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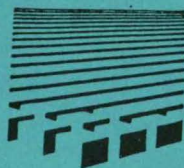
FY92-96 Transportation Improvement Program



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For the Iowa City
Urbanized Area

April 1991



JCCOG

**Fiscal Year 1992
Transportation Improvement Program
for the Iowa City Urbanized Area**

Prepared by the Johnson County Council of Governments
Transportation Planning Division
April 1991

Adopted by the JCCOG Board of Directors May 28, 1991

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Introduction

The Transportation Improvement Program (TIP) is a comprehensive program of transportation improvements within the Iowa City Urbanized Area. For consistency, Johnson County projects on major routes adjacent to the urbanized area are also included. This document includes both short-range and long-range projects for all modes of transportation: street and highway, transit, rail, bicycle, aviation, and pedestrian. All transportation projects in the Iowa City Urbanized Area receiving federal or state funding must be programmed in the TIP.

There are three primary sections:

1. Status report on FY91 projects.
2. FY92 Annual Element.
3. FY93-96 forecast.

The following organizations have contributed to this planning document: the City of Coralville, the City of Iowa City, the City of North Liberty, the City of University Heights, Johnson County, the University of Iowa, and the Iowa Department of Transportation.

Status Report: FY91 Projects

FY91 Status Report

Aviation Projects

Iowa City Municipal Airport

1. **Rehabilitate Runway 06/24:** Plans and specifications under review by FAA. Project to be completed by August 1, 1991.

FY91 Status Report

Pedestrian & Bicycle Improvements

City of Coralville

1. **Sidewalk installation, various locations:** Project delayed until FY92.

City of Iowa City

1. **Curb ramp installation, various locations:** Completed.
2. **Maiden Lane pedestrian bridge:** Not completed - project delayed until FY93.
3. **Extra-width sidewalk, Mormon Trek Boulevard north of Benton Street:** Completed.

City of North Liberty

1. **Sidewalk installation, various locations:** Completed.

FY91 Status Report
Rail Projects

No publicly funded rail projects were programmed for FY91, in the Iowa City Urbanized Area.

FY91 Status Report

Street & Highway Projects

City of Coralville

1. **Traffic safety project on U.S. Highway 6 at 20th Avenue and 22nd Avenue:** Project is underway and will be completed in FY91.

City of Iowa City

1. **Reconstruct Maiden Lane and add parking:** Project on hold pending decision of adjacent property owners.
2. **Reconstruct Benton Street Bridge:** Completed.
3. **Preliminary activities for Melrose Avenue Bridge replacement:** Waiting for execution of Amendment to the Agreement for design services with architect.
4. **Painting of Dodge Street Bridge over IAIS RR and Burlington Street Bridge over Ralston Creek:** Projects to be completed during the first part of FY92.
5. **Pave St. Clements Street:** On hold, pending decision of adjacent property owners.
6. **Extra width arterial/collector street paving at various locations:** Completed.

City of North Liberty

1. **Paving and storm sewer on Penn Street from Highway 965 to Front Street:** Completed.
2. **Paving and storm sewer on North Bend Drive:** Completed.
3. **Curb, gutter, and storm sewer repair in downtown area:** Project delayed to FY92, included in project #1, FY92.

City of University Heights

1. **Maintenance activities at various locations.** Completed.

Iowa Department of Transportation

1. **Culvert extensions and ROW:** Project to be let in Spring 1991.
2. **Patch and overlay I-80, I-380 to Cedar County line:** Patching underway; overlay to be let in Spring 1991.
3. **Replace bridge on I-80 at U.S. 6 and IAIS RR (eastbound):** Project delayed until future year.
4. **Bridge deck repair on I-80 at CRIC RR (eastbound):** Project underway.
5. **Patching, safety and overlay I-380, I-80 to Linn County line:** Patching underway, remaining parts to be let Spring 1991.
6. **Pavement rehabilitation on U.S. 6, 7 miles west of Tiffin to I-80:** Project underway.

Johnson County

1. **Replace Butler Bridge on County Road W66 north of Iowa City.** Project to be completed in 1991 construction season.
2. **Replace culvert and approaches on County Road F8W north of Iowa City (Prairie du Chien):** Project is in design phase and will be completed in FY92.
3. **Replace overpass on County Road F46 (American Legion Road) east of Iowa city at IAIS RR:** Project carried over to FY92.
4. **Grade and resurface County Road F28 (Penn Street-North Liberty) east of Highway 965:** Project administered by City of North Liberty. Project to be completed in first part of FY92.
5. **Various projects on County Road W66 (Sand Road) south of Iowa City to County Road F62:** Projects delayed until FY92.

University of Iowa

1. **Reconstruct Hancher Auditorium entrance drive:** Project delayed until FY92.
2. **Improve intersection of Stadium Park Road and Melrose Avenue:** Project delayed until FY92.
3. **Improve intersection of South Grand Avenue and Melrose Avenue:** Project delayed until FY92.
4. **Reconstruct Elm Street from Ferson Avenue to International Center:** Project delayed until FY92.
5. **Reconstruct Stadium Loop:** Project delayed until FY92.
6. **Various maintenance projects:** Completed.

FY91 Status Report

Transit Projects

City of Coralville

1. **Assist with commercial driver's license:** Project will be completed by 6/30/91.
2. **Garage door improvements:** Project will be completed by 6/30/91.
3. **Advertising and promotions.** Project will be completed by 6/30/91.

City of Iowa City

1. **Provide peak hour service to Hawkeye Apartments:** Project ongoing and will be completed 6/30/91.
2. **Provide supplemental taxi service:** Project ongoing and will be completed 6/30/91.
3. **Rebuild two bus transmissions:** Not completed, carried over to FY92.
4. **Purchase replacement steam cleaner:** Completed.

Johnson County

1. **Purchase four 15-passenger replacement vans for SEATS:** Two vans are currently on order and two are in a pending statewide UMTA Section 3 grant. The two vans in the Section 3 grant will not be replaced if the grant is not approved.

UI CAMBUS

1. **Implement drug testing program:** Project underway and will be carried over to FY92.
2. **Expansion of Bionic Bus paratransit service:** Project will be completed by 6/30/91.
3. **Implement parking and transit monthly pass:** Project is ongoing and will be completed 6/30/91.
4. **Purchase replacement photocopy machine:** Not completed. Will be completed in first part of FY92.
5. **Purchase replacement and expansion microcomputer equipment:** Project underway. Will be completed in first part of FY92.
6. **Vehicle transfer from City of Bettendorf:** Completed.

Annual Element: FY92

Key for Urbanized Area Project Location Map FY92 Annual Element

Aviation

1. Automated surface observation system at Iowa City Municipal Airport.

Pedestrian & Bicycle

2. Mormon Trek Boulevard extra-width sidewalk.

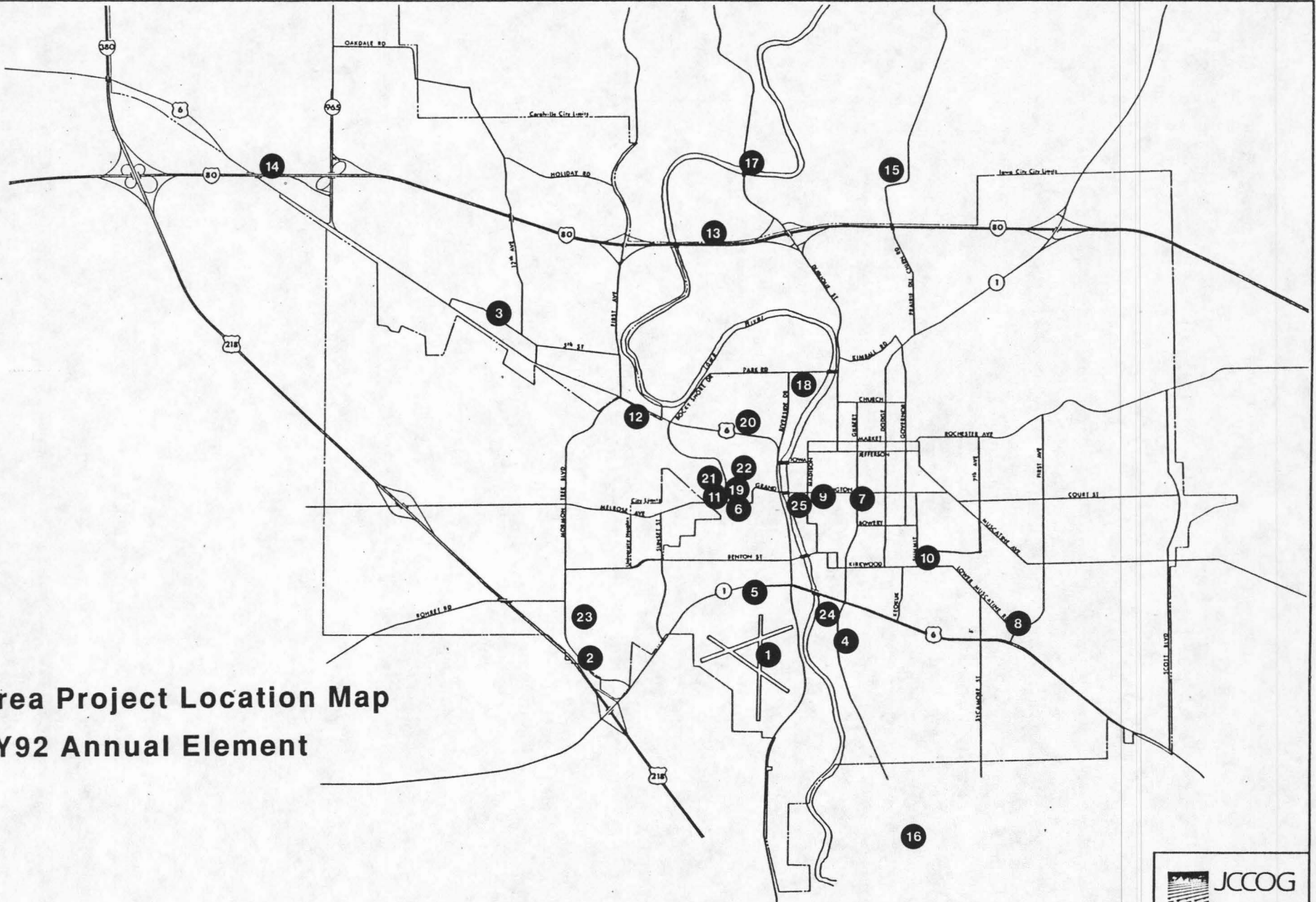
Street & Highway

3. Fifth Street Coralville overlay.
4. Southgate Avenue extension.
5. U.S. Highway 1 turn lanes.
6. Melrose Avenue expansion.
7. Burlington Street/Gilbert Street turn lane and traffic signals.
8. Lower Muscatine Road/Mall Drive traffic signals.
9. Burlington Street traffic signal system.
10. Summit Street Bridge replacement.
11. Melrose Avenue Bridge replacement.
12. U.S. Highway 6 repair.
13. I-80 rehabilitation.
14. I-80/U.S. 6 bridge replacement.
15. Prairie du Chien Road repair.
16. Sand Road repair.
17. Butler Bridge replacement.
18. Hancher Auditorium entrance drive.
19. Melrose Avenue improvements (University).
20. Elm Street reconstruction.
21. Stadium loop reconstruction.
22. UI Hospital emergency drive reconstruction.

Transit

23. Southwest Iowa City transit route.
24. Coin sorter at Iowa City Transit garage.
25. North Campus commuter parking lot transit service.

Area Project Location Map FY92 Annual Element



**Transportation Improvement Program
for the Iowa City Urbanized Area**

FY92 Annual Element: July 1, 1991 - June 30, 1992

Proj. #	Description of Project	Total Project Cost	Local Funding	State Funding	Federal Funding
1.	Automated Surface Observation System (ASOS)	\$200,000			\$200,000 (National Weather Service)

**Transportation Improvement Program
for the Iowa City Urbanized Area**

FY92 Annual Element: July 1, 1991 - June 30, 1992

Proj. #	Description of Project	Total Project Cost	Local Funding	State Funding	Federal Funding
	<u>Coralville:</u>				
1.	Sidewalk assessment project, various locations (carryover from FY91)	\$50,000	\$50,000 (assess.)		
	<u>Iowa City:</u>				
1.	Mormon Trek Boulevard extra-width sidewalk.	\$10,000	\$5,000	\$5,000 (Road Use Tax)	
2.	Curb ramp installation, various locations.	\$25,000		\$25,000 (Road Use Tax)	
	<u>North Liberty:</u>				
1.	Sidewalk assessment project, various locations.	\$20,000	\$20,000 (assess.)		

**Transportation Improvement Program
for the Iowa City Urbanized Area**

FY92 Annual Element: July 1, 1991 - June 30, 1992

Proj. #	Description of Project	Total Project Cost	Local Funding	State Funding	Federal Funding
	No publicly funded rail projects are programmed in the Iowa City urbanized area for FY92.				

**Transportation Improvement Program
for the Iowa City Urbanized Area**

FY92 Annual Element: July 1, 1991 - June 30, 1992

Proj. #	Location	Type of Project	Total Cost and Funding Source
1.	5th Street from 10th Avenue to 20th Avenue	Resurfacing	\$161,250 (FAUS) <u>53,750 (Local)</u> \$215,000
2.	1st Avenue and Highway 6	Signal coordination	\$25,000 (RUT)
3.	Various	Crack sealing	\$40,000 (Road Use Tax)
4.	Various	Chip sealing	\$25,000 (RUT)

**Transportation Improvement Program
for the Iowa City Urbanized Area**

FY92 Annual Element: July 1, 1991 - June 30, 1992

Proj. #	Location	Type of Project	Total Cost and Funding Source
1.	Southgate Avenue extension	Design	\$30,000 (Road Use Tax)
2.	U.S. Highway 1 between Orchard and Miller	Design for installation of turn lanes	\$41,600 (Iowa DOT Safety Program) <u>\$25,000</u> (RUT) \$66,000
3.	Melrose Avenue, Byington to Hawkins Drive	Design for capacity expansion	\$36,000 (RUT)
4.	Intersection of Burlington Street and Gilbert Street	Install turning lane and new traffic signals	\$109,500 (RUT)
5.	Intersection of Lower Muscatine Road and Mall Drive	Install traffic signals	\$32,000 (RUT)
6.	Burlington Street, Madison to Gilbert	Install traffic signal system	\$69,000 (Iowa DOT Safety Program) <u>\$12,000</u> (RUT) \$81,000
7.	Various	Extra width paving	\$42,170 (RUT)
8.	Summit Street bridge over IAIS RR	Design for bridge replacement	\$91,000 (RUT)
9.	Melrose Avenue bridge over IAIS RR	Design for bridge replacement	\$31,500 (GO Bonds)

**Transportation Improvement Program
for the Iowa City Urbanized Area**

FY92 Annual Element: July 1, 1991 - June 30, 1992

Proj. #	Location	Type of Project	Total Cost and Funding Source
1.	Various	Maintenance activities: striping, drainage intake repairs, storm sewer repairs, sign replacement, asphalt patching, and concrete slab replacement	\$12,000 (Road Use Tax, Local)

**Transportation Improvement Program
for the Iowa City Urbanized Area**

FY92 Annual Element: July 1, 1991 - June 30, 1992

Proj. #	Location	Type of Project	Total Cost and Funding Source
1.	Cherry Street improvements, Highway 965 to Dubuque Street	Paving and storm sewer	\$290,000 (Developer) 120,000 (Assessment) <u>160,000 (TIF)</u> \$570,000 Total
2.	East Penn Street	Paving and storm sewer	\$ 60,000 (Developer) 20,000 (Assessment) <u>40,000 (RUT)</u> \$120,000 Total

**Transportation Improvement Program
for the Iowa City Urbanized Area**

FY92 Annual Element: July 1, 1991 - June 30, 1992

Proj. #	Location	Type of Project	Total Cost and Funding Source
	Projects listed are those occurring within or adjacent to the urbanized area.		
1.	U.S. Highway 6, 7 miles west of Tiffin to I-80 (8.9 mi.)	Culvert rehabilitation	\$50,000 (State Primary Road Fund (PRF))
2.	I-80, I-380 to Cedar County line (9.7 mi.)	Pavement rehab at various locations	\$198,900 (Federal Aid Interstate) \$ <u>22,100</u> (PRF) \$221,000
3.	I-80, U.S. 6 at IAIS RR (WB)	Replace bridge	\$3,374,100 (FAI) \$ <u>374,900</u> (PRF) \$3,749,000

**Transportation Improvement Program
for the Iowa City Urbanized Area**

FY92 Annual Element: July 1, 1991 - June 30, 1992

Proj. #	Location	Type of Project	Total Cost and Funding Source
	<p>Projects listed are those occurring on major routes adjacent to the urbanized area.</p>		
1.	County Road F8W north of Iowa City (Prairie du Chien Road)	Replace culvert and approaches	\$102,000 (Farm-Market)
2.	County Road F8W north of Iowa City (Prairie du Chien Road)	Grade, drain, and rock surface from CL of Iowa City north approx. 1.5 miles	\$225,000 (Local)
3.	County Road W66 north of Iowa City (Dubuque Street) at Butler Bridge	Replace bridge structure and approaches (FY90-91 carryover)	\$1,000,000 (Farm-Market)
4.	County Road F46 (American Legion Road) east of Iowa City at IAIS RR	Replace overpass	\$300,000 (Farm-Market)

**Transportation Improvement Program
for the Iowa City Urbanized Area**

FY92 Annual Element: July 1, 1991 - June 30, 1992

Proj. #	Location	Type of Project	Total Cost and Funding Source
1.	Hancher Auditorium entrance drive	Reconstruct	\$200,000 (Institutional Road Program (IRP))
2.	Intersection Stadium Park Road/Melrose Avenue	Improve	\$30,000 (IRP)
3.	Intersection South Grand Avenue/Melrose Avenue	Improve	\$20,000 (IRP)
4.	Elm Street, Ferson to International Center	Reconstruct	\$70,000 (IRP)
5.	Special maintenance, various locations	Curb and drain repairs, patching, sealing, overlaying, replacing pavement	\$40,000 (IRP)
6.	Stadium loop	Reconstruct	\$78,000 (IRP)
7.	Hospital emergency drive (project may be completed in 1993)	Realign and reconstruct	\$516,000 (IRP)

**Transportation Improvement Program
for the Iowa City Urbanized Area**

FY92 Annual Element: July 1, 1991 - June 30, 1992

Proj. #	Description of Project	Expand	Replace	Total Project Cost	Local Funding	State Funding	Federal Funding
1.	Coralville Transit operations, including:						
	a) Fixed route service			\$647,238	\$507,313	\$88,734 (STA)	\$51,191 (Sec. 9)
	b) Paratransit service			<u>41,500</u>	<u>41,500</u>		
	TOTAL OPERATIONS			\$688,738	\$548,813	\$88,734	\$51,191
2.	Service truck		x	30,000	3,750	3,750 (STA)	22,500 (Sec. 9)
3.	Freon recovery system			4,000	500	500 (STA)	3,000 (Sec. 9)
4.	Three driver seats		x	4,000	0	4,000	0
	TOTAL			\$726,738	\$553,063	\$96,984	\$76,691

**Transportation Improvement Program
for the Iowa City Urbanized Area**

FY93 Annual Element: July 1, 1992 - June 30, 1993

Proj. #	Description of Project	Expand	Replace	Total Project Cost	Local Funding	State Funding	Federal Funding
1.	Iowa City Transit operations, including:						
	a) Fixed route service			\$2,328,679	\$1,897,444	\$180,956 (STA)	\$250,279 (Sec. 9)
	b) Paratransit service*			<u>271,900</u>	<u>271,900</u>		
	TOTAL OPERATIONS			\$2,600,579	\$2,169,344	\$180,956	\$250,279
2.	Expand paratransit service to meet ADA requirements (4 days).	x		\$6,210	\$4,037	\$2,173 (STA)	
3.	Implement drug/alcohol testing program.			\$6,500	\$3,250	\$3,250 (STA)	
4.	Purchase telecommunications device for the deaf (TDD).			\$600	\$120	\$480 (STA)	
5.	Replace dollar bill changer.		x	\$4,000	\$800		\$3,200 (Sec. 9)
6.	Replace photocopy machine.		x	\$7,000	\$1,400		\$5,600 (Sec. 9)
7.	Purchase one passenger shelter.	x		\$4,500	\$2,250	\$2,250 (STA)	
8.	Purchase one medium-duty bus and one conversion van for Johnson County SEATS urban area service.		x	\$100,000	\$20,000		\$80,000 (Sec. 3)
	TOTAL			\$2,729,389	\$2,201,201	\$189,109	\$339,079
	*Includes contracted service with Johnson County SEATS and cab company.						

**Transportation Improvement Program
for the Iowa City Urbanized Area**

FY92 Annual Element: July 1, 1991 - June 30, 1992

Proj. #	Description of Project	Expand	Replace	Total Project Cost	Local Funding	State Funding	Federal Funding
1.	Johnson County SEATS paratransit operations			\$645,480	\$606,622	\$32,731 (STA)	\$6,127 (Sec. 18)
2.	Small bus to replace two 15-passenger vans		x	\$55,000	\$13,750		\$41,250 (Sec. 18)
3.	Three 15-passenger vans		x	\$66,000	\$16,500		\$49,500 (Sec. 18)
4.	Ten 40-watt mobile radios and base station		x	\$9,000	\$2,000		\$7,000 (Sec. 18)
	TOTAL			\$775,480	\$638,872	\$32,731	\$103,877

**Transportation Improvement Program
for the Iowa City Urbanized Area**

FY92 Annual Element: July 1, 1991 - June 30, 1992

Proj. #	Description of Project	Expand	Replace	Total Project Cost	Local Funding	State Funding	Federal Funding
1.	CAMBUS operations, including:						
	a) Fixed route service			\$910,107	\$578,285	\$265,837 (STA)	\$65,985 (Sec. 9)
	b) Paratransit service			<u>74,000</u>	<u>74,000</u>		
	TOTAL OPERATIONS			<u>\$984,107</u>	<u>\$652,285</u>	<u>\$265,837</u>	<u>\$65,985</u>
2.	Implement north campus commuter parking lot service	x		83,430	41,715	41,715 (STA)	
3.	Commercial Drivers License training videos			5,000	2,500	2,500 (STA)	
4.	Freon recovery system			4,000	1,000	0	3,000 (Sec. 9)
5.	Antifreeze recycling system			8,000	2,000	0	6,000 (Sec. 9)
	TOTAL			\$1,084,537	\$699,500	\$310,052	\$74,985

Summary: FY93 Annual Element

Page amended 9/15/92

Page amended 11/17/92

Local

\$ 135,600	Pedestrian/Bicycle
2,441,000	Street and Highway
360,000	Private
4,180,753	Transit

\$ 7,117,353 **Total Local Funding**

State

\$ 1,764,695	Iowa DOT Road Use Tax
500,000	Iowa DOT Safety Program
569,000	Iowa DOT Institutional Road Program
2,136,200	Iowa DOT State Primary Road Fund
396,982	Iowa DOT RISE Program
598,575	Iowa DOT State Transit Assistance

\$ 5,965,452 **Total State Funding**

Federal

\$ 2,269,500	Federal Safety Funds
384,000	FHWA Federal Bridge Replacement
17,709,300	FHWA Federal Interstate Maintenance
450,000	FHWA Federal Aid Interstate System
91,000	FHWA Farm-Market
84,000	FTA Section 3
451,875	FTA Section 9
9,840	FTA Section 18

\$21,449,515 **Total Federal Funding**

Summary: FY92 Annual Element

Local

\$ 75,000	Pedestrian/Bicycle
610,250	Street and Highway
350,000	Private
4,253,231	Transit
<hr/>	
\$ 5,288,481	Total Local Funding

State

\$ 549,670	Iowa DOT Road Use Tax
110,600	Iowa DOT Safety Program
954,000	Iowa DOT Institutional Road Program
447,000	Iowa DOT State Primary Road Fund
689,903	Iowa DOT State Transit Assistance
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\$ 2,751,173	Total State Funding

Federal

\$ 200,000	National Weather Service
3,573,000	FHWA Federal Aid Interstate System
1,402,000	FHWA Farm-Market
400,821	UMTA Section 9
103,877	UMTA Section 18
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\$5,679,698	Total Federal Funding

Forecast: FY93-FY96

Key for Urbanized Area Project Location Map FY93-96 Forecast

Aviation

1. Iowa City Municipal Airport projects.

Pedestrian & Bicycle

2. Mormon Trek Boulevard extra-width sidewalk.
3. Maiden Lane pedestrian bridge.

Street & Highway

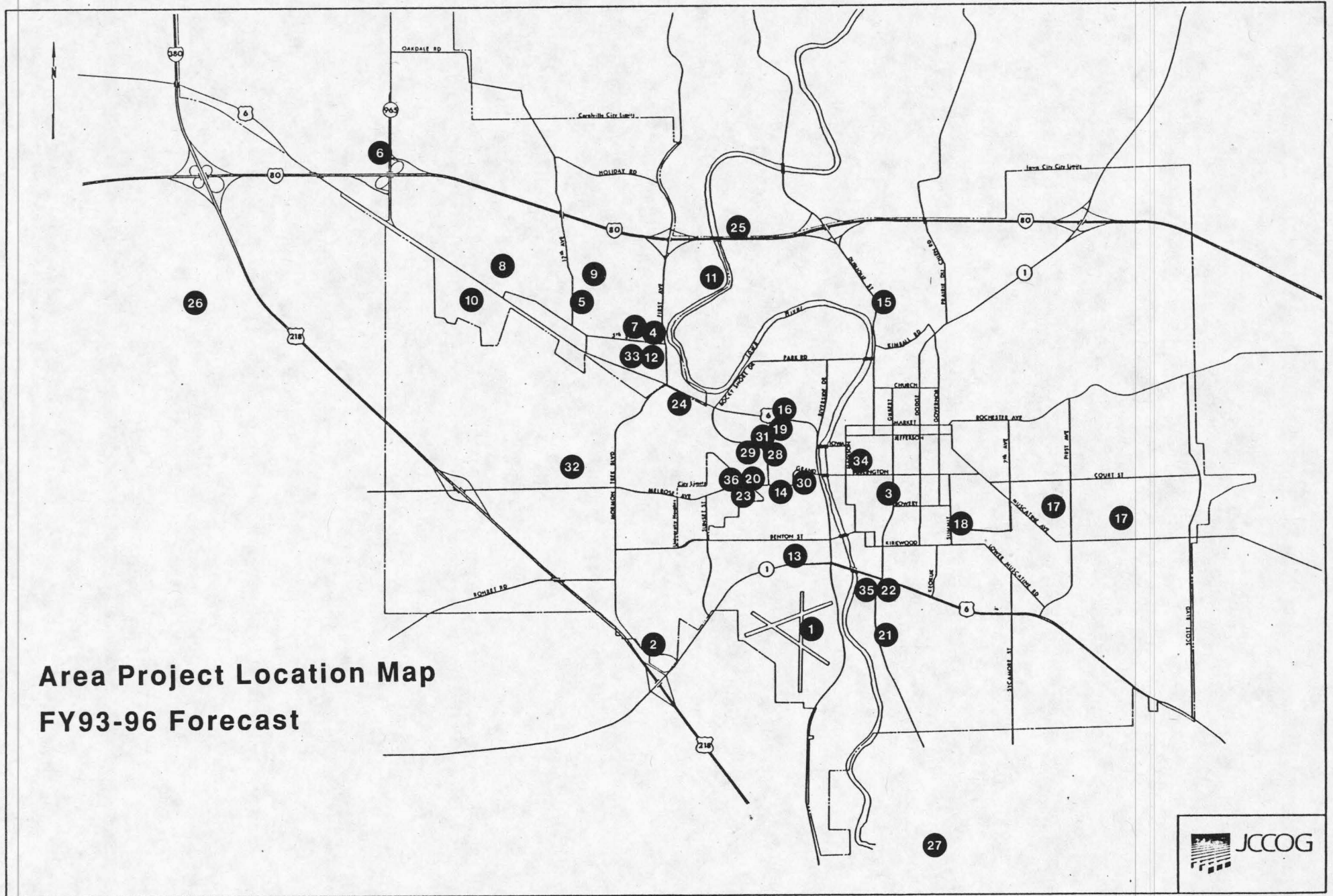
4. Fifth Street Coralville reconstruction.
5. Seventh Street Coralville overlay.
6. Intersection of Hwy. 965/Commerce Drive traffic signals.
7. Third Avenue and Fourth Avenue Coralville overlays.
8. 20th Avenue Place Coralville reconstruction.
9. 10th Avenue extended Coralville reconstruction.
10. 22nd Avenue Coralville reconstruction.
11. Edgewater Drive reconstruction.
12. Second Avenue Place Coralville reconstruction.
13. U.S. Highway 1 turn lanes and traffic signals.
14. Melrose Avenue reconstruction.
15. North Dubuque Street reconstruction.
16. Woolf Avenue reconstruction.
17. Second Avenue and Brookside Drive (Iowa City) bridges.
18. Summit Street Bridge replacement.
19. Woolf Avenue Bridge replacement.
20. Melrose Avenue Bridge replacement.
21. Southgate Avenue extension.
22. Intersection of U.S. Highway 6/Gilbert Street turn lanes.
23. Intersection of Melrose/Koser/Golfview traffic signal.
24. U.S. Highway 6 between First Avenue Coralville and Rocky Shore Drive.
25. I-80 pavement reconstruction.
26. Kansas Avenue Bridge and approach grading.
27. Sand Road reconstruction.
28. UI Hospital emergency drive reconstruction.
29. Hawkins Drive reconstruction and realignment.
30. Grand Avenue reconstruction.
31. Newton Road-Glenview Avenue connector.
32. Hawkeye Drive reconstruction.

Transit

33. Replace original Coralville Transit building.
34. Dollar bill changer and information center at Downtown Transit Interchange.
35. Microcomputer system and garage sweeper at Iowa City Transit garage.
36. Energy management system and microcomputer at CAMBUS office.

forecast.key

Area Project Location Map FY93-96 Forecast



**Transportation Improvement Program
for the Iowa City Urbanized Area**

Forecast: FY93 - FY96

Proj. #	Description of Project	Year	Total Project Cost	Local Funding	State Funding	Federal Funding
1.	Rehabilitate Runway 12/30	93	\$352,450	\$105,735	\$246,715 (Iowa DOT)	
2.	Construct new taxiway	94	\$568,000	\$56,800		\$511,200 (FAA)
3.	Expansion of aircraft parking apron	95	\$174,120	\$17,412		\$156,708 (FAA)

**Transportation Improvement Program
for the Iowa City Urbanized Area**

Forecast: FY93 - FY96

Proj. #	Description of Project	Year	Total Project Cost	Local Funding	State Funding	Federal Funding
	<u>City of Coralville</u>					
1.	Sidewalk assessment project, various locations	93	\$50,000	\$50,000		
		94	\$50,000	\$50,000		
		95	\$50,000	\$50,000		
		96	\$50,000	\$50,000 (assess.)		
	<u>City of Iowa City</u>					
1.	Mormon Trek Boulevard extra width sidewalk	93	\$10,000	\$5,000	\$5,000 (Road Use Tax)	
2.	Maiden Lane pedestrian bridge (carryover from FY91)	93	\$30,000		\$30,000 (Road Use Tax)	
3.	Curb ramp installation, various locations	93	\$25,000		\$25,000	
		94	\$25,000		\$25,000	
		95	\$25,000		\$25,000	
		96	\$25,000		\$25,000 (Road Use Tax)	

**Transportation Improvement Program
for the Iowa City Urbanized Area**

Forecast: FY93 - FY96

Proj. #	Description of Project	Year	Total Project Cost	Local Funding	State Funding	Federal Funding
	<p>No publicly funded rail projects are programmed in the Iowa City urbanized area for FY93-96.</p>					

**Transportation Improvement Program
for the Iowa City Urbanized Area**

Forecast: FY93 - FY96

Proj. #	Location	Year	Type of Project	Total Cost and Funding Source
1.	Fifth Street, First Avenue to Tenth Avenue	93-94	Reconstruct	\$595,000 (General Fund/Road Use Tax)
2.	Seventh Street	93	Overlay	\$79,000 (GF)
3.	Various	93-95	Crack sealing	\$40,000 (Each year - RUT)
4.	Intersection of Highway 965 and Commerce Drive	94	Install traffic signals	\$80,000 (RUT)
5.	Various	95	Chipseal	\$25,000 (RUT)
6.	Third Avenue	95	Grade and pave	\$57,000 (Assessment)
7.	Fourth Avenue	95	Overlay	\$19,000 (RUT)
8.	20th Avenue Place	95	Overlay	\$33,500 (RUT)
9.	Tenth Avenue extended	95	Grade and pave	\$45,000 (Assessment)
10.	22nd Avenue	96	Grade and pave	\$289,000 (Assessment/RUT)
11.	Edgewater Drive	96	Grade and pave	\$207,000 (Assessment/RUT)
12.	Second Avenue Place	96	Grade and pave	\$76,000 (Assessment)

**Transportation Improvement Program
for the Iowa City Urbanized Area**

Forecast: FY93 - FY96

Proj. #	Location	Year	Type of Project	Total Cost and Funding Source
1.	U.S. Highway 1, Orchard Street to Miller Avenue	93	Install turn lanes and traffic signals	\$155,200 (Road Use Tax) <u>\$244,400</u> (Iowa DOT Safety Program) \$399,600
2.	Melrose Avenue, Byington to Hawkins Drive	93	Reconstruct and widen	\$156,250 (Road Use Tax) <u>\$285,950</u> (Local) \$442,200
3.	North Dubuque Street	93	Reconstruct and elevate	\$370,000 (RUT)
4.	Woolf Avenue, Newton Road to River Street	93-94	Design and reconstruct	\$294,500 (RUT)
5.	Various	93	Extra width paving	\$1,440 (RUT)
6.	Second Avenue and Brookside Drive	93	Replace two bridges	\$ 69,500 (RUT) <u>\$120,000</u> (Fed. Bridge Replacement (FBR)) \$189,500
7.	Summit Street bridge over IAIS RR	93	Replace	\$331,000 (RUT) <u>\$650,000</u> (FBR) \$981,000
8.	Woolf Avenue bridge over U.S. Highway 6 and CRIC RR	93-94	Design and reconstruct	\$162,000 (RUT) <u>\$240,000</u> (FBR) \$402,000
9.	Melrose Avenue bridge over IAIS RR	93	Reconstruct	\$293,000 (GO Bonds) <u>\$650,000</u> (FBR) \$943,000
10.	Southgate Avenue	94	Extend	\$127,300 (RUT)
11.	Intersection of U.S. Highway 6 and Gilbert Street	94	Install turn lanes	\$282,000 (RUT)

**Transportation Improvement Program
for the Iowa City Urbanized Area**

Forecast: FY93 - FY96

Proj. #	Location	Year	Type of Project	Total Cost and Funding Source
1.	Intersection of Melrose, Koser, and Golfview	93	Install traffic signal	Unknown at this time
2.	Various	93	Maintenance activities: striping,	\$15,000 (Road Use Tax, Local)
		94	drainage intake repairs, storm	\$15,000 (RUT, Local)
		95	sewer repairs, sign replacement,	\$15,000 (RUT, Local)
		96	asphalt patching, and concrete	\$15,000 (RUT, Local)
			slab replacement	

**Transportation Improvement Program
for the Iowa City Urbanized Area**

Forecast: FY93 - FY96

Proj. #	Location	Year	Type of Project	Total Cost and Funding Source
1.	Zeller Street/Highway 965	93	Signalization and turning lanes	\$225,000 (Federal) <u>75,000 (RUT)</u> \$300,000 Total
2.	Zeller Street	93	Paving	\$489,000 (Assessment) <u>360,000 (TIF)</u> \$849,000 Total
3.	Front Street	94	Paving and storm sewer	\$360,000 (Assessment) <u>297,000 (TIF)</u> \$657,000 Total

**Transportation Improvement Program
for the Iowa City Urbanized Area**

Forecast: FY93 - FY96

Proj. #	Location	Year	Type of Project	Total Cost and Funding Source
Projects listed are those occurring within or adjacent to the urbanized area.				
1.	U.S. Highway 6, First Avenue Coralville to Rocky Shore Drive Iowa City (.4 mi.)	93	Purchase ROW	\$348,400 (Fed. Aid Safety (FAS)) <u>\$ 27,600</u> (Primary Rd. Fund (PRF)) \$376,000
2.	I-80, I-380 to Cedar County Line (9.7 mi.)	93	Pavement inlay at various locations EB. Replace bridge and culvert	\$ 8,335,000 (FAI) <u>\$ 5,788,000</u> (PRF) \$14,123,000
3.	U.S. 6, First Avenue Coralville to Rocky Shore Drive Iowa City (.4 mi.)	94	Grade, drain, pave, and erosion control with new design	\$1,854,000 (FAS) <u>\$ 206,000</u> (PRF) \$2,060,000
4.	I-80, I-380 to Cedar County line (9.7 mi.)	94	Pavement inlay at various locations (WB)	\$7,658,100 (FAI) <u>\$ 850,900</u> (PRF) \$8,509,000

**Transportation Improvement Program
for the Iowa City Urbanized Area**

Forecast: FY93 - FY96

Proj. #	Location	Year	Type of Project	Total Cost and Funding Source
<p>Projects listed are those occurring on major routes adjacent to the urbanized area.</p>				
1.	County Road W66 south of Iowa City (Sand Road)	93	Grade, drain, and rock surface from County Road F62 to north approx. 2 miles	\$200,000 (Farm-Market)
2.	Kansas Avenue (west line of Sec. 2-80-7)	94	Bridge and approach grading	\$70,000 (Local)
3.	County Road W66 (Sand Road) from south CL of Iowa City approx. 3.0 miles	95	Widen pavement surface, shoulders and ditches	\$400,000 (Farm-Market)

**Transportation Improvement Program
for the Iowa City Urbanized Area**

Forecast: FY93 - FY96

Proj. #	Location	Year	Type of Project	Total Cost and Funding Source
1.	Special maintenance, various locations	93	Curb and drain repairs, patching, sealing, overlaying, replacing pavement	\$53,000 (Institutional Road Program)
		94	Same	\$48,000 (IRP)
		95	Same	\$50,000 (IRP)
2.	Hospital emergency drive	92-93	Realign and reconstruct	\$516,000 (IRP)
3.	Hawkins Drive, south	93	Reconstruct	\$130,000 (IRP)
4.	Hawkins Drive, north (corner)	94	Realign	\$115,000 (IRP)
5.	Grand Avenue	94-95	Reconstruct	\$224,000 (IRP)
6.	Newton Road-Glenview Avenue	95-96	Construct new alignment	\$1,000,000 (IRP)
7.	Hawkeye Drive	95-96	Reconstruct	\$250,000 (IRP)

**Transportation Improvement Program
for the Iowa City Urbanized Area**

Forecast: FY93 - FY96

Proj. #	Description of Project	Year	Expand	Replace	Total Project Cost	Local Funding	State Funding	Federal Funding
1.	Coralville Transit operations	93			\$709,400	\$561,327	\$96,882	\$51,191
		94			\$730,682	\$582,609	\$96,882	\$51,191
		95			\$752,603	\$604,530	\$96,882	\$51,191
		96			\$775,181	\$627,108	\$96,882	\$51,191
2.	Ten registering fareboxes	93		x	\$45,000	\$11,250		\$33,750
3.	Two 35' transit buses with wheelchair lifts	94		x	\$468,433	\$117,108		\$351,325
4.	Three 40' transit buses with wheelchair lifts	96		x	\$756,314	\$189,079		\$567,235
5.	Original transit building	96		x	\$109,556	\$27,389		\$82,167

**Transportation Improvement Program
for the Iowa City Urbanized Area**

Forecast: FY93 - FY96

Proj. #	Description of Project	Year	Expand	Replace	Total Project Cost	Local Funding	State Funding	Federal Funding
1.	Iowa City Transit operations	93			\$2,727,962	\$2,362,831	\$182,241	\$182,890
		94			\$2,809,801	\$2,444,670	\$182,241	\$182,890
		95			\$2,894,095	\$2,528,964	\$182,241	\$182,890
		96			\$2,980,918	\$2,615,787	\$182,241	\$182,890
2.	Dollar bill changer	93		x	\$10,951	\$2,738		\$8,213
3.	Garage sweeper	94		x	\$23,300	\$5,825		\$17,475
4.	Three 40' transit buses with wheelchair lifts	94		x	\$784,766	\$196,192		\$588,574
5.	Microcomputer system	95		x	\$16,423	\$4,106		\$12,317
6.	Information center	96		x	\$15,054	\$3,764		\$11,290
7.	Ten 40' transit buses with wheelchair lifts	96		x	\$2,817,103	\$704,276		\$2,112,827

**Transportation Improvement Program
for the Iowa City Urbanized Area**

Forecast: FY93 - FY96

Proj. #	Description of Project	Year	Expand	Replace	Total Project Cost	Local Funding	State Funding	Federal Funding
	<p>Projects programmed for Johnson County SEATS for the period FY93-96 are included in the <u>East Central Iowa Transit Development Plan Update</u>, produced by the East Central Iowa Council of Governments.</p>							

**Transportation Improvement Program
for the Iowa City Urbanized Area**

Forecast: FY93 - FY96

Proj. #	Description of Project	Year	Expand	Replace	Total Project Cost	Local Funding	State Funding	Federal Funding
1.	CAMBUS operations	93			\$1,013,630	\$680,231	\$267,414	\$65,985
		94			\$1,044,039	\$710,640	\$267,414	\$65,985
		95			\$1,075,360	\$741,961	\$267,414	\$65,985
		96			\$1,107,621	\$774,222	\$267,414	\$65,985
2.	Two, 40' transit buses with wheelchair lifts	94		x	\$468,433	\$117,109		\$351,324
3.	One paratransit vehicle with wheelchair lift	94		x	\$68,000	\$17,000		\$51,000
4.	Energy management system	95		x	\$7,400	\$1,850		\$5,550
5.	Microcomputer system	96		x	\$37,100	\$9,275		\$27,825

Summary: FY93-96 Forecast

Local

\$ 179,947	Aviation
205,000	Pedestrian/Bicycle
2,411,950	Street and Highway
16,641,841	Transit
<hr/>	
\$19,438,738	Total Local Funding

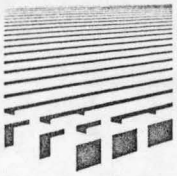
State

\$ 246,715	Iowa DOT Airport Improvement Funds
2,386,000	Iowa DOT Institutional Road Program
6,871,600	Iowa DOT State Primary Road Fund
3,452,190	Iowa DOT Road Use Tax Fund
244,400	Iowa DOT Safety Program
2,186,148	Iowa DOT State Transit Assistance
<hr/>	
\$15,387,053	Total State Funding

Federal

\$ 667,908	Federal Aviation Administration
1,660,000	FHWA Bridge Replacement
2,202,000	FHWA Federal Aid Safety
15,993,100	FHWA Federal Aid Interstate System
600,000	FHWA Farm-Market
225,000	FHWA Unspecified
5,421,136	UMTA Section 9
<hr/>	
\$26,769,144	Total Federal Funding

**Planning
Process
Certification**



Johnson County Council of Governments

410 E. Washington St. Iowa City, Iowa 52240

RESOLUTION NO. 91-2

CERTIFICATION OF COMPLIANCE WITH FEDERAL REQUIREMENTS FOR CONDUCTING THE URBAN TRANSPORTATION PLANNING PROCESS IN THE IOWA CITY URBANIZED AREA.

WHEREAS, regulations published jointly by the Federal Highway Administration and the Urban Mass Transportation Administration allow states and Metropolitan Planning Organizations to certify that the urban transportation planning process complies with federal laws and regulations; and

WHEREAS, the Iowa City Urbanized Area has been established by the United States Department of Commerce, Bureau of the Census, to have a population in excess of 50,000; and the Johnson County Council of Governments has been officially designated as the Metropolitan Planning Organization for the Iowa City Urbanized Area by the Governor of the State of Iowa;

NOW, THEREFORE, BE IT RESOLVED THAT THE JOHNSON COUNTY COUNCIL OF GOVERNMENTS BOARD OF DIRECTORS certifies that the requirements of 23 CFR 450.114(C) are met within the urban transportation planning process conducted for the Iowa City urbanized area.

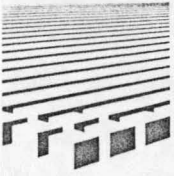
It was moved by Finnegan and seconded by Ambrisco the resolution be adopted. The motion was approved on a vote of 8 ayes and 0 nays.

Darrel G. Courtney, JCCOG Chairperson

5-28-91

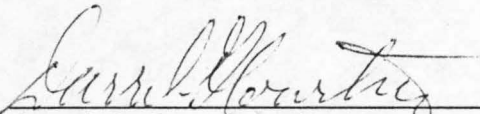
Date

**UMTA Private Enterprise
Participation Documentation**



CERTIFICATION OF COMPLIANCE WITH PRIVATE ENTERPRISE REQUIREMENTS

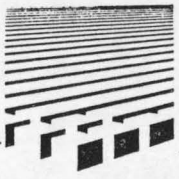
1. The preparation of the FY92 Transportation Improvement Program for the Iowa City Urbanized Area has been completed in compliance with the JCCOG Private Sector Participation Policy for the Iowa City Urbanized Area.
2. No proposals were received from private business enterprises.
3. Private business enterprises have indicated no impediments to competitive bidding of any services contained in the FY92 TIP for the Iowa City Urbanized Area.
4. No complaints have been received from private business enterprises.



Darrel G. Courtney, Chairperson
JCCOG Board of Directors

5-28-91

Date



Johnson County Council of Governments

410 E. Washington St. Iowa City, Iowa 52240

April 25, 1991

Michael Audino, Director
Iowa DOT Air & Transit Division
State Capitol Building
Des Moines, IA 50319

Re: Private Sector Participation in the Planning Process

Dear Michael:

Enclosed is a cover memo and draft copy of the transit portion of the FY92 JCCOG Transportation Improvement Program/Annual Element for the Iowa City Urbanized Area. Would you please enclose this with your next private sector transportation provider mailing? My understanding is that these documents will be mailed to approximately 100 private sector transportation providers. These procedures are consistent with the guidelines of the JCCOG private sector participation policy for the Iowa City Urbanized Area.

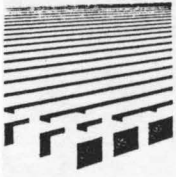
Thank you for this helpful service.

Sincerely,

Jeff Davidson
Transportation Planner

Enc.

tiplaudino



Johnson County Council of Governments

410 E. Washington St. Iowa City, Iowa 52240

Date: April 25, 1991

To: Private Transportation Providers

From: Jeff Davidson, Transportation Planner

Re: FY92 Transportation Improvement Program for the Iowa City Urbanized Area

Enclosed you will find a copy of the transit portion of the FY92 JCCOG Transportation Improvement Program/Annual Element for the Iowa City Urbanized Area. This document contains all public transit projects programmed in the Iowa City Urbanized Area for FY92.

We are interested in receiving proposals from private transportation providers who wish to propose private operation for any of the projects included in this document. In addition, private providers who may be interested in making proposals for existing services should contact the JCCOG offices for more specific information. To submit proposals or request additional information, please contact me at the following address:

JCCOG Office of Transportation Planning
410 E. Washington Street
Iowa City, IA 52240
(319) 356-5252

Please respond no later than May 30, 1991. Thank you for your consideration of this matter.

tip\providers.mmo

**UMTA Financial
Forecasting Documentation**



UMTA FINANCIAL CAPACITY ANALYSIS STATEMENT

In accordance with the requirements of UMTA Circular 7008.1, an assessment has been made of the financial capacity of Coralville Transit, Iowa City Transit, and University of Iowa CAMBUS to undertake the projects programmed in the FY92-96 Transportation Improvement Program for the Iowa City Urbanized Area. The above-mentioned transit systems have the financial capacity to undertake the projects listed in the Transportation Improvement Program. The following summary and worksheets establish the financial capacity for these systems.

By: *Darrel G. Courtney*
Darrel G. Courtney, JCCOG Chairperson

Date: 5-28-91

UMTA Financial Analysis - Interpretation of Results

Introduction:

UMTA Circular 7008.1, Urban Mass Transportation Financial Capacity Policy, requires that all recipients of UMTA funding prepare an annual assessment of their financial condition and financial capability. UMTA has developed a set of guidelines that were used to assess the financial condition and capability of the three fixed route transit systems in the Iowa City Urbanized Area. The main factors covered in the assessment are: trends in ridership, fare levels and revenues, non-fare revenues and unit costs. The analysis is a two step process with the first step examining the current financial condition of the operator using historical data. The second step looks at the likelihood that favorable trends will continue to meet future operating and capital needs.

The following tables show the data that were used for the financial assessment of Coralville Transit, Iowa City Transit, and University of Iowa CAMBUS.

Indicators of Current Financial Condition

1. Farebox Revenue Trends

Coralville Transit: The average passenger fare has remained relatively stable over the past five years ranging from a high of \$0.44 per passenger in FY90 to a low of \$0.36 per passenger in FY86. Ridership decreases stabilized in FY90 after significant declines in FY87-89.

Iowa City Transit: The average passenger fare remained the same over the past year at \$0.41. An average fare of \$0.40 is expected in FY91 and 92. The projection for the next five years is for little change in the percentage of operating revenues derived from the farebox. Ridership declines have stabilized after large decreases in FY87 and FY88. A small increase in ridership, 1.5%, occurred in FY90. Small increases are also expected in subsequent years.

University of Iowa CAMBUS: University of Iowa CAMBUS operates a no-fare system so the farebox is not a revenue factor. After major decreases in ridership in the mid-1980s, ridership has started to increase significantly. There was a 9% increase in FY89 and a 7% increase in FY90. Ridership is expected to grow at a smaller rate in future years.

2. Non-Farebox Revenue Trends:

Coralville Transit: Due to a decline in Federal operating assistance and farebox revenue, the City has increased its contribution to the transit operating budget. There was a major increase in state transit assistance in FY88 and 89. A slight decline in State operating assistance occurred in FY90. The increase in these two

sources has offset the decline in federal operating assistance. If it became necessary, the City could also utilize the local transit levy that is available to municipalities that operate transit systems.

Iowa City Transit: Local and state funds have also replaced declining farebox revenue and federal operating assistance for Iowa City Transit. The City received a large increase in State operating funds in FY90. STA is expected to remain constant in future years. The City has reached the maximum level for the transit levy and is meeting additional needs through transfers from the General Fund.

University of Iowa CAMBUS: The University has also replaced declining federal funds with state funds, and has increased the amount it receives from mandatory student fees.

3. Cost Trends:

Coralville Transit, Iowa City Transit, University of Iowa CAMBUS: All three systems have been experience moderate increases in operating costs and have been offsetting those increases with local and state revenues. Operating cost increases in the 2%-6% range are expected over the next five years.

4. Cost Effectiveness Trends:

Coralville Transit, Iowa City Transit, University of Iowa CAMBUS: All three systems are experiencing increasing costs as measured by: cost/mile, cost/hour, cost/passenger, and cost/passenger mile. Iowa City expects to have the largest increase, in the 4% range, based on these four factors. Coralville Transit will have increases around 2%. University of Iowa CAMBUS is also expecting low increases due primarily to the increase in ridership expected over the current and forecasted period.

Likelihood of Trends Continuing

Based on the examination of each system's revenue forecast, it is evident that Coralville Transit, Iowa City Transit, and University of Iowa CAMBUS will have the financial capacity to maintain adequate levels of funding for the period covered by this Transportation Improvement Program if local funding trends continue. Decreased farebox revenue for Coralville Transit and Iowa City Transit, and decreased federal operating assistance for all three systems will need to be countered by an increase in local and state support for transit operating costs. These trends are shown in the forecast years in the following tables. If increased amounts of local tax revenue are not forthcoming, then service reductions may be considered.

**CORALVILLE TRANSIT
FINANCIAL CAPACITY ANALYSIS INDICATORS WORKSHEET**

Data Element (Circle When Actual)	Applicant's Fiscal Year											
	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996
	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual
	System-Wide											
A. Average Passenger Fare	\$0.41	\$0.36	\$0.41	\$0.43	\$0.41	\$0.44	\$0.43	\$0.45	\$0.45	\$0.45	\$0.45	\$0.45
B. % Change in Pass Fare	-43%	-13%	14%	4%	-3%	6%	-3%	6%	0%	0%	0%	0%
C. Change in Ridership (000's)	174	59	-91	-17	-12	-5	2	0	0	0	0	0
D. % Change in Ridership	56%	12%	-17%	-4%	-3%	4%	0%	0%	0%	0%	0%	0%
E. Rev. Source: Federal Operating												
1. \$ Change (000's)	-\$15	\$2	\$11	\$11	\$2	-\$8	\$3	\$0	\$0	\$0	\$0	\$0
2. % Change	-33%	7%	34%	26%	4%	-14%	6%	0%	0%	0%	0%	0%
F. Rev. Source: State (STA)												
1. \$ Change (000's)	-\$8	\$14	\$8	-\$34	\$38	\$34	-\$6	-\$8	\$0	\$0	\$0	\$0
2. % Change	-16%	33%	14%	-52%	123%	49%	-6%	-8%	0%	0%	0%	0%
G. Rev. Source: Local												
1. \$ Change (000's)	\$84	\$11	\$3	\$34	-\$102	\$113	\$48	\$13	\$11	\$11	\$12	\$11
2. % Change	53%	5%	1%	13%	-35%	60%	16%	4%	3%	3%	3%	3%
H. Major Cost Element % Change:												
1. Labor	2%	3%	0%	1%	-9%	1%	7%	8%	2%	2%	2%	2%
2. Fringe Benefits	4%	2%	4%	11%	13%	6%	-11%	14%	0%	1%	0%	0%
3. Services	-60%	275%	133%	-3%	-29%	25%	10%	6%	0%	6%	3%	0%
4. Materials and Supplies	1%	-11%	-4%	-6%	-7%	0%	29%	15%	3%	2%	2%	2%
5. Utilities	0%	0%	0%	0%	-25%	50%	-22%	14%	0%	0%	0%	0%
6. Casualty and Liability	70%	38%	-4%	-33%	0%	86%	-25%	8%	4%	2%	2%	2%
7. Purch. Transportation	-11%	50%	-8%	-9%	80%	44%	-4%	64%	7%	5%	4%	4%
8. Other	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
I. Cost/Mile	\$2.05	\$2.29	\$2.20	\$2.40	\$2.89	\$3.00	\$3.05	\$3.40	\$3.46	\$3.53	\$3.61	\$3.67
J. % Change	-19%	12%	-4%	9%	20%	4%	2%	11%	2%	2%	2%	2%
K. Cost/Hour	\$21.17	\$25.57	\$27.55	\$31.59	\$42.58	\$43.85	\$44.85	\$50.23	\$51.38	\$52.46	\$53.54	\$54.46
L. % Change	-21%	21%	8%	15%	35%	3%	2%	12%	2%	2%	2%	2%
M. Cost/Passenger	\$1.04	\$0.98	\$1.21	\$1.23	\$1.20	\$1.35	\$1.38	\$1.54	\$1.58	\$1.61	\$1.65	\$1.67
N. % Change	-4%	-6%	23%	1%	-2%	13%	2%	12%	2%	1%	2%	2%
O. Cost/Passenger Mile	\$0.32	\$0.31	\$0.36	\$0.42	\$0.40	\$0.45	\$0.46	\$0.46	\$0.47	\$0.54	\$0.55	\$0.56
P. % Change	-4%	-3%	17%	18%	-5%	11%	2%	2%	1%	2%	1%	1%
Q. Change in Rev. Miles (000's)	26	-13	16	-27	-47	13	1	1	1	0	0	0
R. % Change in Rev. Miles	12%	-5%	7%	-11%	-21%	7%	1%	1%	0%	0%	0%	0%
S. Change in Rev. Hours (000's)	3	-3	-1	-3	-5	1	0	0	0	0	0	0
T. % Change in Rev. Hours	14%	0%	0%	-12%	-29%	0%	0%	0%	0%	0%	0%	0%
U. Operating Ratio	39.2%	36.3%	33.8%	34.8%	34.4%	32.5%	30.9%	29.1%	28.4%	27.9%	27.3%	26.8%
V. % Change	-1%	-7%	-7%	3%	-1%	-6%	-5%	-6%	-2%	-2%	-2%	-2%
W. Subsidy/Passenger	\$0.63	\$0.63	\$0.80	\$0.80	\$0.79	\$0.91	\$0.95	\$1.09	\$1.13	\$1.16	\$1.20	\$1.22
X. % Change	-4%	-1%	28%	0%	-2%	16%	4%	15%	3%	3%	3%	2%
Y. Subsidy/Passenger-Mile	\$0.19	\$0.20	\$0.24	\$0.28	\$0.26	\$0.31	\$0.33	\$0.37	\$0.38	\$0.39	\$0.40	\$0.41
Z. % Change	-40%	2%	22%	17%	-5%	19%	4%	14%	3%	2%	2%	2%
AA. Rev. Miles/Employee	15,500	14,688	15,688	14,000	11,063	11,875	11,938	12,000	12,063	12,063	12,063	12,063
AB. % Change	5%	-5%	7%	-11%	-21%	7%	1%	1%	1%	0%	0%	0%

Mode: Fixed Route & Demand Response

**CORALVILLE TRANSIT
FINANCIAL CAPACITY ANALYSIS RAW DATA WORKSHEET**

Data Element	HISTORICAL						FORECAST					
	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996
(Circle When Actual)	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual
Operating Expenses (Total)												
1. Labor	289,890	300,246	299,395	301,920	275,969	279,864	298,712	323,123	329,585	336,177	342,900	349,758
2. Fringe Benefits	53,214	54,415	56,302	61,703	69,717	74,480	66,286	75,304	75,500	75,500	75,500	75,500
3. Services	4,054	15,312	35,409	34,356	23,501	30,138	33,361	34,826	35,500	36,500	37,500	38,500
4. Materials and Supplies	105,921	94,067	90,499	85,387	79,466	78,921	101,750	117,450	119,799	122,195	124,638	127,131
5. Utilities	7,602	8,445	7,863	8,101	6,396	8,828	6,900	8,150	8,200	8,300	8,400	8,400
6. Casualty and Liability	38,517	54,061	52,296	35,192	35,161	65,163	51,857	53,484	54,553	55,645	56,758	57,893
7. Purch. Transportation	8,109	11,586	11,096	10,274	17,539	26,988	25,000	41,500	43,575	45,750	48,000	50,400
8. Other (Taxes and Misc.)	--	--	326	575	3,006	6,635	2,193	1,000	1,000	1,000	1,000	1,000
Operating Revenue												
9. Pass Fares-Transit	198,790	195,215	186,562	187,372	175,984	175,909	180,000	190,000	190,000	190,000	190,000	190,000
10. Other Transp. Revenue	--	--	--	--	5,915	11,244	--	--	--	--	--	--
Passengers												
11. Mode: Fixed Route	483,100	541,104	451,409	434,172	419,558	412,702	415,000	415,000	415,000	415,000	415,000	415,000
12. Mode: Demand Response	3,700	4,689	3,907	3,827	6,093	8,290	8,500	8,500	8,500	8,500	8,500	8,500
Passenger-Miles												
13. Mode: Fixed Route	1,594,300	1,727,860	1,508,868	1,247,425	1,241,747	1,186,278	1,192,000	1,198,000	1,204,000	1,210,000	1,216,000	1,222,000
14. Mode: Demand Response	13,300	22,507	23,396	11,481	24,981	42,279	45,000	46,000	47,000	47,000	48,000	48,000
Non-Operating Revenues												
15. Federal Operating Asst.	29,870	31,884	43,133	53,514	56,379	47,740	51,191	51,191	51,191	51,191	51,191	51,191
16. State General Funds	43,260	57,454	65,048	31,072	69,067	103,167	96,886	88,734	88,734	88,734	88,734	88,734
17. Local General Funds	242,565	253,549	257,067	291,291	188,561	301,595	350,000	362,863	373,748	384,961	396,510	408,405
18. State Dedicated Funds	--	--	--	--	--	--	--	--	--	--	--	--
19. Local Dedicated Funds	--	--	--	--	--	--	--	--	--	--	--	--
20. Other	--	--	1,376	16,971	--	990	--	--	--	--	--	--
21. Total Revenue	315,695	342,887	366,624	392,848	314,007	453,492	498,077	502,788	513,673	524,886	536,435	548,330
Revenue Vehicle Miles												
22. Mode: Fixed Route	234,800	234,845	242,050	213,976	160,330	167,688	168,000	168,000	168,000	168,000	168,000	168,000
23. Mode: Demand Response	13,300	--	9,359	9,913	16,216	21,584	23,000	24,000	25,000	25,000	25,000	25,000
Revenue Vehicle Hours												
24. Mode: Fixed Route	20,700	20,748	18,744	16,462	11,000	10,770	11,000	11,000	11,000	11,000	11,000	11,000
25. Mode: Demand Response	3,500	N/A	885	719	1,436	2,240	2,500	2,500	2,500	2,500	2,500	2,500
Capital Investment												
26. New Capital Projects	--	--	--	33,923	--	9,800	--	8,000	--	--	--	--
27. Capital Reinvestment	--	9,600	13,200	29,000	39,887	604,573	2,000	30,000	--	468,433	--	109,556
28. Total Capital Investment	--	9,600	13,200	62,923	--	614,373	2,000	38,000	--	468,433	--	109,556
Employees												
29. Mode: Fixed Route & Demand Response	15.5	16	16	16	16	16	16	16	16	16	16	16

IOWA CITY TRANSIT
FINANCIAL CAPACITY ANALYSIS INDICATORS WORKSHEET

Data Element	Applicant's Fiscal Year											
	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996
(Circle When Actual)	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual
System-Wide												
A. Average Passenger Fare	\$0.32	\$0.34	\$0.40	\$0.42	\$0.41	\$0.41	\$0.40	\$0.40	\$0.40	\$0.40	\$0.40	\$0.40
B. % Change in Pass Fare	-2%	5%	16%	5%	-1%	0%	-2%	0%	0%	0%	0%	0%
C. Change in Ridership (000's)	-79	88	-514	-290	-41	22	47	3	1	1	1	1
D. % Change in Ridership	-3%	4%	-22%	-16%	-3%	1%	3%	0%	0%	0%	0%	0%
E. Rev. Source: Federal Operating												
1. \$ Change (000's)	\$50	\$124	\$-56	\$8	\$19	\$-21	\$-2	\$0	\$0	\$0	\$0	\$0
2. % Change	82%	112%	-24%	4%	10%	-10%	-1%	0%	0%	0%	0%	0%
F. Rev. Source: State (STA)												
1. \$ Change (000's)	\$6	\$-18	\$-4	\$-5	\$39	\$77	\$-34	\$6	\$0	\$0	\$0	\$0
2. % Change	5%	-14%	-4%	-5%	39%	55%	-16%	3%	0%	0%	0%	0%
G. Rev. Source: Local (Gen. Fund)												
1. \$ Change (000's)	\$38	\$-241	\$-82	\$-114	\$85	\$67	\$-50	\$237	\$19	\$20	\$21	\$22
2. % Change	5%	-32%	-16%	-26%	27%	17%	-11%	56%	3%	3%	3%	3%
H. Rev. Source: Local (Levy)												
1. \$ Change (000's)	\$-8	\$330	\$37	\$149	\$93	\$11	\$16	\$45	\$17	\$232	\$28	\$29
2. % Change	-40%	2,750%	11%	39%	18%	2%	3%	7%	2%	33%	3%	3%
I. Major Cost Element % Change:												
1. Labor	7%	-2%	-4%	-15%	7%	4%	4%	4%	4%	4%	4%	4%
2. Fringe Benefits	-4%	15%	0%	-13%	-34%	102%	4%	4%	4%	4%	4%	4%
3. Services	-47%	-84%	15%	-23%	-4%	127%	4%	6%	4%	4%	4%	5%
4. Materials and Supplies	21%	71%	-30%	-7%	7%	17%	4%	4%	4%	4%	4%	4%
5. Utilities	59%	-15%	-17%	0%	4%	19%	8%	7%	10%	6%	6%	8%
6. Casualty and Liability	74%	125%	31%	9%	-45%	27%	4%	3%	4%	4%	5%	4%
7. Purch. Transportation	-6%	-11%	15%	11%	27%	31%	30%	-7%	5%	5%	5%	5%
8. Other	208%	53%	-84%	1570%	-46%	-88%	9%	8%	8%	7%	7%	6%
J. Cost/Mile	\$2.60	\$2.74	\$2.53	\$3.14	\$2.51	\$3.06	\$3.21	\$3.26	\$3.38	\$3.49	\$3.62	\$3.75
K. % Change	40%	5%	-8%	24%	-20%	22%	5%	1%	4%	3%	4%	4%
L. Cost/Hour	\$28.84	\$29.08	\$28.79	\$36.04	\$32.67	\$34.85	\$34.19	\$33.12	\$34.50	\$35.94	\$37.43	\$38.99
M. % Change	43%	1%	-1%	25%	-9%	7%	-2%	-3%	4%	4%	4%	4%
N. Cost/Passenger	\$0.86	\$0.94	\$1.05	\$1.23	\$1.21	\$1.36	\$1.41	\$1.44	\$1.50	\$1.57	\$1.63	\$1.70
O. % Change	31%	9%	12%	17%	-1%	13%	3%	3%	4%	4%	4%	4%
P. Cost/Passenger Mile	\$0.48	\$0.48	\$0.54	\$0.65	\$0.62	\$0.67	\$0.71	\$0.73	\$0.76	\$0.79	\$0.82	\$0.85
Q. % Change	59%	0%	12%	22%	-5%	8%	6%	3%	4%	4%	4%	4%
R. Change in Rev. Miles (000's)	54	54	-44	-155	118	-43	9	10	4	5	3	3
S. % Change in Rev. Miles	-10%	7%	-6%	-21%	20%	-6%	1%	1%	1%	1%	0%	0%
T. Change in Rev. Hours (000's)	-9	8	-9	-14	3	4	5	4	0	0	0	0
U. % Change in Rev. Hours	-12%	1%	-2%	-7%	1%	18%	19%	15%	0%	0%	0%	0%
V. Operating Ratio	37.7%	36.6%	38.1%	34.0%	34.3%	30.1%	28.8%	28.0%	26.8%	25.8%	24.8%	23.8%
W. % Change	-25%	-3%	4%	-11%	1%	-12%	-5%	-3%	-4%	-4%	-4%	-4%
X. Subsidy/Passenger	\$0.54	\$0.59	\$0.65	\$0.81	\$0.79	\$0.95	\$1.00	\$1.04	\$1.10	\$1.16	\$1.23	\$1.29
Y. % Change	63%	11%	9%	25%	-2%	20%	5%	4%	6%	6%	6%	5%
Z. Subsidy/Passenger-Mile	\$0.30	\$0.30	\$0.33	\$0.43	\$0.41	\$0.47	\$0.50	\$0.52	\$0.55	\$0.58	\$0.61	\$0.65
AA. % Change	99%	0%	9%	30%	-6%	15%	8%	4%	6%	5%	5%	5%
AB. Rev. Miles/Employee	14,840	18,091	12,966	10,293	14,300	13,440	13,620	13,820	13,900	14,000	14,060	14,120
AC. % Change	-26%	22%	-28%	-21%	39%	-6%	1%	1%	1%	1%	0%	0%

Mode: Fixed Route & Demand Response

**IOWA CITY TRANSIT
FINANCIAL CAPACITY ANALYSIS RAW DATA WORKSHEET**

Data Element	HISTORICAL					FORECAST						
	1985	1986	1987	1988	1989	Applicant's Fiscal Year						
(Circle When Actual)	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual
Operating Expenses (Total)												
1. Labor	941,540	926,768	888,322	754,041	806,010	839,276	872,850	907,764	944,074	981,838	1,021,111	1,061,955
2. Fringe Benefits	174,993	201,568	202,767	176,937	116,088	234,042	243,404	253,140	263,265	273,796	284,748	296,138
3. Services	163,581	26,106	30,386	22,813	22,248	50,388	52,403	54,500	56,680	58,950	61,305	63,757
4. Materials and Supplies	448,896	767,419	533,550	495,979	532,721	625,621	650,645	676,671	703,739	731,888	761,164	791,610
5. Utilities	26,629	22,614	18,862	19,036	20,967	25,277	27,299	29,483	31,841	34,071	36,455	39,000
6. Casualty and Liability	39,944	90,324	118,076	129,000	71,031	90,124	93,729	97,478	101,377	105,432	109,650	114,000
7. Purch. Transportation	95,105	84,700	98,310	109,089	138,122	181,308	235,725	220,000	231,000	242,550	254,677	267,411
8. Other (Taxes and Misc.)	39,944	60,866	9,906	166,876	90,054	11,388	12,000	13,000	14,000	15,000	16,000	17,000
Operating Revenue												
9. Pass Fares-Transit	728,821	799,157	722,963	637,378	616,250	622,444	630,000	630,000	630,000	630,000	630,000	630,000
10. Other Transp. Revenue	42,353	30,012	28,104	22,768	28,467	28,246	29,000	29,000	29,000	29,000	29,000	29,000
Passengers												
11. Mode: Fixed Route	2,219,900	2,299,640	1,783,073	1,490,385	1,441,631	1,454,795	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000
12. Mode: Demand Response	24,542	32,044	35,396	38,020	44,719	54,042	56,200	58,450	59,620	60,800	62,000	63,250
Passenger-Miles												
13. Mode: Fixed Route	3,995,800	4,488,690	3,449,995	2,771,472	2,771,382	2,913,012	2,920,000	2,920,000	2,920,000	2,920,000	2,920,000	2,920,000
14. Mode: Demand Response	56,447	67,293	99,109	95,050	134,157	156,722	166,400	173,000	180,000	187,000	195,000	203,000
Non-Operating Revenues												
15. Federal Operating Asst.	111,176	234,851	179,178	187,376	205,843	185,023	182,890	182,890	182,890	182,890	182,890	182,890
16. State General Funds	127,058	109,171	105,339	100,009	138,714	216,444	182,241	188,022	188,022	188,022	188,022	188,022
17. Local General Funds	755,292	513,645	432,126	317,718	403,088	470,075	420,000	657,022	676,435	696,391	717,282	738,802
18. State Dedicated Funds	--	--	--	--	--	--	--	--	--	--	--	--
19. Local Dedicated Funds	--	341,959	379,159	528,487	621,357	631,712	648,322	692,631	710,362	942,164	970,430	999,500
29. Other	--	364,246	200,000	369,539	21,804	26,548	27,344	28,165	29,010	29,880	30,775	31,700
21. Total Revenue	993,526	1,219,850	1,011,285	1,503,129	1,390,806	1,529,802	1,460,797	1,748,730	1,786,719	2,039,347	2,089,399	2,140,914
Revenue Vehicle Miles												
22. Mode: Fixed Route	741,500	717,822	666,475	502,712	529,742	520,815	525,000	530,000	530,000	530,000	530,000	530,000
23. Mode: Demand Response	N/A	77,919	85,464	94,624	121,943	151,254	155,792	160,500	165,000	170,000	173,000	176,000
Revenue Vehicle Hours												
24. Mode: Fixed Route	66,600	70,632	58,600	44,040	44,084	43,689	44,000	46,000	46,000	46,000	46,000	46,000
25. Mode: Demand Response	N/A	4,754	7,592	8,323	10,723	15,551	20,000	22,000	22,000	22,000	22,000	22,000
Capital Investment												
26. New Capital Projects	--	8,000	12,000	--	--	--	--	--	--	--	--	--
27. Capital Reinvestment	255,000	--	--	--	693,000	16,300	26,015	88,341	10,951	807,766	16,423	2,832,157
28. Total Capital Investment	255,000	8,000	12,000	--	693,000	16,300	26,015	83,341	10,951	807,766	16,423	2,832,157
Employees:												
29. Mode: Fixed Route & Demand Response	50	44	58	58	50	50	50	50	50	50	50	50

UNIVERSITY OF IOWA
FINANCIAL CAPACITY ANALYSIS INDICATORS WORKSHEET

Data Element (Circle When Actual)	Applicant's Fiscal Year											
	1985 Actual	1986 Actual	1987 Actual	1988 Actual	1989 Actual	1990 Actual	1991 Actual	1992 Actual	1993 Actual	1994 Actual	1995 Actual	1996 Actual
System-Wide												
A. Change in Ridership (000's)	66	-1,279	502	445	289	246	109	76	0	1	0	1
B. % Change in Ridership	2%	-37%	23%	17%	9%	7%	3%	2%	0%	0%	0%	0%
C. Rev. Source: Federal Operating												
1. \$ Change (000's)	\$0	\$0	\$2	\$14	\$28	\$-21	\$-2	\$0	\$0	\$0	\$0	\$0
2. % Change	0%	0%	4%	30%	46%	-24%	-3%	0%	0%	0%	0%	0%
D. Rev. Source: State (STA)												
1. \$ Change (000's)	N/A	\$145	\$-59	\$42	\$107	\$39	\$-7	\$-1	\$0	\$0	\$0	\$0
2. % Change	N/A	N/A	-41%	49%	84%	17%	-3%	0%	0%	0%	0%	0%
E. Rev. Source: Local												
1. \$ Change (000's)	\$17	\$32	\$-17	\$56	\$-36	\$-29	\$59	\$18	\$12	\$12	\$13	\$13
2. % Change	3%	6%	-3%	10%	6%	-5%	11%	3%	2%	2%	2%	2%
F. Major Cost Element % Change:												
1. Labor	7%	1%	4%	8%	9%	9%	4%	4%	4%	4%	4%	4%
2. Fringe Benefits	27%	0%	0%	32%	8%	19%	3%	3%	6%	3%	5%	3%
3. Services	50%	-5%	23%	-16%	37%	7%	3%	5%	5%	3%	4%	4%
4. Materials and Supplies	23%	1%	-11%	-13%	17%	-1%	5%	5%	5%	4%	4%	4%
5. Utilities	7%	60%	-4%	9%	0%	-8%	4%	0%	4%	0%	4%	0%
6. Casualty and Liability	11%	60%	13%	-44%	20%	8%	0%	8%	7%	0%	7%	0%
7. Purch. Transportation	--	--	--	--	--	--	--	--	--	--	--	--
8. Other	0%	33%	-25%	33%	-25%	233%	0%	0%	0%	0%	0%	0%
G. Cost/Mile	\$1.72	\$1.91	\$1.67	\$1.72	\$1.69	\$1.74	\$1.75	\$1.76	\$1.83	\$1.90	\$1.97	\$2.05
H. % Change	1%	11%	-13%	3%	-1%	3%	0%	1%	4%	4%	4%	4%
I. Cost/Hour	\$16.20	\$16.63	\$15.71	\$18.05	\$14.95	\$18.22	\$18.58	\$18.65	\$19.44	\$20.17	\$20.98	\$21.78
J. % Change	-34%	3%	-6%	15%	-17%	22%	2%	0%	4%	4%	4%	4%
K. Cost/Passenger	\$0.22	\$0.36	\$0.29	\$0.25	\$0.26	\$0.26	\$0.26	\$0.26	\$0.27	\$0.29	\$0.30	\$0.31
L. % Change	11%	64%	-18%	-14%	2%	0%	1%	2%	4%	4%	4%	4%
M. Cost/Passenger Mile	\$0.20	\$0.38	\$0.41	\$0.35	\$0.25	\$0.25	\$0.25	\$0.26	\$0.27	\$0.28	\$0.29	\$0.30
N. % Change	-26%	87%	8%	-14%	-28%	0%	1%	2%	4%	4%	4%	4%
O. Change in Rev. Miles (000's)	46	-33	61	-10	60	21	20	20	1	0	1	0
P. % Change in Rev. Miles	12%	-8%	15%	-2%	13%	4%	4%	4%	0%	0%	0%	0%
Q. Change in Rev. Hours (000's)	19	0	3	-7	7	2	1	2	0	0	0	0
R. % Change in Rev. Hours	70%	0%	1%	-1%	1%	0%	0%	0%	0%	0%	0%	0%
S. Subsidy/Passenger	\$0.22	\$0.36	\$0.29	\$0.25	\$0.26	\$0.26	\$0.26	\$0.26	\$0.27	\$0.29	\$0.30	\$0.31
T. % Change	11%	64%	-18%	-14%	2%	0%	1%	2%	4%	4%	4%	4%
U. Subsidy/Passenger-Mile	\$0.20	\$0.38	\$0.41	\$0.35	\$0.25	\$0.25	\$0.25	\$0.26	\$0.27	\$0.28	\$0.29	\$0.30
V. % Change	-26%	87%	8%	-14%	-28%	0%	1%	2%	4%	4%	4%	4%
W. Rev. Miles/Employee	13,152	7,426	9,830	9,417	6,400	12,114	12,289	12,733	12,756	12,756	12,788	12,778
X. % Change	-12%	-44%	32%	-4%	-32%	89%	1%	4%	0%	0%	0%	0%

Mode: Fixed Route & Demand Response

UNIVERSITY OF IOWA
FINANCIAL CAPACITY ANALYSIS RAW DATA WORKSHEET

Data Element	Applicant's Fiscal Year										FORECAST	
	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996
(Circle When Actual)	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual
Operating Expenses (Total)												
1. Labor	449,859	453,152	472,396	509,067	554,674	604,273	628,443	653,580	679,724	706,913	735,189	764,600
2. Fringe Benefits	18,620	19,321	19,144	24,630	27,163	31,853	33,127	34,452	35,830	37,264	38,754	40,304
3. Services	41,709	39,673	49,484	41,315	56,024	60,073	62,476	64,975	67,574	70,277	73,088	76,012
4. Materials and Supplies	205,565	209,159	185,608	162,327	188,738	186,703	196,038	205,840	216,132	224,777	233,768	243,119
5. Utilities	14,896	23,787	22,520	24,791	24,925	23,139	23,602	24,074	24,555	25,046	25,547	26,058
6. Casualty and Liability	10,427	16,489	18,017	10,272	12,225	12,943	13,461	14,000	14,500	15,100	15,750	16,380
7. Purch. Transportation	--	--	--	--	--	--	--	--	--	--	--	--
8. Other (Taxes and Misc.)	2,979	4,219	2,620	3,988	2,544	9,802	10,000	10,000	10,000	10,000	10,000	10,000
Operating Revenue												
9. Pass Fares-Transit	--	--	--	--	--	--	--	--	--	--	--	--
10. Other Transp. Revenue	120,159	120,000	120,000	140,000	140,000	140,000	140,000	140,000	140,000	140,000	140,000	140,000
Passengers												
11. Mode: Fixed Route	3,420,300	2,139,000	2,641,069	3,087,887	3,377,202	3,623,572	3,732,279	3,806,924	3,807,000	3,807,000	3,807,000	3,807,000
12. Mode: Demand Response	10,400	12,938	12,773	11,265	11,015	10,256	11,000	12,000	12,000	13,000	13,000	13,500
Passenger-Miles												
13. Mode: Fixed Route	3,659,700	2,000,000	1,874,429	2,191,582	3,418,955	3,664,400	3,774,332	3,849,818	3,850,000	3,850,000	3,850,000	3,850,000
14. Mode: Demand Response	18,800	21,348	17,882	18,024	18,726	18,461	19,000	19,500	19,500	20,000	20,000	20,500
Non-Operating Revenues												
15. Federal Operating Asst.	44,793	44,909	47,145	60,528	89,047	68,115	65,985	65,985	65,985	65,985	65,985	65,985
16. State General Funds	--	145,183	85,682	128,056	234,530	273,739	267,414	265,837	265,837	265,837	265,837	265,837
17. Local General Funds	22,752	--	--	10,000	5,492	2,802	5,000	5,000	5,000	5,000	5,000	5,000
18. State Dedicated Funds	--	--	--	--	--	--	--	--	--	--	--	--
19. Local Dedicated Funds	--	--	--	--	--	--	--	--	--	--	--	--
20. Other	523,296	554,935	538,302	594,339	557,728	529,148	588,130	605,775	617,889	630,247	642,852	655,709
21. Total Revenue	590,841	745,027	671,129	732,395	886,797	873,804	926,529	942,597	954,711	967,069	979,674	992,531
Revenue Vehicle Miles												
22. Mode: Fixed Route	405,900	372,998	423,374	407,365	470,848	489,092	508,655	529,000	529,000	529,000	529,000	529,000
23. Mode: Demand Response	28,000	27,600	38,246	44,594	41,480	43,609	44,000	44,000	45,000	45,000	46,000	46,000
Revenue Vehicle Hours												
24. Mode: Fixed Route	38,100	38,000	40,624	35,230	42,120	43,569	45,300	47,000	47,000	47,000	47,000	47,000
25. Mode: Demand Response	7,800	7,756	7,960	7,104	6,714	7,078	7,100	7,100	7,100	7,200	7,200	7,200
Capital Investment												
26. New Capital Projects	186,886	10,400	12,000	--	--	65,000	--	12,000	--	--	--	--
27. Capital Reinvestment	37,500	34,000	--	100,000	2,139,000	--	38,500	--	--	536,433	7,400	37,100
28. Total Capital Investment	224,386	44,400	12,000	100,000	2,139,000	65,000	38,500	12,000	--	536,433	7,400	37,100
Employees												
29. Mode: Fixed Route & Demand Response	33.3	53.5	47	47.5	80.3	44	45	45	45	45	45	45

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