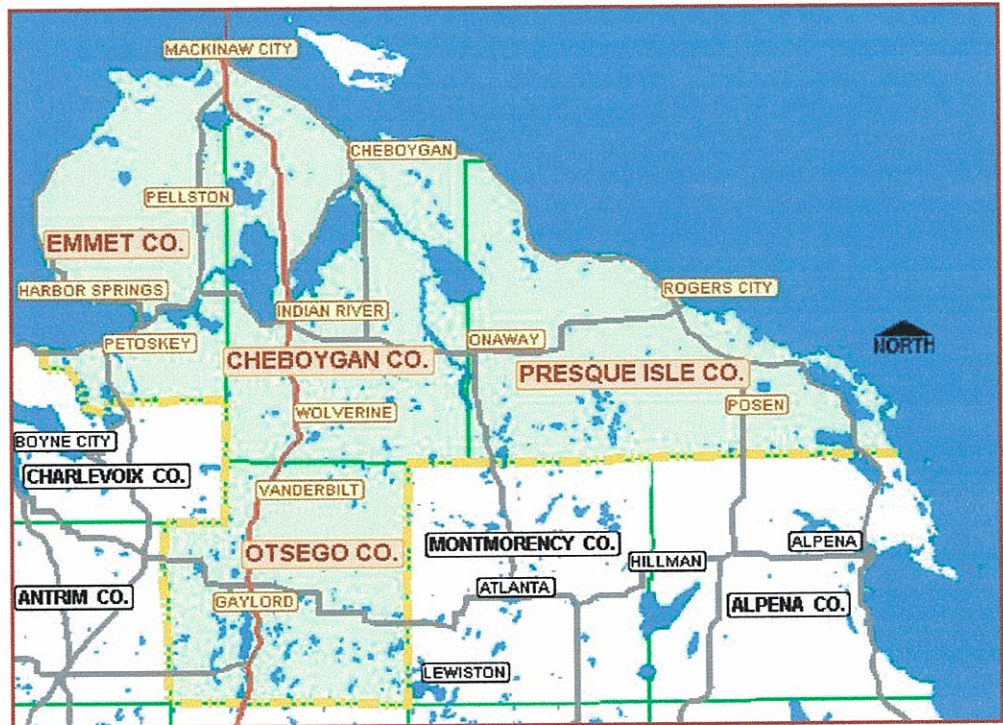


Regional Transit Study

Cheboygan, Emmet, Otsego and Presque Isle Counties



January of 2000

Northeast Michigan Council of Governments
121 East Mitchell Street
P. O. 457
Gaylord, Michigan 49734
(517) 732-3551



**NORTHERN MICHIGAN
REGIONAL TRANSIT STUDY**

Cheboygan, Emmet, Otsego and Presque Isle Counties
Michigan

prepared by:

NEMCOG
Northeast Michigan Council of Governments
121 East Mitchell Street
P.O. Box 457
Gaylord, Michigan 49735

prepared with the assistance of:

Northern Michigan Regional Transit Committee

with members representing:

Michigan Department of Transportation, Otsego County Transit System, Family Independence Agencies, Commissions on Aging, County Commissions, Crossroads Industries, Community Mental Health, Michigan Economic Development Corporation, Northeast Michigan Consortium, Local Municipalities, COP Educational Service District, Northern Michigan Hospital and Cheboygan Community Hospital

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Chapter 1

Introduction

In 1998, the Northeast Michigan Council of Governments applied for and received a grant from the Michigan Department of Transportation. The grant application was submitted with the encouragement and support of numerous agencies, local municipalities and counties. The grant funded the following multi-county transportation study.

Study Area Information

The study area cover four counties, Cheboygan, Emmet, Otsego and Presque Isle, all located in the northern lower peninsula of Michigan. Figure 1.1, depicts the geographic features of the study area. The major population centers are Cheboygan, Gaylord, Petoskey and Rogers City; all of which are county seats. The cities of Harbor Springs and Onaway are located in the study area, along with the villages of Alanson, Mackinaw City, Millersburg, Pellston, Posen, Vanderbilt and Wolverine. There 58 townships in the four county study area.

According to the 1997 population projections developed by U.S. Census Bureau and Office of Management, the estimated population of the four county area is approximately 88,000 year round residents. With the high number of seasonal residents, the summer population is expected to be will above 100,000 persons. Approximately, 60 percent of the population is located within the cities of Cheboygan, Gaylord, Petoskey and Rogers City and adjacent Townships.

Public transportation tends to be used by four primary groups: persons with low income, persons living in households with no or limited access to automobiles, seniors, and persons with mobility limitations and disabilities. The four major population centers tend to have the highest concentrations of transit dependent populations.

Three communities in the study area, Cheboygan, Petoskey and Gaylord, tend to be regional draws for employment, medical, shopping, education and cultural activities. Information gathered in this study clearly shows there large number of people living outside these communities that need to access the employment, medical, shopping, education and cultural opportunities and services.

There are a number of transportation service providers within the four county project area. Otsego County has a county-wide dial-a-ride public transit system. The other three counties operate bus systems through the Commission on Aging. While buses are open to general public usage, the primary focus of these systems is to service the elderly and handicapped population of each county. A number of agencies provide client based transportation services.

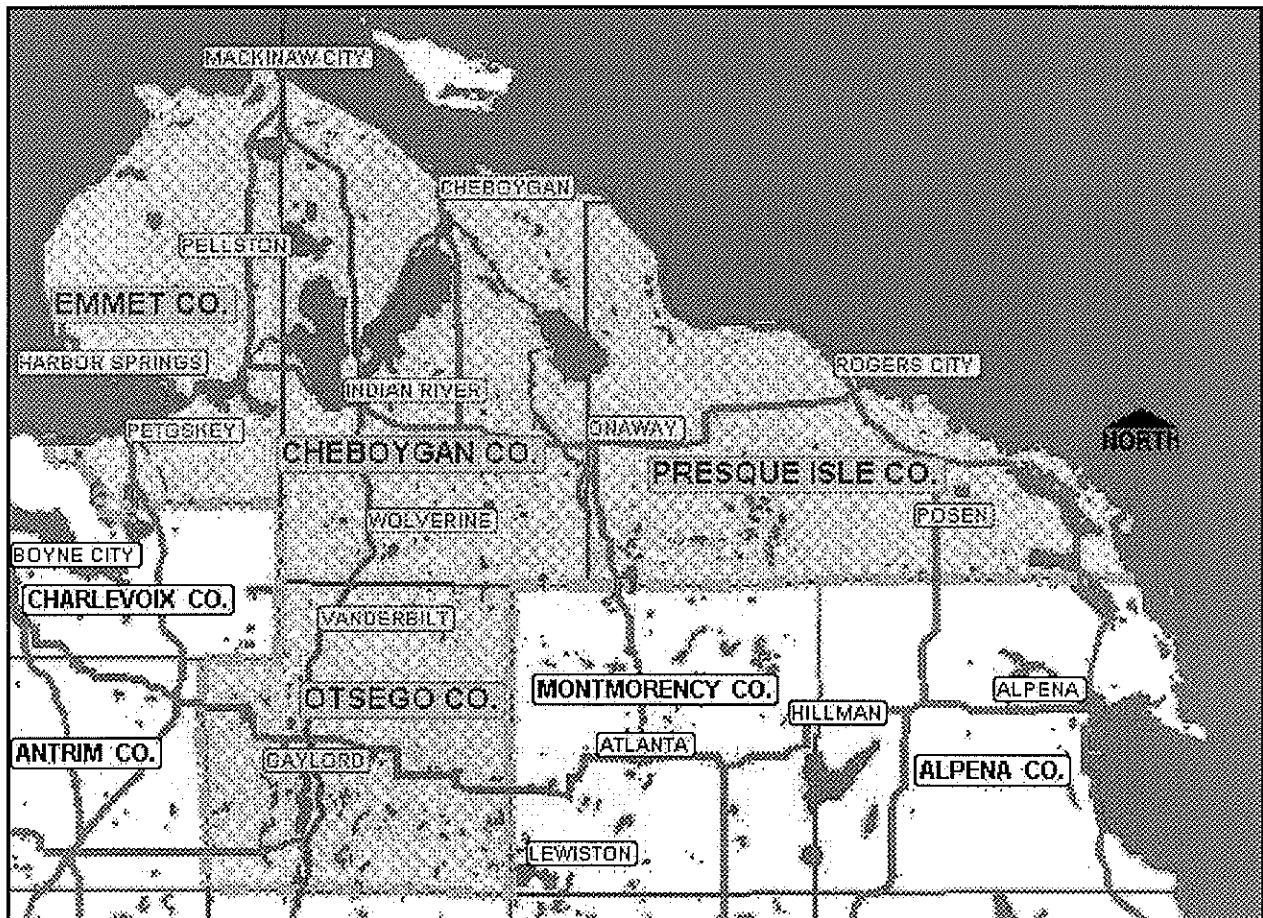
Study Process

A grant from the Michigan Department of Transportation provided the funding to complete this multi-county study. MDOT has also funded individual county-wide transportation studies. The Cheboygan County transportation coordination study was completed in 1995 and the Presque Isle County transportation coordination study was completed the summer of 1999. Both of these studies documented existing conditions, public transportation needs and proposed

alternative systems to improve overall public transportation in each county. In addition, each study identified the need to transport people outside of the county to access needed services in other communities. The intent of this multi-county study is to complement these past studies. To provide input and guidance throughout the planning process, the Northern Michigan Regional Transit Planning Committee was formed. The committee had members from Michigan Department of Transportation, Otsego County Transit system, Family Independence Agencies, Commissions on Aging, County Commissions, Crossroads Industries, Community Mental Health, Michigan Economic Development Corporation, Northeast Michigan Consortium, municipalities, COP Educational Service District, Northern Michigan Hospital and Cheboygan Community Hospital, and the Northeast Michigan Council of Governments. Several committee meetings were held during the development of the study.

This study will identify existing conditions, including socio-economic profiles and existing transportation services; identify the need for inter-county transportation; present goals and objectives developed by the committee; and recommend a scenario for an inter-county transit system. Finally, provided local communities support the proposed system, an application for a regional transit system will be submitted to the Michigan Department of Transportation.

Figure 1.1
Study Area



Chapter 2 Social, Economic and Transportation Profile

Population and Age Distribution

The 1990 U.S. Census shows a population of 21,398 persons in Cheboygan County, 25,040 persons in Emmet County, 17,957 persons in Otsego County and 13,743 persons for Presque Isle County. **Table 2.1** shows population change between 1980 and 1997. With the exception of Presque Isle County, all counties experienced population growth between 1980 and 1990. Otsego County experienced the greatest growth at nearly 20 percent. According to the U.S. Census Bureau and the Michigan Department of Management and Budget projected population growth for 1997 indicates a steady increase in population with Otsego having the highest at 21.4 percent and Presque Isle the lowest at 4.7 percent.

Unit of Government	1980*	1990*	% Change 1980 to 1990	1997 Estimate**	% Change 1990 to 1997	1990-97 % Change by Rank***
Cheboygan	20,649	21,398	3.6%	23,535	10.0%	27
Emmet	22,992	25,040	8.9%	28,339	13.2%	17
Otsego	14,993	17,957	19.8%	21,800	21.4%	3
Presque Isle	14,267	13,743	-3.7%	14,392	4.7%	50
Michigan	9,258,344	9,295,297	0.4%	9,773,892	5.15%	N/A

* Source: U.S. Bureau of the Census - actual counts.

** Source: U.S. Bureau of the Census & Michigan Department of Management & Budget, Federal-State Program for Population Estimates. Population estimates are approximations, and are not accurate to the last digit reported.

*** Number denotes ranking of each county's population change, as compared to all other Michigan counties between 1990 and 1997. County #1 experienced the largest percent increase; county #64 had the largest population loss.

The Census tally, taken on April first, does not count persons who winter elsewhere. A review of the 1990 Census housing characteristics for the four counties shows a high rate of seasonal, recreational, or occasional use housing units ranging from 30 percent in Emmet County to more than 34 percent in Otsego County, compared to less than six percent for the State of Michigan. Therefore, the population may be expected to increase by as much as one-third during the summer months. **Table 2.2** shows the percent seasonal housing units from the 1990 Census.

Figure 2.1 graphically displays 1990 population levels for all of cities and townships in the four county project area. This figure shows the communities with the highest population being the cities of Petoskey, Gaylord, Cheboygan, and Rogers City; Resort, Bear Creek, Little Traverse, Benton, Inverness, Bagley, Otsego Lake, Littlefield Township including the Village of Alanson; and Tuscarora Township including the community of Indian River.

Unit of Government	Percent Seasonal Housing Units*
Cheboygan	34.3%
Emmet	29.7%
Otsego	34.8%
Presque Isle	34.1%
Michigan	5.8%

* The percent of seasonal housing units as compared to each county's total housing units.
 Source: U.S. Bureau of the Census

When identifying community service needs, it is important to analyze the age distribution of the community and to target services for specific age groups. The median age of the population all counties in the project area has been increasing over the past few decades, as it has regionally, statewide and nationally. **Table 2.3** shows the median age for the four counties and the state of Michigan for 1980 and 1990. As can be seen, all of the counties had median ages higher than the State with Presque Isle County having the highest for both decades.

Unit of Government	1980	1990
Cheboygan	31.4	37.1
Emmet	30.1	34.5
Otsego	29.1	33.7
Presque Isle	32.4	38.5
Michigan	28.8	32.6

Source: U.S. Bureau of the Census

The over 65 age group tend to be high users of public transportation services. **Table 2.4** shows the age distribution compiled from the 1990 Census. Presque Isle County had the highest percentage (19.8%) of persons 65 years ad older. Otsego County had the lowest percentage at 13.6 percent and the lowest actual numbers at 2,433 persons. Whereas, Cheboygan County had the highest actual number of persons at 3,716 and Emmet County had the second highest at 3,531. Given the high number of seasonal homes and the resulting yearly seasonal influx of retirees, the number of persons 65 years and older likely increases during the late spring, summer and early fall months.

TABLE 2-4: 1990 Population by Age: Project Area Counties & State							
Unit of Government	0-4 Yrs	5-17 Yrs	18-24 Yrs	25-44 Yrs	45-64 Yrs	65 Yrs. & >	Total
Cheboygan (#)	1,444	4161	1597	5830	4650	3716	21,398
Cheboygan (%)	6.8%	19.5%	7.5%	27.3%	21.7%	17.4%	100.0%
Emmet (#)	1,880	4,797	2,013	8,143	4,676	3,531	25,040
Emmet (%)	7.5%	19.2%	8.0%	32.5%	18.7%	14.1%	100.0%
Otsego (#)	1,387	3,731	1,484	5,427	3,495	2,433	17,957
Otsego (%)	7.7%	20.8%	8.3%	30.2%	19.5%	13.6%	100.0%
Presque Isle (#)	854	2,649	962	3,485	3,077	2,716	13,743
Presque Isle. (%)	6.2 %	19.3 %	7.0%	25.4%	22.4%	19.8%	100.0%
Michigan (%)	7.4 %	22.3 %	13.6%	27.5%	19.4%	9.9%	100.0%

Note:(#) = Number of persons in the age category shown. (%) = Age category as a percent of total population.
Source: U.S. Bureau of the Census

Figure 2.2 is the thematic map that depicts the 1990 population distribution of the 65 years and older population group. Communities with relatively high number of persons 65 years and older include the cities of Petoskey, Gaylord, Cheboygan, and Rogers City; and the townships of Bear Creek, Tuscarora (including the community of Indian River), Bagley, Otsego Lake and Benton.

Population Density

In analyzing community service needs such as transportation, it is helpful to look at the land area to be served and particular areas where population is clustered. Figure 2.3 shows the communities of Petoskey, Gaylord, Harbor Springs, Onaway, Rogers City and Mackinaw City have a high population density. The Townships of Resort, Bear Creek, Little Traverse, Littlefield, Tuscarora, West Traverse, and Bagley also had a high population density according to the 1990 census. While not displayed separately, the Villages of Vanderbuilt, Wolverine, Posen, and Millersburg also had higher population density.

Mobility Limitations

The 1990 Census Transportation Planning Package produced by the Bureau of Transportation Statistics, U.S. Department of Transportation contains special tabulations of place of work and transportation data. Figure 2.4 depicts the number of persons by age with mobility limitations by local units of governments in the project area. The cities of Petoskey, Harbor Springs, Gaylord, Cheboygan, Onaway, and Rogers City; and the townships of Resort, Bagley, Corwith Village of Vanderbuilt), Tuscarora, Mullett, Inverness and Case (Millersburg) and had numbers exceeding 55 persons.

FIGURE 2.1

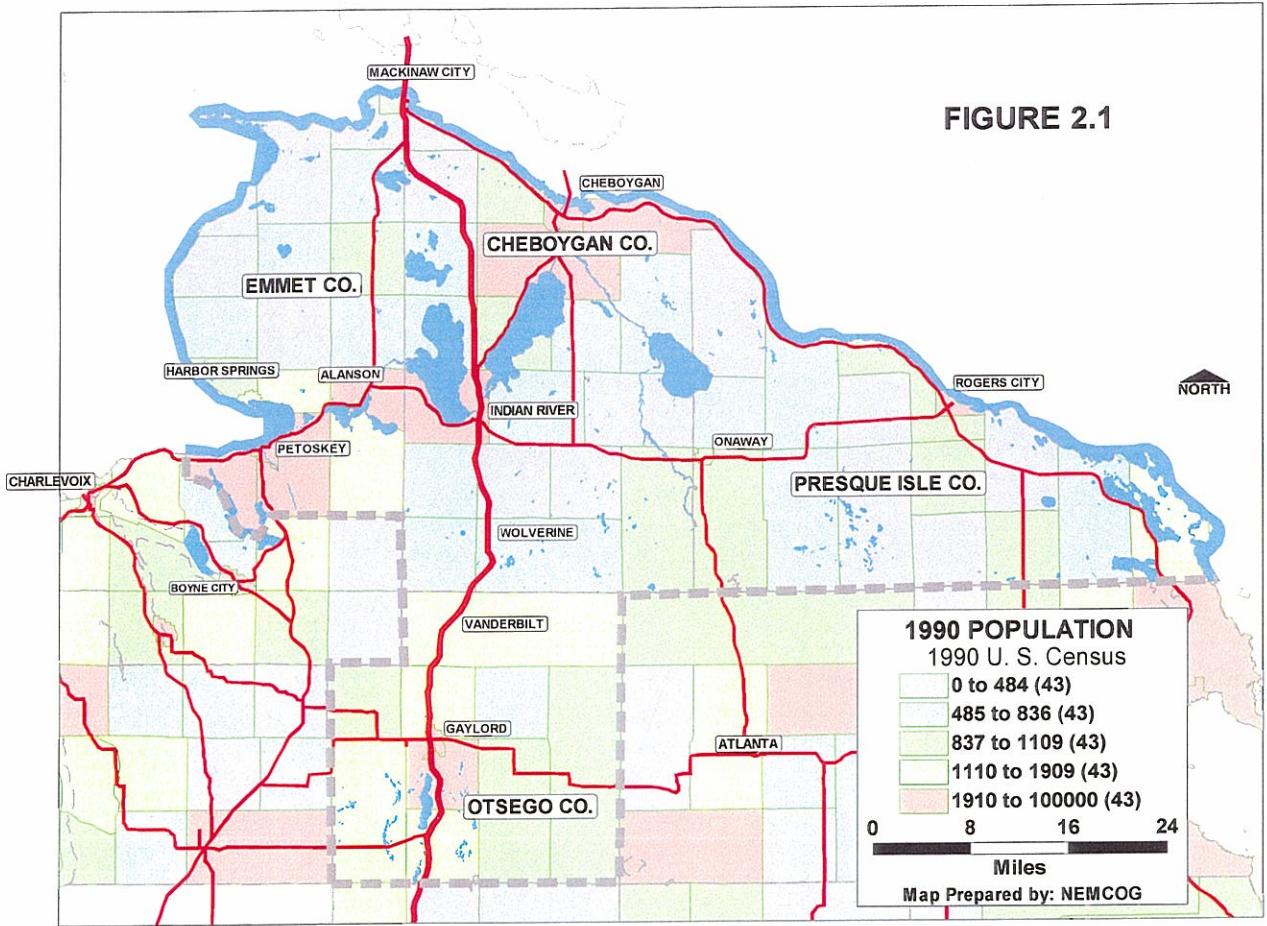
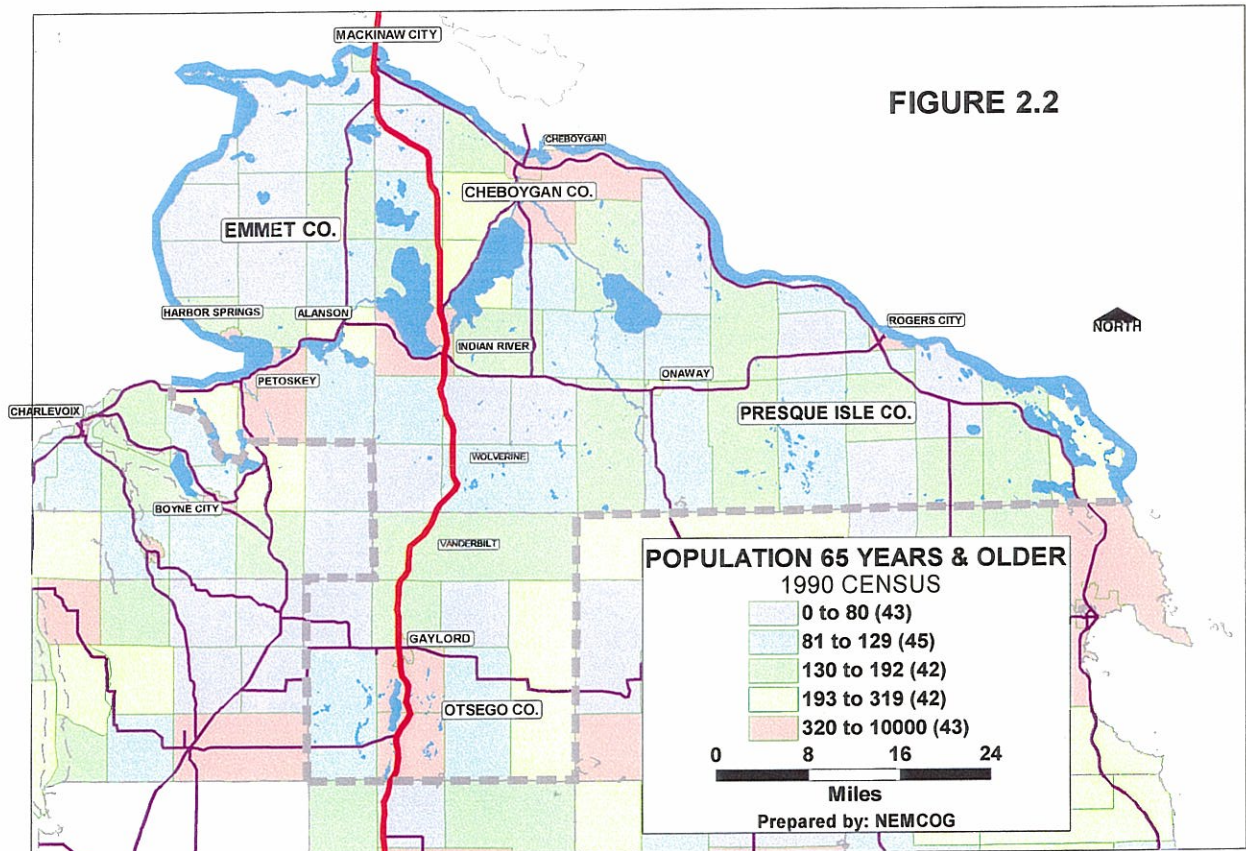
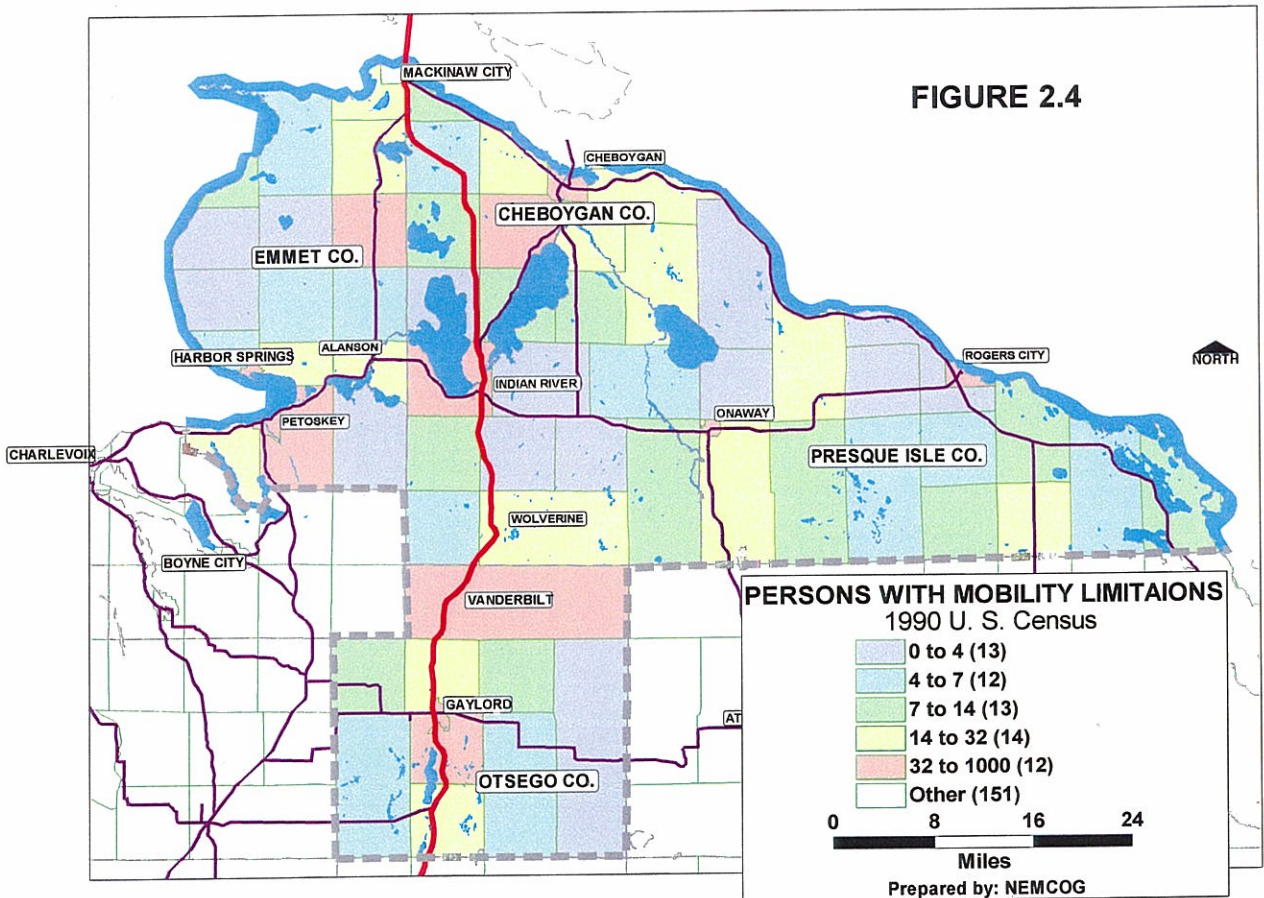
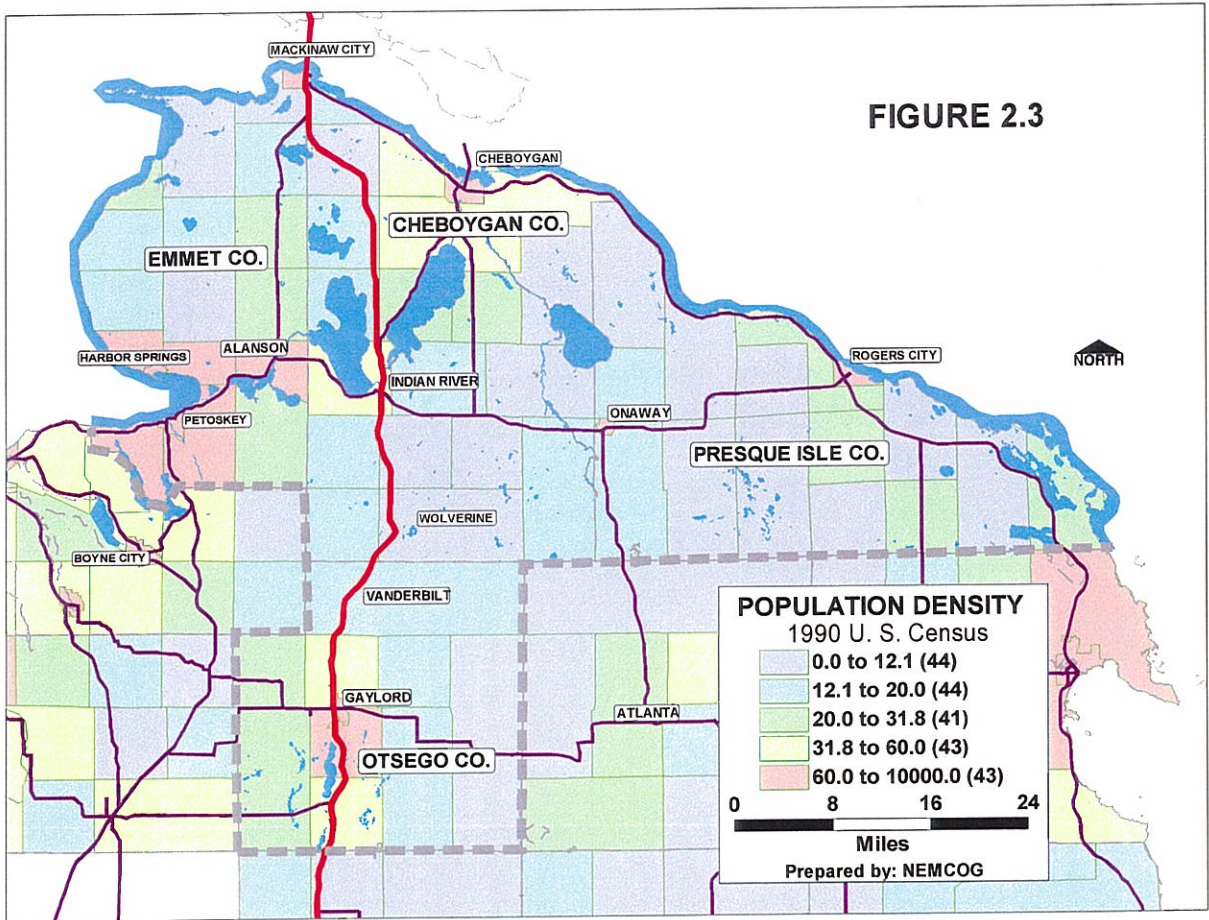


FIGURE 2.2





Vehicle Ownership

The 1990 Census Transportation Planning Package contains information on household size and vehicle ownership. **Figure 2.5** is a thematic map that shows the distribution of houses with no vehicle available. The cities of Petoskey, Harbor Springs, Gaylord, Cheboygan, Onaway, and Rogers City; and the townships of Bear Creek, Tuscarora, Inverness, Corwith (including Vanderbilt), and Bagley had high numbers of households with no vehicle available. In addition, *Emmet County had 552 households with no vehicle available, Cheboygan had 464 households, Otsego County had 366 households and Presque Isle County had 352 households with no vehicle available.*

Income

Income levels are another factor to consider when evaluating the need for public transit. **Figure 2.6** and **Table 2.5** present information on the median household for the project area counties and the State of Michigan. According to the Michigan Department of Management and Budget, Otsego County had the highest median household income in 1995.

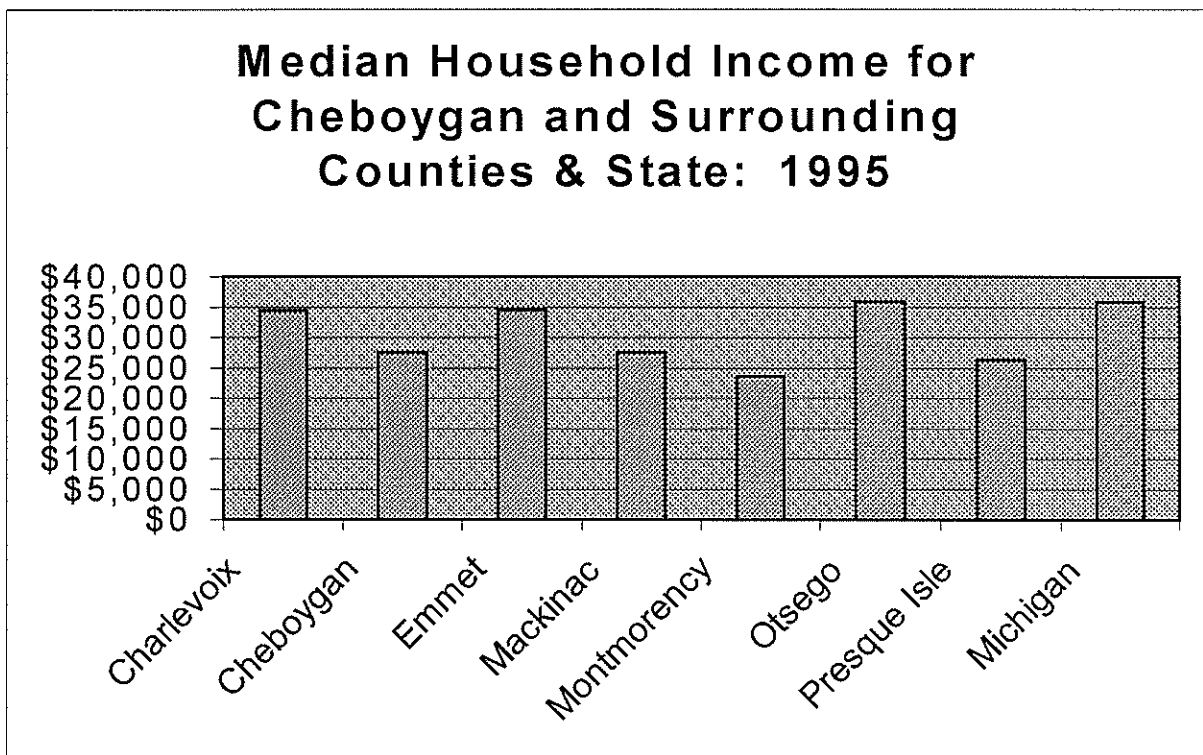


Figure 2.6: 1995 Median Household Income for Area Counties & State
Source: Michigan Department of Management & Budget Estimates: 1999

Unit of Government	1989 Median Household Income	1995 Median Household Income	% Difference
Cheboygan	\$21,006	\$27,622	+31.5%
Emmet	\$26,015	\$34,480	+32.5%
Otsego	\$26,356	\$35,935	+36.3%
Presque Isle	\$20,941	\$26,383	+26.0%
Michigan	\$31,020	\$35,940	+15.9%

Source: 1989 data - U.S. Bureau of the Census; 1995 data – Michigan Dept. of Management & Budget

Table 2.6 shows the per capita income for counties in the project area. According to this source Emmet County had the highest per capita income at \$24,159 and Presque Isle County had the lowest at \$15,783 for 1996. Figure 2.7 is a thematic map that depicts the median income levels for communities in the project area. This map show communities within the project area that have lower median income levels and as a result tend to have a higher need for public transit.

Unit of Government	1988	1992	1996
Cheboygan	\$12,106	\$14,628	\$18,330
Emmet	\$15,997	\$20,441	\$24,159
Otsego	\$13,512	\$16,093	\$19,847
Presque Isle	\$12,262	\$14,180	\$15,783
Michigan, non-metro. portion	\$12,725	\$15,350	\$18,594

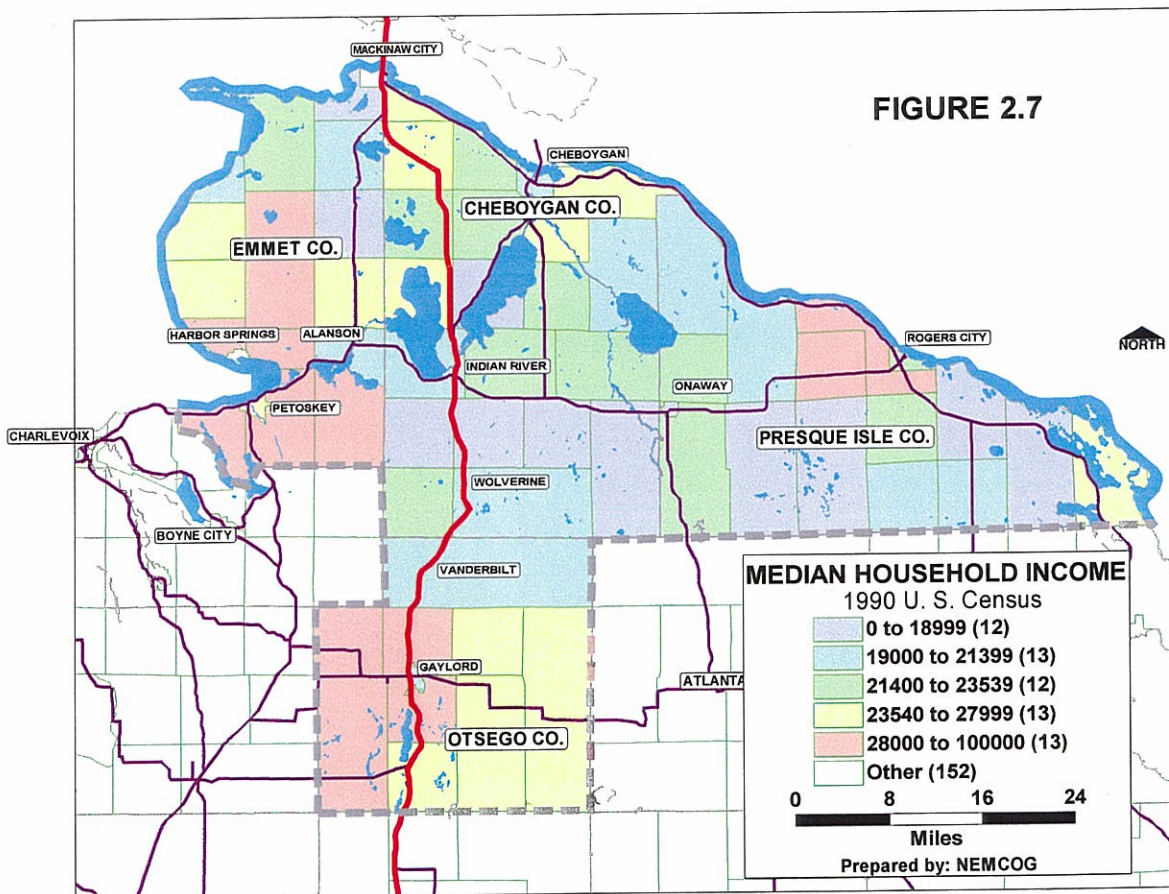
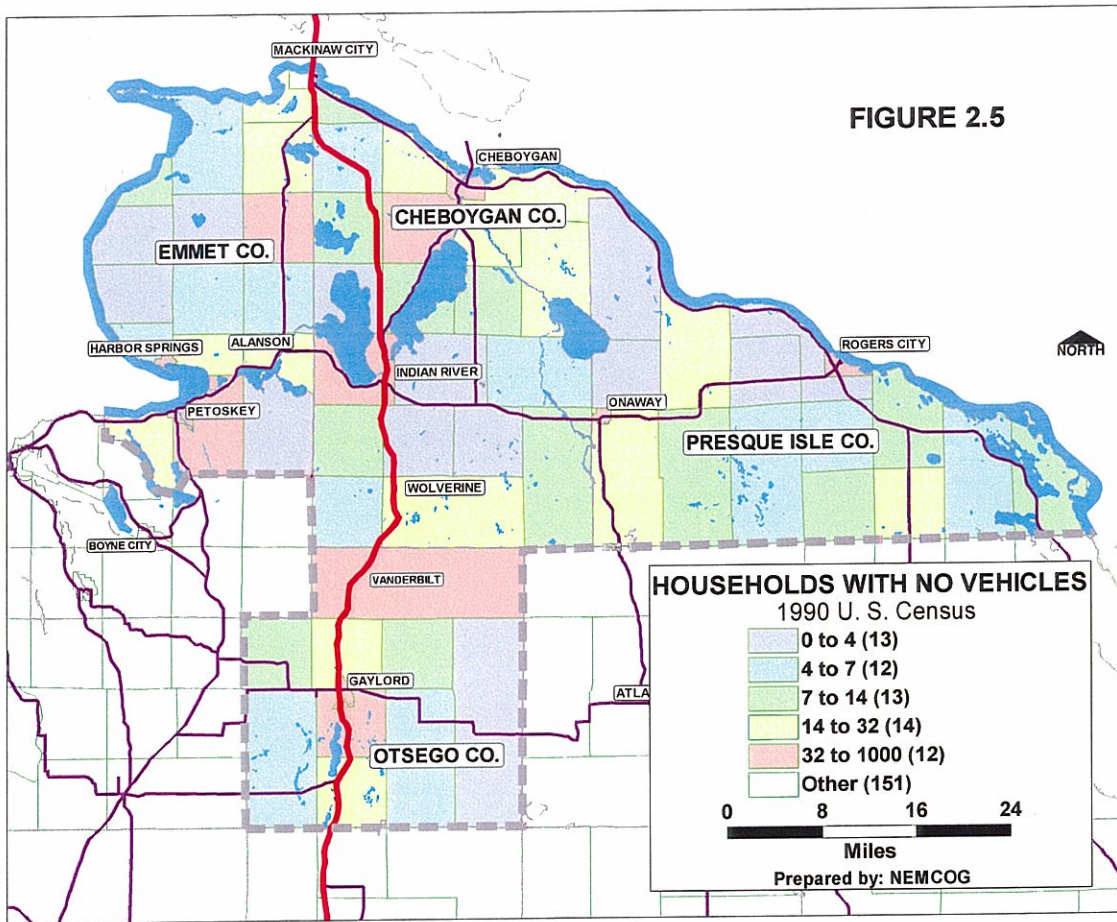
SOURCE: Regional Economic Information System, U.S. Dept. of Commerce, Economic & Statistics Admin, Bureau of Economic Analysis

Poverty Status

Poverty data estimates from the Michigan Department of Management and Budget (1995 figures), indicate that Cheboygan County had the second highest percentage of its population falling below the poverty line when compared to its neighboring counties (see Figure 2.8 and Table 2.7). In 1995, Cheboygan and Presque Isle Counties had percent poverty that were slightly higher than the State.

Counties	All Ages (#)	All Ages (%)	Ages 0-17 yrs. (#)	Ages 0-17 yrs. (%)
Cheboygan	3314	14.3%	1275	21.2%
Emmet	2567	9.2%	950	12.7%
Otsego	1902	8.9%	761	12.5%
Presque Isle	1919	13.2%	681	18.6%
Michigan	1225586	12.6%	517850	20.1%

Source: Michigan Department of Management & Budget – 1999



Poverty data for persons 65 years and older is only available for 1989 (1990 Census figures). Table 2.8 shows all counties in the project area had percent persons 65 years and older greater than the State.

Counties	All Ages (%)	Persons with related children < 18 yrs. (%)	Persons 65 yrs. old & over (%)
Cheboygan	15.6%	20.8%	15.8%
Emmet	8.5%	9.9%	11.9%
Otsego	9.5%	11.2%	11.4%
Presque Isle	14.7%	16.3%	17.8%
Michigan	13.1%	18.2%	10.8%

Source: U.S. Bureau of the Census – 1990

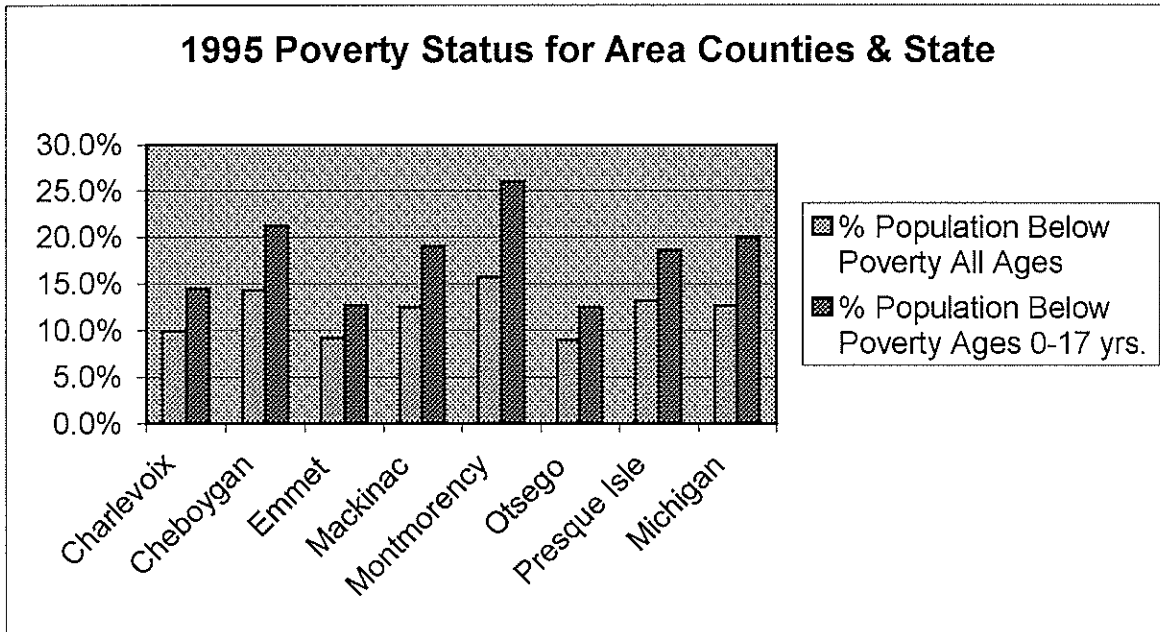


Figure 2.8: Poverty Status – 1995 for Project Area Counties & State
 Source: Michigan Department of Management and Budget-1999

Transportation Network

The roadway network in the project area consists of state highways (M-68, M-65, M-33, M-119, M-32, M-27, and M-211), US-23, US-31, US-131, I-75 and numerous county roads that connect communities and population centers. Major county roads include C-66, C-64, C-81, C-48, C-58, C-77, F-05, F-44, F-38, F-42, F-32, and F-21.

Trip Generators

Trip generators are considered activities or reasons that cause persons to leave their homes. These include work, education, shopping, recreation, and medical and dental appointments. Three communities in the study area, Cheboygan, Petoskey and Gaylord, tend to be regional draws for employment, medical, shopping, education and cultural activities. Information

gathered in this study clearly shows there large number of people living outside these communities that need to access the employment, medical, shopping, education and cultural opportunities and services. **Figure 2.9** shows the general locations of trip generators.

Regional employment centers include Alpena, Cheboygan, Mackinaw City, Petoskey, Harbor Springs and Gaylord. Employment opportunities also exist in other communities, although to a lesser degree than the above listed cities. Several large ski resorts within the study area offer seasonal employment. Employers can experience difficulties attracting and keeping new entry level workers. Sheltered workshops located in Cheboygan, Gaylord and Onaway provide employment opportunities for persons with disabilities. These people are typically transit dependent and need public transportation to and from work.

It is not unusual for a commuter's place of work to be twenty or more miles from home; some travel up to an hour to work. Transportation is generally by private vehicle and therefore, personal reliable transportation is necessity. Persons re-entering the work force or persons with disabilities may not have access to reliable transportation and therefore, do not have access to good jobs. Furthermore, affordable housing is not always available close to major employment centers.

All of the communities in the study area have schools, elementary, middle or high schools. The school transportation needs of public school are being met with area school bus systems. Students attending private schools rely on public transportation or family vehicles to get to and from school. Other significant school-related trip generators are extra-curricular activities such as athletic events and related practices. Persons seeking higher education can attend North Central Michigan Community College in Petoskey or travel outside the study area to Alpena Community College, Kirtland Community College, Northwestern Michigan College and Lake Superior State University. Satellite campuses, offering limited classes schedules, are located in Gaylord, Petoskey and Cheboygan. The Northeast Michigan Rehabilitation and Opportunity Center (NEMROC) in Onaway, and Crossroads Industries in Gaylord and Cheboygan are all major transportation generators.

There are senior centers located in Alanson, Gaylord, Harbor Springs, Levering, Mackinaw City, Pellston, Petoskey, Posen, Rogers City, Wolverine, Cheboygan, Johannesburg, Elmira and Vanderbilt. These senior centers are significant trip generators. Meals and social events along with organized programs such as health screening clinics and nutrition programs further magnify the need for persons to have reliable transportation to and from the centers.

Hospitals and medical facilities are significant transit dependent facilities. Medical clinics are located in Gaylord, Indian River, Onaway, Pellston, Petoskey, Rogers City, and Wolverine. Doctor offices Cheboygan, Gaylord, Harbor Springs, Indian River, Onaway, Pellston, Petoskey, Rogers City, and Wolverine. Dentist offices are located in Alanson, Cheboygan, Gaylord, Harbor Springs, Indian River, Mackinaw City, Onaway, Pellston, Petoskey, and Rogers City. Physical Therapists are located in Indian River, Petoskey, and Gaylord. The Rogers City Rehabilitation Hospital provides inpatient physical rehabilitation for strokes, neurological, trauma, orthopedic. However, for persons needing access to hospitals, medical specialists and dental specialists, it is necessary to travel to Cheboygan, Petoskey, Gaylord, Alpena or even Traverse City.

District Health Departments and Family Independence Agency offices, located in Petoskey, Gaylord, Cheboygan, and Rogers City, are major trip generators. Other trip generators are the County Courthouses also located in Gaylord, Petoskey, Cheboygan, and Rogers City.

Several adult care homes for the developmentally disabled and residents in need of skilled nursing care are located throughout the project area. Currently, services are provided from a number of sources, such as Community Mental Health, Councils on Aging, Thunder Bay Transportation, Otsego County Transit and Lifelink, to name a few. There are skilled nursing homes in Rogers City, Gaylord, Petoskey, Harbor Springs, and Cheboygan. These facilities are trip generators both for visitors and residents.

Residents of senior citizen and low income housing complexes frequently have need of public transportation, either because they no longer are able to drive or cannot afford a vehicle. Senior/low income housing can be found in several communities.

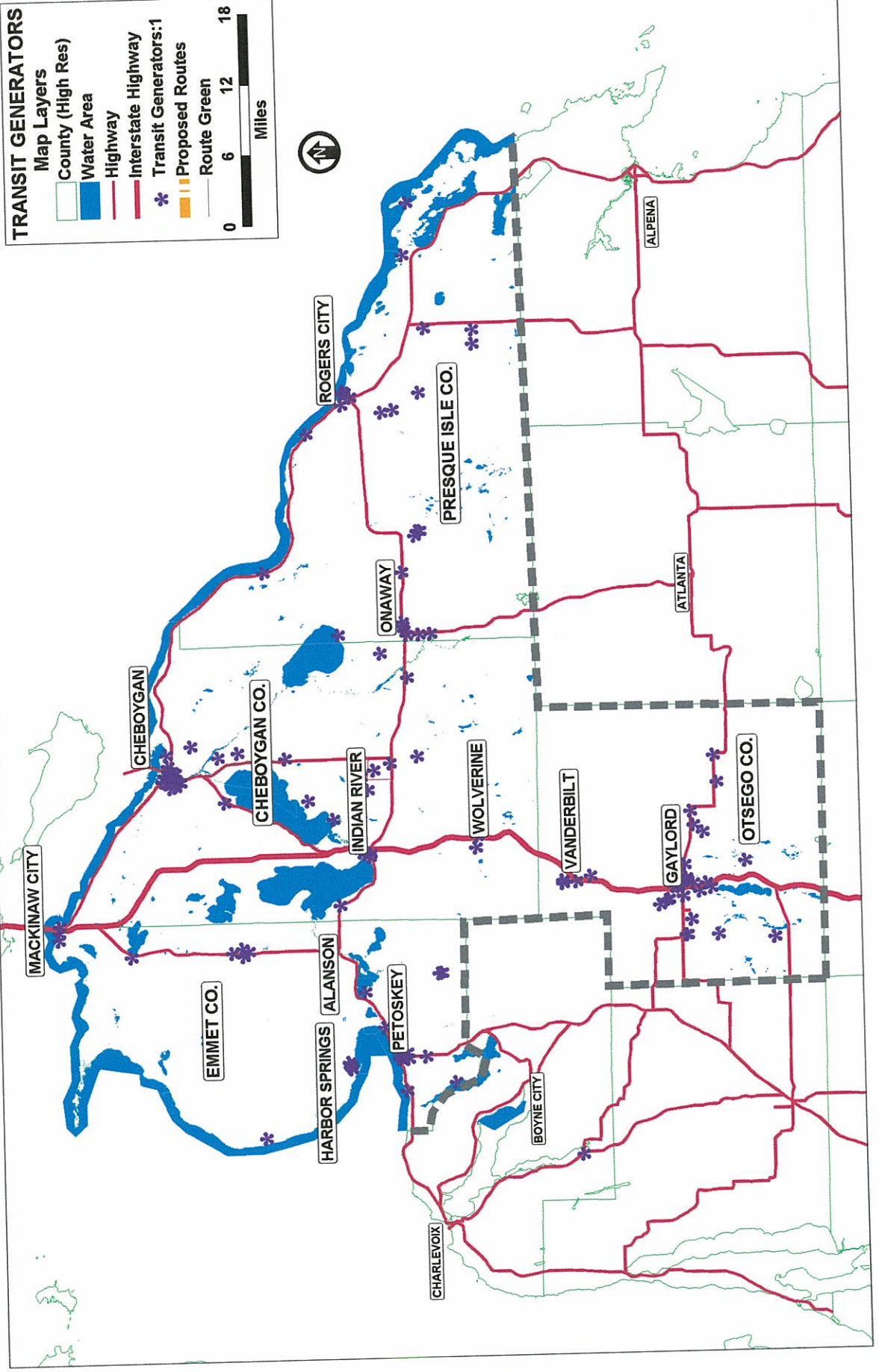
Residents presently shop for food and other day-to-day items in their communities. However, they increasingly travel outside their communities to shop a regional shopping areas such as Alpena, Cheboygan, Gaylord and Petoskey. There is a similar tendency for cultural and recreational events, with residents not only attending activities within their own communities, but also traveling to adjacent more urban areas for major cultural and recreational events. Examples of regional recreational facilities are the skating rink and Opera House in Cheboygan, Sports-plex in Gaylord, Kirtland Center for the Arts, state parks, and ski resorts.

TRANSIT GENERATORS

Map Layers

- County (High Res)
- Water Area
- Highway
- Interstate Highway
- Transit Generators:1
- Proposed Routes
- Route Green

0 6 12 18 Miles

Chapter 3 Existing Services

Background

There are a number of transportation service providers within the four county project area. Otsego County has a county-wide dial-a-ride public transit system. The other three counties operate bus systems through the Commission on Aging. While buses are open to general public usage, the primary focus of these systems is to service the elderly and handicapped population of each county. A number of agencies provide client based transportation services. These services include mileage reimbursement, volunteer drivers, and agency vehicles. In order to develop a regional grant application, it is necessary to conduct an inventory of existing services in the four county area.

The information sources for this report were obtained from several sources. Michigan Department of Transportation UPTRAN provided 1997-98 operational information for each MDOT funded transit system. Information was also obtained from the recently completed draft Presque Isle County Transportation Study, prepared by Wade-Trim, Inc. In addition, a questionnaire was sent to each bus system and several agencies.

Otsego County

The Otsego County Bus System is a countywide demand response transit system. The operation was established in 1978 as a demand-response system serving area seniors and persons with disabilities. In 1980 the system became countywide public transit system serving all county residents.

Service Information

The bus system operates Monday through Friday, from 6 a.m. to 6 p.m. Peak usage times are 6 a.m. to 9 a.m. and 3 p.m. to 6 p.m. which are work related trips. The usage remains relatively constant each day of the week. However, from September to June, due to transportation of schools kids, there is a higher daily ridership. Records indicate student ridership of 1500 per month during these months.

All of Otsego County is serviced by the system. While riders are transported throughout the county, the major trip origins and destinations are in the greater Gaylord area. Major trip destinations include Crossroads Industries, a sheltered workshop; Otsego Memorial Hospital; doctor and dentist offices; Kmart and Wal-Mart; grocery stores; KBYTE, Standard Products, and Georgia Pacific; and schools. The total miles driven in 1998 are 342,273 miles.

Fleet Information

Otsego County Bus System has a fleet of 13 buses. Eleven of the buses are 21 passenger and two of the buses are seven passenger. All vehicles are equipped with wheelchair lifts. The buses are in excellent operating condition.

Ridership

In 1998 the estimated daily ridership (one-way trips) was 400 persons. The annual ridership, again calculated as one way trips was 90,423 persons. According to a MDOT report 60 percent or 55,131 persons were elderly and or disabled persons.

Funding Sources

The funding sources for fiscal year 2000 include: state and federal - \$650,000; Local millage \$193,000; advertising - \$25,000; and ridership fares - \$140,000. Total estimated available funds for the year 2000 will be \$1,008,000.

Cheboygan County

Cheboygan County Council on Aging (CCCOA) operates a countywide bus system. The system focuses on serving the needs of seniors and handicapped individuals. The area of coverage includes all of Cheboygan County and Wawatam, Carp Lake and Bliss Townships in Emmet County. CCCOA receives capital assistance through the state/federal 16(b)2 program and operational costs are partially funded through the Specialized Service program at MDOT. Buses operate out of Senior Centers located in Cheboygan, Wolverine and Mackinaw City.

Service Information

The buses assigned to the Cheboygan Center and Wolverine Senior Center operate Sunday through Thursday. The buses assigned to the Mackinaw Center operate Sunday, and Tuesday through Friday. The hours of operation are 9:00 a.m. to 3:00 p.m. for Cheboygan and 2:00 p.m. to 6:00 p.m. for Wolverine and Mackinaw City. The primary service operation is transporting seniors to and from the three Senior Centers. Users pay \$1.00 per ride. Primary out of county destinations are casinos in the upper peninsula and Traverse City area. Also, the buses are used to take short trips to other counties to visit neighboring senior centers. CCCOA is under contract with Crossroads to transport persons to the Crossroads sheltered workshop in the City of Cheboygan. CCCOA has a 6-month contract with Northeast Michigan Consortium to transport persons from Cheboygan to Mackinaw City for employment purposes.

Fleet Information

CCCOA operate eight buses and one club van. The buses are all equipped with wheel chair lifts and are either 10+2 wheel chairs or 12+2 wheel chairs. The Ford Club Van does not have a wheel chair lift. Vehicles are kept on a maintenance schedule according to State of Michigan requirements. Three of the vehicles, including the club van, are scheduled for replacement.

Ridership

In 1998 the estimated daily ridership (one-way trips) was 30 persons. The annual ridership, again calculated as one way trips was 9,290. According to a MDOT report 100 percent of the riders were elderly and or disabled persons.

Funding Sources

The funding sources include: state and federal - \$49,039; contract with Crossroads \$11,016; grant from Northeast Michigan Consortium - \$16,150; and ridership fares - \$2,326. Total estimated available funds for the year 1999 are \$78,531.

Presque Isle County

Presque Isle County Council on Aging (PICCA) operates a county-wide bus system. The system focuses on serving the needs of seniors and handicapped individuals, although general public may ride the buses. The area of coverage includes all of Presque County. Council on Aging receives capital assistance through the state/federal 16(b)2 program and operational costs are partially funded through the Specialized Service program at MDOT and a county-wide millage. Buses operate out of the Senior Center located north of Posen.

Service Information

According to the recently completed Presque Isle County Transportation Study, prepared by Wade-Trim, Inc., PICCA provides a demand/response service. Buses transport passengers to medical appointments, shopping and personal errands for in-town Rogers City appointments Tuesday through Thursday from 8:00 a.m. to 4:00 p.m. and Friday mornings. A bus transports seniors to the Onaway Senior Center for meals on Tuesday and Thursday, and to the Posen Senior Center on Wednesdays.

PICCA provides monthly trips out of county for medical appointments, shopping and errands. On the first Monday of each month, a bus transports people to Cheboygan, on the second and fourth Mondays to Alpena and on the third Monday to Petoskey. Buses are made available to adult foster care homes and senior resident homes. transportation is also provided for special trips, parties at senior centers and meals at local restaurants. On Tuesdays, students from the Presque Isle County Children's House are transported to the library for story hour. Passengers are asked to donate \$1.00 for in county trips and more for out county trips.

Fleet Information

PICCA operates three buses, all equipped with wheel chair lifts. Two of the buses are in good operating condition and are kept on a maintenance schedule according to State of Michigan requirements. The third bus in need of repair is used only as a back-up.

Ridership

In 1998 the estimated daily ridership (one-way trips) was 44 persons. According to a MDOT report from October 1997 to September 1998, the annual ridership was 7,643. Of this amount, 90 percent of the riders were elderly and or disabled persons.

Funding Sources

The funding sources include: state and federal - \$37,000; county millage \$7,000 - \$10,000 and other \$5,000 - \$6,000.

Emmet County

Friendship Centers of Emmet County operates a countywide bus system. The system focuses on serving the needs of seniors and handicapped individuals, although anyone can ride if space is available. The area of coverage includes all of Emmet County. Friendship Center receives capital assistance through the state/federal 16(b)2 program and operational costs are partially funded through the Specialized Service program at MDOT and a county millage.

Service Information

The buses operate Monday through Friday, 8:30 a.m. to 5:00 p.m. Peak usage times are 10:00 am. to 11:30 a.m. and 1:00 p.m. to 3:00 p.m. Peak days of the week are Tuesday and Thursday. The usage has a seasonal nature with September through May having higher usage due to school related trips. The primary service operation is transporting seniors to and from the Friendship Centers. Riders are picked up at their homes and transported for medical appointments, shopping, and personal appointments.

Fleet Information

Friendship Centers operate six vehicles, one van and five buses. Four of the vehicles are equipped with wheel chair, however, only one is fully operational. Vehicles are kept on a maintenance schedule according to State of Michigan requirements. All but one vehicle are in good operating condition.

Ridership

In 1998 the estimated daily ridership (one-way trips) was 60 to 100 persons. The annual ridership, again calculated as one way trips was 20,000 to 25,000. According to a MDOT report from October 1997 to September 1998, the annual ridership was 27,881. Of this amount, 92 percent of the riders were elderly and or disabled persons.

Funding Sources

The funding sources include state, federal and a county millage.

Family Independence Agencies

FIA use a volunteer driver program for transporting clients. Agencies do not own buses. Only persons eligible for FIA programs can receive these services. There is no charge for persons to be transported under the volunteer driver program. Charlevoix-Emmet FIA spend about \$8,700 per year and Presque Isle County FIA spends \$10,000 to \$11,000 per year. People living in Otsego County are able to use the County bus system.

Crossroads Industries, Inc.

Crossroads Industries operates sheltered workshops in Gaylord and Cheboygan. These programs provide employment opportunities for developmentally disabled adults. While Crossroads does not operate vehicles to transport clients, it does contract for services. The Otsego County Bus System, under contract with Crossroads Industries, transport about 50 people per day to the Gaylord workshop. In Cheboygan County, Crossroads Industries contracts with a number of sources such as home providers, Council on Aging, private taxies etc. to transport people to the Cheboygan workshop. Approximately \$70,000 is expended annually to transport people within Cheboygan County.

Chapter 4

Regional Transportation Goals

Earlier sections of this study detailed existing conditions within the study area. Based in this information, the Northern Michigan Regional Transit Planning Committee developed goals for a regional, multi-county transit system.

Goals

- Provide access to essential destinations within the study area for all residents, particularly the transit dependent population which includes low income, elderly and persons with disabilities.
- Establish flexible inter-county bus routes that connect communities and operate on schedules with fixed stops Monday through Friday. Design routes and times to focus on employment, medical and human service trips.
- Provide a service that meets the minimum public demand for public transportation.
- Design a system that delivers reliable and timely service.
- Use safe, reliable and efficient vehicles, equipped with wheelchair lifts.
- Provide a service that is affordable to state and local government, agencies and users; and is managed in a stable and professional manner to minimize operational costs.
- Coordinate with existing public transportation systems within the region to assure the regional and local services complement each other.
- Coordinate the use of existing transit facilities to minimize start-up costs and maximize operational efficiency.
- With the support of counties in the study area, develop and submit an application for a regional transit system to the Michigan Department of Transportation.
- Maximize federal, state, local, foundation, private, and agency financial participation to fund capital and operational expenditures.
- Develop an interest in ridership through education and advertising.

Chapter 5 Recommended Regional Transit System

Given the large coverage area, 2,400 square miles, and limited available resources, a door-to-door regional dial-a-ride system is not feasible. With this in mind, a system based on flexible routes connecting communities and providing needed inter-county transportation has been developed. The service recommendations have been developed to focus on those areas with the highest needs and highest concentrations of people typically dependent on public transportation, i.e. low income, elderly, low household vehicle ownership and mobility-handicapped (physical and mental). Existing county transit systems would continue to function independently and serve as feeders to the regional system.

Trip origins focus on areas where transit dependents live. Trip destinations focus on sites where transit dependents need to access for a wide array of purposes. Sites include: medical/health care facilities; educational/training facilities; employment centers; major stores and commercial districts and social/recreational sites. The intention of the regional system is to eliminate barriers to accessing services for the transit dependent population of the region. At issue is maintaining and improving the "Quality of Life" for an important and growing segment of our population.

This section will provide information on the proposed regional transit system including, conceptual routes; employee wages and benefits; projection of fares, passengers and revenues; fuel and other miscellaneous expenses; capital costs; overall budget estimates and suggested administrative structure.

Proposed Routes

Five routes have been identified in the multi-county study. It is understood these routes are a starting point and route alterations will likely occur after the system is up and running. The proposed routes are also dependent upon support of local communities and development of inter-local agreements between counties.

Route 1

Leaves Sand Road facility at 7:00 am. - through City of Cheboygan north on US 23 to Mackinaw City, south on US 31 to Pellston, on to Alanson, from Alanson east on M 68 to Indian River, north on Old US 27 to City of Cheboygan arriving at Crossroads Industries by 9:00 am.

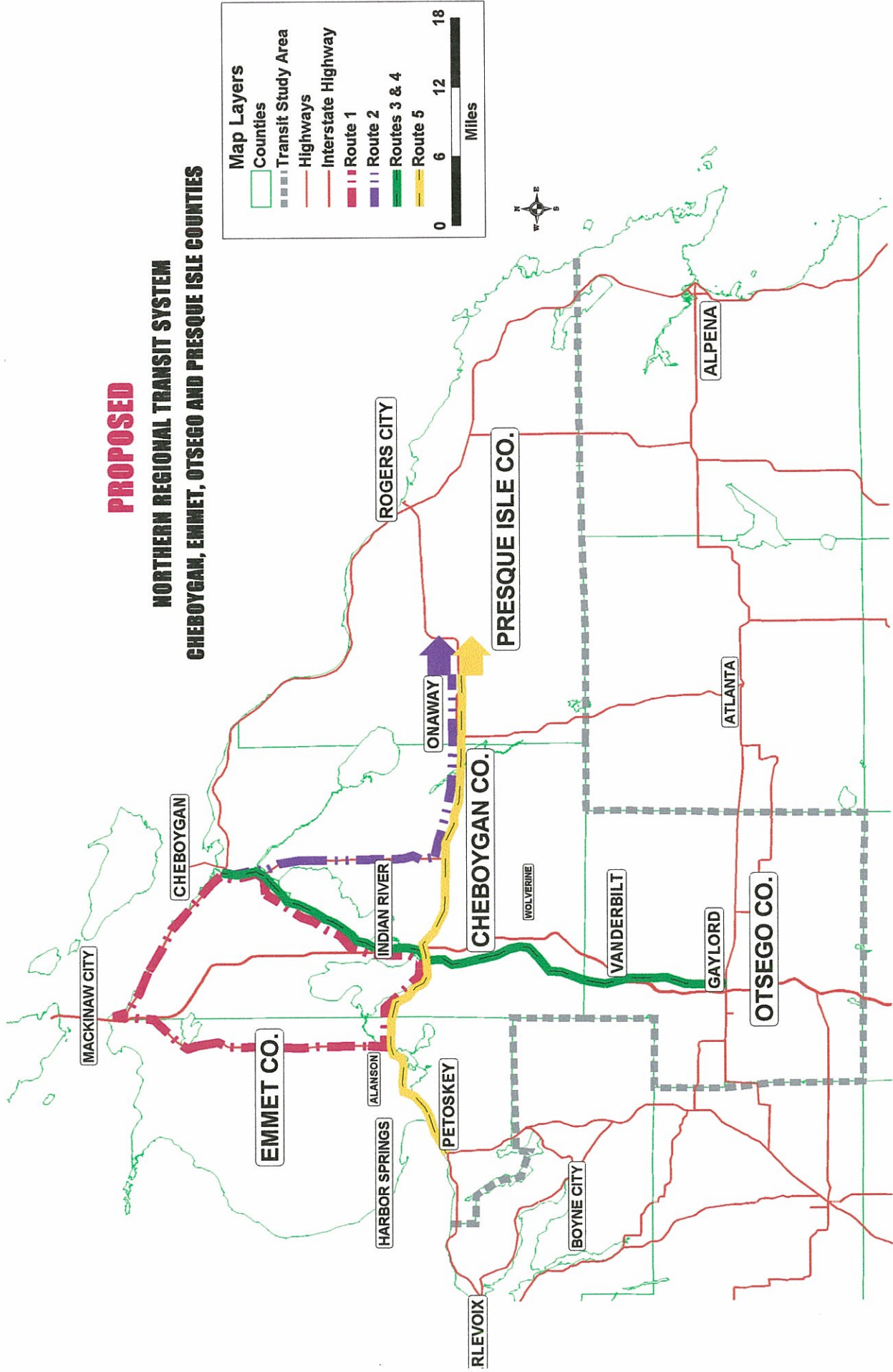
Second trip made in reverse, starting at Crossroads at 3:00 p.m. and returning to the Sand Road facility by 5:00 p.m.

Route 2

Leaves Onaway at 7:30 am traveling west on M 68 to Fingerboard Corners (M 68 & M 33) to the East Mullett Lake area, and on north to City of Cheboygan arriving at Crossroads Industries by 9:00 am. Second trip made in reverse, starting at Crossroads at 3:00 p.m. and returning to Onaway by 5:00 p.m.

PROPOSED

NORTHERN REGIONAL TRANSIT SYSTEM CHEBOYGAN, EMMET, OTSEGO AND PRESQUE ISLE COUNTIES



Route 3

Leaves the City of Cheboygan at 7:00 am, 11:00 am and 5:00 p.m., traveling south on Old US 27 to Indian River. From Indian River Bus continues south on I 75 to Gaylord, with stops at Wolverine and Vanderbilt, and arrives in Gaylord by 9:00 am, 1:00 p.m. and 7:00 p.m.

Route 3 bus and Route 4 bus exchange drivers at half way point and return to point of departure.

Route 4

Leaves Gaylord at 7:00 am, 11:00 am and 5:00 p.m., traveling north on I 75 with stops at Vanderbilt, Wolverine and Indian River, from Indian River, bus travels north on Old US 27 and arrives in the City of Cheboygan by 9:00 am, 1:00 p.m. and 7:00 p.m.

Route 3 bus and Route 4 bus exchange drivers at half way point and return to point of departure. An alternative to both Routes 3 & 4 may be to travel exclusively along Old US 27.

Route 5

Vehicle leaves Onaway at 8:00 am traveling west on M 68 to Petoskey, arriving by 9:00 am. A return trip is made at 4:00 p.m. *This route runs 3 times each week.*

Projected Mileage

<u>Route</u>	<u>Miles/Day</u>	<u>Miles/Year</u>
<u>Route 1</u> Each run is approximately 100 miles. (Two runs per day) (260 days/year)	200	52,000
<u>Route 2</u> Each run is approximately 40 miles. (Two runs per day) (260 days/year)	80	20,800
<u>Route 3</u> Each run is approximately 100 miles. (Three runs per day) (260 days/year)	300	78,000
<u>Route 4</u> Each run is approximately 100 miles. (Three runs per day) (260 days/year)	300	78,000

Year Three

<u>Routes</u>	<u>Fare</u>	<u>Est. Pass./Day</u>	<u>Est. Revenues</u>
Route 1	\$3.00	31	\$24,180
Route 2	\$3.00	31	\$24,180
Route 3	\$3.00	28	\$21,840
Route 4	\$3.00	28	\$21,840
Route 5	\$3.00	16 (3 times/week)	\$ 7,488

Estimated Total Farebox For Year Three **\$99,528**

Optional: \$75.00 per month pass.

Capital Requests

Capital costs for operating a regional transit system are covered by a 100 percent state and federal grant.

5 Buses (4 operating with 1 back-up)

4 Medium Duty, 25ft. 14+2 seats @ \$84,500 each.....	\$338,000
1 Medium Duty, 29ft. 22+2 seats.....	\$88,250
1 5+1 Passenger Van.....	\$35,000
1 Base Station.....	\$17,500
7 Cellular Phones @ \$600 per phone..... (With 2-way capabilities)	\$ 4,200
5 Bike Racks @ \$600 per rack.....	\$ 3,000
Computer system and related software.....	\$ 6,500
Total Estimated Capital Requests	\$492,450

Projected Operations Costs

Under the Michigan Department of Transportation's Regional Transit Program, State and Federal grant dollars cover a portion of the qualified operations costs. The first year 70% is covered, the second year 60% is covered and the third and subsequent years 50% of the system qualified operational costs are covered by the grant. The balance of the operational costs are taken up by farebox revenues, contracts and local match.

Employee Wages & Benefits

	1 st Year	2 nd Year	3 rd Year
<u>4 Drivers (FT - 2080hrs/yr)</u>	<u>\$8.00/hr</u>	<u>\$9.00/hr</u>	<u>\$10.00</u>
Wages	\$16,640	\$18,720	\$20,800
Fringe Benefits (Approx. 40%)	\$ 6,656	\$ 7,480	\$ 8,320
Sub-total:	\$23,296	\$26,200	\$29,120
Total: (4X)	\$93,154	\$104,800	\$116,480
<u>4 Drivers (PT - 1040hrs/yr)</u> (No Fringe Benefits)			
Wages	\$ 8,320	\$ 9,360	\$10,400
Total: (4X)	\$33,280	\$37,440	\$41,600
<u>1 Dispatcher (FT - 1950hrs/yr)</u>	<u>\$9.00</u>	<u>\$9.50</u>	<u>\$10.50</u>
Wages	\$17,550	\$19,500	\$20,475
Fringe Benefits (Approx. 40%)	\$ 7,020	\$ 7,800	\$ 8,190
Total:	\$24,570	\$27,300	\$28,665
<u>1 Dispatcher (PT - 1300hrs/yr)</u> (No Fringe Benefits)			
Total:	\$11,700	\$13,000	\$13,650
<u>1 Bookkeeper (PT - 1040hrs/yr)</u>	<u>\$9.00</u>	<u>\$9.50</u>	<u>\$10.00</u>
Wages	\$ 9,360	\$ 9,880	\$10,400
Fringe Benefits (Approx. 40%)	\$ 3,744	\$ 3,952	\$ 4,160
Total:	\$13,104	\$13,832	\$14,560
<u>1 Manager</u>			
Wages	\$20,000	\$15,000	\$10,000
Fringe Benefits (Approx. 40%)	\$ 8,000	\$ 6,000	\$ 4,000
Total:	\$28,000	\$21,000	\$14,000
<u>Mechanic (PT - 1040hrs/yr) @</u> (No Fringe Benefits)	<u>\$9.00</u>	<u>\$9.50</u>	<u>\$10.00</u>
Total:	\$ 9,360	\$ 9,880	\$ 10,400
Total Wages	\$213,168	\$227,252	\$239,355

Fuel And Other Miscellaneous Expenses

244,400 (rounded to 250,000) miles per year divided by 9 miles/gal.(27,778 gallons) X \$0.80/gal. (Commercial diesel fuel) = \$22,222/year fuel costs.

Office and dispatching space rental:

12' X 15' room = 180 sq. ft. @ \$8.00/sq ft = \$1,440/year or \$120/ month.

Overall Operations Budget Estimates

	<u>Year One</u>	<u>Year Two</u>	<u>Year Three</u>
Estimated Total Operational Expenses	\$312,000	\$324,000	\$355,000
Estimated Revenues			
State:	\$218,400 (70%)	\$194,400 (60%)	\$177,500 (50%)
Farebox:	\$ 59,280	\$ 74,724	\$ 99,528
Contracts & Local Match:	\$ 34,320	\$ 54,876	\$ 77,972

Administrative Structure

The recommended regional bus system is designed to transport people between communities with the buses crossing county lines. All of the counties being serviced by the regional system will need to provide letters of support with one county actually filing the regional transit grant application. During the start-up period, a multi-county transit committee, with representatives from each county board, local municipality and agency participating in the program, would function as the administrative oversight committee. It is further recommended the committee should formally organize under P.A. 196 and establish a regional transit authority to support long term operations of the regional system.