC staff at 356-5235 or [brad-neumann@iowa-city.org](mailto:brad-neumann@iowa-city.org) prior to the meeting.*

## **AGENDA ITEM #2**

### **Review of Transportation Inventory**

#### **Human Services**

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

#### **Taxi Service**

- (Taxi list)

#### **Airport Transportation Services**

- Eastern Iowa Airport

#### **Medical Transport/Ambulance Services**

- Advanced Medical Transport
- South East Iowa Ambulance

- Corridor Medical Shuttle

**Public Transit Services**

- Iowa City Transit (includes University Heights)
- Coralville Transit (includes North Liberty)
- University of Iowa Cambus
- University of Iowa van program
- Johnson County SEATS

**Interstate Bus Services**

- Trailways
- Maga-Bus

**Senior Living transportation Services**

- Bickford Cottage Senior Living
- Emerson Point Assisted Living
- Hawthorne Inn at Windmill Point
- Legacy Active retirement Community
- Melrose Meadows Assisted Living
- Pioneer Park (Lone tree)
- Solon Retirement Village

**Hospital Transportation Services**

- Mercy Hospital
- University of Iowa Hospitals & Clinics
- VA Medical Center

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**AGENDA ITEM #3**

**Transportation Service Needs (FY2014 PTP Update)**

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

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Existing Transportation Fleet Needs (FY2014 PTP Update)**

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

Transit received one new light-duty bus (\$61,420) through PTMS in FY2007 and no new buses in FY2008. Coralville Transit purchased one heavy-duty bus (\$287,000 federal funds) through PTMS in FY2008.

- In March of 2009, Coralville Transit received \$848,659 in ARRA funding for 2 – 40' heavy-duty replacement buses (one partially funded with 5309 funds), 1 – 40' expansion bus, and 1 light-duty expansion bus. Iowa City Transit received \$1,062,000 in ARRA funding for 3 – 40' heavy-duty expansion buses. Cambus received \$1,800,000 in ARRA funding for 2 – 40' replacement buses, 3 – 40' heavy-duty expansion buses, and 4 passenger shelters.
- In 2010 Iowa City Transit, Coralville Transit, and Cambus received ARRA funds for buses. Iowa City Transit received 3 heavy-duty buses. Coralville Transit received 1 light-duty bus, 2 heavy-duty buses, and partial funding of a third heavy-duty bus. Cambus received 5 heavy-duty buses and 4 bus shelters.
- In 2011 Iowa City Transit received 3 heavy-duty buses through PTMS, Cambus received 8 heavy-duty buses through PTMS, Coralville Transit did not receive any funding for buses in 2011.
- In 2012 Iowa City Transit received 2 heavy-duty buses through PTMS, Coralville Transit and Cambus did not receive any funding for buses in 2012.
- 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 37, 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/ 37 total/ 30 peak)
University of Iowa Cambus:	17% (5 spares/ 34 total/ 29 peak)

- The local human service agencies have limited fleets and little funding to expand or repair existing fleets. Many agencies must rely on public transportation, donations, or resort to using personal vehicles when transporting clients.
- As the need for service grows so does the need for equipment. Newer and more efficient buses are needed in order to keep costs down. New routes are anticipated where expansion will be necessary.

Comments: \_\_\_\_\_  
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\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
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### **Transportation Facility Needs (FY2014 PTP Update)**

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

Iowa City Transit received \$64,000 for building repair through PTMS in FY2007. These building repairs were completed in the spring of 2008. Iowa City Transit invested over \$200,000 in improving the air quality at their current transit/maintenance facility in 2000 and 2001.

- In FY2007, Cambus received \$64,000 from PTMS to install a sprinkler system in their existing maintenance facility. The facility is located along the Iowa River and was damaged by the 2008 flood. In FY08 Cambus received \$880,000 in funding through the State's 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. Cambus plans to begin construction in the next three to five years.
- In the Iowa City STEPS review the need for additional bus stop shelters was identified as a need.
- Cambus continues to explore the possibility of building park and ride facilities for University employees since parking on campus is limited. In the University of Iowa's Parking Strategic Plan the lack of parking on the east side and central campus is identified. Park and ride/commuter parking facilities, in conjunction with bus rapid transit (BRT) programs, are being planned for these locations.

Completed Projects:

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

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**AGENDA ITEM #4**

**Recent Developments/Amendments (FY2014 PTP Update)**

- **The AVL (Automatic Vehicle Location) system, as well as signage, has been installed in Iowa City Transit, Coralville Transit, and Cambus buses.**
- **Coralville Transit has hired a consultant to design and engineer (D/E) their proposed intermodal facility in a phased approach. Coralville has received four earmarks and a Livability Grant through FTA for the D/E. The overall cost of the project is approximately \$18 million.**
- **Iowa City Transit continues planning for a new transit facility.**
- **The MPOJC PTP Committee will study a proposed after hours cab-ride program to implement in FY2014-15.**
- **The MPOJC PTP Committee will also study the feasibility of partially funding ADA accessible cabs for FY2014-15.**

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## AGENDA ITEM #5

### **Short Term Priorities (FY2014 PTP Update)**

- Continue to develop new transit facilities for Coralville Transit, Iowa City Transit, and Cambus.
- Continue to update and modernize transit vehicles and equipment.
- Continue to meet with the PTP Committee when necessary and at least twice each year prior to updating the PTP.
- Extend current bus routes to current and new developments with low income housing and/or persons with disabilities.
- Evaluate the need for a lift-equipped cab for use during fixed route off hours.
- Reevaluate Iowa City Transit's Cab Ride Program for workers that need late night and weekend transit service; include Coralville Transit.
- Distribute human services/school/senior rider education materials. Determine what human services groups to use in distributing materials.
- Develop programs for senior riders through Johnson County Livable Communities Senior Transportation Committee.
- Promote Bongo and trip-maker programs throughout the urbanized area.
- 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.
- Develop park-and-ride programs in existing and planned intermodal facilities.
- Evaluate bus/light rail service between Iowa City and Cedar Rapids.
- Evaluate existing service and coordination of both fixed route and paratransit service.

### **Long Term Priorities (FY2014 PTP Update)**

- Develop light rail passenger service within the urbanized area.
- Extend bus routes to residential areas outside of the urbanized area.
- Establish park-and-ride facilities outside of the urbanized area; additional rolling stock will be required.
- Look for corporate partners in transportation programs.
- Update and modernize transit equipment.
- Develop regional Amtrak rail service to Chicago.
- Have the Volunteer Transportation Coordinator position become self-supporting.

Comments: \_\_\_\_\_  
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### **Strategies, Goals and Objectives (FY2014 PTP Update)**

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

- ❖ **Goal:** Extend late night, Sunday, and holiday service to commercial areas.
  - **Objective:** Evaluate private transit or SEATS service options.
 

Update: Due to budget constraints Iowa City Transit will no longer provide paratransit service on Sundays.
  - **Objective:** Pursue a joint venture with a local cab company to provide ADA accessible cabs.
 

Update: New Freedom grant funding is no longer available. New Freedom funds are included in transit's 5310 formula funding.
  
- ❖ **Goal:** Provide new and/or expand transit facilities and equipment.
  - **Objective:** Plan for new transit facilities for Iowa City transit. Include quality standards for the work place. A location study is currently being completed. Completion of a feasibility study is scheduled for late FY2013 with construction planned for FY2016.
 

Update: 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.
  - **Objective:** Consider joint projects for the three fixed route transit operations, including equipment upgrades.
 

Update: Bongo, fare box equipment.
  - **Objective:** Develop park and ride/commuter lots and associated facilities for use by the communities and the University of Iowa. These facilities would help eliminate traffic congestion and provide additional parking options for workers that can't afford the high cost of parking near the employment centers. Expansion buses for parking and ride facilities will be necessary.
  - **Objective:** Coordinate placement of additional enclosed bus stop shelters near human services organizations, neighborhoods, and future Bus Rapid Transit (BRT) facilities making the use of the fixed route bus system more convenient for human services clients. Include AVL/Nextbus program in shelters.
 

Update: The University of Iowa has been studying the implementation of a BRT system between commuter lots and campus/hospitals.
  
- ❖ **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.

Update: North Liberty transportation committee to discuss 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.

Update: Iowa City Transit and Coralville Transit are working with MPOJC in developing a route evaluation program.

- **Objective:** Expand existing bus routes to residential areas just outside the urbanized area. Consider school and childcare activities.

Update: Iowa City Transit and Coralville Transit are working with MPOJC in developing a route evaluation program.

- **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.

Update: MPOJC will meet with the Corridor MPO (Cedar Rapids) and local legislators to discuss possible bus service between Iowa City and Cedar Rapids.

- ❖ **Goal:** Coordinate transportation services among human service organizations.
  - **Objective:** Continue support of the Volunteer Transportation Coordinator position with Elder Services to plan rides for persons with disabilities that cannot ride the fixed route or paratransit systems. A door-through-door program.

Update: This program has received New Freedom funding through the end of 2014.

- **Objective:** Identify appropriate human service agencies to promote transportation issues. Investigate the creation of a community motor pool for human service agencies to utilize.

- ❖ **Goal:** Provide more transportation related training and education programs.
  - **Objective:** Provide a variety of brochures and videos for secondary language programs, students, human services clients, and seniors.

Update: MPOJC worked with Iowa City Transit to produce a series of bus videos. MPOJC will work on distribution.

- **Objective:** Upgrade and coordinate the Iowa City Transit, Coralville Transit, and Cambus Trip-Maker Programs.

Comments: \_\_\_\_\_

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# Sign-In Sheet (12-4-13)

Name	Organization	email
Tom Brase	Johnson County SEATS	tbrase@co.johnson.ia.us
Nancy Sereduck	ELDER SVR - RSV D <small>Transportation</small>	NSEREDUCK@ELDERSERVICESINC.
Joan Cook	Elder Services RSV D Div.	jcook@elderservicesinc.com
Kurt Pierick	Chatham Oaks	Kpierick@chathamoaks.org
Chris O'Brien	CITY OF Iowa CITY	Chris-obrien@iowa-city.org
Vicky Robeck	CITY OF CORALVILLE	Vrobrock@ci.coralville.ia.us
Bria McClatchey	Univ. of Iowa	bria-mcclatchey@uiowa.edu
Roger E. Bradley	YELLOW CAB OF IOWA CITY	YELLOWCAB22@GMAIL.COM

## Minutes

Passenger Transportation Plan Committee Meeting  
Wednesday, December 4, 2013 – 4:00-5:00 PM  
Emma Harvat Hall, Iowa City

Members Present: Tom Brase, Johnson County SEATS  
Nancy Sereduck, Elder Services/RSVP  
Joan Cook, Elder Services/RSVP  
Kurt Pierick, Chatham Oaks  
Chris O'Brien, Iowa City Transit  
Vicky Robrock, Coralville Transit  
Brian McClatchey, University of Iowa Cambus  
Roger Bradley, Yellow Cab

Staff Present: Brad Neumann, MPOJC

1. Introductions

Neumann opened the meeting with a discussion regarding the responsibilities of the PTP committee and introductions.

2. Review of transportation inventory

Neumann discussed the required transportation inventory that is part of the PTP. Neumann presented a list of human service agencies, taxi companies, airports, medical transport services, public transit services, interstate bus services, senior living facilities, and hospitals for the committee to review for accuracy. A few changes were suggested and the list was approved by the committee.

3. Review of transportation services, fleet, and facility needs

Neumann reviewed the service needs from the FY2014 PTP and updated the status of each transportation need. O'Brien and Robrock provided updates regarding the elimination of Sunday paratransit service in Iowa City and Coralville. They explained that the change was due to budget constraints and the fact that they do not operate fixed route service on Sunday. O'Brien also talked about Iowa City Transit efforts to implement additional express routes and increase service to commercial/industrial areas. A survey will be conducted soon in these areas. Neumann talked about a route evaluation program being developed by the MPO that will assign values to each bus stop and bus route in the metro area. These values can be used by the transit providers in route planning.

O'Brien talked about the development of a series of videos targeting different rider groups.

Neumann talked about the MPO's efforts to assist the City of Tiffin in planning for future fixed route and paratransit service. The route evaluation program will be used here as well.

The committee discussed the need for more bus shelters throughout the metro area. Shelter policy, advertising, and maintenance were brought up in the shelter discussion.

McClatchey reported that the university does not have any immediate plans to develop any park and ride facilities.

Neumann reported that MPOJC will meet with the Corridor MPO and ECICOG in Cedar Rapids next week (December 12) to discuss transportation needs between Iowa City and Cedar Rapids. Neumann was optimistic about a study being completed.

Neumann reported that there have been no new developments in evaluating the demand for transit service to Riverside Casino in Washington County and Whirlpool in Amana.

Cook and Sereduck reported that the volunteer transportation coordinator position/program was doing very well and they are expanding into the county. The program is on target to be self-sufficient by 2015.

The committee decided to include each identified transportation need from the FY2014 update in the FY2015-2019 needs list. Neumann requested that a bus shelter program, a late night/weekend cab ride program, and ADA accessible cab be added to the needs list. The committee concurred. Neumann informed the committee that the shelter needs comments came from the Johnson County Livable Communities Transportation Committee and the Johnson County SEATS Paratransit Committee. The PTP committee discussed the ADA cab program. The discussion included costs, need, maintenance, fares, funding sources, subsidy, insurance requirements, and size of vehicle.

Fleet needs were not discussed in great detail. The committee agreed that there is a lack of funding for buses. Cambus indicated that they took delivery of three 30' buses and two 40' buses at the end of September.

Neumann reviewed the progress of the Coralville Intermodal facility, the proposed Iowa City Transit facility, and the Cambus shared maintenance facility. Each project is in different stages of development. Neumann also reviewed recently completed facility projects of each transit system. McClatchey requested that their new Cambus administrative office/transit hub facility be included in the completed projects report.

Pierick added that the residents living at the Chatham Oaks facility will be affected by the elimination of Sunday paratransit service and stated that there is also a need for additional bus service on Saturday. The residents feel isolated with fewer transportation services provided. The committee discussed using cab service or a deviated fixed route transit service. Cook and Sereduck added that Elder Services agrees that there is a need for ADA accessible cab service.

4. Review recent developments in transportation

The committee reviewed the updated recent developments list. O'Brien requested that the fare box replacement project for Iowa City Transit and Coralville Transit be add to the list of recent developments.

5. Review status of past PTP priorities and strategies  
Due to time constraints, the committee decided to include this item on the December 18, 2013 agenda.
6. Other business  
There was no other business.
7. Next meeting – December 18, 2013  
The next meeting was set for December 18, 2013. The agenda will be sent to each committee member a week before the meeting.
8. Adjournment  
The meeting was adjourned at 5:00 pm.



**Passenger Transportation Plan Committee Meeting  
Wednesday, December 18, 2013 – 4:00 p.m.  
Planning Conference Room  
Iowa City City Hall (second floor)**

**Agenda**

1. Introductions/Minutes
2. Review status of PTP priorities
3. Strategies for next 5 years
4. 5310 Funding
5. Committee Recommendations to MPO Board
6. Other Business
7. Adjourn

**Attachments:**

- December 4, 2013 PTP meeting minutes (draft)
- Agenda items 2-5
- Updated needs/recent developments/inventory from December 4, 2013 meeting

*To request any disability-related accommodations or language interpretation services, please contact MPOJC staff at 356-5235 or [brad-neumann@iowa-city.org](mailto:brad-neumann@iowa-city.org) prior to the meeting.*

## Minutes

Passenger Transportation Plan Committee Meeting  
Wednesday, December 4, 2013 – 4:00-5:00 PM  
Emma Harvat Hall, Iowa City

Members Present: Tom Brase, Johnson County SEATS  
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O'Brien talked about the development of a series of videos targeting different rider groups.

Neumann talked about the MPO's efforts to assist the City of Tiffin in planning for future fixed route and paratransit service. The route evaluation program will be used here as well.

The committee discussed the need for more bus shelters throughout the metro area. Shelter policy, advertising, and maintenance were brought up in the shelter discussion.

McClatchey reported that the university does not have any immediate plans to develop any park and ride facilities.

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The committee decided to include each identified transportation need from the FY2014 update in the FY2015-2019 needs list. Neumann requested that a bus shelter program, a late night/weekend cab ride program, and ADA accessible cab be added to the needs list. The committee concurred. Neumann informed the committee that the shelter needs comments came from the Johnson County Livable Communities Transportation Committee and the Johnson County SEATS Paratransit Committee. The PTP committee discussed the ADA cab program. The discussion included costs, need, maintenance, fares, funding sources, subsidy, insurance requirements, and size of vehicle.

Fleet needs were not discussed in great detail. The committee agreed that there is a lack of funding for buses. Cambus indicated that they took delivery of three 30' buses and two 40' buses at the end of September.

Neumann reviewed the progress of the Coralville Intermodal facility, the proposed Iowa City Transit facility, and the Cambus shared maintenance facility. Each project is in different stages of development. Neumann also reviewed recently completed facility projects of each transit system. McClatchey requested that their new Cambus administrative office/transit hub facility be included in the completed projects report.

Pierick added that the residents living at the Chatham Oaks facility will be affected by the elimination of Sunday paratransit service and stated that there is also a need for additional bus service on Saturday. The residents feel isolated with fewer transportation services provided. The committee discussed using cab service or a deviated fixed route transit service. Sereduck added that Elder Services agrees that there is a need for ADA accessible cab service.

4. Review recent developments in transportation

The committee reviewed the updated recent developments list. O'Brien requested that the fare box replacement project for Iowa City Transit and Coralville Transit be added to the list of recent developments.

5. Review status of past PTP priorities and strategies  
Due to time constraints, the committee decided to include this item on the December 18, 2013 agenda.
6. Other business  
There was no other business.
7. Next meeting – December 18, 2013  
The next meeting was set for December 18, 2013. The agenda will be sent to each committee member a week before the meeting.
8. Adjournment  
The meeting was adjourned at 5:00 pm.

## AGENDA ITEM #2

### Status of PTP Priorities (FY2014 PTP Update)

#### **Short Term Priorities:**

- Continue to develop new transit facilities for Coralville Transit, Iowa City Transit, and Cambus.
- Continue to update and modernize transit vehicles and equipment.
- Continue to meet with the PTP Committee when necessary and at least twice each year prior to updating the PTP.
- Extend current bus routes to current and new developments with low income housing and/or persons with disabilities.
- Evaluate the need for a lift-equipped cab for use during fixed route off hours.
- Reevaluate Iowa City Transit's Cab Ride Program for workers that need late night and weekend transit service; include Coralville Transit.
- Distribute human services/school/senior rider education materials. Determine what human services groups to use in distributing materials.
- Develop programs for senior riders through Johnson County Livable Communities Senior Transportation Committee.
- Promote Bongo and trip-maker programs throughout the urbanized area.
- 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.
- Develop park-and-ride programs in existing and planned intermodal facilities.
- Evaluate bus/light rail service between Iowa City and Cedar Rapids.
- Evaluate existing service and coordination of both fixed route and paratransit service.

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

- Develop light rail passenger service within the urbanized area.
- Extend bus routes to residential areas outside of the urbanized area.
- Establish park-and-ride facilities outside of the urbanized area; additional rolling stock will be required.
- Look for corporate partners in transportation programs.
- Update and modernize transit equipment.
- Develop regional Amtrak rail service to Chicago.
- Have the Volunteer Transportation Coordinator position become self-supporting.

Priorities for Next 5 Years: \_\_\_\_\_  
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## AGENDA ITEM #3

### Strategies for Next 5 Years

#### **Strategies, Goals and Objectives (from FY2014 PTP Update):**

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

- ❖ **Goal:** Extend late night, Sunday, and holiday service to commercial areas.

- **Objective:** Evaluate private transit or SEATS service options.

Update: Due to budget constraints Iowa City Transit will no longer provide paratransit service on Sundays.

- **Objective:** Pursue a joint venture with a local cab company to provide ADA accessible cabs.

Update: New Freedom grant funding is no longer available. New Freedom funds are included in transit's 5310 formula funding.

- ❖ **Goal:** Provide new and/or expand transit facilities and equipment.

- **Objective:** Plan for new transit facilities for Iowa City transit. Include quality standards for the work place. A location study is currently being completed. Completion of a feasibility study is scheduled for late FY2013 with construction planned for FY2016.

Update: 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.

- **Objective:** Consider joint projects for the three fixed route transit operations, including equipment upgrades.

Update: Bongo, fare box equipment.

- **Objective:** Develop park and ride/commuter lots and associated facilities for use by the communities and the University of Iowa. These facilities would help eliminate traffic congestion and provide additional parking options for workers that can't afford the high cost of parking near the employment centers. Expansion buses for parking and ride facilities will be necessary.

- **Objective:** Coordinate placement of additional enclosed bus stop shelters near human services organizations, neighborhoods, and future Bus Rapid Transit (BRT) facilities making the use of the fixed route bus system more convenient for human services clients. Include AVL/Nextbus program in shelters.

Update: The University of Iowa has been studying the implementation of

a BRT system between commuter lots and campus/hospitals.

❖ **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.

Update: North Liberty transportation committee to discuss 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.

Update: Iowa City Transit and Coralville Transit are working with MPOJC in developing a route evaluation program.

- **Objective:** Expand existing bus routes to residential areas just outside the urbanized area. Consider school and childcare activities.

Update: Iowa City Transit and Coralville Transit are working with MPOJC in developing a route evaluation program.

- **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.

Update: MPOJC will meet with the Corridor MPO (Cedar Rapids) and local legislators to discuss possible bus service between Iowa City and Cedar Rapids.

❖ **Goal:** Coordinate transportation services among human service organizations.

- **Objective:** Continue support of the Volunteer Transportation Coordinator position with Elder Services to plan rides for persons with disabilities that cannot ride the fixed route or paratransit systems. A door-through-door program.

Update: This program has received New Freedom funding through the end of 2014.







## **ATTACHMENTS (updates from December 4, 2013 meeting)**

### **Transportation Service Needs (FY2015-2019)**

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

### **Existing Transportation Fleet Needs (FY2015-2019)**

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

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

- In March of 2009, Coralville Transit received \$848,659 in ARRA funding for 2 – 40' heavy-duty replacement buses (one partially funded with 5309 funds), 1 – 40' expansion bus, and 1 light-duty expansion bus. Iowa City Transit received \$1,062,000 in ARRA funding for 3 – 40' heavy-duty expansion buses. Cambus received \$1,800,000 in ARRA funding for 2 – 40' replacement buses, 3 – 40' heavy-duty expansion buses, and 4 passenger shelters.
- In 2010 Iowa City Transit, Coralville Transit, and Cambus received ARRA funds for buses. Iowa City Transit received 3 heavy-duty buses. Coralville Transit received 1 light-duty bus, 2 heavy-duty buses, and partial funding of a third heavy-duty bus. Cambus received 5 heavy-duty buses and 4 bus shelters.
- In 2011 Iowa City Transit received 3 heavy-duty buses through PTMS, Cambus received 8 heavy-duty buses through PTMS, and Coralville Transit did not receive any funding for buses in 2011.
- In 2012 Iowa City Transit received 2 heavy-duty buses through PTMS, Coralville Transit and Cambus did not receive any funding for buses in 2012.
- In 2013 Cambus received 3 30' buses and 2 40' buses using congressionally designated funding.
- The spare ratios for the three transit systems in the urbanized area including fixed route and paratransit buses. The total number of buses for the Coralville Transit fleet is 13, Iowa City Transit 38, and Cambus 34. Almost half of the buses in the three fleets are older than 12 years. The following spare ratios are currently in effect for each system:

Coralville Transit:	30% (3 spares/ 13 total/ 10 peak)
Iowa City Transit:	23% (7 spares/ 38 total/ 30 peak)
University of Iowa Cambus:	17% (5 spares/ 34 total/ 29 peak)

- The local human service agencies have limited fleets and little funding to expand or repair existing fleets. Many agencies must rely on public transportation, donations, or resort to using personal vehicles when transporting clients.
- As the need for service grows so does the need for equipment. Newer and more efficient buses are needed in order to keep costs down. New routes are anticipated where expansion will be necessary.

#### **Transportation Facility Needs (FY2015-2019)**

- Coralville Transit has plans for an intermodal facility to be located in their new Iowa River Landing Development Area. This redevelopment area will include not only the new intermodal facility but also a hotel and conference center (completed in 2006), professional office and retail space, public recreation, open space, and trails. This intermodal facility will include a transit interchange/hub for Coralville Transit and will be fully operational for paratransit services for Johnson County SEATS and Cambus. The facility will also provide taxicab and intercity bus accommodations, a park-and-ride

program, bicycle facilities, and will include administrative offices for transit and parking. Coralville has already received three "earmarks" for design and engineering totaling about \$1,500,000. The total cost for this facility is over \$18,000,000. Coralville Transit has recently hired a consultant to design and engineer the intermodal facility. Earmark funds will pay for the D/E. Coralville Transit has received four earmarks for the intermodal facility totaling \$2,466,980. In 2011, the City of Coralville received a \$4 million Livability Grant from FTA to be used in the construction of the intermodal facility. Coralville is currently designing the facility to be built in phases. Construction will begin in 2014.

- The Iowa City Transit facility is undersized and has significant environmental issues due to it being constructed on top of an old dump site. Cracks in the utilities infrastructure underneath the building cause significant air quality issues. The flood of 2008 also damaged the pipes underneath the facility. Driveways and parking areas have settled 4 to 6 feet. Settling and methane gas issues have made it difficult to expand the facility and maintenance costs continue to increase. Iowa City plans to implement a feasibility study for a new transit facility in 2012 with construction to begin in 2015 if funding is secured through federal earmarks. The cost of the project is estimated at \$20 million.

Iowa City Transit received \$64,000 for building repair through PTMS in FY2007. These building repairs were completed in the spring of 2008. Iowa City Transit invested over \$200,000 in improving the air quality at their current transit/maintenance facility in 2000 and 2001.

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

#### Completed Projects:

- In the spring of 2008, the Coralville Transit facility was totally destroyed. The facility was inundated by 5.5 feet of water for 10 days. Coralville Transit is temporarily working out of two metal pole buildings which are not adequate for bus operations. Coralville Transit is working with FEMA, FTA, and the Iowa DOT to replace the flooded facility with a new facility. Coralville Transit has applied for and was awarded Public Transit Infrastructure

Funding through the Iowa DOT for both FY2009 (\$880,000) and FY2010 (\$880,000). Coralville opened their new transit facility in the spring of 2012.

- Iowa City Transit completed their \$13 million dollar intermodal facility in 2006. Federally earmarked funds were used for the project. With the increase in use of MEGABUS, which boards at the intermodal facility, Iowa City Transit may need to investigate expanding their staging area for interstate buses. Trailways continues to operate at the intermodal facility.
- Johnson County SEATS has completed construction on a new facility to be shared with the Johnson County Secondary Roads Department. The facility includes bus storage and office space for SEATS at a cost of \$1,200,000. The maintenance part of the facility is a shared expense. SEATS portion of the maintenance facility was about \$500,000. SEATS received a federal "earmark" of \$100,000 in FY2006. The new facility is located in Iowa City.
- University of Iowa Cambus completed construction on a new joint transit administration/transportation services facility. This new facility is also the new bus hub on campus. The old facility was demolished.

#### Recent Developments/Amendments (FY2015-2019)

- The AVL (Automatic Vehicle Location) system, as well as signage, has been installed in Iowa City Transit, Coralville Transit, and Cambus buses.
- Coralville Transit has hired a consultant to design and engineer (D/E) their proposed intermodal facility in a phased approach. Coralville has received four earmarks and a Livability Grant through FTA for the D/E. The overall cost of the project is approximately \$18 million.
- Iowa City Transit continues planning for a new transit facility.
- The MPOJC PTP Committee will study a proposed after hours cab-ride program to implement in FY2014-15.
- The MPOJC PTP Committee will also study the feasibility of partially funding ADA accessible cabs for FY2014-15.
- Iowa City Transit and Coralville Transit completed a joint fare box replacement project in FY2013.

#### Transportation Inventory

##### Human Services

- 4Cs/Hometies
- Iowa City Housing Authority
- Mayors Youth Employment Program (MYEP)
- Pathways (adult daycare)
- Access2Independence (adult daycare)
- Reach for Your Potential (adult daycare)
- Chatham Oaks
- Goodwill Ind.
- Iowa Vocational Rehabilitation
- Crisis Center
- United Action for Youth

- Domestic Violence Intervention Program (DVIP)
- Johnson County Social Services
- Johnson County General Assistance
- ARC of Southeast Iowa
- Big Brothers/Big Sisters
- Community Mental Health Center
- Elder Services, Inc./RSVP
- Four Oaks
- Handicare
- Neighborhood Services (2 locations)
- Salvation Army
- Kirkwood Skills to Employment
- Systems Unlimited
- Life Skills
- Shelter House
- Successful Living
- Hawkeye Area Community Action Program
- MECCA
- Conner Center Rights & Resources
- ICCSD Family Resource Center
- Solon Senior Advocates
- Iowa City/Johnson County Senior center

#### Taxi Service

- American Taxi Cab (32 vans, 1 car)
- Big Ten Taxicab (7 vans)
- Five Star Taxi (4 vans)
- Jowan Taxi Cab (19 vans)
- Marco's Taxicab Co. (8 vans, 5 cars)
- Number One Cab (4 vans)
- Old Capitol Independent Taxi (1 van, 3 cars)
- Pink's Taxi (4 vans)
- Red Line Cab (6 vans, 1 car)
- VinaSun Taxicab (4 vans)
- Yellow Cab (10 vans, 11 cars)

#### Airport Transportation Services

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

#### Medical Transport/Ambulance Services

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

#### Public Transit Services

- Iowa City Transit (includes University Heights)
- Coralville Transit (includes North Liberty)

- University of Iowa Cambus
- University of Iowa van pool
- Johnson County SEATS
- Durham School Services

#### Interstate Bus Services

- Trailways
- Mega-Bus

#### Senior Living transportation Services

- Oaknoll Retirement Residence
- Bickford Cottage Senior Living
- Emerson Point Assisted Living
- Hawthorne Inn at Windmill Point
- Legacy Active retirement Community
- Melrose Meadows Assisted Living
- Pioneer Park (Lone tree)
- Solon Retirement Village

#### Hospital Transportation Services

- VA Medical Center

# Sign-In Sheet (12-18-13)

Name	Organization	email
Tom Brase	Johnson County SEATS	tbrase@co.johnson.iowa.us
Vicky Robrock	CITY OF CORALVILLE	vrobrack@ci.coralville.ia.us
Nancy Seeduck	ELDER SVCS	nseeduck@elderservicesinc.org
Joan Cook	Elder Services, Inc	jcook@elderservicesinc.com
CHRIS O'BRIEN	CITY OF IOWA CITY	chris-obrien@iowa-city.org

## Minutes

### Passenger Transportation Plan Committee Meeting

Wednesday, December 18, 2013 – 4:00-5:00 PM

Planning Conference Room, Iowa City City Hall, Iowa City

Members Present: Tom Brase, Johnson County SEATS  
Nancy Sereduck, Elder Services/RSVP  
Joan Cook, Elder Services/RSVP  
Chris O'Brien, Iowa City Transit  
Vicky Robrock, Coralville Transit

Staff Present: Brad Neumann, MPOJC

#### 1. Introductions

Neumann opened the meeting by reviewing the agenda and the committee's responsibilities followed by introductions.

#### 2. Review status of PTP priorities

Neumann reviewed the short-term and long-term PTP priorities from the FY2014 PTP Update. Neumann suggested that the committee focus on the priorities that we can address within the next 5 years. As a result of the committee's change in focus, seven priorities were developed:

- Continue to meet as a committee when necessary and at least twice each year. The committee felt that there were many existing groups in Johnson County dealing with human service and transportation issues and it was difficult getting much support for the PTP especially now that many of the federal funding opportunities have been eliminated. The committee discussed including business/industry representatives.
- Continue to develop new transit facilities for the three fixed route transit agencies in Johnson County. Iowa City Transit is in need of a new facility since their current facility has environmental concerns, Coralville Transit is getting close to starting construction on their new intermodal facility, and Cambus continues to plan for a joint maintenance facility within the university.
- Investigate the need for more bus shelters in the urbanized area. Consider developing a formal placement and maintenance program for shelters.
- Evaluate the need for a lift-equipped cab for use during fixed route off hours. This issue had a lot of discussion in the committee's first PTP meeting.
- Reevaluate Iowa City Transit's cab ride program for workers that need late night and weekend transit service. The committee felt that Coralville Transit should also be involved.
- Continue to extend fixed routes to developing commercial areas in the urbanized area.
- Evaluate existing service needs between Iowa City and Cedar Rapids. The MPO is currently working with Corridor MPO and ECICOG on this issue.

The committee also agreed to keep the remaining short-term and long-term priorities in the PTP for future reference.

#### 3. Develop strategies for the next five years

After focusing on the priorities, the committee developed goals and objectives to reflect the new priorities. The goals would include extending transit service hours related to work, develop new transit facilities and equipment, and expand on existing transit routes.

#### 4. 5310 Funding

Neumann reviewed the use of 5310 funds by the three fixed route providers over the years and talked about how the funds can be used. O'Brien (Iowa City Transit) and Robrock (Coralville Transit) stated that their agencies would continue to use the 5310 funding for paratransit service. Neumann stated that the Cambus would most likely continue to use their 5310 funds for paratransit bus replacement and operating expenses. The committee had no issue with the use of the funding.

#### 5. Committee recommendations to the MPOJC Board

Neumann reported that MPOJC Board will meet on January 29, 2014 to approve the FY2015-2019 PTP. The Board will also hold a public hearing. The committee approved the following recommendations to the MPOJC Board:

- Board approval of the new PTP priority list.
- Make the necessary changes to the transit TIP's to include proposed projects.
- Consider the inclusion of representatives from local business/industry on the PTP Committee.
- The PTP Committee recommends that the MPOJC Urbanized Area Policy Board approve the FY2015-2019 PTP.

#### 6. Other business

There was no other business.

#### 7. Adjournment

The meeting was adjourned at 5:00 pm.

## Brad Neumann

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**From:** Janet Dvorsky  
**Sent:** Thursday, December 19, 2013 2:11 PM  
**To:** Brad Neumann  
**Subject:** FW: Public Input/Public Notice regarding approval of the Passenger Transportation Plan &#40;PTP&#41;

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**From:** Metropolitan Planning Organization of Johnson County [mailto:webmaster@mpojc.org]  
**Sent:** Thursday, December 19, 2013 2:10 PM  
**To:** Janet Dvorsky  
**Subject:** Public Input/Public Notice regarding approval of the Passenger Transportation Plan (PTP)



**Title:** Public Input/Public Notice regarding approval of the Passenger Transportation Plan (PTP)

**Release Date:** Thursday, December 19, 2013

**Release Time:** 2:09:47 PM

**Contact Person:** Brad Neumann

**Contact Number:** (319) 356-5235

**Contact E-Mail:** [brad-neumann@iowa-city.org](mailto:brad-neumann@iowa-city.org)

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, last year's PTP Update can be found online here:

[www.mpojc.org/passengertransit](http://www.mpojc.org/passengertransit). The goals, priorities, and recommended projects will be presented to the MPOJC Urbanized Area Policy Board for consideration at their January 29, 2014 meeting. There will be a public hearing at this January 29, 2014 meeting which will be held in the Second Floor Conference Room of the Johnson County Health and Human Services Building located at 855 S. Dubuque Street, Iowa City, Iowa at 4:30 p.m. The Draft PTP is due to the Iowa Department of Transportation (IDOT) by February 1, 2014.

The PTP is intended to coordinate planning efforts for several 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 IDOT of eighteen "regional planning affiliations" (RPA's) and nine "metropolitan planning organizations," which includes MPOJC. MPOJC provides planning and grant administration services to three fixed route transit providers in the Iowa City urbanized area. The transit providers include 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-](mailto:brad-)

[neumann@iowa-city.org](mailto: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 January 29, 2014 Urbanized Area Policy Board meeting.

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To unsubscribe from MPOJC Media Releases, click here:  
<http://www.mpoj.org/subscribe/unsubscribe/>

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Metropolitan Planning Organization of Johnson County

## Meeting Notice

**MPOJC Urbanized Area Policy Board**  
**Wednesday, January 29, 2014 – 4:30 PM**  
**Johnson County Health and Human Services, Second Floor Conference Room**  
**855 S Dubuque St, Iowa City, IA**

## Agenda

### 1. *Call to Order*

- a. Recognize alternates & Welcome to new Board members
- b. Consider approval of meeting minutes
- c. Set next Board meeting dates, time and location (March 19 or 26 are options. March 19 is during Spring Break week)

### 2. *Public Discussion of any item not on the agenda\**

### 3. *Administration*

- a. Report from nominating committee for 2014 MPOJC Board officers
  - i. Consider action
- b. Review the Director's Year 2013 Annual Major Work Activities Report
- c. Consider approval of the FY15 MPOJC Budget
- d. Consider approval of the FY15 Johnson County Assessments to the East Central Iowa Council of Governments
- e. Consider appointments to the ECICOG Board of Directors
- f. Discuss MPOJC Orientation opportunity for new Board members
- g. Report and discussion from Single-Use Plastic Bag subcommittee
  - i. Consider action or recommendations on single-use plastic bags
- h. Discuss regional affordable housing initiatives
  - i. Consider action or recommendations on affordable housing initiatives

### 4. *Transportation Planning*

- a. Public hearing on an update of the MPOJC Passenger Transportation Plan
  - i. Consider approval of proposed amendments to the MPOJC Passenger Transportation Plan
- b. Consider reappointing Scott Larson, Coralville Assistant City Engineer, to the State Urban Design Standards (SUDAS) Board of Directors
- c. Consider a request from the Johnson County Engineer to conduct a traffic study in West Branch
- d. Update on the MPOJC FY15 Work Program, and FY15-18 Transportation Improvement Program
- e. Update on time restrictions for utilizing Transportation Alternatives Program funds
- f. Update on the passenger rail project

*To request any disability-related accommodations or language interpretation please contact MPOJC staff at 356-5230 or John-Yapp@lowa-City.org 48 hours prior to the meeting.*

- g. Update on our participation with ECICOG to study the potential for regional transit service between Johnson County and Linn County

**6. Other Business**

- a. Report on the Severson Cup Charity Challenge; Award Severson Cup

**7. Adjournment**

*\* Please note the Rural Policy Board meeting will start after adjournment of the Urban Board meeting, at 6:00 PM*

**Attachments**

1. Notice of annexation from the City of North Liberty for approximately 625.5 acres of territory east of North Liberty
2. Summary of bicycle and pedestrian trail counts in 2013
3. Summary of the Federal Highway Administrations Review of MPOJC

*\*Public input is permitted on any agenda item during discussion of the item. Please indicate to the Chair if you wish to comment.*

Preliminary Draft

MINUTES

MPOJC URBANIZED AREA POLICY BOARD

WEDNESDAY, JANUARY 29, 2014 – 4:30 PM

JOHNSON COUNTY HEALTH AND HUMAN SERVICES BUILDING

855 S. DUBUQUE ST, IOWA CITY, IA

MEMBERS PRESENT: Coralville: Jill Dodds  
ICCSA: None Present  
Iowa City: Rick Dobyms, Susan Mims, Marian Karr, Jim Throgmorton, Tom Markus  
Johnson County: Terrence Neuzil, Rod Sullivan  
North Liberty: Gerry Kuhl, Terry Donahue  
Tiffin: Steve Berner  
University Heights: Louise From  
University of Iowa: None Present

STAFF PRESENT: John Yapp, Kent Ralston, Kris Ackerson, Brad Neumann, Darian Nagle-Gamm

OTHERS PRESENT: Iowa DOT: Cathy Cutler  
Coralville: Kelly Hayworth  
Iowa City: Jeff Davidson  
100 Grannies: Becky Ross  
ECICOG: Doug Elliot

1. CALL TO ORDER

Neuzil called the meeting to order at 4:30 PM.

a. Recognize alternates

Tom Markus and Marian Karr were recognized as alternates for Kingsley Botchway and Michelle Payne of Iowa City.

b. Consider approval of meeting minutes

Kuhl discussed correcting the minutes to reflect that Colleen Chipman was not present and to reflect North Liberty's submission of information regarding affordable housing. Dobyms moved to accept minutes; Sullivan seconded the motion. **The motion was unanimously approved.**

c. Set next Board meeting dates, time and locations

March 26 hosted by Iowa City.

2. PUBLIC DISCUSSION OF ANY ITEM NOT ON THE AGENDA

No public discussion.

3. ADMINISTRATION

a. Report from nominating committee for 2014 MPOJC Board officers

*i. Consider action*

Sullivan and Dobyms reported on nominee selection process. Sullivan moved to nominate Gill and Payne as 2014 Board chair and vice-chair; Dobyms seconded the motion. **The motion was unanimously approved.** The Board concurred that since Gill and Payne were not present, the new officers would take affect at the March meeting.

- b. Review the Director's Year 2013 Annual Major Work Activities Report  
Yapp addressed the Board on 2013 projects. The report included projects submitted by the Board and will be published for the public.
- c. Consider approval of the FY15 MPOJC Budget  
Yapp discussed state and federal funding requirements for budget allocation. Yapp proposed no budget increase due to a carryover balance that will cover a two percent increase in staffs' budget. Sullivan moved for approval; Throgmorton seconded the motion. **The motion was unanimously approved.**
- d. Consider approval of the FY15 Johnson County Assessments to the East Central Iowa Council of Governments  
Yapp gave a brief overview of ECICOG's role and its agency members. Doug Elliot discussed various ECICOG projects and a proposal of a two percent budget increase resulting in approximately \$1,000 for Johnson County. Mims moved for approval; From seconded the motion. **The motion was unanimously approved.**
- e. Consider appointments to the ECICOG Board of Directors  
Yapp discussed the MPO by-laws and modified round-robin format for member appointments. 2014 representatives include: (Iowa City) Throgmorton with Dickens as alternate, (Coralville) Goodrich, (University Heights) From, (Citizen Appointment) Granquist. Dickens moved for approval; Kuhl seconded the motion. **The motion was unanimously approved.**
- f. Discuss MPOJC Orientation opportunity for new Board members  
Yapp discussed Board orientation for new members; date and time to be determined.
- g. Report and discussion from Single-Use Plastic Bag subcommittee  
*i. Consider actions or recommendations on single-use plastic bags*  
Nagle-Gamm updated the Board on the current state of the program in Johnson County; noting Marshall County as the only location in Iowa with a plastic bag ban. Example ordinances were distributed and various program features were discussed. MPOJC's future working role with the subcommittee was discussed. A number of potential plastic bag policies were presented. There was a consensus to discuss plastic bag programs within each respective community and then have another Board discussion at the March meeting.
- h. Discuss regional affordable housing initiatives

*i. Consider action or recommendations on affordable housing initiatives*

Yapp informed the Board that the Housing Trust Fund Board of Johnson County would be willing to assist with a regional affordable housing discussion. Yapp discussed the scoring criteria for transportation projects and the possibility of adding an affordable housing component to the existing scoring criteria. Yapp noted that, if implemented, these funds could only be used on transportation projects and would not directly benefit housing. Throgmorton discussed the Location Affordability Model developed by DOT and HUD as a possible option to explore. Kuhl questioned the benefit of a scoring criterion for North Liberty, as he stated that 71% of North Liberty's housing stock is affordable. Throgmorton questioned Kuhl's definition of affordable housing and stated that affordable housing is spending no more than 30% of one's income on housing if one's income is below 80% of median household income. Discussion consisted of first addressing the issue of affordable housing and its different components before considering any scoring criteria with respect to transportation. The Board concurred with staff's recommendation to work with the Housing Trust Fund of Johnson County to more specifically identify housing needs, and how existing housing programs meet/don't meet those needs. The Board consensus was to not change transportation project scoring criteria at this time.

#### 4. TRANSPORTATION PLANNING

a. Public hearing on an update of the MPOJC Passenger Transportation Plan

*i. Consider approval of proposed amendments to the MPOJC Passenger Transportation Plan*

Neumann gave a brief overview of the 5 year Passenger Transportation Plan for approval. A draft plan was due to DOT by February 1 with a final draft due April 1. Kuhl moved for approval; Dickens seconded the motion. **The motion was unanimously approved.**

b. Consider reappointing Scott Larson, Coralville Assistant City Engineer, to the State Urban Design Standards (SUDAS) Board of Directors

Throgmorton moved for approval; Sullivan seconded the motion. **The motion was unanimously approved.**

c. Consider a request from the Johnson County Engineer to conduct a traffic study in West Branch

Yapp noted that Greg Parker, Johnson County Engineer, requested assistance with conducting a traffic study in West Branch. The request was made because the study would partially be located in Cedar County, which is not in MPOJC's planning area. Aaron Granquist questioned whether or not assistance from MPOJC would set a precedent for other surrounding communities requesting assistance. Neuzil gave an overview of the uniqueness of West Branch with a portion of the town located in Johnson County. He suggested exploring what the costs incurred would be for assistance. Donahue moved that the MPO would perform the work and

charge a nominal fee of \$2,200; Sullivan seconded the motion. **The motion was unanimously approved.**

d. Update on MPOJC FY15 Work Program, and FY15-18 Transportation Improvement Program

Yapp gave a brief overview of programs, projects and funding.

e. Update on time restrictions for utilizing Transportation Alternatives Program Funds

Ackerson explained that funds from FHWA, as part of the Transportation Improvement Program, must be used for the design and implementation process of projects within 2 years. This is a change from the previous timeframe of 3 years. Current projects are assured funding.

f. Update on the passenger rail project

Neumann highlighted the current state of the project and speculated that action by the State was unlikely to move the project forward.

g. Update on the Board's participation with ECICOG to study the potential for regional transit service between Johnson County and Linn County

Neumann shared and highlighted a memo from a meeting with ECICOG for the potential study of a regional transit service between Johnson and Linn Counties. Neuzil asked about the linkage of the Kirkwood Campuses. Neumann confirmed that component could be part of a larger study.

6. OTHER BUSINESS

a. Report on the Severson Cup Charity Challenge; Award Severson Cup

Nagle-Gamm noted that the City of University of Heights won the award.

7. ADJOURNMENT

Kuhl moved for adjournment; From seconded the motion. **The motion was unanimously approved.**