

Emmet County Transportation Coordination Plan

Recommendations

- Expand public transportation in Emmet County by creating a countywide Dial-a-Ride system through funding from the Michigan Department of Transportation and local support.
- Building upon the efforts of Emmet 20/20's Community Access Transportation Team (CATT), form a work group, with representatives from local government, organizations, agencies and citizens, to spearhead implement the plan through the Emmet Transit Initiative.
- Place a countywide public transportation millage on the ballot. This will allow voters in the county to decide whether or not to support an enhanced countywide public transportation system.
- If millage is successful, form a Public Transportation Authority to operate a countywide public transit system. (Formation under the PA 196 of 1986)
- Apply to MDOT for operations and capital funding to expand existing systems and purchase additional buses and equipment.
- Fold the Friendship Centers' specialized services bus system and where appropriate consolidate other agency based transportation systems into the countywide transit system.
- Enter into an arrangement with the Friendship Center to use their new bus garage.

Background Information

The Michigan Department of Transportation funded the development of a countywide plan that analyzed existing conditions and needs, and provided options for improving public transportation in Emmet County. The planning process was led by the Community Access Transportation Team (CATT), with NEMCOG and MDOT providing technical assistance during the planning effort.

The Community Action Transportation Team (CATT) is a local action team of Emmet 20/20. CATT's Vision is: "Public transportation that effectively meets the needs of our community." Long term goals include: public transportation systems linked and available countywide; public transportation is an acceptable and viable mode of choice and many modes of public/personal transportation are available in Emmet County.

The study focuses on the transit dependent population in Emmet County, which includes elderly persons, low income families and persons with disabilities. Based on discussions with numerous agencies and reviews of 2000 US Census information, the need for public transportation

continues to increase across northern Michigan. The underlying goal of this planning effort is to develop options that will improve access to public transportation in Emmet County.

Demographic Trends - Between 1990 and 2000, Emmet County population grew by 25.5 percent, adding 6,397 people to the year round population. The County was ranked the tenth fastest growing county in the State. Like other counties in northern Michigan, the number of retirees in Emmet County is increasing. In 2000, some 4,495 persons (14.3 percent of the County's year round population) were 65 years and older. According to the 1990 census, there were 552 households in Emmet County with no vehicle available. In 2000, the figure increased to 737 households with "no" vehicle available.

A majority of Emmet County residents live in the southern portion the County with 61.3 percent of the County's population living in the communities that border Little Traverse Bay. Communities with highest levels of transit dependent populations (low income, low household auto ownership, elderly, and disabilities (physical or mental) include: Petoskey, Harbor Springs, Bear Creek Township, Littlefield Township, Little Traverse Township, Springvale Township, and Resort Township. While there are persons needing assisted transportation throughout the County, background studies and data clearly show the need to focus greater transportation resources into the areas with the highest needs. In support of that conclusion is the fact that human services, medical services, shopping, employment, recreation, senior housing, and multi-family housing are concentrated around the bay area communities.

Proposed Enhanced System

The proposed enhanced system will include "around town" demand response systems combined with scheduled out-county flexible routes. Recommendations should be considered a small scale start-up system, and it is anticipated the system will grow as ridership and opportunities increase. Services are to be provided five days per week, from approximately 6:00 am to 6:00 p.m. The early morning and early evening hours concentrate on taking riders to and from work and educational/ training destinations (although any trip purpose is allowed). The midday hours focus on providing service to health care, shopping, social/ recreational, and other destinations. It is anticipated that ridership profiles will vary with trip purpose.

Red Service: Bay Area Communities

Hours of Operation:	7:00 am - 6:00 pm (Mon - Fri)
No. of Vehicles:	6
Type of Service:	Demand Response (Dial-a-Ride) /Subscriptions: A demand response (dial-a-ride) system would provide service to Petoskey, Harbor Springs, Alanson, and adjacent township.

Green Service: Pellston/Mackinaw Corridor

Hours of Operation:	7:00 am - 6:00 pm (Mon - Fri)
No. of Vehicles:	1
Type of Service:	Demand Response (Dial-a-Ride) /Subscriptions: A demand response system would provide service to the communities of

Mackinaw City and Pellston

Yellow Service: Rural County Flex-Routes

Areas with dispersed low density population and a few small population centers lend themselves to a system of flexible routes. The southeast and northern two-thirds portions of the County would be serviced by flexible routes.

Hours of Operation: 6:00 am - 6:00 pm (Mon - Fri)

No. of Vehicles: 2

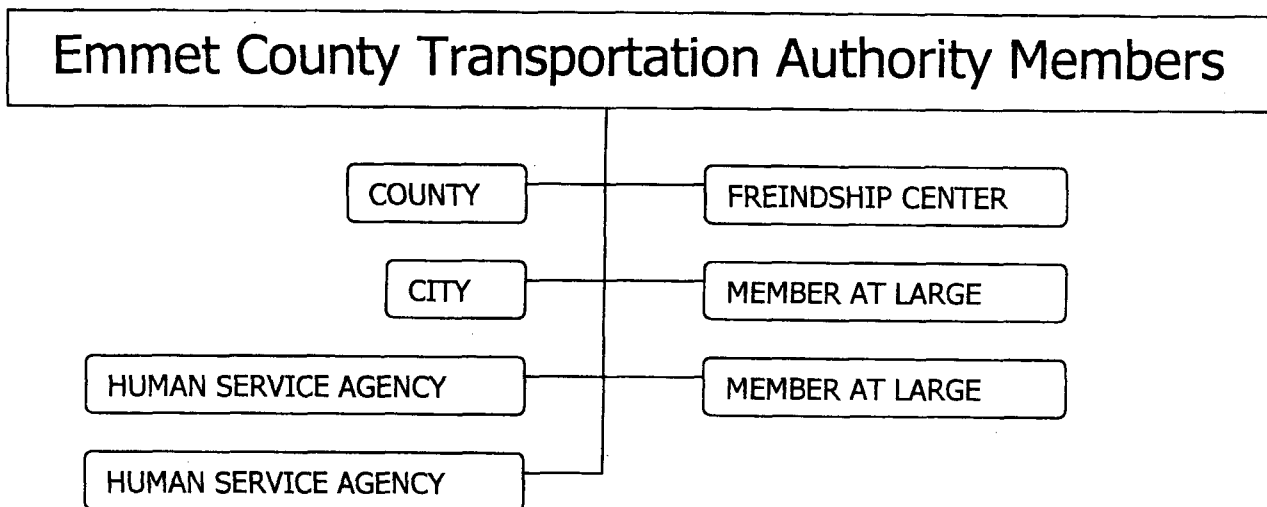
Type of Service: Reservation/Subscriptions: Two flexible routes would service out-county areas. The north loop would provide service through Alanson, Pellston and northern communities with the focus of bringing persons into Petoskey/Harbor Springs for work, medical, shopping, and recreation. The southeast loop would serve residents in the southeastern part of the county, again bringing people into the Petoskey area for a variety of purposes. Initial service structure would be a morning loop and late afternoon loop. Depending upon need and demand, mid-day loops could be added.

Staff Recommendations

Manager
Operations manager
2 Dispatchers
9 full time drivers
5 part time drivers

Structure of Emmet County Transportation Authority

Formed under the Public Transportation Authority Act 196 of 1986



Proposed Budget

Estimated Capital Expenses

Purchase five buses: 6 x \$85,000 = \$510,000

Other equipment such as radios, bike racks, computers & software, office equipment: \$40,000
(Approved capital expenses reimbursed 100% from State and Federal Grants)

Estimated Total for Capital: \$550,000

Estimated Operational Expenses

Estimate for all Service Total Vehicle Hours/Day: 100 hours

Total Vehicles: 9

Total Annual Vehicle Hours (254 Days/Yr.): 25,400 hours

Estimated annual operational cost based on \$50.00/ hour: \$1,270,000/year

Funding Sources for Operations

State and Federal: \$635,000 (50%)

Farebox: \$254,000 (20%)

Contracts & Local Match: \$381,000 (30%)

Best means to obtain local match would be through Local Transportation Millage
In 2005, the total taxable value in Emmet County is \$2,399,925,714. Therefore, .2 mills would generate approximately \$480,000 annually

Potential Partners – MDOT, Friendship Centers of Emmet County, FIA/Department of Human Services, Community Mental Health, Northern Michigan Hospital, Red Cross, NCMC College, MI Works, Probate Court, Petoskey Club, Bay Bluffs, the Living Room, Little Traverse Band of Odawa, Emmet County, Petoskey, Harbor Springs, Pellston, Alanson, and Mackinaw City.

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