

Coordinated Mobility Plan: Prosperity Region 1

Counties

Alger
Baraga
Chippewa
Delta
Dickinson
Gogebic
Houghton
Iron
Keweenaw
Luce
Mackinac
Marquette
Menominee
Ontonagon
Schoolcraft



FINAL REPORT

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Prepared by
KFH Group, Inc.
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This plan is a component of a Veterans Transit Community Living Initiative (VTCLI) grant through the Federal Transit Administration (FTA). Michigan 2-1-1 and the Michigan Department of Transportation's (MDOT) Office of Passenger Transportation led a statewide transportation study to identify regional gaps in mobility, particularly for people with limited transportation options such as veterans, older adults, individuals with disabilities and people with lower incomes. The result of the statewide study is ten coordinated mobility plans based geographically on Governor Snyder's Prosperity Initiative. This is the Coordinated Mobility Plan for Prosperity Region 1.

The statewide study built upon efforts by MDOT and Regional Planning Agencies and Metropolitan Planning Organizations to document what is known about regional transit mobility. These efforts were in response to the Governor's special message to the legislature on the topic of aging, titled "Making Michigan a Great Place to Live Well and Age Well".

Advisory Committee

The statewide transportation study was guided by the following advisory committee:

Tom Page, Michigan 2-1-1
Scott Dzurka, Michigan Association of United
Ways
Maricela Alcalá, Gryphon Place 2-1-1
Andy Brush, Michigan Dept of Transportation
Gale Capling, Clinton Area Transit System
Felicia Cross, City of Livonia
Corey Davis, Muskegon Area Transit System
Sarah Green, The Rapid
Hassan Hammoud, United Way for
Southeastern Michigan Authority
Vanessa Hansle, Ann Arbor Transportation

Clark Harder, Michigan Public Transit
Association
Donna McDowell, City of Livonia
MaLissa Schutt, Shiawassee Area
Transportation Agency
Valerie Shultz, Michigan Dept of
Transportation
Sheryl D. Thompson, Michigan Dept of Health
and Human Services
Linda Tokarski, Gryphon Place 2-1-1
Sherri Vainavicz, Heart of West Michigan
United Way

Regional Assistance

Eastern Upper Peninsula Regional Planning & Development Commission (EUPRPDC), Central Upper Peninsula Planning & Development Regional Commission (CUPPAD), and Western Upper Peninsula Planning & Development Region (WUPPDR) provided assistance throughout the development of this plan, including reviewing interim documents and helping to coordinate outreach efforts.

Input from a wide range of stakeholders was a key component in the study. Special thanks to the stakeholders who participated in a regional workshop and provided input throughout the planning process. Their input was especially beneficial in the assessment of transportation needs in the region, and in the development of potential strategies, activities and projects to improve mobility. In addition, appropriate information and pictures were obtained from the websites of some regional stakeholders.

Consultant Team

KFH Group, Inc. conducted outreach efforts, facilitated the regional workshop and led the development of this regional plan.

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Chapter 1

Background

INTRODUCTION

Michigan 2-1-1 is a free, confidential service that provides information and referral to transportation services, health and human services, community preparedness, and crisis information. A program of the Michigan Association of United Ways (MAUW), Michigan 2-1-1 works with eight regional 2-1-1 providers on a shared/common delivery platform to connect Michiganders with over 7,800 agencies offering over 29,000 services across the State.

With funding from a Veterans Transit Community Living Initiative (VTCLI) grant through the Federal Transit Administration (FTA), Michigan 2-1-1 and their partners are developing the joint capacity to provide One-Call/One-Click service to Michigan residents to assist with individual trip planning and to address transportation barriers limiting opportunities for employment, health care, recreation and other personal needs. The VTCLI grant, supplemented with state and federal funding administered by the Michigan Department of Transportation's (MDOT) Office of Passenger Transportation, involved a statewide transportation study to identify regional gaps in mobility, particularly for people with limited transportation options such as veterans, older adults, individuals with disabilities, and people with lower incomes. The study also involved identifying actions that can be taken by local transportation providers and Michigan 2-1-1 to increase regional mobility.

Input from a wide range of stakeholders was a key component in the study. Outreach efforts were based on Governor Snyder's Regional Prosperity Initiative that established ten regions to create a better structure for collaboration. Workshops were conducted in each region, and provided the opportunity to discuss transportation needs and to obtain input on potential strategies, projects, and services to improve regional mobility.

The result of the statewide transit study is coordinated mobility plans based geographically on the Governor's Prosperity Initiative. This is the Coordinated Mobility Plan for Prosperity Region 1 that includes Alger, Baraga, Chippewa, Delta, Dickinson, Gogebic, Houghton, Iron, Keweenaw, Luce, Mackinac, Marquette, Menominee, Ontonagon, and Schoolcraft Counties. The region is shown in Figure 1-1.

BUILDING UPON THE GOVERNOR'S SPECIAL MESSAGE ON AGING

The statewide transit study built upon efforts to document what is known about regional transit mobility. On June 2, 2014, Governor Snyder released a special message to the legislature on the topic of aging, titled "Making Michigan a Great Place to Live Well and Age Well". The special message included the following language regarding access to transportation: "Michiganders, including many older adults, need regional mobility and transit providers need to become more regionally focused. This is both an urban and rural issue."

In his message the Governor asked MDOT to partner with Metropolitan Planning Organizations (MPO) and Regional Planning Agencies (RPA) across the State to work on the issue of regional transit mobility. Subsequently, MDOT worked with MPOs and RPAs to undertake a planning effort that documented what is known about the need for regional transit mobility and the ability for customers to use current transit services for cross county or cross system trips. Information from the reports that resulted from this planning effort has been appropriately incorporated into this regional plan.

MEETING THE FEDERAL COORDINATED TRANSPORTATION PLANNING REQUIREMENTS

On July 6, 2012, President Obama signed into law Moving Ahead for Progress in the 21st Century (MAP-21) that went into effect on October 1, 2012. This legislation continued coordinated transportation planning requirements for the Section 5310 Program administered by FTA. The purpose of the Section 5310 Program is to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

This Coordinated Mobility Plan is designed to meet the coordinated transportation planning requirements. Along with those in other regions, it ensures that the entire State of Michigan is covered by plans that meet federal requirements. Each of the plans incorporates the four required elements:

- 1) An assessment of available services that identifies current transportation providers (public, private and nonprofit).
- 2) An assessment of transportation needs for individuals with disabilities and seniors. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service.
- 3) Strategies, activities, and/or projects to address the identified gaps between current services and needs, and opportunities to achieve efficiencies in service delivery.
- 4) Priorities for implementation based on resources (from multiple program sources), time and feasibility for implementing specific strategies and/or activities identified.

Guidance from FTA on the coordinated transportation planning process is included in Appendix A.

During development of this plan President Obama signed the 'Fixing America's Surface Transportation Act', or the 'FAST Act'. The FAST Act serves as the authorizing legislation for future funding for Section 5310 and other FTA funding programs. While FTA has yet to issue updated guidance related to the coordinated transportation planning requirements, it appears there are no changes in the FAST Act legislation that would impact the current requirements. The implementation of the FAST Act should be monitored so that any modifications to the current requirements can be considered for future updates of this plan.

The FAST Act legislation includes a new discretionary pilot program for innovative coordinated access and mobility - open to Section 5310 recipients and subrecipients – to assist in financing innovative projects for the transportation disadvantaged that improve the coordination of transportation services and non-emergency medical transportation (NEMT) services. This program could include the deployment of coordination technology, or projects that create or increase access to community One-Call/One-Click Centers. The implementation of this program should be monitored for possible future funding opportunities that would support the strategies included in this plan.

A BLUEPRINT FOR THE FUTURE

This plan is consistent with FTA coordinated transportation planning guidance that encourages broad efforts that incorporate activities offered under a variety of transportation programs sponsored by federal, state, and local agencies to greatly strengthen its impact. Taking into account the VTCLI grant, efforts through the Governor’s Special Message on Aging, and the Section 5310 coordinated transportation planning requirements, this plan takes a wide approach and includes information on a variety of transportation services offered in the region. This plan also provides strategies and potential projects beyond public transit services.

The Coordinated Mobility Plan for Prosperity Region 1 is therefore designed to serve as a blueprint and a practical document for future discussions and efforts in the region to improve regional mobility, especially for veterans, older adults, people with disabilities, people with lower incomes, and young people without access to transportation. However, this plan is not directly connected to any additional funding programs or sources, and does not obligate any agencies or organizations at the local, regional or state level to fund services included in the plan. Additional assessment would be needed to determine the costs and benefits prior to pursuing any of these recommendations and implementation would require re-allocation of existing financial resources.

PLAN CONTENTS

The Coordinated Mobility Plan for Prosperity Region 1 is presented in the following order:

- **Chapter 1** (this chapter) provides background information on planning process.
- **Chapter 2** discusses the outreach process and the involvement of regional stakeholders in the coordinated mobility planning process.
- **Chapter 3** provides a review of recent plans and studies in the region that are relevant to the study process or provide information on community transportation needs. This includes reports produced by RPAs and MPOs on what is known about the need for regional transit mobility
- **Chapter 4** provides an assessment of the transportation needs in the region based on qualitative data (input on needs from key stakeholders).

- **Chapter 5** provides an assessment of transportation needs in the region through quantitative data (U.S. Census and American Community Survey).
- **Chapter 6** provides an inventory of current transportation services in the region.
- **Chapter 7** presents strategies and potential projects to meet transportation needs as identified and prioritized by regional stakeholders.
- **Chapter 8** discusses proposed on-going arrangements in the region to continue the momentum from the coordinated mobility planning process.
- **Chapter 9** provides the process for approval of this coordinated transportation plan.
- **Appendices A, B and C** provide various documents relevant to the planning process and noted throughout this plan are included in the appendix.

Chapter 2

Outreach and Planning Process

INTRODUCTION

This chapter discusses outreach efforts for the Michigan Statewide Transit Plan and the involvement of regional stakeholders in the coordinated mobility planning process. Federal coordinated planning guidance served as the foundation in the development of a broad approach that provided the opportunity for a diverse group of organizations to be involved.

REGIONAL WORKSHOPS

The outreach process for the Michigan Statewide Transit Study involved regional workshops that provided the opportunity to engage a variety of stakeholders, to confirm transportation needs, and to discuss potential strategies, projects, and services to improve regional mobility. With assistance from regional planning agencies and input from the project advisory committee, ten workshops were scheduled for September, 2015 based on the Governor's Prosperity Regions.

Recognizing that some stakeholders would have interest in multiple workshops the marketing for the workshops was conducted through a statewide outreach effort that highlighted the workshop in Prosperity Region 1 and those in the other nine regions. A statewide invitation list was developed that included various agencies organizations familiar with transportation issues, especially in regard to veterans, people with disabilities, older adults, and people with lower incomes. Collectively the invitation list was distributed to over 350 stakeholders. These stakeholders were encouraged to pass the invitation along through their contact lists to help ensure an even broader outreach effort. Ultimately the invitation to the regional workshops was distributed to:

- Transportation planning agencies
- Public transportation providers
- Public transit associations
- Local and regional mobility managers
- Regional 2-1-1 contact centers
- MichiVan and local rideshare offices
- Private transportation providers
- Nonprofit transportation providers
- Volunteer transportation providers
- Past or current organizations funded under the Section 5310, JARC, and/or the New Freedom Programs
- Human service agencies funding, operating, and/or providing access to transportation services
- Advocacy organizations working on behalf of targeted populations

- Agencies that administer health, employment, or other support programs for targeted populations
- Nonprofit human service provider organizations that serve the targeted populations
- Job training and placement agencies
- Housing agencies
- Healthcare facilities
- Mental health agencies
- Economic development organizations
- Faith-based and community-based organizations
- Employers and representatives of the business community
- Appropriate local or state officials and elected officials
- Policy analysts or experts

PROSPERITY REGION 1 WORKSHOP

On September 14, 2015 the workshop for Prosperity Region 1 was conducted in Marquette. The agenda is included in Appendix B. The workshop attracted 14 participants including representatives from:

- Aging programs
- Human service agencies
- Local governments
- Local transit systems
- Michigan Department of Transportation
- Planning agencies
- Workforce development agencies



The workshop began with discussion of previous work between MDOT the regional planning agencies, objectives for the study, and projected outcomes. A majority of the workshop was focused on obtaining input from participants on the unmet transportation needs in the region. Through breakout groups stakeholders were asked to provide input on transportation needs related to a variety of issues, including services, marketing, coordination, land use, and policy changes, coordination, and policies. They were encouraged to think beyond public transportation and to consider needs that could be addressed through various mobility options.

Workshop Results

During the workshop stakeholders identified the following overall needs and issues as the most important to improve mobility in the region:

- Regional connectivity
- Expanded transportation services
- Improved and expanded outreach, marketing, and education
- Improved coordination
- Additional funding

These needs are detailed in Chapter 4 of this plan. Additional input from regional stakeholders who attended the workshop is included in various sections of this plan. The needs and gaps identified by the group were considered in the development of potential strategies, activities, and projects and are included in Chapter 7.

ONGOING STAKEHOLDER INPUT

While the workshop served as the only formal gathering of regional stakeholders, they had multiple opportunities throughout the planning process to review interim documents and provide their input. This ongoing involvement included:

- Reviewing and commenting on a summary of the transportation needs from the regional workshop.
- Reviewing and providing input on potential strategies, activities, and projects to be included in the regional plan.
- Prioritizing strategies identified as the most appropriate for improving mobility in the region.
- Reviewing and providing input on a draft version of this plan.

MICHIGAN STATEWIDE TRANSIT PLAN WEBSITE

To assist in outreach and planning efforts a project website was established at <http://www.kfhgroup.com/michigan/statewidetransitplan.html>, and is shown in Figure 2-1. This website offered background information on the study and details on regional workshops. The website provided the opportunity for stakeholders to register on-line and was used to post interim documents.

Figure 2-1: Home Page of the Michigan Statewide Transit Plan Project Website



Chapter 3

Previous Plans and Studies

INTRODUCTION

This chapter provides a review of recent plans and studies in the region that are relevant to the study process, or provide information on community transportation needs and potential solutions. The chapter includes information from appropriate local county plans.

Issues and needs identified by previous planning processes were similar to those identified during the workshop in Prosperity Region 1. Key issues from the previous planning reports and projects are summarized and along with stakeholder input and the demographic analysis discussed in later chapters, provide a broad transportation needs assessment.

IMPLEMENTING THE GOVERNOR'S SPECIAL MESSAGE ON AGING: PHASE 1

As discussed in Chapter 1, MDOT partnered with regional planning agencies regarding the issue of regional transit mobility in support of the Governor's Special Message on Aging. These agencies worked with local transit agencies to document what is known about the need for regional transit mobility and the ability for customers to use current transit services for cross county or cross system trips.

In Region 1, the Western UP Planning and Development Region produced a Regional Transit Mobility report for sub-region 1a, the Central UP Planning and Development Regional Commission produced a Regional Transit Mobility report for sub-region 1b, and the Eastern UP Regional Planning and Development Commission submitted excerpts from the Public Tribal Transit Implementation Plan; these documents are included in Appendix C.

The Western UP Planning and Development Region's report noted the coordination efforts that are currently ongoing between the region's transit agencies. Many of the Western UP's counties are self-sufficient in providing transportation within the specific counties, but regional out-of-county trips are an unmet need. The plan also identified regional transportation gaps, which are listed below.

- All counties need long-distance transportation to regional medical centers in Marquette and northern Wisconsin. Continued state support for shifting non-emergency medical transportation from specialized agencies (community mental health, Department of Human Services, Michigan Works!, health insurers, etc.) to public transit providers would improve availability and effectiveness. Michigan Transit Pool insurance coverage for out-of-state trips, which is currently not available, would make Michigan-to-Wisconsin travel possible, though for most agencies probably not feasible.

- Ontonagon County has a particularly high need for transportation to larger hospitals outside the county (mainly in Hancock and Marquette [Region 1b]). This is a result of the community hospital's low level of service and long distance (1-2 hours' drive) from other medical facilities.
- No service is available in Iron County outside of the City of Iron River vicinity; this problem is regional even though it is contained within the county boundaries.
- Travel within Houghton County outside of Hancock/Houghton is difficult. This is the county with by far the largest population outside of public transit service areas.
- Where occasional inter-county services are already offered (especially between Hancock/Houghton and other counties), frequency increases may be warranted.
- There is a possible need for increased service between population/economic centers in Houghton County and small communities in bordering Keweenaw County.
- From time to time, extended hours of service – even, for example, 24/7/365 service in Ontonagon County for trips to casinos in other Western U.P. counties – might not be considered true needs. Meanwhile, Houghton Public Transit's evening service (until 11 pm) was discontinued in 2014 due to low ridership.

The Central UP Planning and Development Regional Commission's report noted the coordination efforts that are currently ongoing between the region's transit agencies including previous studies which have set out to quantify the need for out-of-county regional transportation. The plan provides a large amount of detail for area providers, the un-met needs and transportation gaps that the region currently faces. Unmet transportation needs are summarized in the bullets below.

- Alger County needs service between Munising and Escanaba and Munising and Manistique.
- Delta County needs service between Escanaba and Marquette, service between Escanaba and Marinette, WI, and service between Escanaba and Northern Menominee County.
- In Delta County residents of rural communities need better service to the Escanaba area and improved night and weekend service.
- Dickinson County needs regional service to Escanaba and Marquette; other than Indian Trails no other regional service is currently available in the County.
- Dickinson County needs more service to rural areas of the County and improved service hours.
- Marquette County needs service between Marquette and Escanaba.
- Menominee County needs service to Marinette, WI and regular service to Escanaba.
- Schoolcraft County needs regular service to Escanaba and a regional link to Marquette.

The Eastern UP Regional Planning and Development Commission's Public Tribal Transit Implementation Plan also provides a wealth of information on transportation resources and currently unmet transportation needs which are detailed below.

- Indian Trails – Their service through the UP is provided only at night (see Figure 3-2 which shows times ranging from 12:15 AM to 8:35 AM), making trips across the UP very inconvenient and of limited use for medical trips.
- Access to Medical Services – Specialty medical services are dispersed across the UP, with not all services in all communities or at Tribal clinics; so Tribe members and others must make long trips, with no commensurate transit service available.
- Escanaba/Manistique – The need for service between these communities was voiced multiple times. There is demand between Escanaba and Manistique generally, with shopping and other services in the larger Escanaba, and jobs and social/medical services at the casino and Tribal Health Center east of Manistique. There is no transit service/route for casino staff or those seeking medical services at the Tribal Health clinic.
- Educational Access – Those in Escanaba/Munising need service to Northern Michigan University in Marquette. The Munising/Marquette service is well regarded and used, as an example. This could be potentially accomplished by service linking at Trenary. DATA just implemented service to Bay de Noc Community College in Delta County. In Sault Ste. Marie Tribe members want to get to Lake Superior State University. This includes those living in Kincheloe.
- Sault Ste. Marie – There is a desire for fixed route service in town because: some with cognitive disorders have trouble with Dial-a-Ride; arrival times to appointments can be unreliable; and, some people have multiple appointments of unknown duration making it difficult to schedule a Dial-a-Ride return trip.
- Sault Ste. Marie – At this time Dial-a-Ride is running at capacity during the day and there is a desire for evening and weekend Dial-a-Ride service as well as route service.
- Kincheloe – Lack of evening/weekend EUPTA service is a barrier to maintaining employment. The Kincheloe route into Sault Ste. Marie gets near Lake Superior State University (less than ½ mile) and War Memorial Hospital, and can deviate to the casino and Tribal housing.
- Kincheloe/Hessel – There is a need for service for the multiple shifts of workers at the casinos.
- Hessel/Cedarville – There is a basic need for services to St. Ignace or Sault Ste. Marie. For example, a cab from Hessel to Sault Ste. Marie costs \$55.00. Tribal elders and community members shared that lack of available transportation severely limited their ability to access critical health and social service resources available only in St. Ignace and Sault Ste. Marie.
- St. Ignace – There is a basic need for services. During community input sessions and from general anecdotal information gathered from tribal staff and community members, there is a serious need for basic transit services. Additionally, with the move of the Tribal health and

human services center off of the reservation, it is less accessible. There are simple needs to get groceries and to get to school, let alone to social services such as counseling, or specialized medical needs, such as mammograms, which require a trip to Sault Ste. Marie.

- Service Awareness – As is true for many transit operations, customers are not always aware of the services available to them. In the UP the information on provider Web sites is uneven. There seems to be a lack of marketing and promotion by local providers and Indian Trails.
- Transit Fares – Cost is burdensome for some Tribe members.

COORDINATED TRANSPORTATION PLANS

The review of previous plans and studies involved local coordinated transportation plans. While some of these plans are several years old, they offer insight into current regional mobility needs. Common themes identified in the coordinated plans include a need for more transportation, increased hours, increased number of service areas, services for older adults and people with low incomes, and transportation to employment and healthcare. The following section provides a synopsis of key findings in these plans.

Alger County Coordinated Transportation Plan

ALTRAN, Alger County Transportation, served as the lead agency for the 2014 plan identifying current and future public transportation needs for the county. The plan noted that ALTRAN is the only public transportation service in the county; intercity bus service and taxi service is not available. The coordinated transportation plan found that high proportions of elderly, people with disabilities, households with incomes below the poverty level, and unemployed individuals live in the county.

The recommended strategies included:

- ALTRAN will continue to run seven days per week for work trip runs, including late evenings and weekends.
- ALTRAN will continue to provide set times for deviated service to and from jobs in outlying areas where times of employment are coordinated together.
- ALTRAN will continue to coordinate all scheduling and dispatch services in Alger County for all work-trip runs.
- ALTRAN will continue to work and partner with employers and human service agencies to assist new clients in learning how to use the service.
- ALTRAN needs to expand service in the future from Munising to Escanaba on a daily basis.
- ALTRAN needs to include in the evening service with the rides to work during the regular work week, longer hours for the general public, especially service for older adults, people with disabilities, and low income. The downtown district in Munising is looking at later hours for

the businesses to stay open, when that happens; transportation needs to be available for individuals to access the longer business day.

- ALTRAN will provide quarterly reports on service delivery to all stakeholders.

Baraga County Coordinated Public Transit-Human Services Transportation Plan

This 2008 plan assessed transportation needs in Baraga County. Baragaland Senior Citizens (BLSC) is the only public transportation agency in Baraga County. The service provides transportation services to the elderly and disabled individuals. Services offered include scheduled demand response, one fixed route, and Non-Emergency Medical Transportation.

Transportation needs include:

- Transportation services for individuals other than the elderly and disabled.
- Service in rural areas for disadvantaged individuals.
- Additional hours of service, expanded routes, and additional days of service.
- Demonstrated need for affordable transportation for low income individuals.
- Transportation to and from health care services.

The plan details transportation barriers which include the lack of service during the evenings and weekends, difficulty reach disadvantaged individuals in rural areas, and a lack of operating funding.

Eastern Upper Peninsula Coordinated Transportation Plan

This 2007 plan addressed the needs for transportation services in the Eastern Upper Peninsula of Michigan including Chippewa, Luce, and Mackinac Counties. All current public transportation services in the eastern Upper Peninsula are provided by the City of Sault Ste. Marie and the Eastern Upper Peninsula Transportation Authority.

An assessment of available services and needs is included as a component of the plan. Major needs include increasing levels of service, providing additional wheelchair accessible vehicles, and communication/scheduling trips. Expanding transportation service to St. Ignace and Mackinac Counties was highlighted as a need since no public transportation currently exists in those counties.

Based upon the needs assessment, the following strategies have been developed and adopted as a result of the coordinated planning effort:

- Increase hours of service (to include evenings and weekends).
- Increase capacity for wheelchairs.
- Request capital funding to address increased operating needs.
- Request operating funding to address unmet needs.

These strategies were prioritized so that continuing current service levels are maintained and priority may be shifted to expanding service to evenings and weekends. The C-L-M Community Action Agency and Eastern Upper Peninsula Transportation Authority will apply for federal grant funding to expand service into St. Ignace and Mackinac Counties.

Houghton County Coordinated Public Transit-Human Services Transportation Plan

This 2007 plan includes a summary of existing transit services, an assessment of current services, identified transportation needs, barriers to meet these needs and strategies to pursue going forward.

The identified gaps in current transportation services directly correspond to community transportation needs. These needs included:

- Need for transportation service in rural portions, particularly in closing the gap between Houghton/Hancock and Calumet/Laurium, of Houghton County to accommodate elderly persons, persons with disabilities, low income individuals, and those persons who are unemployed or underemployed.
- Additional hours of services and expanded routes.
- Affordable transportation for low income individuals seeking employment in the main population center of the cities of Houghton/Hancock.
- Transportation to and from health care services.
- Transportation for university students beyond city limits.

Throughout the coordination planning process, several barriers were identified in regard to accessible transportation services. In response to these barriers the following strategies were developed:

- Add additional outside support or expanded public service hours and regions.
- Create a centralized transit hub between the two urban areas for transportation needs to and from each region and allows for transportation provision within each region.
- Market the cost-effectiveness of public transportation. Create a broader public awareness of available current services.
- Get Township Supervisors involved in the process of coordinating transportation initiatives.
- Coordinate physician appointments with community action fixed routes and extend public transportation service areas.
- Provide fee incentives from employers for employees who live/work with various population centers as an incentive to utilize public transportation systems.

- Centralize dispatch services or the development of emergency “phone trees.”
- Recruit additional persons to service on the LAC. Further engage community organizations on the needs of funding availability.
- Increase allocation of funding to be cohesive with the community’s transportation needs.

Menominee County Coordinated Transportation Plan

The Menominee County plan was developed in 2008. Public transportation is not available in Menominee County; however, there are a number of privately owned taxi services and human service agencies with transportation available.

Transportation needs include:

- Regular transportation services to medical appointments and job access from rural northern areas of Menominee County, especially for medical services outside of Menominee County.
- Affordable transportation for low-income individuals seeking employment.
- Affordable handicapped accessible transportation services on evenings and weekends.

In addressing these needs, the following strategies were developed:

- Coordination of dialysis and other critical care medical needs transportation through shared appointment scheduling; would require a minimum of five persons for the bus to operate out of Stephenson.
- Extend the operating hours for the Menominee Senior Center transportation service.

Chapter 4

Assessment of Transportation Needs

INTRODUCTION

This chapter details unmet transportation needs and gaps in mobility identified by regional stakeholders at the Prosperity Region 1 workshop conducted on September 14, 2015. Results from the workshop are part of an overall transportation needs assessment that involved transportation needs identified in previous plans and studies (Chapter 3) and the analysis of demographic data using current information from the U.S. Census (Chapter 5).

While many transportation needs are interrelated, they are broken out by key categories and issues.

REGIONAL CONNECTIVITY

Regional connectivity appeared to be the biggest issue in the Upper Peninsula (UP) due to a lack of funding and operators. ALTRAN and Marq-Tran are models of connectivity and coordination.

- Transit systems in the western and southwestern portion of the UP need the ability to cross the state line into Wisconsin and Canada from the eastern portion of the UP.
- There is not enough service outside of most transit system's jurisdictions. Many jurisdictions are unserved and underserved areas.
- The 15 counties that make up the UP have established an interlocal agreement which allows each transit system to cross county boundaries. This agreement is a number of years old and needs to be updated.
- Regional medical transportation is one of the biggest needs in the UP followed closely by transportation to employment destinations.
- Veteran's transportation to the VA Medical Center in Iron Mountain is a top priority for many of the region's counties and transit systems.
- Indian Trails is the only inter-city transportation provider in the UP and typically offers service during late night and early morning hours. The service is used regularly. If riders choose this service during the hours it operates, this would demonstrate a need for service.
- Major destinations for those in the UP include Marquette, Hancock/Houghton, Sault Ste. Marie, Escanaba and down state need to be accessible by public transportation.

EXPANDED TRANSPORTATION SERVICES

Trip Purpose

- Commuter transportation to prisons and medical trips originating from prisons are issues. It is a challenge to meet shift times with transit.
- Long distance medical transportation including transportation to the VA Medical Center in Iron Mountain is needed.

Time Related

- Many of the transportation providers in the region face difficulties meeting employment transportation needs of various work shift times.
- Intercity service within the region is largely provided during the late night and early morning hours; there is a potential demand for intercity service during daytime hours.

Place/Destination

- Houghton County has no service outside of Houghton/Hancock, which has two separate systems in one area. This is the largest county population base without service.
- Improved transit access is needed in remote rural locations.
- The eastern portion of the UP has very little transit availability.

IMPROVED AND EXPANDED OUTREACH, MARKETING, AND EDUCATION

- Transit needs to better educate the public about the benefits of transit and identify potential transit advocates in the community, including motivating younger populations to use public transportation.
- Transit needs to tell its story.
- Transit systems in the UP struggle with a public perception that transit is not time effective where choice riders are not willing to wait, even for a limited time, for a bus.

IMPROVED COORDINATION

- The Upper Peninsula Health Plan (UPHP) is the Medicaid provider in the region and primarily uses a network of volunteers for Medicaid transportation.

- Some transit systems have seen a handful of Medicaid trips but all would like to become more involved in Medicaid Transportation.
- Michigan Transit Connection is working on shifting NEMT trips to public transit agencies but the process is going very slowly and has seen limited success.
- There is a need for coordinated service in Houghton/Hancock and Ironwood/Hurley.

ADDITIONAL FUNDING

- Additional regional transit service funding is a growing need.
- Local transit providers have capacity to perform Medicaid trips.
- Transportation providers should explore potential private sector initiatives within their communities.
- A priority needs to be placed on acquiring a diversity of funding streams. Currently there is a lack of diversity, especially among remote rural counties with low populations.

OTHER NEEDS

- Transit agencies across the UP voiced difficulties in finding qualified drivers with CDL licenses due to Michigan's recent changes to the CDL exam process. A straightforward CDL application and testing process is needed.
- Only two CDL testers are located in the UP which typically requires at least 30 days to schedule a testing appointment.
- The CDL test was recently expanded from 80 to 300 questions.
- The state has not yet released the study guide that the updated test is based on.
- Testers do not inform drivers of which questions they missed.
- As a result transit providers stated that every applicant fails the test at least once.

Chapter 5

Demographic Analysis

INTRODUCTION

This chapter analyzes demographic data and land use to assess the need for transit in Region 1, also known as the Upper Peninsula Region. Data ranging from population trends to limited English proficiency are documented and analyzed. Data sources include the 2010 Census and American Community Survey (ACS) 2009-2013 5-year estimates.

POPULATION PROFILE

This section provides a general population profile for Region 1 and will identify and evaluate underserved population subgroups and review demographic characteristics pertinent to a Title VI analysis.

Table 5-1 shows census population counts from 1990-2010. From the 1990 to the 2010 Census, Keweenaw County has experienced the greatest population percent increase (27%) while Chippewa County had the greatest increase in total population (3,916 or 11%). The Counties of Baraga and Luce showed double digit population growth levels. These counties are highlights in a rather expansive region which is simultaneously experiencing population growth and decline. Counties with notable population declines include Ontonagon (the largest drop at 23%), Iron, and Gogebic. Marquette County experienced the greatest total population decline in the region (3,810 or 5%).

Table 5-1: Historical Populations for Region 1

County	1990 Pop.	2000 Pop.	2010 Pop.	1990-2000 % Change	2000-2010 % Change	1990-2010 % Change
Alger	8,972	9,862	9,601	9.9%	-2.6%	7.0%
Baraga	7,954	8,746	8,860	10.0%	1.3%	11.4%
Chippewa	34,604	38,543	38,520	11.4%	-0.1%	11.3%
Delta	37,780	38,520	37,069	2.0%	-3.8%	-1.9%
Dickinson	26,831	27,472	26,168	2.4%	-4.7%	-2.5%
Gogebic	18,052	17,370	16,427	-3.8%	-5.4%	-9.0%
Houghton	35,446	36,016	36,628	1.6%	1.7%	3.3%
Iron	13,175	13,138	11,817	-0.3%	-10.1%	-10.3%
Keweenaw	1,701	2,301	2,156	35.3%	-6.3%	26.7%
Luce	5,763	7,024	6,631	21.9%	-5.6%	15.1%
Mackinac	10,674	11,943	11,113	11.9%	-6.9%	4.1%
Marquette	70,887	64,634	67,077	-8.8%	3.8%	-5.4%
Menominee	24,920	25,326	24,029	1.6%	-5.1%	-3.6%

County	1990 Pop.	2000 Pop.	2010 Pop.	1990-2000 % Change	2000-2010 % Change	1990-2010 % Change
Ontonagon	8,854	7,818	6,780	-11.7%	-13.3%	-23.4%
Schoolcraft	8,302	8,903	8,485	7.2%	-4.7%	2.2%

Source: U.S. Census Bureau

Table 5-2 features population projects from the University of Michigan's Institute for Research on Labor, Employment, and the Economy. This data suggests that Keweenaw County's population growth is continuing and, perhaps most noteworthy, Iron County's population is projected to increase by over 47% from 2010 to 2040. Meanwhile Counties, like Luce and Mackinac which have experienced population growth, are now facing slight population declines. The counties projected to experience the largest percentage of population decline from 2010 to 2040 are Ontonagon (-22%), Alger (-11%), and Delta (-8%).

Table 5-2: Future Population Projections for Region 1

County	2010 Population	2020 Population Estimate	2030 Population Estimate	2040 Population Estimate	2010-2040 Percent Change
Alger	9,601	9,255	9,027	8,510	-11.4%
Baraga	8,860	9,795	10,627	11,041	24.6%
Chippewa	38,520	38,918	39,463	40,367	4.8%
Delta	37,069	35,343	34,543	34,026	-8.2%
Dickinson	26,168	27,307	29,541	30,988	18.4%
Gogebic	16,427	16,970	17,199	17,182	4.6%
Houghton	36,628	39,012	41,591	43,257	18.1%
Iron	11,817	12,948	15,213	17,407	47.3%
Keweenaw	2,156	2,306	2,412	2,464	14.3%
Luce	6,631	6,421	6,415	6,225	-6.1%
Mackinac	11,113	10,607	10,617	10,467	-5.8%
Marquette	67,077	75,142	79,268	78,304	16.7%
Menominee	24,029	23,293	23,023	22,534	-6.2%
Ontonagon	6,780	5,697	5,428	5,277	-22.2%
Schoolcraft	8,485	8,684	8,893	8,782	3.5%

Source: U.S. Census Bureau and the Institute for Research on Labor, Employment and the Economy, University of Michigan

Population and its density are often used as an indicator for the type of public transit services that are feasible within a specific area. While exceptions will always exist, an area with a density of 2,000 or more persons per square mile will typically be able to sustain daily fixed-route transit service. An area with a population density below 2,000 but above 1,000 persons per square mile may be a better candidate for deviated fixed-route and areas with densities below 1,000 are typically best suited for demand response service.

Figure 5-1 shows the Upper Peninsula's population at the census block group level. Overall, Region 1's population is highly dispersed. Census block groups with high populations are located in the Counties of Baraga, Chippewa, Houghton, and Marquette.

Figure 5-1: 2010 Census Population

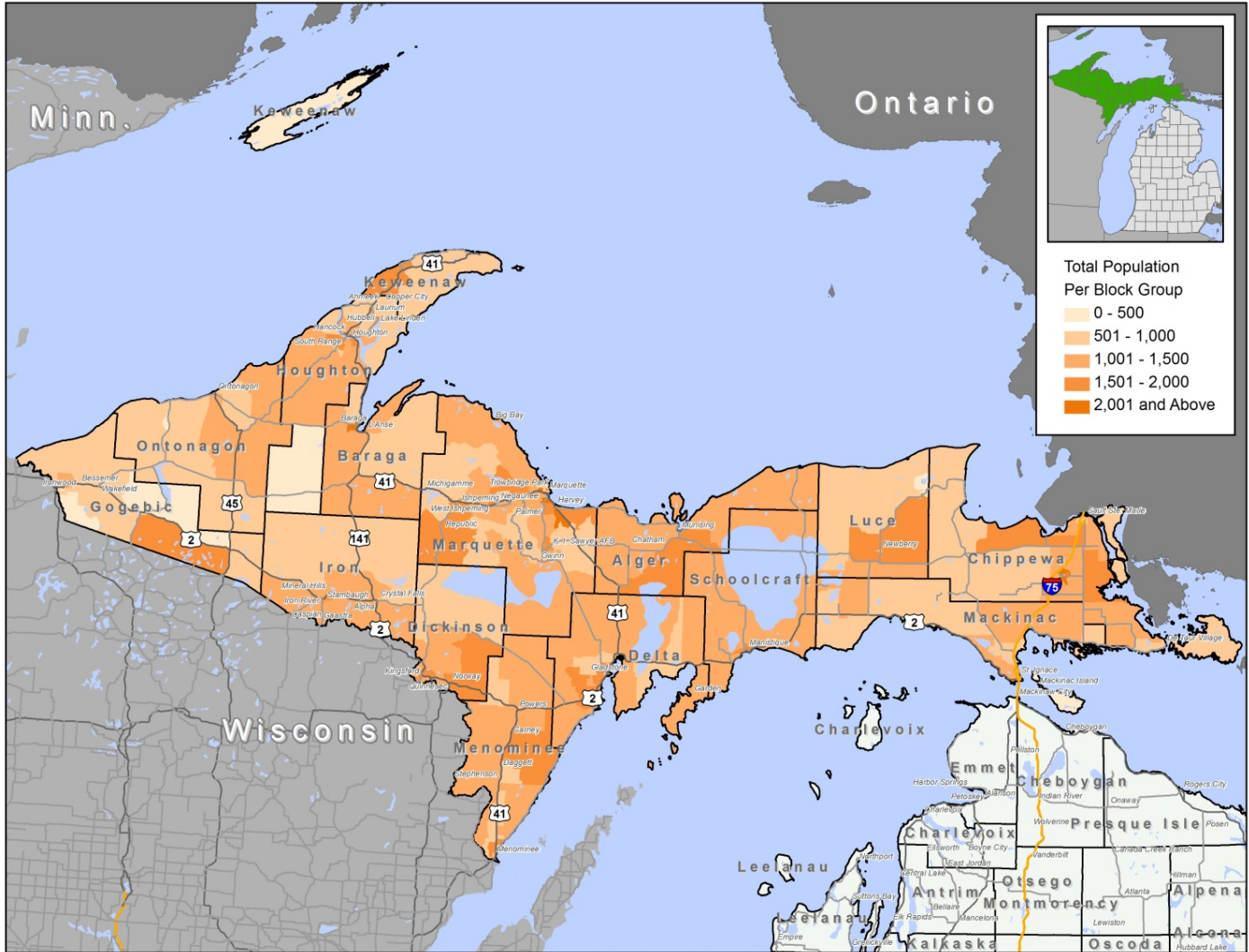
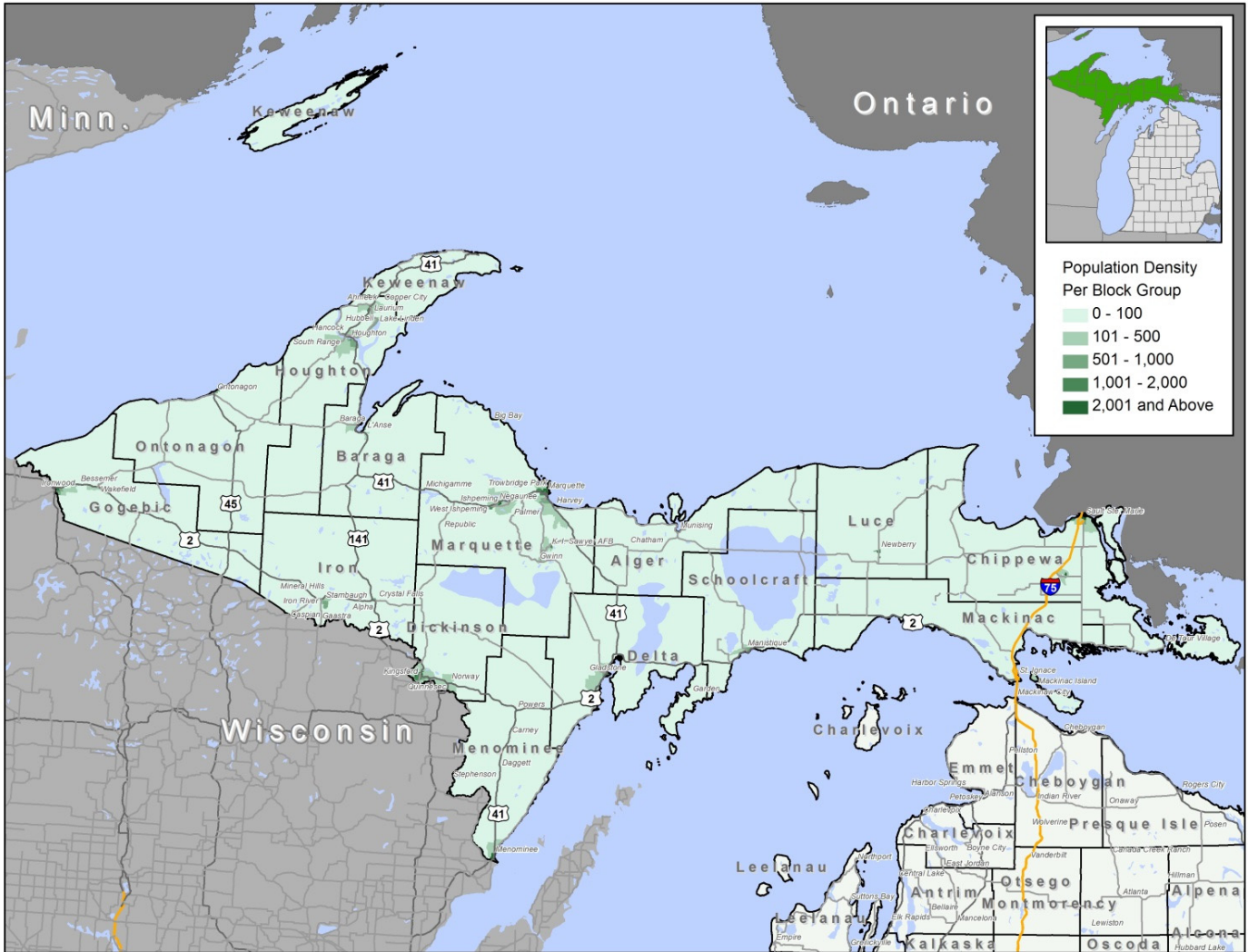


Figure 5-2 provides the population density for the Upper Peninsula. Areas with a population density of over 2,000 people per square mile include Calumet, Escanaba, Gladstone, Hancock, Houghton, Ironwood, Ishpeming, Kingsford, Marquette, Menominee, Newberry, and Sault Ste. Marie.

Figure 5-2: 2010 Census Population Density



TRANSIT DEPENDENT POPULATIONS

Transit Dependence Index

The need for public transportation is often derived by recognizing the size and location of segments of the population most dependent on transit services. Transit dependency can be a result of many factors. Some of these include: no access to a personal vehicle, age, and income. Establishing the location of transit dependent populations aid in the evaluation of the current population while identifying potential gaps in transit services.

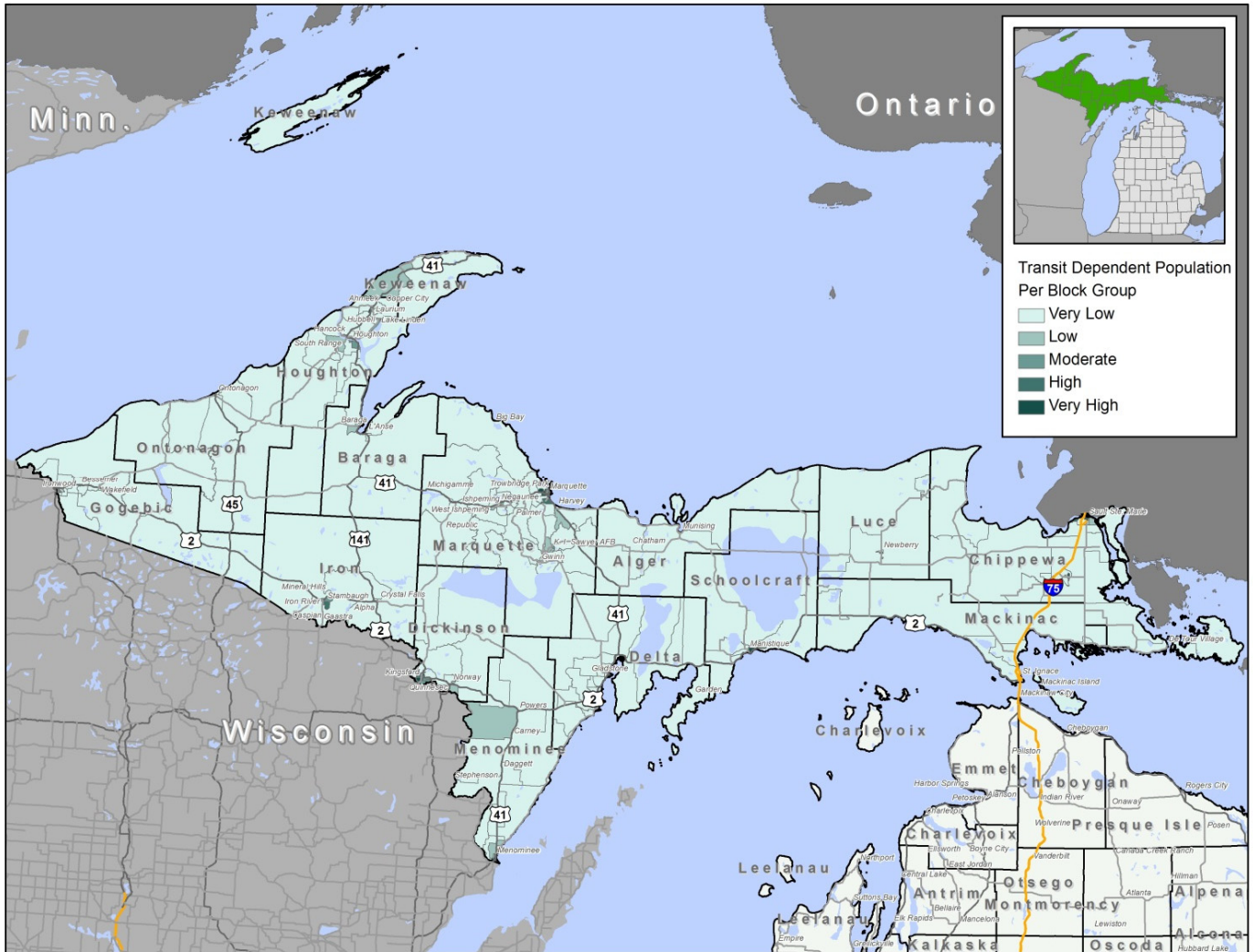
Transit Dependence Index (TDI) is an aggregate measure displaying relative concentrations of transit dependent populations. Five factors make up the TDI calculation; including population density, autoless households, elderly populations (age 65 and over), youth populations (ages 10-17), and below poverty populations.

In addition to population density, the factors above represent specific socioeconomic characteristics. For each factor, individual block groups were classified according to the frequency of the vulnerable population relative to the county average. The factors were then put into the TDI equation to determine the relative transit dependence of each block group.

The relative classification system utilizes averages in ranking populations. For example, areas with less than the average transit dependent population fall into the “very low” classification, where areas that are more than twice the average will be classified as “very high.” The classifications “low, moderate, and high” all fall between the average and twice the average; these classifications are divided into thirds.

Figure 5-3 displays the TDI rankings for Region 1. The areas recognized to have high or very high transit need with respect to density are Calumet, Escanaba, Gladstone, Hancock, Houghton, Ironwood, Ishpeming, Kingsford, Manistique, Marquette, Munising, Newberry, and Sault Ste. Marie.

Figure 5-3: Transit Dependence Index Density

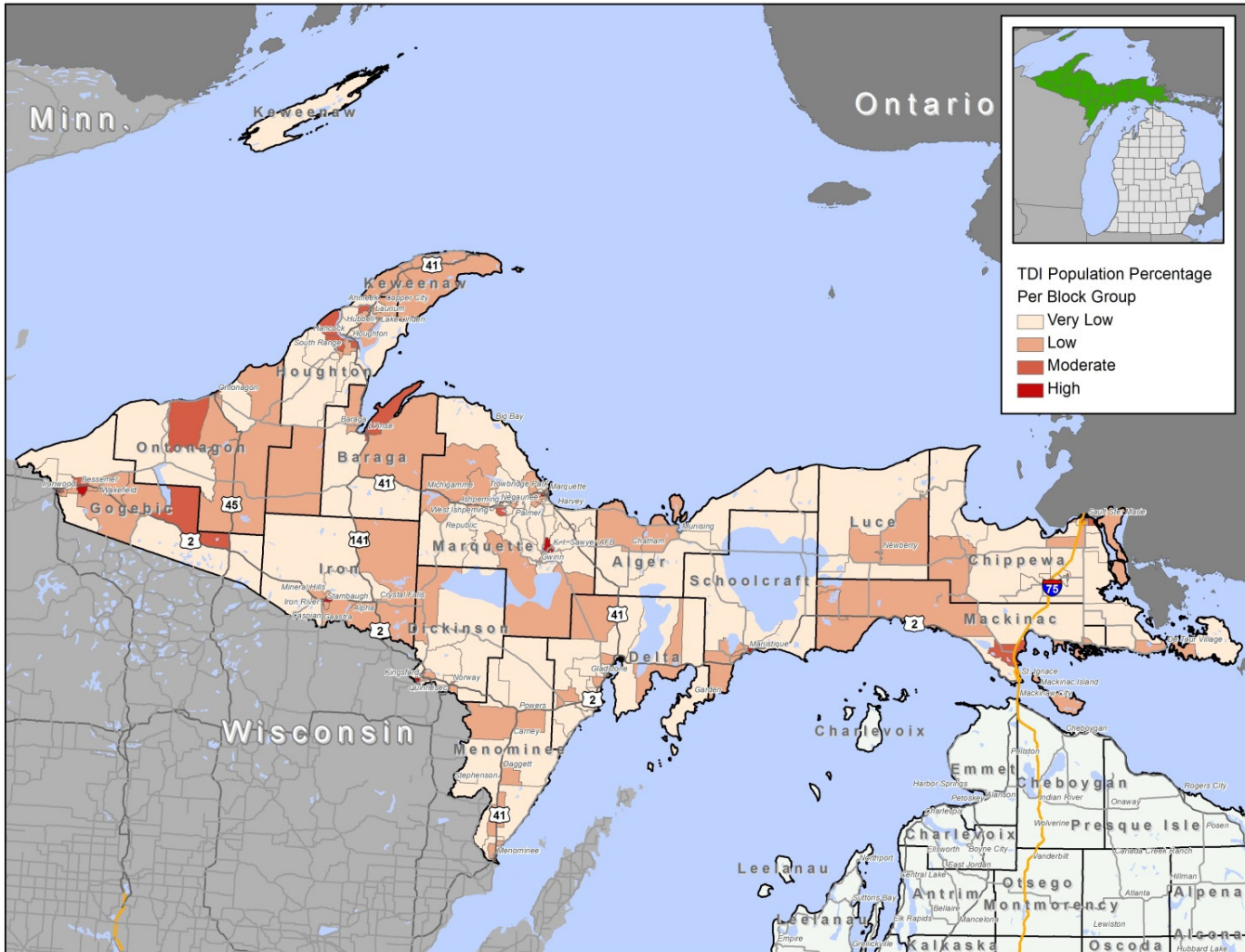


Transit Dependence Index Percent (TDIP) provides a complementary analysis to the TDI measure. It is similar to TDI however it excludes the population density factor. The TDIP for each block group in the study area was calculated based on autoless households, elderly populations, youth populations, and below poverty populations.

By removing the population density factor, the TDIP is able to measure the degree or percentage of vulnerability. It follows the TDI's five-tiered categorization of very low to very high. The results of this analysis are typically much more dispersed than the TDI because many of the larger, or rural, block groups may have a larger percentage of certain populations when compared to heavily populated areas.

Figure 5-4 shows that the entire Upper Peninsula Region did not have a single census block group with “very high” transit dependence. However, block groups with “high” levels of dependence include Bessemer, Calumet, Escanaba, Iron River, Ironwood, K. I. Sawyer AFB, Kingsford, Marquette, and Sault Ste. Marie.

Figure 5-4: Transit Dependence Index Percentage



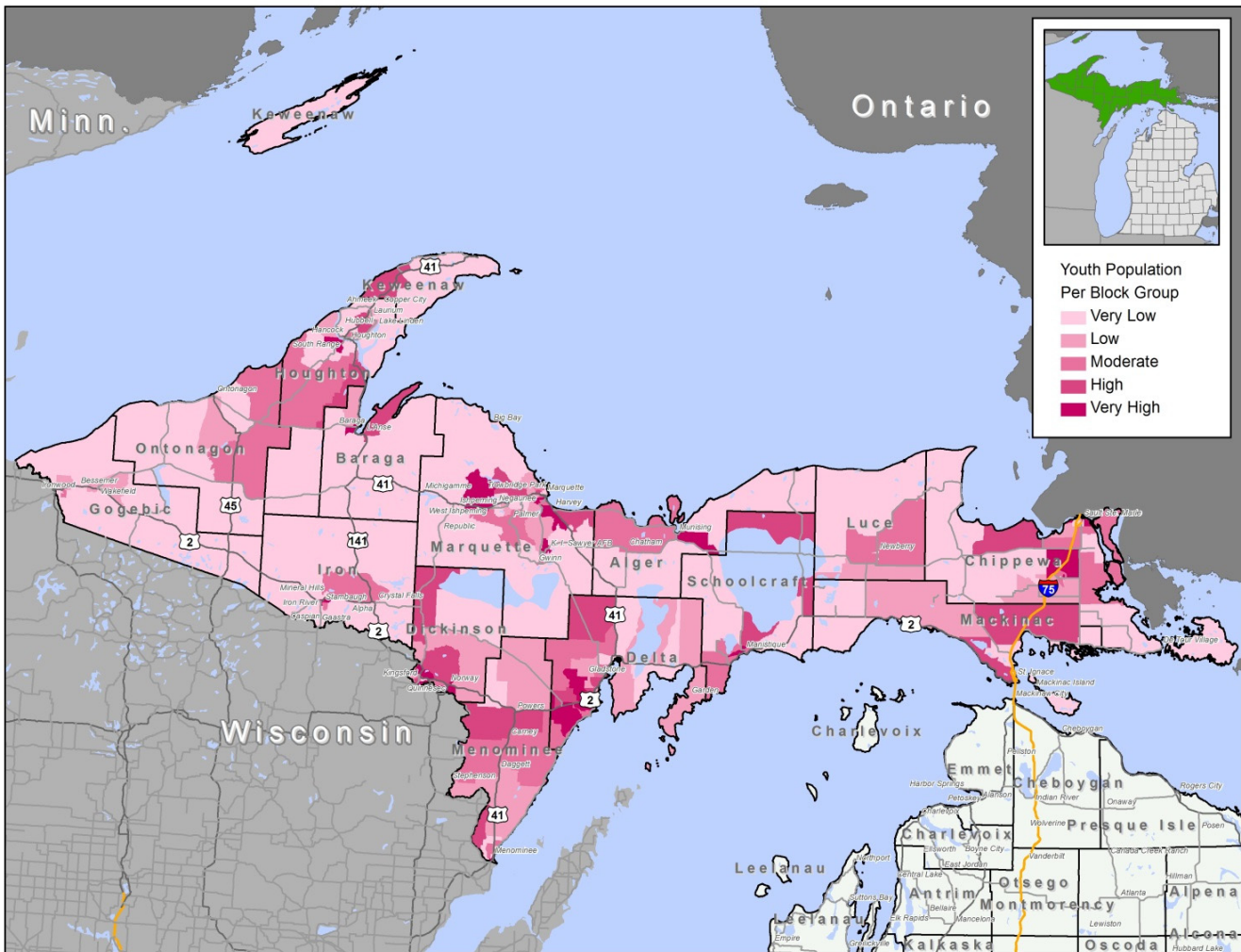
Transit Dependence Index Factors

This subsection will review three of the five factors which make up the transit dependence index: youth population, senior adult population, and zero car households. Other than population, the fifth factor, individuals living at or below the poverty level, will be reviewed in the following section, Title VI Demographic Analysis. This section also provides a similar index for individuals with disabilities. While this data is not included in the TDI it is still important to review as those with disabilities may have difficulty driving a personal automobile.

Youth Population

Persons ages 10 to 17 either have not yet learned to drive or are just beginning to drive and often do not have a personal automobile accessible to them. For this population, public transit is often the means that offers mobility. Figure 5-5 illustrates the concentrations of youth populations relative to the study area. The Counties of Delta, Dickinson, and Marquette have a number of block groups with “very high” distributions of youth populations. Others areas with “very high” distributions include Houghton, Munising, and central Chippewa County.

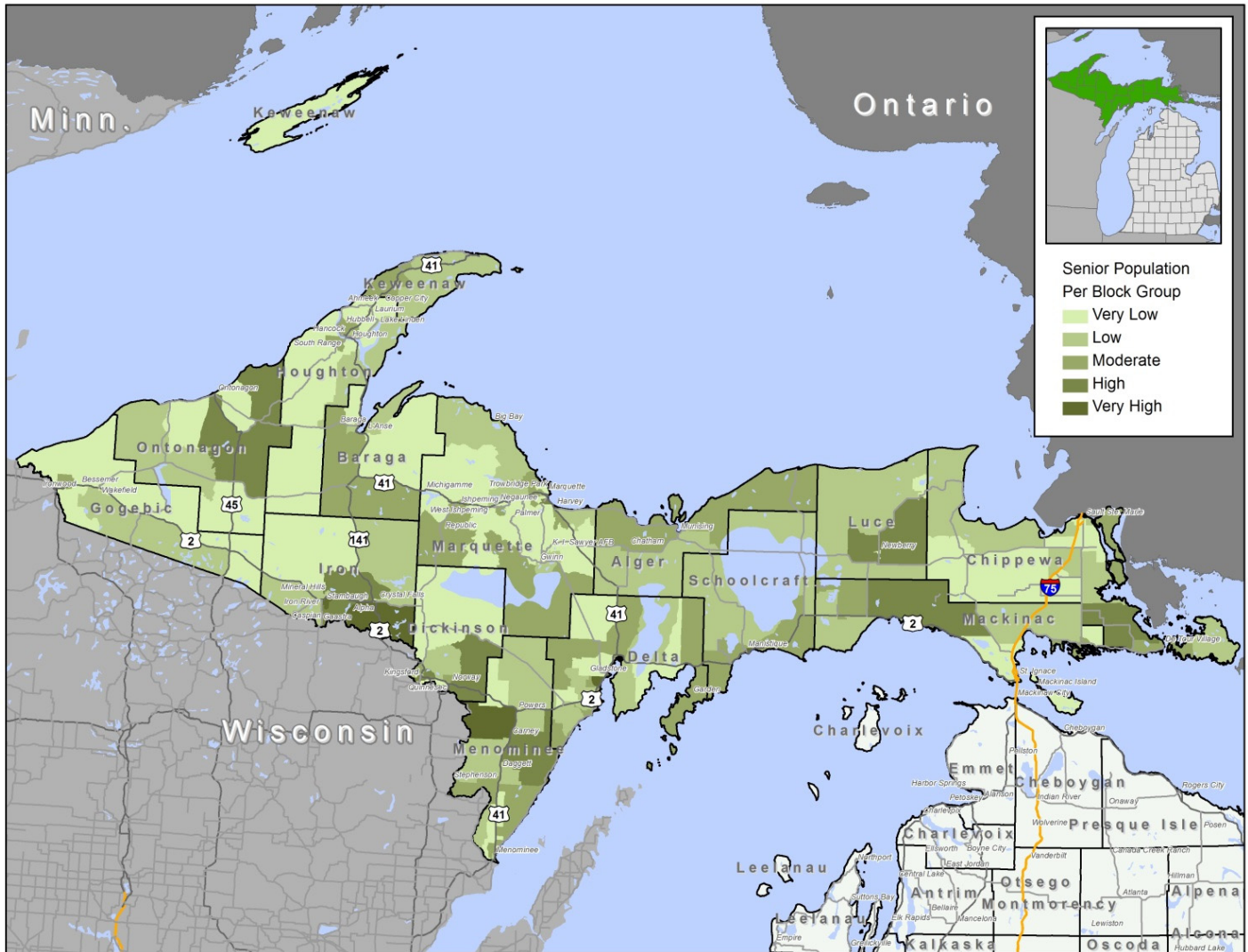
Figure 5-5: Distribution of the Youth Population (Aged 10 to 17)



Senior Adult Population

The senior adult population, which includes individuals 65 years and older, was also used in the TDI measure. Persons in this age cohort may begin to decrease their use of a personal vehicle and begin to rely more on public transit. Figure 5-6 shows the relative distribution of seniors in Region 1. Areas with “very high” senior populations include the Harvey area, north and south of Escanaba, the western central area of Menominee County, Kingsford, and parts of southern Iron County.

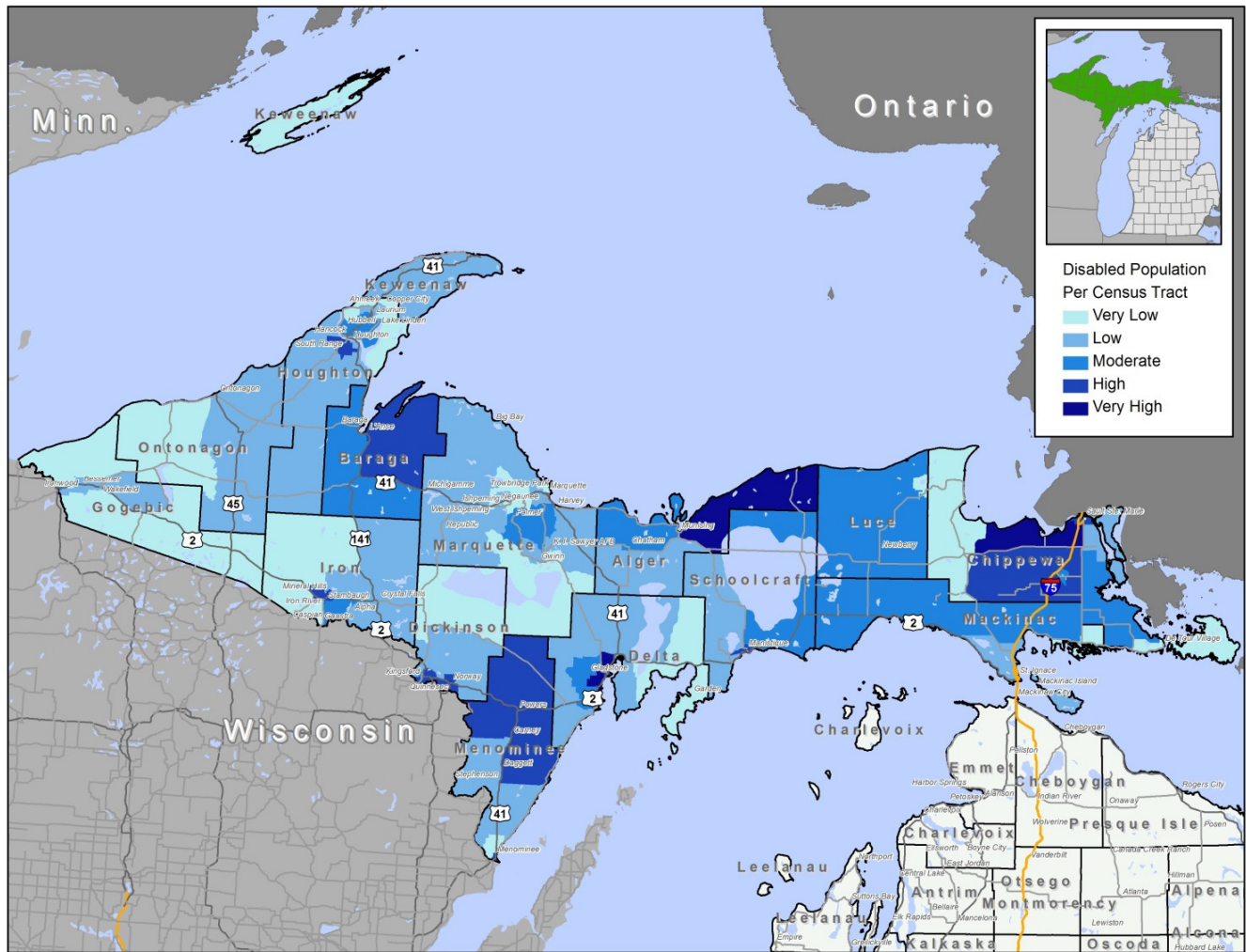
Figure 5-6: Distribution of Senior Adult Population (Aged 65 and Above)



Individuals with Disabilities

Figure 5-7 illustrates the disabled population in the Upper Peninsula. The American Community Survey was used to obtain data for the disabled population. It is important to note that this data is only provided at the census tract level. Persons who have disabilities that prevent them or make it more difficult to own and operate a personal vehicle often rely on public transit for their transportation needs. Areas with “very high” concentrations of individuals with disabilities may be found north of Escanaba in the Gladstone area, the northeast portion of Alger County, and the northern portion of Chippewa County.

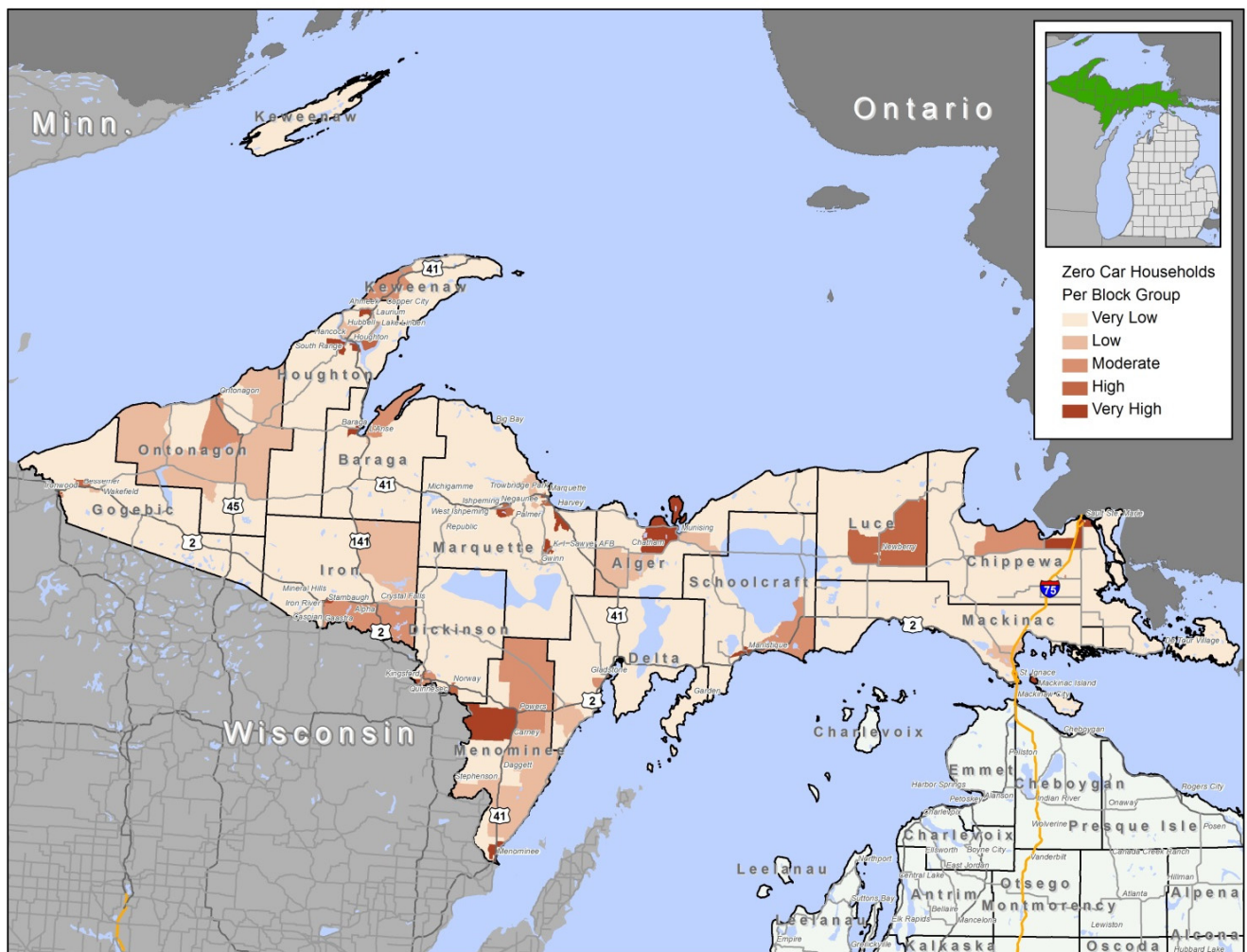
Figure 5-7: Distribution of Disabled Population



Zero Car Households

Households without at least one personal vehicle are more likely to depend on the mobility offered by public transit. Although autoless households are reflected in both the TDI and TDIP measures, displaying this segment of the population separately is important since most land uses in Region 1 are at distances too far for non-motorized travel. Figure 5-8 displays the relative number of autoless households. Areas with “very high” numbers of zero car households include Baraga, Calumet, Escanaba, Gladstone, Harvey, Houghton, Iron River, Ironwood, Ishpeming, K. I. Sawyer AFB, Kingsford, Marquette, Menominee, the western central portion of Menominee County, Munising, and Sault Ste. Marie.

Figure 5-8: Zero Car Household Distribution



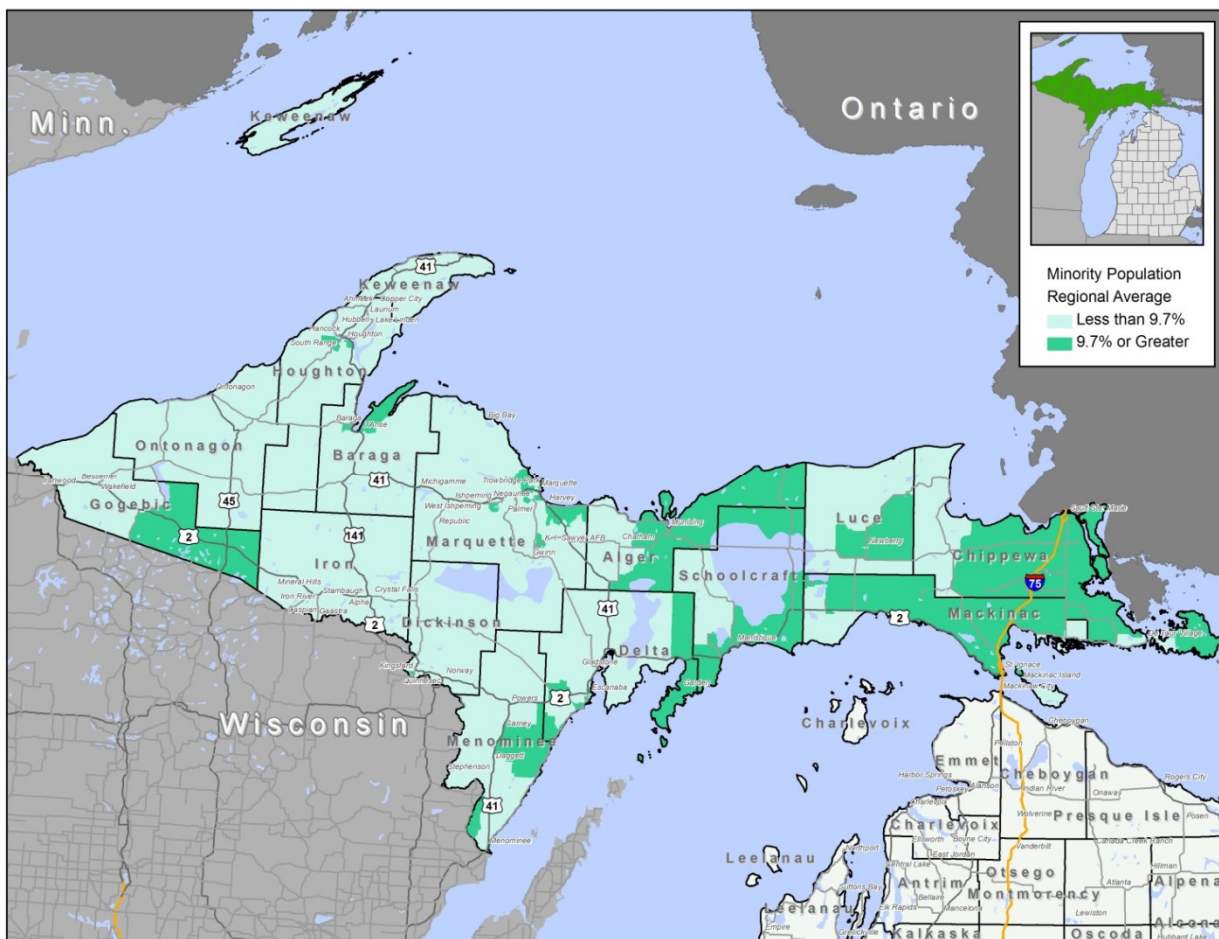
TITLE VI DEMOGRAPHIC ANALYSIS

The Civil Rights Act of 1964, Title VI prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal subsidies. This includes agencies providing federally funded public transportation. The following section examines minority and below poverty level populations in Region 1.

Minority Population

It is important to ensure that areas with an above average percentage of racial and/or ethnic minorities are not negatively impacted by any proposed alterations to existing public transportation services. In Region 1 the average concentration of minority population in each census block group is 9.7%. Figure 5-9 illustrates the concentration of minority populations based on the region's average. Large portions of Alger, Chippewa, Gogebic, Mackinac and Schoolcraft County have above averages concentrations of minorities. Smaller clusters exist around the Marquette area, central Menominee County, and central Luce County.

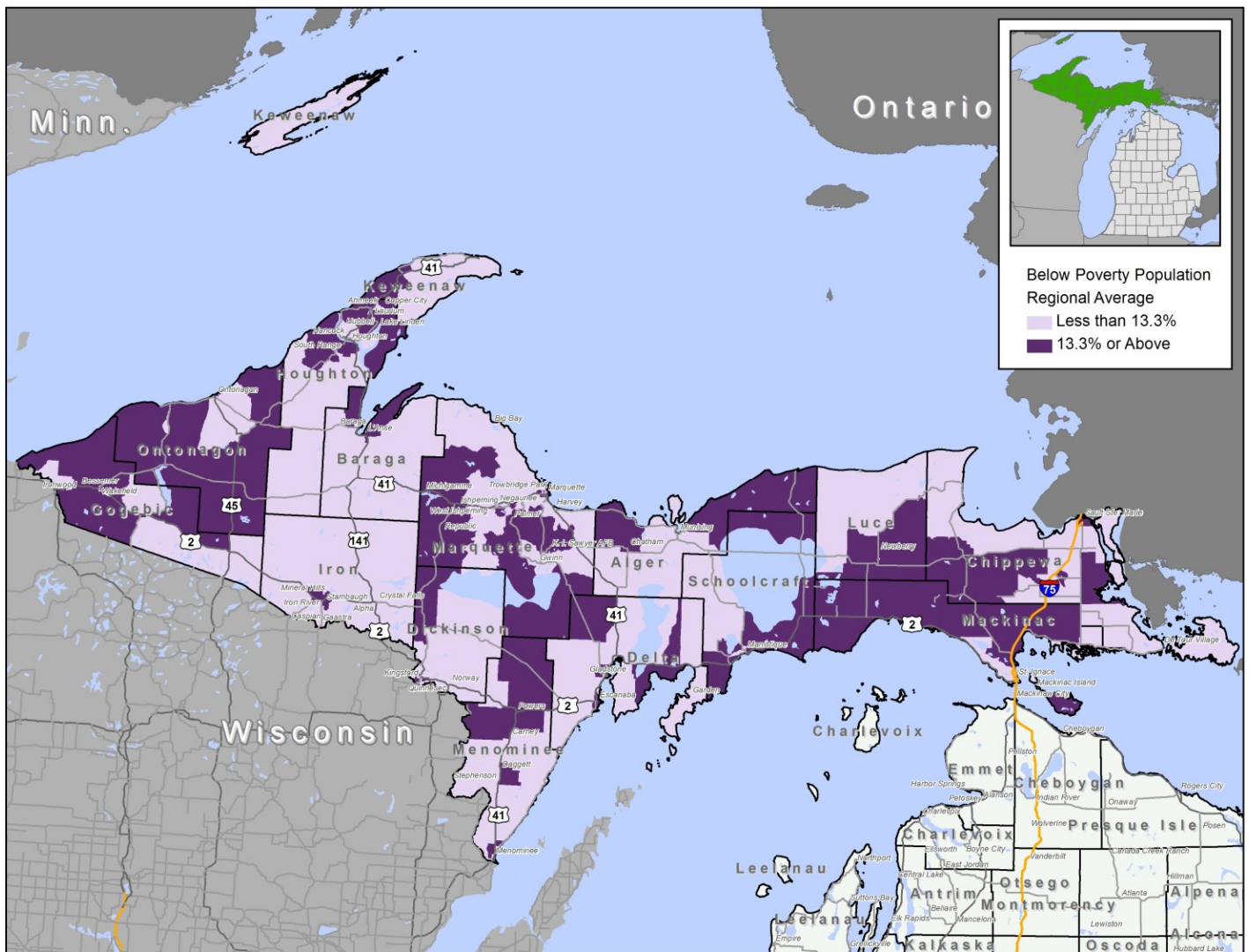
Figure 5-9: Distribution of Minority Population



Below Poverty Level Population

The second group included in the Title VI analysis represents those individuals who earn less than the federal poverty level. This segment of the populations may find it a financial burden to own and maintain a personal vehicle, thus relying on public transit as their primary means of transportation. In Region 1's census block groups, the average percentage of those living below the federal poverty level is 13.3%. Figure 5-10 depicts the concentration of the population above or below the average relative to the study area. As seen in the map, those living below the poverty line are heavily dispersed and widespread throughout the region. Clusters of above average poverty levels are present in Chippewa, Luce, Mackinac, and Schoolcraft County area; the Gogebic and Ontonagon County area; and the Dickinson, Marquette, and Menominee County area.

Figure 5-10: Distribution of Individuals Living Below Poverty Level



Limited-English Proficiency

In addition to providing public transportation for a diversity of socioeconomic groups, it is also important to serve and disseminate information to those of different linguistic backgrounds. As shown in Table 5-3, the Upper Peninsula Region's residents predominately speak English with over 90% of each county's language share. The most prevalent language in the region after English is a mix of Indo-European languages which is not surprising given the region's history of European Immigrants. Of those who primarily speak languages other than English, the vast majority are able to speak English "Very Well." Of the entire Upper Peninsula, approximately 1% of the population is unable to speak English "Very Well."

Table 5-3: Limited English Proficiency for Region 1

County	Alger		Baraga		Chippewa		Delta		Dickinson	
Population (5 yrs and older)	9,202		8,349		36,592		34,951		24,797	
Languages Spoken	#	%	#	%	#	%	#	%	#	%
English	8,974	97.5%	8,010	95.9%	34,824	95.2%	34,285	98.1%	24,246	97.8%
Non-English	228	2.5%	339	4.1%	1,768	4.8%	666	1.9%	551	2.2%
Spanish	101	1.1%	67	0.8%	451	1.2%	226	0.6%	148	0.6%
Indo-European Languages	66	0.7%	79	0.9%	448	1.2%	209	0.6%	304	1.2%
Asian/Pacific Languages	15	0.2%	42	0.5%	131	0.4%	39	0.1%	43	0.2%
Other	46	0.5%	151	1.8%	738	2.0%	192	0.5%	56	0.2%
Ability to Speak English:	#	%	#	%	#	%	#	%	#	%
"Very Well"	190	2.1%	211	2.5%	1,320	3.6%	501	1.4%	470	1.9%
Less than "Very Well"	38	0.4%	128	1.5%	448	1.2%	165	0.5%	81	0.3%
County	Gogebic		Houghton		Iron		Keweenaw		Luce	
Population (5 yrs and older)	15,386		34,720		11,118		2,106		6,224	
Languages Spoken	#	%	#	%	#	%	#	%	#	%
English	14,733	95.8%	32,251	92.9%	10,743	96.6%	2,055	97.6%	5,980	96.1%
Non-English	653	4.2%	2,469	7.1%	375	3.4%	51	2.4%	244	3.9%
Spanish	90	0.6%	301	0.9%	78	0.7%	19	0.9%	29	0.5%
Indo-European Languages	291	1.9%	1,048	3.0%	134	1.2%	15	0.7%	92	1.5%
Asian/Pacific Languages	30	0.2%	603	1.7%	52	0.5%	1	0.0%	17	0.3%
Other	242	1.6%	517	1.5%	111	1.0%	16	0.8%	106	1.7%
Ability to Speak English:	#	%	#	%	#	%	#	%	#	%
"Very Well"	500	3.2%	1,662	4.8%	254	2.3%	31	1.5%	230	3.7%
Less than "Very Well"	153	1.0%	807	2.3%	121	1.1%	20	0.9%	14	0.2%
County	Mackinac		Marquette		Menominee		Ontonagon		Schoolcraft	
Population (5yrs and older)	10,615		64,141		22,734		6,268		7,971	
Languages Spoken	#	%	#	%	#	%	#	%	#	%
English	10,171	95.8%	61,748	96.3%	22,111	97.3%	6,027	96.2%	7,715	96.8%
Non-English	444	4.2%	2,393	3.7%	623	2.7%	241	3.8%	256	3.2%
Spanish	95	0.9%	537	0.8%	167	0.7%	47	0.7%	52	0.7%
Indo-European Languages	265	2.5%	772	1.2%	271	1.2%	74	1.2%	168	2.1%
Asian/Pacific Languages	42	0.4%	332	0.5%	49	0.2%	8	0.1%	0	0.0%
Other	42	0.4%	752	1.2%	136	0.6%	112	1.8%	36	0.5%
Ability to Speak English	#	%	#	%	#	%	#	%	#	%
"Very Well"	267	2.5%	1,773	2.8%	440	1.9%	187	3.0%	166	2.1%
Less than "Very Well"	177	1.7%	620	1.0%	183	0.8%	54	0.9%	90	1.1%

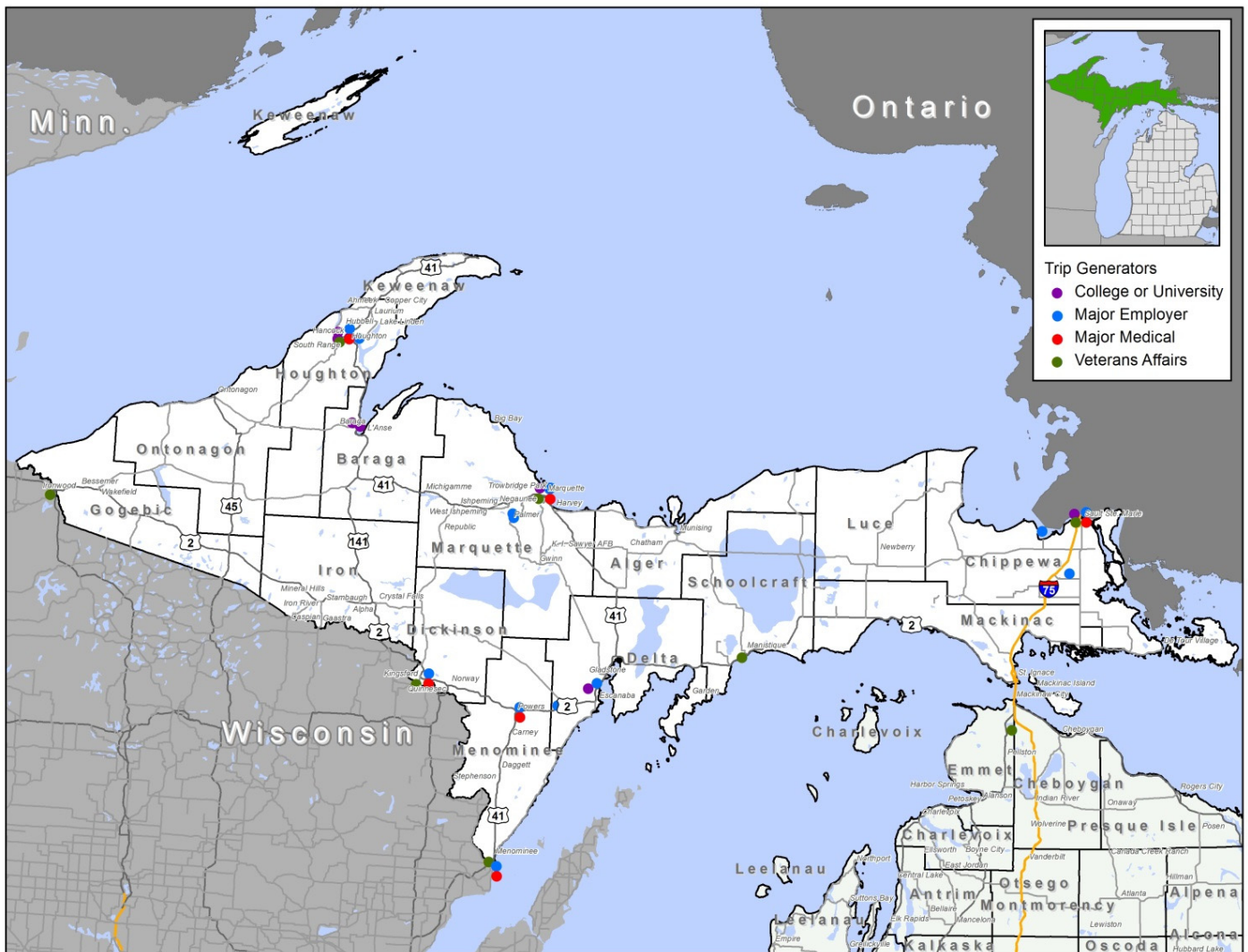
Source: American Community Survey, Five-Year Estimates (2010-2014), Table B16004.

LAND USE PROFILE

Regional Trip Generators

Identifying regional trip generators serves to complement the previous demographic analysis by indicating where transit services may be most needed. Trip generators attract transit demand and include common origins and destinations. Examples include higher level educational facilities, major employers, regional medical facilities, and Veteran Affairs’s Medical Centers and Clinics. Figure 5-11 provides a map of regional trip generators in the Upper Peninsula. Trip generator categories are briefly detailed below.

Figure 5-11: Regional Trip Generators



Educational Facilities

Many individuals that comprise the school age population are unable to afford or operate their own personal vehicle. It may be assumed that this segment of the population is is reliant upon public transportation. Many faculty and staff members are associated with these institutions as a place of employment. The Upper Peninsula features a number of colleges and universities including Northern Michigan University, Michigan Tech, Lake Superior State University, and Finlandia University.

Major Employers

This section examines top regional employers in the Upper Peninsula. Employers included in this category are those that employ 500 or more workers. Providing transit services to major employment locations is advantageous to both the employee, as the individual is provided with direct access to their occupation and subsequent source of income, and the employer, as this entity will have assurance that their current or potential workforce will have diverse options of accessing the destination. Major employers in the Upper Peninsula include numerous colleges and universities as well as regional medical facilities. Resource extraction is another top employment sector for the region with notable employers including Cliffs Natural Resources, Empire Iron Mining Partnership, and Escanaba Paper Company. Other top employers are Bay Mills Resort and Casino, the Island Resort and Casino, and Kinross Correctional Facility.

Major Medical Facilities

Major medical facilities, classified as regional and general hospitals, represent a significant destination for users of public transportation. Older adults and persons with disabilities often rely more heavily upon the services offered by medical facilities than other population segments. Since older adults and persons with disabilities represent a large fraction of the transit dependent population, it is imperative that these facilities are made accessible through public transit services. Major medical facilities in the Upper Peninsula are the Bay Area Medical Center in Marinette, Dickinson County Hospital in Iron Mountain, Marquette Medical Center in Marquette, Portage Medical Center in Hancock, and War Memorial Hospital in Sault Ste. Marie.

Veteran Affairs Medical Facilities

The Department of Veterans Affairs oversees a network of medical centers and smaller community based outpatient clinics. Locating transportation to these facilities can be a major barrier for veterans who rely on healthcare services that these facilities provide. The Upper Peninsula is home to Oscar G. Johnson VA Medical Center located in Iron Mountain. Other community based clinics are located in Hancock, Ironwood, Manistique, Marquette, Menominee, and Sault Ste. Marie. Many locations do not offer the specialized services available found available at the medical center in Iron Mountain.

Local Trip Generators

In addition to the major regional trip generators, it is also important to identify communities containing local trip generators. Local trip generators attract transit demand and include common origins and destinations, such as colleges and universities, multi-unit housing, non-profit and governmental agencies, major employers, medical facilities, and shopping centers.

Table 5-4: Local Trip Generators

Trip Generators	College/University	High Density Housing	Human Service Agency	Major Employer	Medical Facility	Shopping Destinations	Trip Generators	College/University	High Density Housing	Human Service Agency	Major Employer	Medical Facility	Shopping Destinations
Alger County							Iron County (cont.)						
Chatham		✓				✓	Crystal Falls		✓				✓
Munising		✓	✓	✓	✓	✓	Gaastra						
Baraga County							Iron River		✓				✓
Baraga	✓	✓				✓	Keweenaw County						
L'Anse	✓	✓				✓	Ahmeek		✓				
Chippewa County							Copper City						
De Tour Village						✓	Luce County						
Sault Ste. Marie	✓	✓	✓	✓	✓	✓	Newberry		✓				✓
Delta County							Mackinac County						
Escanaba	✓	✓	✓	✓		✓	Mackinac Island		✓				✓
Garden							St. Ignace		✓				✓
Gladstone		✓				✓	Marquette County						
Dickinson County							Gwinn		✓				✓
Iron Mountain		✓		✓	✓	✓	Ishpeming		✓				✓
Kingsford		✓				✓	K.I. Sawyer AFB		✓		✓		
Norway		✓				✓	Marquette	✓	✓	✓	✓	✓	✓
Qunnesec		✓					Michigamme						
Gogebic County							Negaunee		✓				✓
Bessemer		✓					Palmer				✓		
Ironwood		✓				✓	Republic		✓				
Wakefield		✓					West Ishpeming						
Houghton County							Menominee County						
Calumet		✓				✓	Carney						
Hancock	✓	✓		✓	✓	✓	Daggett						
Houghton	✓	✓	✓	✓		✓	Menominee		✓	✓		✓	✓
Hubbell		✓					Powers				✓	✓	✓
Lake Linden						✓	Stephenson		✓				✓
Laurium							Ontonagon County						
South Range		✓					Ontonagon			✓		✓	✓
Iron County							Schoolcraft County						
Alpha							Manistique		✓	✓			✓
Caspian		✓											

Employment Travel Patterns

In addition to considering locations of major employers, it is also beneficial to account for commuting patterns of residents intra- and inter-regionally.

Table 5-5 presents results of the Census Bureau's Journey to Work data which provides location of employment (in county vs. out-of-county and in state vs. out-of-state) and means of transportation to work. Residents in the Upper Peninsula typically work in their county of residence (86%) and predominately drive alone to work (79%). Counties with the highest percentage of out of state commuters are Menominee (37%) and Gogebic (23%). While the majority of residents drive alone to work, a small majority carpool (10%), making it the second largest means of commuting in the region. Public transportation garners approximately 1% or less of the employment commuting; Mackinac County had the highest percent share of public transportation trips with 2%.

Table 5-5: Journey to Work Patterns for Region 1

County	Alger		Baraga		Chippewa		Delta		Dickinson	
Workers 16 Years and Older	3,110		2,410		14,400		15,148		11,151	
Location of Employment	#	%	#	%	#	%	#	%	#	%
In State of Residence	3,076	98.9%	2,389	99.1%	14,240	98.9%	14,710	97.1%	10,245	91.9%
In County of Residence	2,512	80.8%	2,103	87.3%	13,405	93.1%	13,256	87.5%	9,803	87.9%
Outside County of Residence	564	18.1%	286	11.9%	835	5.8%	1,454	9.6%	442	4.0%
Outside State of Residence	34	1.1%	21	0.9%	160	1.1%	438	2.9%	906	8.1%
Means of Transportation to Work	#	%	#	%	#	%	#	%	#	%
Car, Truck, or Van - drove alone	2,355	75.7%	2,063	85.6%	11,064	76.8%	12,342	81.5%	9,465	84.9%
Car, Truck, or Van - carpooled	251	8.1%	200	8.3%	1,730	12.0%	1,562	10.3%	878	7.9%
Public Transportation	43	1.4%	3	0.1%	134	0.9%	95	0.6%	23	0.2%
Walked	203	6.5%	44	1.8%	770	5.3%	410	2.7%	323	2.9%
Taxicab, motorcycle, bicycle, other	43	1.4%	25	1.0%	162	1.1%	254	1.7%	170	1.5%
Worked at Home	215	6.9%	75	3.1%	540	3.8%	485	3.2%	292	2.6%
County	Gogebic		Houghton		Iron		Keweenaw		Luce	
Workers 16 Years and Older	5,624		14,920		4,337		847		1,983	
Location of Employment	#	%	#	%	#	%	#	%	#	%
In State of Residence	4,324	76.9%	14,737	98.8%	4,098	94.5%	818	96.6%	1,969	99.3%
In County of Residence	4,169	74.1%	13,725	92.0%	3,508	80.9%	283	33.4%	1,744	87.9%
Outside County of Residence	155	2.8%	1,012	6.8%	590	13.6%	535	63.2%	225	11.3%
Outside State of Residence	1,300	23.1%	183	1.2%	239	5.5%	29	3.4%	14	0.7%
Means of Transportation to Work	#	%	#	%	#	%	#	%	#	%
Car, Truck, or Van - drove alone	4,522	80.4%	10,812	72.5%	3,516	81.1%	608	71.8%	1,580	79.7%
Car, Truck, or Van - carpooled	627	11.1%	1,640	11.0%	425	9.8%	119	14.0%	198	10.0%
Public Transportation	19	0.3%	100	0.7%	7	0.2%	1	0.1%	0	0.0%
Walked	255	4.5%	1,527	10.2%	156	3.6%	31	3.7%	105	5.3%
Taxicab, motorcycle, bicycle, other	78	1.4%	265	1.8%	41	0.9%	9	1.1%	33	1.7%
Worked at Home	123	2.2%	576	3.9%	192	4.4%	79	9.3%	67	3.4%
County	Mackinac		Marquette		Menominee		Ontonagon		Schoolcraft	
Workers 16 Years and Older	4,323		29,043		9,988		2,137		2,682	
Location of Employment	#	%	#	%	#	%	#	%	#	%
In State of Residence	4,279	99.0%	28,804	99.2%	6,312	63.2%	2,022	94.6%	2,660	99.2%
In County of Residence	3,401	78.7%	27,761	95.6%	5,278	52.8%	1,484	69.4%	2,298	85.7%
Outside County of Residence	878	20.3%	1,043	3.6%	1,034	10.4%	538	25.2%	362	13.5%
Outside State of Residence	44	1.0%	239	0.8%	3,676	36.8%	115	5.4%	22	0.8%
Means of Transportation to Work	#	%	#	%	#	%	#	%	#	%
Car, Truck, or Van - drove alone	3,034	70.2%	23,446	80.7%	8,180	81.9%	1,711	80.1%	2,092	78.0%
Car, Truck, or Van - carpooled	482	11.1%	2,670	9.2%	1,100	11.0%	192	9.0%	295	11.0%
Public Transportation	85	2.0%	133	0.5%	11	0.1%	7	0.3%	8	0.3%
Walked	244	5.6%	1,533	5.3%	203	2.0%	115	5.4%	122	4.5%
Taxicab, motorcycle, bicycle, other	271	6.3%	368	1.3%	135	1.4%	23	1.1%	24	0.9%
Worked at Home	207	4.8%	893	3.1%	359	3.6%	89	4.2%	141	5.3%

Source: American Community Survey, Five-Year Estimates (2010-2014), Table B08130.

Another source of data that provides an understanding of employee travel patterns is the Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) dataset. Table 5-6 provides results of this analysis for the Upper Peninsula Region. As the table shows, employment destinations are heavily dispersed throughout the region. The region's largest city, Marquette, ranked in the top five for almost half of the region's counties. Other top regional employment destinations include Escanaba, Iron Mountain, Ishpeming, and Sault Ste. Marie.

Table 5-6: Top Five Employment Destinations for County Residents

Alger County			Baraga County			Chippewa County		
Place	#	%	Place	#	%	Place	#	%
Munising	436	18.5%	L'Anse	488	13.8%	Sault Ste. Marie	3,948	31.1%
Marquette	55	2.3%	Baraga	273	7.7%	St. Ignace	157	1.2%
Manistique	44	1.9%	Detroit	217	6.1%	Midland	63	0.5%
Chatham	22	0.9%	Zeba	115	3.3%	Escanaba	57	0.4%
Escanaba	19	0.8%	Marquette	54	1.5%	Mackinac Island	45	0.4%
All Others	1,780	75.6%	All Others	2,387	67.5%	All Others	8,406	66.3%
Delta County			Dickinson County			Gogebic County		
Place	#	%	Place	#	%	Place	#	%
Escanaba	3,196	23.8%	Iron Mountain	2,387	17.6%	Ironwood	1,284	22.8%
Gladstone	1,364	10.2%	Kingsford	1,679	12.4%	Bessemer	490	8.7%
Marquette	216	1.6%	Norway	871	6.4%	Wakefield	409	7.3%
Iron Mountain	145	1.1%	Quinnesec	368	2.7%	Hurley, WI	216	3.8%
Kingsford	108	0.8%	Niagara	297	2.2%	Montreal, WI	96	1.7%
All Others	8,402	62.6%	All Others	7,952	58.7%	All Others	3,145	55.8%
Houghton County			Iron County			Keweenaw County		
Place	#	%	Place	#	%	Place	#	%
Hancock	1,210	10.7%	Iron River	526	15.3%	Dollar Bay	7	3.7%
Houghton	1,003	8.9%	Crystal Falls	258	7.5%	Laurium	7	3.7%
Laurium	595	5.3%	Caspian	138	4.0%	Hubbell	6	3.1%
Dollar Bay	285	2.5%	Amasa	52	1.5%	Ahmeek	5	2.6%
Lake Linden Village	272	2.4%	Gaastra	47	1.4%	Calumet	5	2.6%
All Others	7,953	70.3%	All Others	2,423	70.4%	All Others	161	84.3%
Luce County			Mackinac County			Marquette County		
Place	#	%	Place	#	%	Place	#	%
Newberry	269	15.2%	St. Ignace	496	16.4%	Marquette	5,759	21.2%
Sault Ste. Marie	30	1.7%	Mackinac Island	405	13.4%	Ishpeming	2,211	8.1%
Marquette	21	1.2%	Sault Ste. Marie	99	3.3%	Negaunee	1,604	5.9%
Escanaba	17	1.0%	Cheboygan	59	2.0%	West Ishpeming	937	3.4%
Manistique	13	0.7%	Manistique	28	0.9%	Trowbridge Park	743	2.7%
All Others	1,418	80.2%	All Others	1,938	64.1%	All Others	15,962	58.6%

Menominee County			Ontonagon County			Schoolcraft County		
Place	#	%	Place	#	%	Place	#	%
Menominee	1,372	17.3%	Ontonagon	226	17.7%	Manistique	806	30.2%
Marinette	730	9.2%	White Pine	54	4.2%	Sault Ste. Marie	82	3.1%
Escanaba	479	6.0%	L'Anse	21	1.6%	Escanaba	35	1.3%
Stephenson	118	1.5%	Ironwood	18	1.4%	Gladstone	26	1.0%
Peshtigo	109	1.4%	Bessemer	12	0.9%	Marquette	25	0.9%
All Others	5,137	64.7%	All Others	947	74.1%	All Others	1,698	63.5%

Source: Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics, 2013.

Chapter 6

Inventory of Transportation Services and Resources

INTRODUCTION

A variety of public transit, human service transportation, and private transportation services are provided in the Upper Peninsula region. This section documents and describes the transportation programs and services identified. The process to identify transportation resources available in the region included collecting basic descriptive and operational data from regional workshop participants through the registration process, obtaining input from regional stakeholders, and following up as needed with transportation program staff where needed to fill gaps in information.

PUBLIC TRANSPORTATION

These counties are served by the seven different transit systems that currently operate in Region 1:

- Alger (Alger County Transit Authority, ALTRAN)
- Chippewa (Eastern UP Transportation Authority, City of Sault Ste. Marie)
- Delta (Delta Area Transit Authority)
- Gogebic (Gogebic County Public Transportation)
- Houghton (Houghton Motor Transit Line and Hancock Public Transit)
- Luce (Eastern UP Transportation Authority)
- Marquette (Marquette County Transit Authority, Marq-Tran)
- Ontonagon (Ontonagon County Public Transportation)
- Schoolcraft (Schoolcraft County Public Transportation)

The following section provides an overview of each public transit system. A summary of public transit services in the region then follows, along with operating and performance data.

Alger County Transit (ALTRAN)

ALTRAN provides dial-a-ride public transportation service to Alger County. ALTRAN offers a Ride to Work service during the evenings starting 7:00 p.m. to 1:00 a.m. and Sundays 6:00 a.m. to 1:00 a.m. ALTRAN also provides regional transportation from Munising to Marquette generally starting at 6:15 a.m.

Marquette Fares

- One Way Cash Fare - \$7.00
- 10 Trip Pass- \$50.00
- 40 Trip Pass- \$120.00



Baraga-Houghton-Keweenaw Community Action Agency (BHK CAA)

BHK CAA provides a flex-route and demand-response service in Keweenaw and Houghton Counties. The flex-route provides service between Houghton and Mohawk weekly with one trip on Wednesday running from 10:00 a.m. to 3:00 p.m. Fares range from \$6.00 to \$8.00 depending on the point of origin. Demand-response service is offered in central Houghton County on Monday and Thursday, in Lake Linden on Tuesday, and Mohawk on Thursday; service is offered from 9:00 a.m. to 4:00 p.m. on these days. Demand-response fares range from \$4.00 to \$8.00. Service is prioritized for senior citizens and persons with disabilities, but when space is available, service is available to the general public.

Delta Area Transit Authority (DATA)

DATA provides countywide demand-response and deviated flex-route transportation to Delta County. Hours of operation are Monday through Friday 7:00 a.m. to 6:00 p.m.



Fares

City Residents of Escanaba and Gladstone

- Up to 5 miles- \$2.00
- 5 to 10 miles- \$4.00
- 10 to 20 miles- \$6.00
- 20 to 30 miles- \$8.00
- Escanaba-Gladstone Shuttle picked up in Escanaba or Gladstone city limits \$2.00

Residents in Non-Participating Areas of Delta County
(Living outside the City Limits of Escanaba or Gladstone)

- Up to 5 miles- \$6.00
- 5 to 10 miles- \$12.00
- 10 to 20 miles- \$18.00
- 20 to 30 miles- \$24.00

Dickinson-Iron Community Services Agency (DICSA)

DICSA is a private nonprofit Community Action Agency. DICSA provides demand response service (door-to-door) to Iron Mountain, Kingsford, Norway, Iron River, and Crystal Falls.



Eastern Upper Peninsula Transportation Authority (EUPTA)

EUPTA provides local transportation to Chippewa and Luce Counties. EUPTA serves the rural areas around Sault Ste. Marie including areas such as Kincheloe, DeTour, Rudyard, etc. Dial-a-ride service is offered in Luce County and travels within a 5 mile radius of Newberry Village. Service hours are Monday through Friday 5:00 a.m. to 11:30 p.m.



Fares

To Newberry -\$4.50

To Curtis -\$6.00

Gogebic County Transit Authority (GCT)

GCT offers demand response and flex route service to Gogebic County. Regular scheduled flex routes are provided between Ironwood and Wakefield and Ironwood and Watersmeet. These routes deviate up to 2 miles from the U.S. 2 corridor and from the local routes. The demand-response service is provided at a first come first serve basis. GCT hours of operation varies based on the route. The Ironwood-Wakefield Flex Route runs from 6:00 a.m. to 6:00 p.m. Monday through Friday. Ironwood-Watersmeet Route runs 8:15 a.m. to 3:30 p.m. on Thursdays and 9:30 a.m. to 3:30 p.m. Friday. Demand-response in Watersmeet starts at 10:45 a.m. to 2:15 p.m. on Fridays and in Three Cities from 6:00 a.m. to 6:00 p.m. Monday to Friday.



Fares

Flex Routes- \$3.00

Demand Response -\$3.00

Reduced Rate -\$1.50

Hancock Public Transit

Hancock Public Transit is a demand-response (door to door) service that operates Monday through Friday 7:00 a.m. to 5:00 p.m. The area of service includes the warning light on top of Quincy Hill near Portage Health System, Cooper Bowl Lanes in Ripley, Hancock Beach/Campgroup, and Copper Mall in Houghton.

Fares

Adults- \$5.00

Students- \$3.00

Senior Citizens (55+) -\$2.50

Children (under 12) -\$2.50

Houghton Public Transit

Houghton Public Transit provides demand response and flex route services to Hancock and Houghton City Limits. There are three shuttles that operate in Houghton and demand response services that operate in Houghton and Hancock. Shuttle services provide transportation access to Michigan Technological University campus during the regular school year. A morning shuttle operates Monday through Friday from 7:00 a.m. to 1:00 p.m. and an afternoon shuttle operates from 1:00 p.m. to 7:00 p.m. These shuttles are free for students, staff, and faculty. Demand response hours of operation are from 7:00 a.m. to 5:00 p.m. in Houghton and 7:00 a.m. to 4 p.m. in Hancock Monday through Friday.



Fares

Shuttles

- General public -\$1.00
- Students, staff, and faculty -Free

Houghton Demand Response

- Students -\$3.00
- Others- \$2.50

Outside Houghton Demand Response

- Students -\$4.00
- Others -\$3.00

Marquette County Transit Authority (MARQ-TRAN)

Marq-Tran is the public transportation provider to Marquette County. Marq-Tran offers nine fixed-routes, two deviated fixed-routes, and demand-response service. Hours of operation are generally Monday through Saturday 6:30 a.m. to 8:00 p.m. and Sunday 8:30 a.m. to 5:00 p.m. The door-to-door service extends to the greater Marquette area including; Ishpeming-Negaunee area, and Gwinn-Little Lake- K.I. Sawyer Area. Fares are based on zones.



Ontonagon County Public Transit (On-Tran)

On-Tran provides demand-response (curb to curb) public transportation to Ontonagon County. Hours of operation are from 6:00 a.m. to 6:00 p.m. Transportation to localities outside the service area are provided on specific days.



Fares

Service to Houghton, Round Trip -\$7.00

Demand Response

- 0-5 Miles - \$1.50
- 5-20 Miles - \$2.00
- 20-35 Miles - \$2.50
- over 35 Miles - \$3.50

Reduced fares

- 0-5 Miles - \$0.75
- 5-20 Miles \$1.00
- 20-35 Miles -\$1.25
- Over 35 Miles -\$1.75

City of Sault Ste. Marie

The City of Sault Ste. Marie operates the International Bus Bridge, with a connection to Sault Ste. Marie Ontario, and demand response service throughout the city. Hours of operation are 7:00 a.m. to 6:00 p.m. Monday through Friday with service from 9:00 a.m. to 5:00 p.m. on Saturdays.

Schoolcraft County Public Transit (SCPT)

SCPT offers demand response (curb-to-curb) service to Schoolcraft County. Hours of operation are 7:30 a.m. to 5:00 p.m. Monday through Friday.



Fares

City of Manistique- \$2.00

Outside Manistique City Limits -\$4.00

- Manistique to Town
- Manistique to Thompson/Moose Lodge
- Manistique to Stony Cut

Beyond

- Up to 10 miles- \$4.00
- 10-20 miles- \$6.00
- 20-30 miles- \$8.00
- 30-40 miles -\$10.00
- Over 40 miles- \$30 per hours or \$7.50 per quarter hour

Regional Overview

Table 6-1 provides a summary of public transit services in Region 1.

Table 6-2 provides operating data and performance data for public transit services in the region. As indicated in this table, in 2014 public transit systems in Region 1:

- Provided just over 900,000 passenger trips.
- Travelled over 2.7 million miles.
- Operated over 160,000 revenue hours.

Also indicated in Table 6-2, funding for public transit services was provided through a variety of federal, state, and local funding, as well as through passenger fares through the farebox. While each system varies, overall as a region over 39 percent of funding was through the State and 30 percent was through local sources.

Table 6-1: Inventory of Public Transportation Resources

System	Service Type(s)	Primary Service Area	Service Hours	Regional Services/Connectivity
Alger County Transit (ALTRAN)	Demand Response & Flex Route	Alger County	Monday to Saturday 5:30 a.m. - 7 p.m. Friday & Saturday 7 p.m. - 2:30 a.m. Week nights and Sunday work trip runs	Connections to Marq-Tran in Marquette
Delta Area Transit Authority (DATA)	Demand Response and Flex Route	Delta County	Monday to Friday 7 a.m. to 6 p.m.	Connection with Indian Trails
Eastern Upper Peninsula Transportation Authority	Scheduled Service and Demand Response	Chippewa and Luce Counties	Monday to Friday 5 a.m. to 11:30 p.m.	Connection with Indian Trails and Ferry Connections to Sugar Island, Neebish Island, and Drummond Island
Gogebic County Transit Authority	Demand Response & Flex Route	Gogebic County	<u>Demand Response</u> Three Cities - Monday - Friday 6 a.m. - 6 p.m. Watersmeet - Monday - Friday 10:45 a.m. - 2:15 p.m. <u>Flex Routes</u> Wakefield - Monday – Friday 6 a.m. - 6 p.m. Watersmeet - Thursday & Friday 9:30 a.m. - 3:30 p.m.	N/A
Hancock Public Transit	Demand Response	Hancock and Houghton city limits	Monday to Friday 7 a.m. - 5 p.m.	N/A

System	Service Type(s)	Primary Service Area	Service Hours	Regional Services/Connectivity
Houghton Public Transit	Demand Response and Flex Route	Hancock and Houghton city limits	<u>Demand Response</u> Houghton - Monday – Friday 7 a.m. - 5 p.m. Hancock - Monday - Friday 7 a.m. - 4 p.m. <u>Shuttles</u> Monday - Friday 7 a.m. - 7 p.m.	N/A
Marquette County Transit Authority (MARQ-TRAN)	Fixed Route, Flex Route, and Demand Response	Marquette County	Monday - Saturday 6:30 a.m. - 8 p.m. Sunday 8:30 a.m. - 5 p.m.	Connections to the Ishpeming-Negaunee and Gwinn-Little Lake-K.I. Sawyer areas
Ontonagon County Public Transit (On-Tran)	Demand Response	Ontonagon County	Monday - Friday 6 a.m. – 6 p.m.	N/A
Sault Ste. Marie, City of	Fixed Route and Demand Response	City of Sault Ste. Marie	<u>Fixed Routes</u> Monday to Friday 7 a.m. - 7 p.m. Saturday 9 a.m. - 5 p.m. <u>Demand Response</u> Monday to Friday 7 a.m. - 6 p.m.	Connects to Sault Ste. Marie, Ontario
Schoolcraft County Public Transit (SCPT)	Demand Response	Schoolcraft County	Mon. - Fri. 7:30 a.m. - 5 p.m. Saturday & Sunday Advance Reservations	N/A

Table 6-2: Public Transit Operating and Performance Data – 2014

Provider	Total Passengers	Total Eligible Expenses	Total Miles	Total Vehicle Hours	Federal Revenues	State Revenues	Local Revenues	Farebox Revenues
Alger County Transit (ALTRAN)	78,169	\$846,708	367,789	18,412	\$139,970	\$332,756	\$85,824	\$299,916
Delta Area Transit Authority (DATA)	112,982	\$1,208,172	366,117	24,620	\$189,777	\$474,812	\$301,380	\$261,562
Eastern Upper Peninsula Transportation Authority	44,446	\$529,356	286,167	13,484	\$88,087	\$208,037	\$51,983	\$140,922
Gogebic County Transit Authority	25,846	\$547,566	99,049	7,422	\$89,768	\$215,193	\$176,736	\$46,054
Hancock Public Transit	21,038	\$227,163	63,435	5,610	\$30,836	\$89,275	\$40,034	\$47,635
Houghton Public Transit	91,910	\$420,824	108,899	11,694	\$71,512	\$165,384	\$87,022	\$110,449
Marquette County Transit Authority (MARQ-TRAN)	408,400	\$3,109,320	942,590	46,918	\$466,122	\$1,221,963	\$1,314,210	\$238,127
Ontonagon County Public Transit (On-Tran)	31,905	\$659,530	135,051	8,412	\$105,710	\$259,195	\$265,450	\$61,138
Sault Ste. Marie, City of	30,347	\$381,250	93,636	8,552	\$61,000	\$149,831	\$153,713	\$29,615
Schoolcraft County Public Transit (SCPT)	56,097	\$808,025	246,670	17,564	\$114,675	\$317,554	\$167,851	\$188,106
Regional Total	901,140	\$8,737,914	2,709,403	162,688	\$1,357,457	\$3,434,000	\$2,644,203	\$1,423,524

Sources: MDOT: Michigan Public Transit Facts

NON-PROFIT AND HUMAN SERVICE TRANSPORTATION

The following section provides an overview of human service transportation providers identified in the region. It should be noted that the transportation services provided by these organizations are specialized in nature, and are typically provided only to agency clients for specific trip purpose, generally either medical or to access agency locations. These services may be modified due to funding or other changes.

Baraga-Houghton-Keweenaw Community Action Agency

The Baraga-Houghton-Keweenaw Community Action Agency provides flex routes and demand response service in Houghton and Keweenaw Counties. The flex route is offered on Wednesdays from 10:00 a.m. to 3:00 p.m. Demand response transportation is available Monday through Thursday from 9:00 a.m. to 4:00 p.m.

Baragaland Senior Citizens, Inc.

Baragaland Senior Citizens, Inc. provides demand response service, a flex route, and non-emergency medical transportation. Transportation is provided throughout Baraga County with limited long distance trips to Marquette, Houghton, Iron Mountain, and Watersmeet.

Chippewa/Luce/Mack Community Action

Chippewa/Luce/Mack Community Action provides transportation in Chippewa, Luce, and Mackinac Counties for income eligible residents.

Dickinson-Iron Community Services Agency

The Dickinson-Iron Community Services Agency provides transportation only in Iron County where it is the only organized transportation provider. Transportation services are limited to senior citizens and persons with disabilities. Demand response service is provided within a five mile radius of Iron River. A monthly trip is provided from Iron River to Iron Mountain for shopping and other purposes. Advanced reservations, at least 48 hours, are required for transportation. Transportation is provided Monday through Thursday from 8:00 a.m. to 3:30 p.m.

Menominee/Delta/Schoolcraft Community Action Agency

The Menominee/Delta/Schoolcraft Community Action Agency provides transportation only in Menominee County. Only individuals enrolled in the program are eligible for transportation.

Upper Peninsula Area Agency on Aging

The Upper Peninsula Area Agency on Aging provides transportation across the Upper Peninsula for those individuals who are in need. Those needing transportation must meet income, age, or disability requirements.

Non-Emergency Medical Transportation

Non-emergency medical transportation (NEMT) is also provided in the region. NEMT is for individuals who require routine medical services and who, because of financial problems or their physical condition, are unable to use other available means of local transportation. Identified providers include:

- B&B Wheelchair Transportation
- Baragoland Senior Citizens
- Disabled American Veterans (veterans only)
- Gogebic County Veterans Office (veterans only)
- Gogebic-Ontonagon Community Action Agency
- Houghton County Veterans Affairs (veterans only)
- Little Brothers – Friends of the Elderly
- Ontonagon County Commission on Aging
- Ontonagon County Veterans Association (veterans only)

PRIVATE TRANSPORTATION PROVIDERS

Intercity Bus Service

The only intercity bus provider in the Upper Peninsula is Indian Trails. The following routes travel through the region.

Route 1484: Grand Rapids-Cadillac-Traverse City-Alanson

- Hancock
- Escanaba
- Ironwood
- Sault Ste. Marie
- St. Ignace

Route 1485: Detroit-Flint- Bay City- St. Ignace

- Hancock
- Escanaba
- Ironwood
- Sault Ste. Marie
- St. Ignace
- Mackinaw City

Route 1488: East Lansing-Alanson-St. Ignace

- Hancock
- Escanaba
- Sault Ste. Marie
- St. Ignace (transportation center)
- Mackinaw City (Village City Hall)

Route 1489: St. Ignace-Sault Ste. Marie-Ironwood

- St. Ignace (Transportation Center)
- Kinross (BP I-75, Exit 378)
- Sault Ste. Marie
- Strong's Corner (General Store)
- Newberry (Pickleman's)
- Engadine (Mobil Gas)
- Manistique (Lake Shore Shell)
- Gladstone (Shell Station)
- Escanaba
- Hancock
- Houghton
- Marquette
- Powers (Jct US-41 and US-2 Park and Ride)
- Iron Mountain (Crispigna's Pary)
- Crystal Falls (USo2 and M-69)
- Iron River (In front of Iron Inn Motel)
- Watersmeet (Jct US-2 and US-45)
- Wakefield (US-2 and Holiday Gas Station)
- Ironwood

Taxicab Providers

- **B&B Wheelchair Transportation**, based in Hancock, primarily serves the Keweenaw Peninsula with special service to Marquette County. Service is available 24 hours a day year round; although trips to Marquette County are scheduled on Thursdays. Fares are set for local service and Marquette County service; otherwise it is \$1.50 per mile. One vehicle is bed-equipped and two vans are lift equipped.
- **Checker Transport**, based in Marquette, provides service 24 hours a day seven days a week.
- **Copper Country Limo & Taxi**, based in Hancock, primarily serves the Keweenaw Peninsula area. Service is available seven days a week from 5:30 a.m. to 5:30 p.m. with earlier and later service available with one day's notice. Fares are variable. Three vehicles are used to provide service; they are not lift or ramp equipped.
- **Escanaba Taxi**, based in Escanaba provides 24 hour service.
- **JN Taxi & Courier**, based in Escanaba provides 24 hour service to the immediate area.

- **Paula's Taxi**, based in Baraga, provides service primarily to Baraga, L'Anse, Houghton, and Hancock but will travel to any distant location. Service is available 24 hours per day year round. Fares are \$1.00 per mile with fixed rates in Baraga and L'Anse. Vehicles are not equipped with lifts or ramps but drivers will assist passengers.
- **Soo Taxi**, based in Sault Ste. Marie, provides 24 hour service.
- **SS Taxi Service**, based in Keweenaw County, provides service mainly to northern Houghton and Keweenaw Counties; however, it will travel longer distances. Service is available 24 hours per day each day of the year except Christmas. Fares are set for the Calumet and Laurium area but otherwise variable. Vehicles are equipped with lifts or ramps but they do have the ability to store an empty wheelchair and drivers will assist passengers with disabilities.
- **Taxi Cab Co.**, based in Sault Ste. Marie.
- **Twin City Cab**, based in Ironwood, primarily serves Gogebic County and Iron County, Wisconsin. Service is available 24 hours per day, seven days a week. Fares to major destinations and certain communities are fixed, otherwise airport transportation is \$1.75 per mile and long distance transportation is \$1.50 per mile. Vehicles are not lift or ramp equipped but drivers will assist passengers with boarding and exiting the vehicle as well as ensuring safe building entry.
- **Uptown Taxi**, based in Marquette, provides service Monday to Friday from 6:00 a.m. to 3:00 p.m. and all day on Saturdays and Sundays.

FERRY SERVICE

Grand Portage Isle Royale Transportation Line, Inc.-Grand Portage Isle Royale Transportation Line, Inc. offers passenger ferry service to Isle Royale National Park. The travel route is from Grand Portage, Minnesota to Windigo, Michigan.

Isle Royale Ferry Service, Inc.-A passenger ferry services that travels between Cooper Harbor, Michigan and Rock Harbor at Isle Royale National Park.

Star Line Mackinac Island Ferry – provides passenger ferry service to Mackinac Island. The ferry routes cover Mackinaw City, Michigan to Mackinac Island and St. Ignace, Michigan to Mackinac Island.

Shepler's Mackinac Island Ferry- A passenger ferry service to Mackinac Island. The ferry routes are Mackinaw City, Michigan to Mackinac Island, and St. Ignace, Michigan to Mackinac Island.

U.S. National Park Service (Isle Royale National Park)- offers passenger ferry service from Houghton, Michigan to Rock Harbor.

AIR TRANSPORTATION

Chippewa County International Airport-Chippewa County International Airport is located 15 miles from Sault Ste. Marie, Michigan. Commercial service is offered to Detroit and Pellston Regional Airport through Delta Connection.

Delta County Airport- Delta County Airport is located approximately two miles from Escanaba, Delta County. The commercial service and limited with a connection service to Detroit through Delta Airlines.

Ford Airport- Ford Airport is located three miles from Iron Mountain, Dickinson County. It offers commercial service to Minneapolis, Minnesota through Delta Airlines.

Houghton County Memorial Airport-Houghton County Memorial Airport is located about four miles from Calumet, Houghton County. There is limited commercial service to Chicago through United Express airlines.

Sawyer Airport- Sawyer International Airport is located 17 miles from Marquette, Michigan. Passenger service is offered to Chicago, Illinois through American Eagle and Detroit, Michigan through Delta Connection.

Chapter 7

Potential Strategies, Activities and Projects

INTRODUCTION

This chapter discusses potential strategies, activities and projects for consideration by regional stakeholders. Decisions made will guide the planning process, and can help to address identified gaps between current transportation services and unmet needs, and expand regional mobility which will help to achieve greater efficiencies in service delivery. Development of possible strategies, activities and projects took into account the following:

- Input from regional stakeholders during the September 2015 workshop.
- Strategies identified in reports produced by regional planning agencies: Western Upper Peninsula Planning & Development Region, Central Upper Peninsula Planning and Development Regional Commission and the Eastern Upper Peninsula Regional Planning & Development Commission.
- Recommendations included in county coordinated plans and recent plans and studies.
- Overall goals for maintaining and improving mobility in the region. While some goals are inter-related, for consideration by regional stakeholders, the proposed strategies, activities and projects are grouped by these goals.

After review by regional planners, potential strategies were distributed to regional stakeholders for prioritization for inclusion in the plan. The following sections outline the prioritized goals by high, medium and low priority.

UNIQUE FEATURES OF THE UPPER PENINSULA

Geography of the Upper Peninsula makes it unique and requires approaches that may not be appropriate across the state but do make sense in the Upper Peninsula. Some of these unique features are:

- Low population density – The Upper Peninsula has some of the lowest population densities in the state, making transit difficult to provide and expensive on a per trip basis.
- No major city - Specialized services (most often medical) found in larger cities requires extensive travel. For example, larger cities, of approximately 100,000 populations, closest to Marquette include Green Bay, WI (180 miles), Duluth, MN (250 miles) and Lansing, MI (400 miles).

- Long distances – As a consequence of the lack of destinations and long distances, many residents of border towns/counties seek to go to elsewhere for basic needs (Wisconsin and/or Canada).
- Limited service areas – Most of transit systems on the Upper Peninsula do not connect and rarely reach into difficult to serve areas because funding and resources are limited.

Due to these factors, there is a significant need to connect communities in the region to essential services.

HIGH PRIORITIES

Goal 1: Maintain Existing Transportation Services

It was clear from review of plans and discussions with stakeholders that the first priorities are to ensure that existing services are maintained. These initial strategies reflect the desire to maintain services.

Strategy: Continue to Support Services that are Effectively Meeting Identified Transportation Needs

Maintaining the current level of service is an essential first step to meeting community transportation needs. Financial resources should be maintained to operate vehicles and continue services at the current level. This strategy involves providing operating funds to support existing public transit services and human services transportation that are effectively meeting mobility needs identified in the region, especially those serving older adults, individuals with disabilities and veterans.

Measuring Effectiveness

This strategy can be coupled with the evaluation of public transit services in the region to ensure that the services are worthy of the financial resources to ensure that the greatest number of needs are met. These planning efforts are conducted every five to six years. Ongoing assessments assure that the public transit system is responding to possible changing demographics in their communities and operating the service that is most effective and economical. This service planning process should be supplemented with input through appropriate rider, employer and public surveys; feedback from various stakeholders agencies and organizations; and input from staff, drivers and dispatchers on the frontline of services. A resource that can assist with this effort is one that was a follow-up to a statewide training on providing cost effective transit services and is available at:

http://www.michigan.gov/documents/mdot/TransitServicePlanningGuideAndResourcesForMDOT_409438_7.pdf

Human Service Agencies

Transportation provided through human service agencies is more specialized therefore one must modify the above performance measures using the same basic principles. There are tools available that agencies can use to evaluate their transportation programs and ensure that financial resources are being used effectively. An example would be Easter Seals Project Action's *Transportation by the Numbers* tool which provides human service organizations with ways to more easily identify expenses, revenues and performance outcomes so that agencies can make more informed decisions about their future in the transportation business.

Strategy: Continue to Support Capital Needs that are Planned, Designed and Carried Out to Meet Identified Needs

Most important in this area is to ensure that the number of vehicles is adequate to maintain current services and to ensure that those vehicles are safe and appropriate for the need. Equally important is the maintenance and support required to ensure facilities are kept in appropriate working order. Maintaining and building upon current capital is crucial to expanding mobility options, especially for older adults, people with disabilities, veterans and people with lower incomes. Before the region can consider efforts for improving mobility for these population groups, it is critical to ensure that the current foundation of services and facilities remains in place through a sufficient capital network.

This strategy involves acquisition of replacement buses or vans, vehicle rehabilitation or overhaul, and other appropriate vehicle equipment improvements that support the current capital infrastructure in the region. It includes preventative maintenance when appropriate as an eligible capital expense. With limited capital funding to replace buses, it is essential that current vehicles are maintained and remain safe and operable beyond the typical useful life criteria. Facilities are included in this strategy as appropriate.

Goal 2: Secure Additional Funding to Provide Expanded Transportation Services in the Region

One of the key obstacles the transportation industry faces is how to pay for additional services. These strategies rely on a combination of public (federal, state and local) funds as well as private sector sponsorships. These strategies express that approach.

Strategy: Seek Grant Opportunities

Transit systems must continually seek grant opportunities in order to survive. While Federal Transit Administration (FTA) public transit funding is limited, FTA regularly has funding available for targeted needs. For example, last year's Ladders of Opportunity grants provided significant funding for commuter services. Funding is often available for capital and technology as well. The key to this strategy is to seek grant opportunities in a coordinated manner. That includes multiple systems developing a consortium of providers for regional grant opportunities. While most of the available funds are Federal and typically FTA funds, there are other opportunities from the private sector.

Strategy: Develop Additional Sponsorships/Partnerships and Identify New Private Funding Sources to Support Public-Transit and Human-Service Transportation

This strategy would involve identifying sponsorship opportunities to leverage additional funding to support public-transit and human-services transportation in the region. This would include meeting multiple unmet needs and issues by tackling non-traditional sources of funding. big box retailers, hospitals, supermarkets, and other retailers who want the business of the region’s riders may be willing to pay to become system sponsors. As sponsors they can benefit from advertising opportunities and promotional benefits similar to sponsorships in other industries. Sponsors can support their customers. Sponsorships can be at any level and size business, from Walmart to a local restaurant.

Strategy: Advocate for Additional Funding to Support Public Transit and Human Service Transportation

Coupled with the need to develop additional partnerships is a stronger advocacy campaign that highlights the impact that public transportation and human-services transportation has on residents of the region and how it is a vital component of the community transportation infrastructure. This strategy involves a regional and unified effort to inform elected officials, local and national decision makers, and the general public on the need for additional funding to support needed services. Efforts should be directed toward the state NEMT (Medicaid) program to seek a transit solution to NEMT’s transit issues. Combining NEMT and public transit would benefit transit, Medicaid clients and the general public. Continued fragmentation results in a duplication of efforts.

This advocacy campaign could be part of a statewide and national movement (national associations) to stress the importance of community and public transit funding at the state and national levels. State level education efforts should be on-going using the two state associations where appropriate.

Goal 3: Expand and Improve Local Transit Services

A number of areas were recognized in the plans as having needs beyond current availability of services. Much of this was supported by the outreach process and collaboration of regional planners. While it is understood that funding is often required for these services to be implemented, that is not always the case.

Strategy: Expanding Service Area Coverage

There are many areas within the Upper Peninsula that currently do not have service available or are in need of additional service. Priorities will have to be set by stakeholders for these services, all of which have significant needs. These include:

- Sub-Region 1.A:
 - There is no public transit in Keweenaw County

- There is limited or no rural service in Iron and Houghton Counties
- Sub-Region 1.B:
 - There is no public transit available in Dickinson and Menominee Counties
 - There is expanded service in rural areas of Schoolcraft and Delta Counties
- Sub-region 1.C:
 - There is need for transit service in St. Ignace and Mackinac County as none exists at this time.
 - There is need to expand hours of service and weekend service in Chippewa and Luce Counties
 - There is need to expand wheelchair capacity in Chippewa and Luce Counties

Service Designs

There are a number of approaches that can be taken to improve service at a low cost. The key is to employ the best service design for any given area. The purpose of this is to group trips in the most effective way to lower the cost per trip and thereby make this service far more cost effective than paratransit. This approach works best in remote rural areas found throughout Eastern, Central and Western Upper Peninsula. Stakeholders should consider these options.

- **Seek most appropriate service design** - Where appropriate (most typically in rural areas), operators should seek to employ less expensive options than dial-a-ride. This includes fixed schedule services or fixed/flex route service. Studies have indicated that under the right conditions, one fixed route bus can eliminate the need for up to three paratransit vehicles.
- **Establish a fixed route or dial-a-ride service in cities** –St Ignace was cited as a small city with no public transit.
- **Establish fixed schedule service in remote areas** – Fixed schedule service sets specific schedules for when the vehicle is going to be in or going to a particular community (usually a larger city where medical and shopping services are located). This may be daily service, weekly or monthly depending on the level of demand. Passengers can be picked up at the door, an intersection or a designated bus stop according to the posted schedule.
- **Matching service to needs** – Strategies should be set up to address major shift times at correctional facilities, retail and employment centers.
- **System Upgrade** – As a way to seek Seeking ways to attract new riders /choice riders, a system upgrade should be considered. An upgrade could include:
 - More direct services for commuters
 - Placing wi-fi on vehicles
 - Image change
 - Marketing plan and activities

- **Implementing vanpools** - Vanpools have an excellent chance of success in remote rural areas to a common employment destination(s). This approach can include a public/ private partnership to secure vanpools in the Upper Peninsula. Currently there are no van-pools operating in the Upper Peninsula. Transit can manage this effort and market these services with major employers. Efforts would include promotion and marketing with employers and employees, identifying potential riders and securing and monitoring the vehicle and its use.

MEDIUM PRIORITIES

Goal 4: Regional Connectivity

Strategies associated with this goal are steps toward full regional connectivity for the purposes of commuting, medical needs, basic necessities, personal business, shopping and recreation.

The region is broken into three sub-regions. Plans developed for the sub-region are locally based and do not stress needs beyond each sub-region. This planning process additionally addresses commuter and medical needs that cannot be met in the sub-region.

Strategy: Identify and Prioritize Connectivity Needs

During the regional workshop, stakeholders noted the need for expanded regional transit services that cross jurisdictional lines. The first step in improving services is to identify and prioritize strategies.

Most of the Upper Peninsula has inter-local agreements to coordinate services but the funding and political will to connect the region is needed. ALTRAN and Marq-Trans coordination is a model of regional connectivity. The remaining transit systems serve origins and destinations within their jurisdictions only. There were a number of priority areas noted for increased regional connectivity:

- Transit access in most rural areas throughout the Upper Peninsula
- Transit access to the VA Center in Iron Mountain
- Ensuring that veterans can access public transit to the greatest extent.
- Intercity service during daylight hours to connect to local service across the region currently the schedules are in the very early morning hours
- The ability to cross state line into Wisconsin at various points and crossing into Canada at Sault St. Marie for medical services
- Regional medical transportation
- Regional commuter options
- Service between Munising and Escanaba and Marquette to Escanaba
- Residents of most counties on the Upper Peninsula need to travel to Marquette for specialized medical services

Strategy: Work with Community Leaders to Plan for, Prioritize and Seek Funding for Regional Service

Origin and destination communities should work together as exemplified by ALTRAN, based in Munising, and Marq-Trans based in Marquette. These systems are a model of jurisdictional connectivity and coordination.

Major barriers to regional connectivity in the Upper Peninsula are lack of funding and a will to address needs beyond jurisdictional lines. Connectivity improvements can include the following steps:

- **Agreements** – According to participants in the planning process, the systems have inter-local agreements to allow them to work together. It is recommended that these agreements be reviewed, updated and strengthened as needed.
- **Funding** - Secure funding from local, state, federal and private sector funding/sponsorships sources.
- **Prioritize services** - Prioritize service by location and type. Establish more scheduled service across the region beyond jurisdictional boundaries. This must be done at the local level.
- **Determine responsible entity(s)** - This can be a consortium of operators, a new regional transit system or one designated transit operator with support from the other participating systems.

Initiate Efforts to Plan for and Implement New Regional Services

There are a variety of approaches that can be used to build regional/intercity service. In selecting strategies, the service design should be considered. At some point, an operator should be selected. State support would be needed for this option.

- **Daytime Regional Intercity Service** - Seek state support for regional intercity bus service during the day time. Revise the current Indian Trails service or add a daytime schedule. This service can be enhanced if local communities can provide feeder service to the bus stop.
- **Regional Corridors** - Seek expanded service to connect Escanaba to Munising and Marquette as well as direct service across the Upper Peninsula through all or parts of the major east west corridor, including eastern Upper Peninsula, Munising, Marquette and Ironwood. Priority can also be given to serving the Veterans Administration facility in Iron Mountain.
 - Services can be operated daily, weekdays or selected days of the week.
 - Ideally an early morning, mid-day and/or evening round trip would allow for commuters and medical trips, however most corridors could not support that level of service.
 - Service can be operated to complement existing Indian Trails services.
- **Service Operation** – There are a variety of approaches that can be used to operate the service:
 - Use existing Indian Trails contractor
 - Develop a consortium of operators to provide service in a regional corridor
 - Designate one existing transit system to provide the service

- Form a new transit system to operate regional service
- **Connecting Service** – Some communities routinely travel to Wisconsin (Menominee, Iron and Gogebic Counties), the Lower Peninsula (St. Ignace) and Canada (Sault Ste. Marie) for a wide variety of needs. In some cases these “border” communities are intertwined but transit service is not. Providing transit service that connects to transit across these jurisdictions would benefit these residents.
- **Veteran’s Needs** - Connect any of these services to the VA Center in Iron Mountain.

Goal 5: Improve Coordination of Public, Private and Human Services Transportation

Strategy: Improve Coordination of Services among Providers through Mobility Management Activities

There is a need to review and discuss coordination efforts that include human services and private transportation services. This is particularly true in remote areas of the Upper Peninsula where there is often no public transit service available. This strategy calls for greater coordination of services and financial resources in an effort to use available funding as effectively as possible. Demand for public and human services transportation will continue to surpass resources, so it is vital that wheelchair accessible vans in the community are fully utilized, long distance trips that travel through multiple counties in the region are consolidated when possible, and training and vehicle maintenance is coordinated. Mobility management activities, tailored specifically to meet the region’s needs, can be implemented.

- **Coordinate NEMT Services** – Currently transit has a minor role in NEMT services in the Upper Peninsula. Coordinating public and human service transportation can expand service for all. For example, a regular NEMT trip from a remote area can be placed on the public transit schedule and public riders can ride according to the NEMT schedule, reducing costs for all riders. Transit should seek to become the regional broker or find a way to work with the existing broker in a mutually beneficial manner.
- **Target Veteran’s Needs** – The best transit service for veterans is excellent public transit. Transit dependent veterans have the same transportation needs as most other persons in need. Efforts should be made to ensure all significant destinations unique to veterans are served by transit. Most important are the Veterans Administration Medical facilities especially the isolated facility in Iron Mountain.
- **Coordinate Local Services** – In particular, Houghton/Hancock operate two separate services while most of the rest of the county has no service. Coordinating these services would be advantageous. The Menominee/Marinette (WI) area could benefit from a coordinated service. There are a number of options that can work to improve service:

- **Separate but operate as one** - Two separate entities planned, marketed and operated as one service. This does not require institutional change and can be developed at the planning level. It can be a first step in further coordination/ consolidation, but does not have to be.
- **Consolidate** - Merging of systems into a single regional service, eliminating much duplication of staff. This is a more difficult approach due to institutional issues unless all parties are in agreement.
- **Coordinate with Veterans Transportation Programs** – All benefit when veteran’s transportation programs are coordinated with public transit. In many cases the best service for veterans is excellent public transit rather than a separate special service. It is especially important in Western Upper Peninsula to provide access to the VA center in Iron Mountain.
- **Establish Ridesharing Program for Long Distance Medical Trips** - Regional stakeholders expressed the need for transportation services that serve long-distance medical trips, particularly for people who are not eligible for Medicaid funded transportation. This strategy uses a commuter-oriented model as a basis for developing a ride-sharing program for long distance medical trips. A database of potential drivers and riders could be kept with a central “mobility manager,” who would match the trip needs with the available participating drivers. The riders would share the expenses with the drivers on a per-mile basis (i.e., similar to mileage reimbursement).
 - This strategy could be a cost-effective way to provide long-distance medical trips without sending a human service or public-transit vehicle out of the region for a day.

Strategy: Develop a Mentoring Program between Transit Systems and Human Service Transportation Programs

Mentoring programs are a form of coordination where the human service agency operates its own vehicles and transit helps to ensure safe, dependable and quality transportation even when transit is not operating the service. In these scenarios, transit systems are typically mentors and human service agencies are mentored. Mentors can offer driver and dispatcher training, maintenance support, insurance and other operating support or advice without the “institutional” threat of consolidation.

LOW PRIORITIES

Goal 6: Improved and Expanded Outreach, Marketing and Education

Strategy: Establish or Expand Programs That Educate Customers, Human Service Agency Staff, and Medical Facility Personnel in the Use and Availability of Transportation Services

It is vital that customers, caseworkers, agency staff, and medical facility personnel that work with older adults, people with disabilities and people with low incomes are familiar and confident in available transportation services. Regional stakeholders expressed the need for expanded marketing of existing transportation services and education of residents in the region on their travel options. This strategy involves expanded outreach programs to ensure people helping others with their transportation issues are aware of mobility options in the region. Additional efforts include travel training programs to help individuals use available public transit services.

- **Improve Perception** – Most transit systems (with notable exceptions) in the Upper Peninsula struggle to maintain a public identity. Many residents and visitors believe the service is for elderly persons only.
- **Motivate the Public** – Strategies must include approaches to generate ridership among the youth. Wi-Fi, late night service, partnering with entertainment establishments and colleges can all serve to attract youths to the service.

Goal 7: Address Other Needs

Strategy: Resolve the Commercial Driver's License Issue

Operators were unanimous in identifying the issue of CDL testing as a major impediment to transit. Identified as the problem by operators, the testing includes hundreds of questions and no primer or study guide, ensuring that many if not most of the applicants will fail at least one time, requiring additional time and money to ensure passage. Operators stated delays in hiring staff and the difficulties in maintaining their driver workforce.

This strategy is for transit systems to work individually and/or with the state transit associations and MDOT as appropriate to make adjustments to the CDL process, specifically to develop a study guide for applicants.

Chapter 8

Ongoing Arrangements

While this plan serves as the foundation for improved regional services, it is evident that that the coordination efforts across all three sub-regions should continue after this planning process. While planning efforts continue on the sub-regional level, it is evident that regional planning efforts should also continue as well due to the regional nature of many needs.

Therefore this plan recommends continuing the regional planning process with annual meetings to ensure that all three sub-regions are working together. This ongoing forum would provide the opportunity to:

- Discuss and implement strategies included in this plan, especially strategies to improve coordination and connectivity between different transportation providers.
- Assess barriers to regional services (i.e. county millages that support local transit services but not services that operate out of the county) and identify incentives and/or funding opportunities to provide regional transportation services.
- Lead updates of this coordinated mobility plan for Region 1.

Chapter 9

Adoption Process

As discussed in Chapter 1, this coordinated mobility plan is designed to meet federal coordinated transportation planning requirements. The guidance in these requirements state that the lead agency in consultation with planning participants should identify the process for approving and adopting the plan.

The consensus in Region 1 was that stakeholders who participated in the development of this plan, and who had the opportunity to provide input and review interim portions, would serve in the adoption capacity. Through the course of the planning process these regional stakeholders had the opportunity to:

- Review and comment on identified transportation needs in the region.
- Review and provide input on potential strategies, activities, and projects to be included in the regional plan.
- Prioritize strategies identified as the most appropriate for improving mobility in the region.
- Review and provide input on the draft version of this plan.
- Approve a final version of this plan.

Appendix A: Coordinated Planning Guidance

COORDINATED PLANNING

1. The Coordinated Public Transit – Human Services Transportation Plan

Federal transit law, as amended by MAP-21, requires that projects selected for funding under the Section 5310 program be “included in a locally developed, coordinated public transit-human services transportation plan” and that the plan be “developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public.” The experiences gained from the efforts of the Federal Interagency Coordinating Council on Access and Mobility (CCAM), and specifically the United We Ride (UWR) initiative, provide a useful starting point for the development and implementation of the local public transit-human services transportation plan required under the Section 5310 program.

Many states have established UWR plans that may form a foundation for a coordinated plan that includes the required elements outlined in this chapter and meets the requirements of 49 U.S.C. 5310. In addition, many states and designated recipients may have coordinated plans established under SAFETEA-LU, and those plans may be updated to account for new stakeholders, eligibility, and MAP-21 requirements. FTA maintains flexibility in how projects appear in the coordination plan. Projects may be identified as strategies, activities, and/or specific projects addressing an identified service gap or transportation coordination objective articulated and prioritized within the plan.

2. Development of the Coordinated Public Transit - Human Services Transportation Plan

Overview

A locally developed, coordinated public transit-human services transportation plan (“coordinated plan”) identifies the transportation needs of individuals with disabilities, seniors, and people with low incomes; provides strategies for meeting those local needs; and prioritizes transportation services and projects for funding and implementation. Local plans may be developed on a local, regional, or statewide level. The decision as to the boundaries of the local planning areas should be made in consultation with the state, designated recipient, and the MPO, where applicable. The agency leading the planning process is decided locally and does not have to be the state or designated recipient.

In UZAs where there are multiple designated recipients, there may be multiple plans and each designated recipient will be responsible for the selection of projects in the designated recipient’s area. A coordinated plan should maximize the programs’ collective coverage by minimizing duplication of services. Further, a coordinated plan must be developed through a process that includes participation by seniors, individuals with disabilities, representatives of public, private and nonprofit transportation and human service transportation providers, and other members of the public. While the plan is only required in communities seeking funding under the Section 5310 program, a coordinated plan should incorporate activities offered

under other programs sponsored by federal, state, and local agencies to greatly strengthen its impact.

Required Elements

Projects selected for funding shall be included in a coordinated plan that minimally includes the following elements at a level consistent with available resources and the complexity of the local institutional environment:

- An assessment of available services that identifies current transportation providers (public, private, and nonprofit)
- An assessment of transportation needs for individuals with disabilities and seniors. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service
- Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery
- Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified

Local Flexibility in the Development of a Local Coordinated Public Transit-Human Services Transportation Plan

The decision for determining which agency has the lead for the development and coordination of the planning process should be made at the state, regional, and local levels. FTA recognizes the importance of local flexibility in developing plans for human service transportation. Therefore, the lead agency for the coordinated planning process may be different from the state or the agency that will serve as the designated recipient for the Section 5310 program. Further, FTA recognizes that many communities have conducted assessments of transportation needs and resources regarding individuals with disabilities and seniors. FTA also recognizes that some communities have taken steps to develop a comprehensive, coordinated human service transportation plan either independently or through United We Ride efforts. FTA supports communities building on existing assessments, plans, and action items. As new federal requirements must be met, communities may need to modify their plans or processes as necessary to meet these requirements. FTA encourages communities to consider inclusion of new partners, new outreach strategies, and new activities related to the targeted programs and populations.

Plans will vary based on the availability of resources and the existence of populations served under these programs. A rural community may develop its plans based on perceived needs emerging from the collaboration of the planning partners, whereas a large urbanized community may use existing data sources to conduct a more formal analysis to define service gaps and identify strategies for addressing the gaps.

This type of planning is also an eligible activity under four other FTA programs—the Metropolitan Planning (Section 5303), Statewide Planning (Section 5304), Formula Grants for

Rural Areas (Section 5311), and Urbanized Area Formula (Section 5307) programs—all of which may be used to supplement the limited (10 percent) planning and administration funding under this program. Other resources may also be available from other entities to fund coordinated planning activities. All “planning” activities undertaken in urbanized areas, regardless of the funding source, must be included in the Unified Planning Work Program of the applicable MPO.

Tools and Strategies for Developing a Coordinated Plan

States and communities may approach the development of a coordinated plan in different ways. The amount of available time, staff, funding, and other resources should be considered when deciding on specific approaches. Regardless of the method chosen, seniors; individuals with disabilities; representatives of public, private, and nonprofit transportation and human service providers; and other members of the public must be involved in the development and approval of the coordinated plan. The following is a list of potential strategies for consideration:

- **Community planning session.** A community may choose to conduct a local planning session with a diverse group of stakeholders in the community. This session would be intended to identify needs based on personal and professional experiences, identify strategies to address the needs, and set priorities based on time, resources, and feasibility for implementation. This process can be done in one meeting or over several sessions with the same group. It is often helpful to identify a facilitator to lead this process. Also, as a means to leverage limited resources and to ensure broad exposure, this could be conducted in cooperation, or coordination, with the applicable metropolitan or statewide planning process.
- **Self-assessment tool.** *The Framework for Action: Building the Fully Coordinated Transportation System*, developed by FTA and available at www.unitedwreide.gov, helps stakeholders realize a shared perspective and build a roadmap for moving forward together. The self-assessment tool focuses on a series of core elements that are represented in categories of simple diagnostic questions to help groups in states and communities assess their progress toward transportation coordination based on standards of excellence. There is also a *Facilitator’s Guide* that offers detailed advice on how to choose an existing group or construct an ad hoc group. In addition, it describes how to develop elements of a plan, such as identifying the needs of targeted populations, assessing gaps and duplication in services, and developing strategies to meet needs and coordinate services.
- **Focus groups.** A community could choose to conduct a series of focus groups within communities that provides opportunity for greater input from a greater number of representatives, including transportation agencies, human service providers, and passengers. This information can be used to inform the needs analysis in the community. Focus groups also create an opportunity to begin an ongoing dialogue with community representatives on key issues, strategies, and plans for implementation.

- **Survey.** The community may choose to conduct a survey to evaluate the unmet transportation needs within a community and/or available resources. Surveys can be conducted through mail, e-mail, or in-person interviews. Survey design should consider sampling, data collection strategies, analysis, and projected return rates. Surveys should be designed taking accessibility considerations into account, including alternative formats, access to the Internet, literacy levels, and limited English proficiency.
- **Detailed study and analysis.** A community may decide to conduct a complex analysis using inventories, interviews, Geographic Information Systems (GIS) mapping, and other types of research strategies. A decision to conduct this type of analysis should take into account the amount of time and funding resources available, and communities should consider leveraging state and MPO resources for these undertakings.

3. Participation in the Coordinated Public Transit – Human Services Transportation Planning Process

Recipients shall certify that the coordinated plan was developed and approved through a process that included participation by seniors; individuals with disabilities; representatives of public, private, and nonprofit transportation and human services providers; and other members of the public. Note that the required participants include not only transportation providers but also providers of human services, and members of the public who can provide insights into local transportation needs. It is important that stakeholders be included in the development, approval, and implementation of the local coordinated public transit-human service transportation plan. A planning process in which stakeholders provide their opinions but have no assurance that those opinions will be considered in the outcome does not meet the requirement of “participation.” Explicit consideration and response should be provided to public input received during the development of the coordinated plan. Stakeholders should have reasonable opportunities to be actively involved in the decision-making process at key decision points, including, but not limited to, development and approval of the proposed coordinated plan document. The following possible strategies facilitate appropriate inclusion:

Adequate Outreach to Allow for Participation

- Outreach strategies and potential participants will vary from area to area. Potential outreach strategies could include notices or flyers in centers of community activity, newspaper or radio announcements, e-mail lists, website postings, and invitation letters to other government agencies, transportation providers, human services providers, and advocacy groups. Conveners should note that not all potential participants have access to the Internet and they should not rely exclusively on electronic communications. It is useful to allow many ways to participate, including in-person testimony, mail, e-mail, and teleconference. Any public meetings regarding the plan should be held in a location and time where accessible transportation services can be made available and adequately advertised to the general public using techniques such as those listed above. Additionally, interpreters for individuals with

hearing impairments and English as a second language and accessible formats (e.g., large print, Braille, electronic versions) should be provided as required by law.

Participants in the Planning Process

Metropolitan and statewide planning under 49 U.S.C. 5303 and 5304 require consultation with an expansive list of stakeholders. There is significant overlap between the lists of stakeholders identified under those provisions (e.g., private providers of transportation, representatives of transit users, and representatives of individuals with disabilities) and the organizations that should be involved in preparation of the coordinated plan.

The projects selected for funding under the Section 5310 program must be “included in a locally developed, coordinated public transit-human services transportation plan” that was “developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and non-profit transportation and human services providers and participation by other members of the public.” The requirement for developing the local public transit-human services transportation plan is intended to improve services for people with disabilities and seniors. Therefore, individuals, groups, and organizations representing these target populations should be invited to participate in the coordinated planning process. Consideration should be given to including groups and organizations in the coordinated planning process if present in the community. Examples of these types of groups are listed below.

Transportation Partners

- Area transportation planning agencies, including MPOs, councils of government (COGs), rural planning organizations (RPOs), regional councils, associations of governments, state departments of transportation, and local governments
- Public transportation providers, including ADA paratransit providers and agencies administering the projects funded under FTA urbanized and rural programs
- Private transportation providers, including private transportation brokers, taxi operators, vanpool providers, school transportation operators, and intercity bus operators
- Nonprofit transportation providers, including volunteer programs
- Past or current organizations funded under the Section 5310, JARC, and/or the New Freedom programs
- Human service agencies funding, operating, and/or providing access to transportation services

Passengers and Advocates

- Existing and potential riders, including both general and targeted population passengers (individuals with disabilities and seniors)
- Protection and advocacy organizations
- Representatives from independent living centers
- Advocacy organizations working on behalf of targeted populations

Human Service Partners

- Agencies that administer health, employment, or other support programs for targeted populations. Examples of such agencies include but are not limited to departments of social/human services, employment one-stop services, vocational rehabilitation, workforce investment boards, Medicaid, community action programs (CAP), Agency on Aging (AoA), Developmental Disability Council, community services board
- Nonprofit human service provider organizations that serve the targeted populations
- Job training and placement agencies
- Housing agencies
- Healthcare facilities
- Mental health agencies

Other

- Security and emergency management agencies
- Tribes and tribal representatives
- Economic development organizations
- Faith-based and community-based organizations
- Representatives of the business community (e.g., employers)
- Appropriate local or state officials and elected officials
- School districts
- Policy analysts or experts

Note: Participation in the planning process will not bar providers (public or private) from bidding to provide services identified in the coordinated planning process. This planning process differs from the project selection process, and it differs from the development and issuance of a request for proposal (RFP) as described in the common grant rule (49 CFR part 18 and part 19).

Levels of Participation

The suggested list of participants above does not limit participation by other groups, nor require participation by every group listed. Communities will have different types of participants depending on population and size of community, geographic location, and services provided at the local level. FTA expects that planning participants will have an active role in the development, approval, adoption, and implementation of the plan. Participation may remain low even though a good faith effort is made by the lead agency to involve passengers; representatives of public, private, and nonprofit transportation and human services providers; and others. The lead agency convening the coordinated planning process should document the efforts it utilized, such as those suggested above, to solicit involvement.

In addition, federal, state, regional, and local policy makers, providers, and advocates should consistently engage in outreach efforts that enhance the coordinated process because it is important that all stakeholders identify the opportunities that are available in building a coordinated system. To increase participation at the local levels from human service partners, state department of transportation offices are encouraged to work with

their partner agencies at the state level to provide information to their constituencies about the importance of partnering with human service transportation programs and the opportunities that are available through building a coordinated system.

Adoption of a Plan

As a part of the local coordinated planning process, the lead agency in consultation with participants should identify the process for approving and adopting the plan, and this process must include participation by stakeholders identified in the law: seniors; individuals with disabilities; representatives of public, private, and nonprofit transportation and human service providers; and other members of the public. A strategy for adopting the plan could also be included in the state's SMP and the designated recipient's PMP, further described in Chapter VII.

FTA will not formally review and approve coordinated plans. The recipient's grant application (see Appendix A) will document the plan from which each project listed is included, including the lead agency, the date of adoption of the plan, or other appropriate identifying information. This may be done by citing the section of the plan or page references from which the project is included.

4. Relationship to Other Transportation Planning Processes

Relationship between the Coordinated Planning Process and the Metropolitan and Statewide Transportation Planning Processes

The coordinated plan may either be developed separately from the metropolitan and statewide transportation planning processes and then incorporated into the broader plans, or be developed as a part of the metropolitan and statewide transportation planning processes. If the coordinated plan is not prepared within the broader process, the lead agency for the coordinated plan should ensure coordination and consistency between the coordinated planning process and metropolitan or statewide planning processes. For example, planning assumptions should not be inconsistent.

Projects identified in the coordinated planning process and selected for FTA funding must be incorporated into both the TIP and STIP in UZAs with populations of 50,000 or more; and incorporated into the STIP for rural areas under 50,000 in population. Depending on the projects resulting from the coordinated planning and selection process, a single line item on the TIP/STIP for capital or operating projects may be sufficient. However, given the expanded project and subrecipient eligibility under MAP-21, a designated recipient and state may need to consider more detailed programming, such as categorizing the projects based on the types of projects (capital or operating) and/or types of subrecipients, e.g., nonprofit, public entity, etc.

In some areas, where the coordinated plan or project selection is not completed in a time frame that coincides with the development of the TIP/STIP, the TIP/STIP amendment processes will need to be utilized to include selected projects in the TIP/STIP before FTA grant award.

The lead agency developing the coordinated plan should communicate with the relevant MPOs, state departments of transportation or regional planning agencies at an early stage in plan development. States with coordination programs may wish to incorporate the needs and strategies identified in local coordinated plans into statewide coordination plans.

Depending upon the structure established by local decision makers, the coordinated planning process may or may not become an integral part of the metropolitan or statewide transportation planning processes. State and local officials should consider the fundamental differences in scope, time horizon, and level of detail between the coordinated planning process and the metropolitan and statewide transportation planning processes. However, there are important areas of overlap between the planning processes, as well. Areas of overlap represent opportunities for sharing and leveraging resources between the planning processes for such activities as: (1) needs assessments based on the distribution of targeted populations and locations of employment centers, employment-related activities, community services and activities, medical centers, housing, and other destinations; (2) inventories of transportation providers/resources, levels of utilization, duplication of service, and unused capacity; (3) gap analysis; (4) any eligibility restrictions; and (5) opportunities for increased coordination of transportation services. Local communities may choose the method for developing plans that best fits their needs and circumstances.

Relationship between the Requirement for Public Participation in the Coordinated Plan and the Requirement for Public Participation in Metropolitan and Statewide Transportation Planning

Title 49 U.S.C. 5303(i)(6) and 5304(f)(3), as amended by MAP-21, require MPOs and states to engage interested parties in preparing transportation plans, TIPs, and STIPs. “Interested parties” include, among others, affected public agencies, private providers of transportation, representatives of users of public transportation, and representatives of individuals with disabilities.

MPOs and/or states may work with the lead agency developing the coordinated plan to coordinate schedules, agendas, and strategies of the coordinated planning process with metropolitan and statewide planning in order to minimize additional costs and avoid duplication of efforts. MPOs and states must still provide opportunities for participation when planning for transportation related activities beyond the coordinated public transit-human services transportation plan.

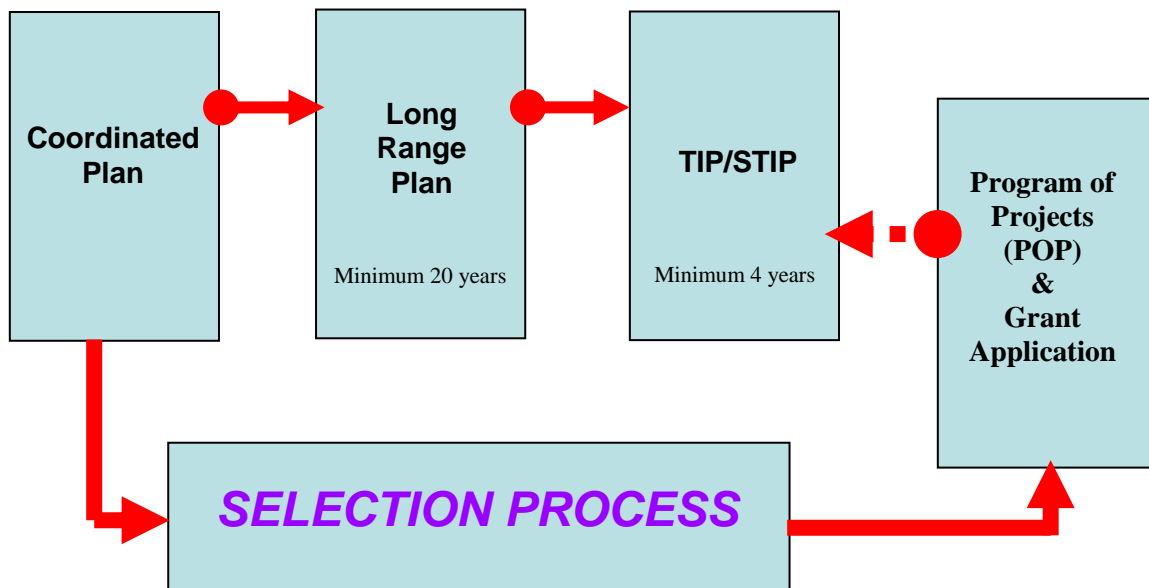
Cycle and Duration of the Coordinated Plan

At a minimum, the coordinated plan should follow the update cycles for metropolitan transportation plans (MTPs) (i.e., four years in air quality nonattainment and maintenance areas and five years in air quality attainment areas). States, MPOs, designated recipients, and public agencies that administer or operate major modes of transportation should set up a cycle that is conducive to and coordinated with the metropolitan and statewide planning processes to ensure that selected projects are included in the TIP and STIP and to receive funds in a timely manner.

Role of Transportation Providers that Receive FTA Funding Under the Urbanized and Rural Area Formula Grant Programs in the Coordinated Planning Process.

Recipients of Section 5307 and Section 5311 assistance are the “public transit” in the public transit-human services transportation plan and their participation is assumed and expected. Further, 49 U.S.C. 5307(b)(5), as amended by MAP-21, requires that, “Each recipient of a grant shall ensure that the proposed program of projects (POP) provides for the coordination of public transportation services ... with transportation services assisted from other United States Government sources.” In addition, 49 U.S.C. 5311(b)(2)(C)(ii) requires the Secretary of DOT to determine that a state’s Section 5311 projects “provide the maximum feasible coordination of public transportation service ... with transportation service assisted by other federal sources.” Finally, under the Section 5311 program, states are required to expend 15 percent of the amount available to support intercity bus service. FTA expects the coordinated planning process in rural areas to take into account human service needs that require intercity transportation.

The schematic below illustrates the relationship between the coordinated plan and the metropolitan and statewide planning processes.



Appendix B
Michigan Statewide Transit Study
Workshop: Region 1



**Michigan Statewide Transit Study Workshop
Prosperity Region #1: Upper Peninsula Prosperity Alliance
September 14, 2015**

**Michigan Works!
1498 Odovero Drive
Marquette, MI 49855**

Agenda

<i>Registration</i>	12:30-1:00
<i>Welcome / Background</i>	1:00-1:15
<i>What We Know:</i>	1:15-2:00
- <i>Transportation Needs</i>	
- <i>Transportation Resources</i>	
<i>Looking Ahead: Possible Service Improvements</i>	2:00-2:30
<i>Break / Assemble into Small Groups</i>	2:30-2:45
<i>Roundtable Discussions: What are the Priorities?</i>	2:45-3:15
<i>Reports from Groups</i>	3:15-3:45
<i>Next Steps and Wrap-up</i>	3:45-4:00

Appendix C

Western U.P. Regional Transit Mobility Report

Governor Snyder's Special Message on Aging 2014

Western U.P. Regional Transit Mobility Report, Part 1

Documentation of Current Knowledge and Conditions

Prosperity Region 1a



This report is the first of three deliverables in response to Governor Snyder's 2014 Special Message on Aging. The report serves as a baseline for understanding the current status of regional transit service delivery in the Western U.P., Prosperity Region 1a.

WUPPDR has worked extensively with the region's public, private, and nonprofit transportation providers over the past several years. The public transit agencies have also long complemented each other to address unmet needs in the region. Many of the agencies were formed around 35 years ago and have grown and learned from each other.

WUPPDR prepared a three-county Coordinated Human Services – Public Transit Plan in 2011. As an offshoot, WUPPDR developed and launched a transportation resources website in 2013. The website, www.getaroundwup.org, can be used as a supplement to this report for further provider information.

On March 17, 2015, WUPPDR staff met with public transit agencies and MDOT Planning and Passenger Transportation staff to 1) discuss the current status of transit in the region and 2) learn more about the availability of information pertaining to transit in the region. Other transit agencies that provide services primarily to senior citizens and persons with disabilities, were invited but did not attend the meeting. This meeting and subsequent follow-up discussions resulted in excellent feedback from transit providers and provided the necessary information to profile existing regional transit in the Western U.P.

Most counties in the Western U.P. are fairly self-contained in meeting residents' everyday needs. However, it is important to note that the region's larger cities do generate regional ridership needs for special, occasional trips like major shopping and medical care. Where residents' needs are not met within their counties, transit providers do their best to accommodate riders on a case-by-case basis, but their ability to do so is hampered by the limited resources available.

Demographic and economic forces are making it increasingly difficult to provide effective transit services. The overall population and its corresponding tax base in much of the Western U.P. is declining. This issue is compounded by the fact that the part of the population most in need of services is increasing due to aging and disabilities, departure of caregivers, and in-migration of retirees in spite of the general population decline.

Increased funding is needed to address these structural changes. The transit authority, county, and cities that currently provide public transit service have been able to generate some local subsidies, using millages and other tax revenues, and there is opportunity for other agencies and jurisdictions to do the same. These funds give the local agencies "skin in the game," but there are limits to what they can do in the face of myriad mandates to both the state and local residents. Transit agencies also need support to

purchase office equipment and communication radios, in addition to buses which are already fairly well-funded. Additional state and federal funding to meet these needs would be welcome.

Following are WUPPDR's responses to the guidance provided by MDOT for this report.

1. What is known regarding the existence of regional transit mobility in the area – specifically, are existing transit services configured and operated (formally or informally) to facilitate trips across county or transit service area lines?

a. Public Transit

- i. *Baragaland Senior Citizens (BSC)*, Specialized Services provider in Baraga County, provides trips to four destinations outside of the county each once or twice a month.
- ii. *Gogebic County Transit Authority (GCTA)* and *On-Tran*, countywide public transit agencies, have interlocal agreements under which they occasionally transport passengers between county and agency lines. GCTA provides local and long-distance trips along linear routes spanning much of the county. On-Tran provides a regular monthly trip between Ontonagon (the county seat) and Houghton (regional shopping and medical hub) in addition to its regular service throughout the county. GCTA is also a ticket agent and provides bus shelters for Indian Trails intercity service, which county residents occasionally utilize to cross county lines for medium-distance regional trips, but scheduling for this purpose is inconvenient.
- iii. *Cities of Hancock and Houghton*, municipal public transit agencies, each travel slightly outside municipal boundaries on occasion, and have interlocal agreements to do so, but are restricted by the funding jurisdictions. Houghton Public Transit provides seven-mile commuter trips to persons with mental disabilities under contract with Goodwill Industries.
- iv. *Baraga-Houghton-Keweenaw Community Action Agency*, Specialized Services provider in Houghton and Keweenaw Counties, operates one weekly flex route between those two counties and transports passengers between outlying areas within Houghton County several days a week. Some connections are made between the Houghton/Hancock municipal transit service areas and other communities within the county. These trips are regional in nature.
- v. *U.P. Community Services (operating as Dickinson-Iron Community Services Agency [DICSA])*, Specialized Services provider in Iron County, offers limited services within a small cluster of communities in the county and offers one weekly fixed route between that area and Iron Mountain, a hub city 45 miles away in a bordering Region 1b county.

b. Long-Distance Medical Transportation

- i. Through its regular public transit, BSC transports residents to three medical hub cities outside the county, two of which are in Prosperity Region 1b. GCTA has agreements with numerous human services agencies and health plans to provide cost-effective medical transportation. The other public transit providers provide some medical destination trips as part of their regular operations but nothing dedicated to this purpose.
- ii. At least one publicly funded agency each in Gogebic, Houghton, and Ontonagon Counties dedicates a small amount of general funding to transporting passengers to distant medical facilities in private vehicles of volunteers.

2. Where are the gaps in regional transit mobility – i.e. is there a need that existing services are not meeting?

All counties need long-distance transportation to regional medical centers in Marquette and northern Wisconsin. Continued state support for shifting non-emergency medical transportation from specialized agencies (community mental health, Department of Human Services, Michigan Works!, health insurers, etc.) to public transit providers would improve availability and effectiveness. Michigan Transit Pool insurance coverage for out-of-state trips, which is currently not available, would make Michigan-to-Wisconsin travel possible, though for most agencies probably not feasible.

Ontonagon County has a particularly high need for transportation to larger hospitals outside the county (mainly in Hancock and Marquette [Region 1b]). This is a result of the community hospital's low level of service and long distance (1-2 hours drive) from other medical facilities.

No service is available in Iron County outside of the City of Iron River vicinity; this problem is regional even though it is contained within the county boundaries.

Travel within Houghton County outside of Hancock/Houghton is difficult. This is the county with by far the largest population outside of public transit service areas.

Where occasional inter-county services are already offered (especially between Hancock/Houghton and other counties), frequency increases may be warranted.

There is a possible need for increased service between population/economic centers in Houghton County and small communities in bordering Keweenaw County.

From time to time, extended hours of service – even, for example, 24/7/365 service in Ontonagon County for trips to casinos in other Western U.P. counties – might not be considered true needs. Meanwhile, Houghton Public Transit's evening service (until 11 pm) was discontinued in 2014 due to low ridership.

- a. **Is there sufficient information to list needs in priority order?** Yes, this is done above.
- b. **Is there sufficient information to categorize the need as one that can be addressed through:**

i. Increased coordination of transit providers?

There is sufficient information, but coordination is already strong, and few of the needs above could be addressed by improving upon it. One notable opportunity is that better coordination of Hancock and Houghton Transit with BHKCAA might reduce service deficiencies in outlying areas of the county. Also, development of fixed routes and a transfer point between the Cities of Hancock & Houghton would produce benefits but are not essential to facilitating intercity travel.

On the state level, the developing plan to route all non-emergency medical transportation requests through a central call center that will then give public transit agencies the first opportunity to provide the trips is good for coordination and efficiencies; however, transit agencies that are already stretched for funds have limited availability to provide additional medical trips and would require additional capital funding for vehicles, in addition to operations funding depending on fare revenues.

ii. Increased local transit service, either more service in existing service areas or new services in areas not currently served?

Access to regional service, particularly fixed routes, could be increased by improving local transit to origin and destination points. Shortcomings in local transit service are most prominent as follows: 1) Iron County needs new services outside of the Iron River area, and the Iron River area needs more service; 2) outlying areas of Houghton County need more service within and between communities; and 3) all of Keweenaw County may see some benefit from occasional services within or between the county's small communities.

iii. Other methods?

Opportunities for commuter transportation that could produce benefits but might not be considered needs include: 1) Job Access/Reverse Commute (JARC) in certain areas, such as Hancock/Houghton (should funding become available); and 2) routes connecting major employers in the region with employment bases outside the county/region (e.g. Baraga Correctional Facility).

As this report indicates, the deficiencies in regional and local transit in the region are well-known and have been for quite some time. The major impediment to addressing them is funding.

3. Can unmet regional mobility needs be categorized in relationship to unmet local needs?

Local and regional service go predictably hand-in-hand in almost all respects, and thus, categorizing does not seem necessary. Strong local service is a prerequisite for strong regional service. As earlier explained, regional transit is ineffective unless it is accessible to a large population through local service. That is, a point-to-point regional route does little good when only a relatively small part of the population has access to the origin. This relationship is an important consideration in potential development of long-distance medical transportation in particular.

The relationship of local to regional-level service is most evident when countywide is viewed as regional. Iron County is a prime example of this, and Houghton County is another such case, both as described previously.

4. Where information is insufficient to respond, what actions would be necessary to provide a response?

Although it appears sufficient information is available, the issues and priorities in this report are based mainly on feedback from providers and, indirectly, their existing riderships. Thus, a large-scale public opinion survey about transit in the region might be useful – one that is directed to a broad spectrum of the general public rather than current transit ridership. Some ridership surveys have been done in recent years, but these are not necessarily a fair representation of the needs of the population overall – and the general public is who pays the taxes that support transit. If support from the general public is evident, requests for increased funding might be more successful and defensible.

Submitted May 4, 2015

Central Upper Peninsula
Regional Transit Mobility Planning

Governor Snyder's Special Message on Aging
May 2015



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Foreword

In 2013 Governor Snyder initiated the Michigan “Regional Prosperity Initiative (RPI)” in order to improve service delivery and encourage collaboration and innovation between private, public, and non-profit organizations across the State.

In 2014 CUPPAD received funding through this initiative to facilitate a Regional Prosperity Collaborative for the Central Upper Peninsula (CUP) region. The collaborative was comprised of representatives from diverse organizations from the region who met regularly to discuss relevant issues. The stakeholders in the project identified the development of more transportation options, especially for non-emergency transportation, as one of the top needs and goals for the region.

Additionally, in June 2014 Governor Snyder released a message to the legislature on the topic of aging that described the urgent need for improved regional transportation in the state. This issue has become a priority in order to improve the quality of life in Michigan, particularly for its aging residents. The Governor directed the Michigan Department of Transportation (MDOT) and the state’s regional planning agencies to work on the issue of regional transit. MDOT has laid out a three step approach to addressing the issue of regional transportation. This document comprises Step 1 of this approach and describes what is known about the existing regional transit system.

1. Introduction

The provision of robust and efficient regional public transportation services are a challenge to many rural regions, including the Central Upper Peninsula (CUP). Although transit providers in the CUP work hard to meet the needs of residents, getting from one part of the region to another remains a significant challenge for residents without vehicles. Although there are no policy barriers to regional collaboration, it is a challenge for transit agencies to provide efficient services across large, sparsely populated areas. There is a demand for more transit options in the CUP as residents travel across the region for work, medical, and education needs.

The 15 counties of the region have an agreement to provide inter-county services. Additionally, there are regional transit services available in the area, but the services available vary greatly by county. Alger, Delta, Marquette, and Schoolcraft Counties have created public transit authorities. However, only the Marquette and Alger agencies have regular inter-county fixed route services. Dickinson and Menominee Counties public transportation is only available through local community action agencies. In addition to formal transit providers, health care providers, human service agencies, and one tribal organization also provide limited regional transit services for people who qualify. Lastly, there are private taxi and charter bus providers throughout the region.

CUPPAD convened a meeting of regional transit stakeholders in October 2014 in order to discuss transportation challenges and unmet needs in the region. Additionally, CUPPAD staff met one on one with various transit providers in the region during the fall of 2014. Transit providers and stakeholders were also given time to review and comment on this report before it was sent to MDOT. Although there have been no formal surveys or data collection to quantify the needs of people in the region, all of the transit providers and stakeholders in the transit system could identify unmet needs that they were aware of, both at the local and regional levels. Further research will need to be conducted in order to quantify these needs and develop feasible solutions for the region.

2. What is Known About the Need for Regional and Local Transportation

The need for regional transportation has been identified anecdotally through the CUP's RPI planning process and through meetings with stakeholders throughout the transit system. Although many people in the region stated that there is a need for improved regional transit services, there is limited quantitative data about transportation mobility across region to describe this need.

In 2012 CUPPAD conducted a [study](#) that explored the possibility of developing a regional hub in Trenary to enable busses from Alger, Delta, Marquette, and Schoolcraft Counties to transfer riders. Although the Trenary Transfer study found that there was not enough ridership to support the bus hub, the study only examined the potential for a transit hub base on work commuter ridership. The study did not examine the potential for a hub based on people who commute to NMU or Bay College, people who need access to health care, or people who are seeking to obtain employment. However, of the transit riders who were surveyed as part of this study, 76% indicated an actual or desired need to travel across county lines. In addition, the study surveyed transit riders and found that 37% of riders rode for shopping, 21% for medical reasons, 14% to a casino, 14% for education, 9% for work and 2% for other. The transit riders also reported that 33% use transit daily, 20% use transit at least once per month, 35% at least once per month, and 12% use the bus less than once per month. This study did not assess existing transit resources or private transit providers.

This 2015 assessment of regional transit mobility found that the effectiveness of regional transportation in the CUP varies by the transportation provider as well as by the person seeking transport. Transit agencies in the region are able to provide some limited demand-response regional services. However, the only regular, formal bus route between counties exists between the cities of Munising and Marquette. There are options available through health care providers and community action agencies for people in the area who are elderly or poor and seeking non-emergency medical care which they are able to plan ahead for. Additionally, there are taxi services in the region that could fulfill many of the unmet needs that have been identified, but at a cost that is not affordable as a daily option.

The section below describes in detail the need for services as well as the effectiveness of the services around the region.

UP-Wide Transit Services

Need for Inter-Regional Services

The Upper Peninsula (UP) is a large, rural area of 16,452 square miles that is home to about 308,000 people. The UP is made up of 15 counties that are divided into three planning and service delivery regions: the Eastern UP (EUP) made up of Chippewa, Luce, and Mackinac Counties; the Central UP (CUP) made up of Alger, Delta, Dickinson, Menominee, Marquette, and Schoolcraft Counties; and the Western UP (WUP) made up of Baraga, Gogebic, Houghton, Iron, Keweenaw, and Ontonagon Counties. The UP is sparsely populated and there are long distances between population centers, which pose significant barriers to effective regional and inter-regional transit. In addition, many counties in the UP border Wisconsin and many people travel regularly to that state for work, medical care, or higher education.

Table 1: Upper Peninsula Demographic and Commute Data

Total Population	Total Area	Population Density	Aged 65+	Median Age	People w/ Disability	Below Poverty Level
308,513	16,452 Sq. Mi.	18.8 people per Sq. Mi.	18.3%	42.9	16.2%	16.7%
Per Capita Income	Mean Household Income	Average Household Size	Households w/0 Vehicles	Households with 1 Vehicle	Households with 2 Vehicles	Mean Travel Time to Work
\$21,913	\$50,477	2.29	6.7%	33.8%	40.0%	17.6 min
Work Outside County	Work Outside State	Commute w/Car, alone	Commute w/Car, carpooled	Commute w/ public transport	Commute via walking	Worked at Home
8.0%	5.6%	80.6%	10.5%	0.56%	5.0%	3.2%

Source: 2013 ACS 5-Year Survey

Although the exact number of the people in the region seeking transit is unknown, the most recent ACS Survey (2013) indicates that 6.7% of households do not have a vehicle present. An additional 33.8% of households in the region only have one vehicle present. Since the average household size is 2.29, the people living in one vehicle households would likely have a need for local and regional transit services. Although the survey also indicates that only 0.56% of workers commute via public transport, many of the people who need public transport may be unemployed or retired and would not be included in a survey of commute patterns. Additionally, while the data indicates that most people work within their county of residence, 8.0% of people work outside of their county of residence and 5.6% work outside of the state. While these numbers help describe the number of people who may need regional transit to commute to work, the portion of the population who needs to travel across county or state lines for medical or educational reasons is unknown.

Table 2: Top Upper Peninsula Destinations

Western UP	Central UP	Eastern UP
<i>Health Services</i>		
Baraga Memorial Hospital, L'Anse, (15 beds, 202 employees)	UPHS Hospital, Marquette, (268 beds, 2,400 employees)	War Memorial Hospital, Sault Ste. Marie, (135 beds, 880 employees)
UPHS, Houghton, (96 beds, 579 employees)	OSF St. Francis, Escanaba (48 beds, 750 employees)	Helen Newberry Joy Hospital, Newberry, (73 beds, 271 employees)
Northstar Health System, Iron River (25 beds, 175 employees)	Dickinson County Health, Iron Mountain, (96 beds, 615 employees)	Sault Tribal Health Center
Iron County Medical Care, Crystal Falls, (15 beds, 180 employees)	VA Hospital, Iron Mountain, (17 beds, 420 employees)	Mackinac Straits Area Hospital, (63 beds, 229 employees)
Aspirus Ontonagon Hospital, Ontonagon, (18 beds, 165 employees)	Schoolcraft Memorial Hospital, (28 beds, 200 employees)	
<i>Higher Education</i>		
Gogebic Community College, Ironwood, (5,970 students)	Northern Michigan University, Marquette (9,428 Students, 1,000 employees)	Lake Superior State University, Sault St. Marie (3,371 students, 360 employees)
Michigan Technological University, Houghton (3,371 students, 1,450 employees)	Bay de Noc College, Escanaba (2,230 Students, 387 employees)	Bay Mills Community College (591 students)
Finlandia University, Hancock (550 students)		
Bay de Noc College, West Campus		
<i>Major Employers (Other than medical and educational)</i>		
Dancing Eagle Resort, (400 employees)	Cliffs Natural Resources (1,500 employees)	Kinross Prison, (1,191 employees)
Aspirus Keweenaw, (375 employees)	Island Resort and Casino, (1,000 employees)	Bay Mills Resort, (753 employees)
Keweenaw Bay Indian Community, (310 employees)	Bay Area Medical Center (800 employees)	State of Michigan (399 employees)
Michigan Dept. of Corrections, (300 employees)	Verso, Escanaba (1,500 employees)	Wal-Mart, (380 employees)
Ccg Ironwood, (245 employees)	Northern Star Industries, (425 employees)	US Coast Guard, (200 employees)
Source: Northern Michigan University, 2010, US News & World Report: Health, Lifepoint Hospitals.com		

A 2009 survey by UPCAP of senior citizens across the Upper Peninsula indicated that transportation is the biggest need across the region. The percent of seniors living in the UP is 18.3%. Transit providers indicated that the majority of their rides come from seniors. Additionally, 16.2% of people in the region have a disability and 16.7% live below the poverty level. Transit services are important and necessary to meet the needs of these residents.

Many RPI participants and transportation providers stated that they observed a need for more transit options throughout the Upper Peninsula to support tourism, take people to medical appointments, and help people commute to work or

school. Transit stakeholders also commented that the lack of transportation in the region is often a barrier to attending college or obtaining and maintaining employment.

Efficiency of UP-Wide Transit System

Indian Trails: Indian Trails is the only formal transit provider dedicated to inter-regional service across the UP. The service also connects riders to the Lower Peninsula, Wisconsin, and Minnesota as well as to airports and rail service and nationwide bus networks. Statewide data indicates that 270,000 use Indian Trail's daily routes and that out of these people 36% do not have a car and about 20% cannot drive.

In the UP, Indian Trails has two routes that traverse the region, one from east to west and one north to south. In the CUP the service makes daily stops in

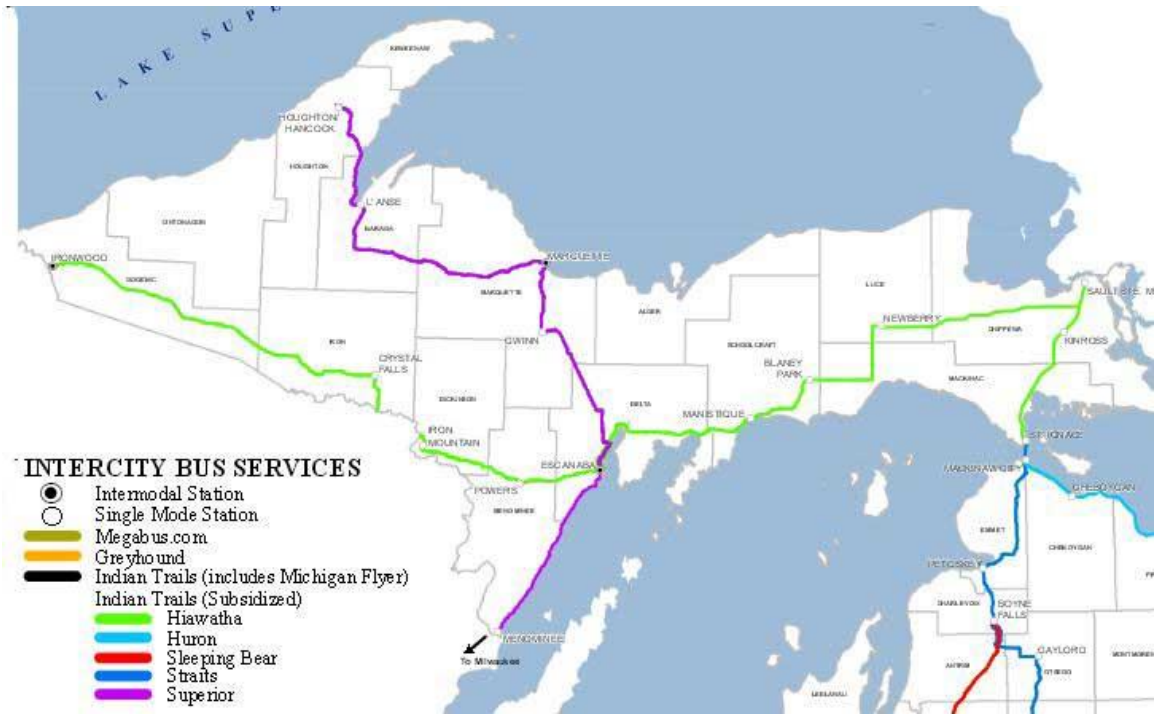
Menominee, Powers, Escanaba, Gladstone, Iron Mountain, Marquette, Manistique, Gwinn, and Ishpeming. The service does not extend into Alger County. In the WUP, the service has stops in Ironwood, Wakefield, Watersmeet, Iron River, Crystal Falls, Hancock, Houghton, and L'Anse. In the EUP, Indian Trails makes stops in Newberry, Kinross, Strong's Corner, Engadine, Sault Ste. Marie, and St. Ignace. A one-way fare between

<i>Location</i>	<i>On</i>	<i>Off</i>
Champion	14	16
Ishpeming	74	90
Marquette	1,654	1,573
Gwinn	170	166
Gladstone	31	42
Escanaba	7,455	7,463
Cedar River	4	6
Menominee	46	86
Iron Mountain	502	479
Powers	7	14
Manistique	154	172
TOTAL	10,111	10,107

Source: Indian Trails, 2015

Escanaba and Marquette costs about \$20.00. In order to be able to connect with nationwide bus networks, the busses in the Upper Peninsula run during the very early hours of the morning, between approximately 12:00AM and 8:00AM. Because the service runs once daily, a person seeking to travel to Marquette for medical care would have to stay until the next day in order to catch a ride back to Escanaba. Indian Trail busses are handicap accessible. Reservations for a seat can be made any time up to the time of pick up, but not all pick-up locations sell tickets. Indian Trails receives public funding from the Federal Transit Administration (FTA) and MDOT.

Figure 1: Map of Inter-Regional Bus Service Routes in the Upper Peninsula



Source: Indian Trails

Route: Hiawatha (West- East)			Route: Superior (North-South)		
Station	Arrives	Departs	Station	Arrives	Departs
Ironwood		11:10pm	Houghton 1		11:50pm
Wakefield	11:30	11:40pm	Houghton 2	11:52pm	11:52pm
Watersmeet	12:27am	12:27am	Baraga	12:29am	12:40am
Iron River	1:05am	1:05am	L'Anse	12:50am	12:50am
Crystal Falls	1:25am	1:25am	Champion	1:40am	1:50am
Iron Mountain	1:55am	1:57am	Ishpeming	2:05am	2:05am
Powers	2:34am	2:34am	Marquette	2:25am	2:25am
Escanaba	4:04am	4:15am	Gwinn	2:53am	2:52am
Gladstone	4:23am	4:23am	Gladstone	3:43am	3:43am
Manistique	5:15am	5:20am	Escanaba	3:55am	4:55am
Blaney Park	5:43am	5:43am	Cedar River	4:35am	4:35am
Engadine	6:05am	6:05am	Menominee	5:03am	
Newberry	6:24am	6:24am			
Strong's Corner	6:54am	6:54am			
Sault Ste. Marie	7:35am	7:40am			
Kinross	8:00am	8:00am			
St. Ignace	8:35am				

The ridership data from Indian Trails indicates that more people in Escanaba use the Indian Trails busses more than residents of any other community in the CUP.

This seems to indicate that Escanaba residents have the biggest need for transit to other parts of the UP.

Non-Traditional UP-wide Transit Providers

Iron Mountain VA Medical Center: The Center provides a Disabled Veterans of America (DVA) van that is used to provide transportation to and from scheduled appointments. This service is available across the UP and is provided by volunteers. This service is only available to injured or ill veterans. Reservations should be made 48 hours in advance.

Medicaid Health Plans: People in Michigan who qualify for Medicaid health care plans are entitled to non-emergency medical transportation through their HMO. In the Upper Peninsula UP Health Plan (UPHP) provides Medicaid plans and has developed a network of volunteer drivers to help provide the necessary transportation services. The service provides local, regional, and inter-regional services depending on the location of the person and the type of care that they are seeking. The volunteers give their time for free and are reimbursed for mileage. In addition, UPHP can also reimburse Medicaid members with public transportation or taxi fares. The service provides transportation to non-emergency medical appointments. People seeking this service must provide UPHP with five business days' notice to receive driver assistance. UPHP has approximately 30,000 Medicaid members. However, the service is not available to Community Mental Health Care program members, dental care, maternal infant health program members, women infant children program members, MiChild members, or for substance abuse care. The cost of operating the service comes from Medicaid services. The service is not wheelchair accessible, patients must be ambulatory to receive this service.

Michigan Department of Human Services (DHS): Across Michigan, DHS works with cash assistance clients who enrolled in the PATH program. There is a limited amount of funding available to help people get transportation in order to obtain employment. These funds may be used to help pay for bus fare, taxi service, or car repairs as determined necessary. DHS provides these services across the region.

In addition, DHS has a Community Resource Program to help eligible people get to health screenings, dental clinics and other health services. The program can provide a volunteer driver or reimbursements for bus fare or mileage as deemed necessary.

MDOT: The Michigan Department of Transportation (MDOT) sponsors MichiVan Commuter Vanpools and rideshare programs to encourage carpooling in the

state. In the CUP there are no active commuter vanpools. However, there are carpool lots around the entire Upper Peninsula region to help people carpool to their destinations. Data from the ACS survey indicates that on average, 7% of Upper Peninsula residents carpool to work. It is unknown how many residents carpool to education or health care destinations.

NMU: Northern Michigan University provides a web-based car-pool network that is available for NMU students and staff. The service is coordinated via an online message board. There are carpools available for local daily commuting as well as for long distances.

Sault Tribe: Although not a formal transit agency, the Sault Tribe provides non-emergency medical transportation for elderly tribe members from 8:00AM to 5:00PM, Monday through Friday. The service is available within the Sault Tribe service area which includes Delta, Schoolcraft, Alger, and Marquette County. The Tribe charges low, flat fees that are billed at the end of the month. Reservations for service must be made in advance.

CUP County-Based Regional Transit Services

Table 5: CUP Demographic and Commute Data

Total Population	Percent Age 65+	Percent with Disability	Average Household Size	Below Poverty Level	Per Capita Income
172,337	18.1	15.5	2.3	14.49%	23,140
Mean Household Income	Total Work Commuters	Households w/0 Vehicles	Households w/1 Vehicle	Households w/2 Vehicles	Mean Travel Time to Work
53,841	70,963	4.2%	24.0%	40.7%	18.1 Mins
Work Outside County	Commute w/Car, drove alone	Commute w/Car, carpoled	Commute w/ public transport	Commute via walking	Worked at Home
6.1%	80.4%	7.0%	0.3%	4.1%	2.7%

Source: 2013 ACS 5-Year Survey

The CUP is the most populated region in the UP and is the location of many large employers, health care providers, and a university. In particular, the Marquette area attracts people from around the CUP and the UP as a whole. Where transit services do exist, they are often located in the more populated parts of the counties and are not always able to serve residents in remote areas. Additionally, most transit providers have limited hours and often require days of advance notice to obtain demand-response service. There are human service agencies that offer some transportation services, however not everyone qualifies for these services. While private taxi services are available in the area

and are able to service people in areas and at times that public services are not, these taxi services are the most expensive option and may not be affordable or accessible to low-income residents.

➤ *Alger County*

Need for Regional Transit

Alger County is a rural county of 915 square miles on the southern shore of Lake Superior. It also borders Marquette, Delta, Schoolcraft, and Luce Counties. It is home to 9,522 people, 2,327 of which live in the City of Munising. The population density is approximately 10 persons per square mile.

The biggest demand for transit service in Alger County that crosses county lines is for trips between Munising and Marquette. People need to travel to Marquette for non-emergency medical appointments, especially for dialysis, to attend Northern Michigan University, or for employment. The demand for seats along this route is very high and reservations must be made in advance. ALTRAN recently purchased a new, larger bus and makes three round trips Monday through Friday in order to meet the demand for this service. In order to assess the demand for regional transit services, ALTRAN periodically surveys its ridership to assess transportation needs.

As part of the Trenary Transfer study, in 2012 ALTRAN ridership was surveyed to assess the demand for transit outside of Alger County. 38 surveys were completed about the need for transit options outside of the county. The results indicated that 42% of people need to travel to Marquette County, 29% to Delta County, 16% to Schoolcraft County, and 13% to other regional locations.

Regional Destinations for Alger County Residents

- UPHS Hospital, Marquette (*Health Services*)
- Northern Michigan University, Marquette (*Higher Education*)
- Car Dealerships, Marquette area (*Commercial Services*)
- Bay de Noc Community College (*Escanaba*)
- Shopping and commercial services (Marquette and Marquette Twp)
- Sawyer International Airport (Forsythe Twp)

Regional Destinations in Alger County

- Pictured Rocks Boat Tours (*Tourism*)
- Pictured Rocks National Lakeshore (Recreation/ Tourism)

There is a small hospital in Munising, Munising Memorial, as well as a major employer, Neehna Papers. However, these destinations do not draw large numbers of people from outside of the County.

Population	Population Age 65+	Percent with Disability	Average Household Size	Below Poverty Level	Per Capita Income
9,522	21.5%	19.8%	2.2	14.8%	19,717
Mean Household Income	Households w/ 0 Vehicles	Households w/ 1 Vehicle	Households w/2 Vehicles	Number of Work Commuters	Mean Travel Time to Work
48,564	5.4%	35.8	42%	2,931	21.1 Mins
Work Outside County	Commute w/Car, drove alone	Commute w/Car, carpooled	Commute w/ public transport	Commute via walking	Worked at Home
18.4%	72.9%	9.4%	1.1%	7.4%	7.6%

Source: 2013 ACS 5-Year Survey

Need for Local Transit

Residents of Alger County need local transit services to get to shopping destinations, places of employment, and to attend school and daycare. Most often, people in rural parts of the county need transit into the City of Munising. People need transit to visit with friends and attend events, as well as to avoid drinking and driving. ALTRAN data indicates that 26% of residents use the transit system. Visitors to Alger County also need transit in order to get to and from the airport and visit major recreation attractions such as Grand Island and the Pictured Rocks Lakeshore.

Top Local Transit Needs

- Healthcare
- Shopping
- Jobs
- School (school of choice transit)
- Daycare

Efficiency of Regional and Local Transit

ALTRAN: Public transportation in Alger County is provided by ALTRAN (Alger County Public Transportation) and based in the City of Munising. ALTRAN is funded through fares and without any local millage to support its services. ALTRAN regularly provides transportation services to riders seeking to travel

between Alger and Marquette Counties. ALTRAN is able to take people to Sawyer International Airport by advance arrangement. The bus that takes people to Marquette can hold 29 passengers.

Table 7: ALTRAN: Regional Transit Schedule (M-F)			
Departs Munising	6:15 am	11:15am	3:30pm
Departs Marquette	8:00am	1:00pm	5:00pm

The adult fare for this trip is \$7.00 one way, but is cheaper per trip if a multi-trip pass is purchased. The Marquette Hospital pays for patient transportation for Alger County clients regardless of whether or not they are on Medicaid. ALTRAN has busses that can accommodate passengers in wheel chairs. ALTRAN does not currently provide regional transportation to places other than Marquette County. ALTRAN asks that people call 24 hours in advance to reserve a seat.

ALTRAN 's goal is to meet the needs of all county residents and the organization is able to provide transit to all communities of the county. Although based in Munising, ALTRAN regularly provides services to the rural communities in the county, such as Grand Marais and Trenary. ALTRAN 's director, Rochelle Cotey, said that they do not refuse rides. Instead, they work with residents to arrange a time for transit service that will work for both parties. However, ALTRAN has identified that there are unmet local needs in some of the outlying areas of the county such as Chatham, Trenary, and Grand Marais. People in Chatam want to go to Marquette regularly, but ALTRAN is only able to take them once per month. In addition, people in Grand Marais need to go to Newberry, Manistique, and Escanaba, to get access to medical care. ALTRAN asks that riders call 24 hours in advance to make a reservation. Regular transportation hours are Monday through Saturday between 7:00am and 6:00pm.

Aside from the established daily routes to Marquette, there are also regular service between Trenary and Munsing and Grand Marais and Munising. There are extended hours for ride-to-work service on Monday through Friday from 7:00pm to 1:00am and on Sunday from 6:00am to 1:00am. There is also evening transit service on Friday and Saturday nights from 6:00pm to 2:00am. The cost is \$5.00 one way within five miles of Munising.

ALTRAN also provides transit service tourists at the Pictured Rocks National Lakeshore and Grand Island Recreation Area. There are regular routes though the park available during summer months seven days a week from 9:00am to 5:00pm. The cost for transit through the park is \$20.00 per person. Transportation for Grand Island tourists is available June 15th though October 5th. There is one

trip per day, except in July and August when there are two trips per day. The cost for this service is \$27.00 per person and includes ferry service.

According to ALTRAN, the weekday ridership ranges from about 250 to 300 persons. Senior citizens and/or handicapped riders comprise 60% of their annual ridership.

There are no private transit providers based in Alger County.

➤ *Delta County*

Need for Regional Transit

Delta County is 1,171 square miles and home to 36,967 people. Most people in the county live in the vicinity of the Escanaba and Gladstone area. Combined, these cities have a population of over 17,000 people. Delta County borders Alger, Schoolcraft, Dickinson, Menominee, and Marquette Counties.

People in Delta County need regional transit in order to get to medical appointments, attend NMU, and commute to jobs in other parts of the region. In particular, better transportation options to the Island Resort Casino in Harris would help many people get to work as well as take people to a recreation destination. Although there is a hospital in Escanaba, many people need to travel outside of the county in order to receive certain kinds of medical treatment. Many people need to go to UPPHS Hospital in Marquette, as it is a Level II trauma center and offers other medical services not available at other hospitals in the area, such as chemotherapy.

In the 2012 Trenary Transit Study, only nine people returned surveys regarding the need for regional transit. However, of these surveys, eight out of the nine people said they need to go to Marquette County.

Regional Destinations for Delta County Residents

- UPHS Hospital, Marquette (*Health Services*)
- Northern Michigan University, Marquette (*Higher Education*)
- Island Resort and Casino, Harris Township (*Tourism*)
- Marinette Marine, Marinette, WI (*Major Employer*)
- Stewart Manufacturing, Meyer Township (*Major Employer*)
- Pinecrest Nursing Home, Village of Powers (*Health Services*)
- Sawyer International Airport, Forsythe Twp

Regional Destinations in Delta County

- St. Francis Hospital, Escanaba (*Health Services*)
- Bay de Noc College, Escanaba (*Higher Education*)
- Verso Paper Mill, Escanaba (*Major Employer*)
- Shopping and commercial services, Escanaba

Table 8: Delta County Demographic and Commute Data, 2013

Population	Population Age 65+	Percent with Disability	Average Household Size	Below Poverty Level	Per Capita Income
36,967	19.6%	18%	2.29	16.4%	\$22,471
Mean Household Income	Households w/ 0 Vehicles	Households w/ 1 Vehicle	Households w/ 2 Vehicles	Number of Work Commuters	Mean Travel Time to Work
51,672	7.1%	33.2%	40.3%	15,316	18 Mins
Work Outside County	Commute w/Car, drove alone	Commute w/Car, carpooled	Commute w/ public transport	Commute via walking	Worked at Home
9.8%	82.3%	10%	0.5%	2.7%	3.1%

Source: 2013 ACS 5-Year Survey

Need for Local Transit

Within Delta County, people need to travel into and around the Gladstone-Escanaba area for employment, higher education, medical care, and access to shopping and other services. The most popular destination for transit riders in Delta County is the Walmart. Although these communities are not large, there is no non-motorized path between these cities and the main road through the area is heavily trafficked and dangerous. People in rural parts of the county have few transit options, aside from calling a taxi, which can be beyond the reach of many elderly or unemployed residents. The ACS survey indicates that 7.1% of households do not have a vehicle present and about one-third of county households only have one vehicle. Combined, about 40% of county residents may have a regular or occasional need for transit services.

Additionally, nearly 20% of residents are over age 65, 18% have a disability, and 16.4% are below the poverty level. These factors also contribute to the need for local transit.

Top local transit needs

- Healthcare, especially regular dialysis treatment
- Shopping and other commercial services
- Education

- Recreation
- Employment

Efficiency of Regional and Local Transit Services

Public transportation in Delta County is provided by DATA (Delta Area Transit Authority). DATA does not provide regular regional service. However, DATA does provide non-emergency medical transportation to or from most areas in the region. This service can be dedicated, shared, or demand-response. One day advanced notice is required. The cost for this service is \$40.00 per hour with a two hour minimum and is available depending on resources. DATA busses can also be chartered by government or human service organizations.

DATA is funded by a millage paid for by the cities of Escanaba, Escanaba Township, and Gladstone, therefore DATA's transit services are primarily dedicated to these communities. The service operates from Monday through Friday from 7:00am until 6:00pm. DATA is not always able to meet the needs of county residents. Although there are regular services to the rural parts of the county, the demand response services are limited to the communities of Escanaba and Gladstone. The fares to ride DATA vary by location and distance, but half price fares are available to seniors, handicapped, and students. In order to qualify for the half-price fare residents must verify their status with DATA in advance.

DATA has a regular route in the City of Escanaba that services the major apartment complexes every hour on weekdays from 9:00am to 3:45pm. The bus connects residents to the main shopping area and is able to stop at medical or business centers as requested. There is also a regular shuttle between Gladstone and Escanaba from 9:00am beginning at the Bluff areas and then goes to the areas East of US-2 & 41 & M-35 and stops at the Gladstone Senior Center at 9:20am. The bus heads towards the main Escanaba shopping areas and picks-up riders along the way. The bus will continue to other parts of Escanaba as needed. This service runs hourly until 3:45pm. DATA also provides services for Escanaba residents who attend Bay College during the fall and winter semesters on weekdays from 8:00am to 5:40pm. The cost of riding the Escanaba-Gladstone shuttle is \$2.00.

DATA also offers regularly scheduled routes to rural communities in Delta County. Residents of these areas are charged a higher rate than Escanaba and Gladstone. There is twice daily service to the Bark River area on Tuesdays and Thursdays that leaves Escanaba at 7:30am and 2:30pm. Service to the Riverland

area is available at 8:15am Monday through Wednesday and Friday and leaves Escanaba at 2:00pm. On Thursday, this service leaves the Riverland area at 9:30am leaves Escanaba to return at 12:00pm. There is service to Rapid River available Monday through Friday that leaves Escanaba at 7:20am and arrives at 7:45am. On Mondays, Tuesdays, and Thursdays, there is a second bus that goes to the Rapid River area leaving Escanaba at 11:20am. There is service to the Ford River area on Monday through Friday that leaves Ford River at 7:45am and leaves Escanaba at 2:30pm to return to Ford River. Service to the Danforth area is available Monday through Friday that leaves the Danforth area at 8:00am and leaves Escanaba at 1:45pm to return to Danforth. The cost for transit for residents outside of Escanaba and Gladstone varies by distance.

In 2012 DATA provided 132,931 passenger trips and drove 434,443 miles with a fleet of 17 wheelchair accessible busses. It is unknown how many of these trips are to destinations outside of Delta County. 64% of DATA's ridership is either elderly or disabled. DATA receives requests for rides that they are unable to meet, but does not keep track of these requests.

In addition to DATA, the MichiganWorks! Office in Delta County spends about \$5,000 per year in helping pay for transportation to welfare recipients who are in the PATH program that have difficulty getting to a job. The PATH program administrator has noticed that the lack of transportation in rural parts of the county is a major hurdle to obtaining or maintain a job for low income people. This money can be used to pay for taxi or bus fares, car repairs, or other means to help a person get to work.

Private Transit Providers

Celebration Charters: Provides charter busses and limos for private events and tours. Based in Gladstone.

City Cab of Gladstone: Provides 24/7 taxi service based in Gladstone. Cost for trip between Gladstone and Escanaba is \$12.00.

Escanaba Taxi: Provides basic taxi service in the Escanaba area. Available 24/7. This service is not wheelchair accessible. A ride across Escanaba is about \$6.50. A trip from Escanaba to Marquette is \$99.00.

JN Taxi & Courier: Offers 24/7 taxi service in the Escanaba area. Standard prices based on distances not metered rates.

Need for Regional Transit

Dickinson County is a rural county of 777 square miles and is home to 26,201 people. The county borders Marinette and Florence Counties in Wisconsin and Marquette, Iron, and Menominee Counties in Michigan. The largest community and county seat is Iron Mountain, which has a population of 7,624. The next most populous communities in the county are Breitung Township (5,864), Kingsford (5,133) and Norway, located six miles east of Iron Mountain and with a population of 2,845.

People in Dickinson County need regional transit services in order to gain access to institutions of higher education or to receive specialized medical care that is not available locally. The 2013 ACS survey data indicates that only 3.9% of residents work outside of the county, but 6.7% of residents work outside of the state, likely in nearby Wisconsin.

In the 2012 Trenary Transit Study, only nine people returned surveys regarding the need for regional transit. However, of these surveys, eight out of the nine people said they need to go to Marquette County.

Dickinson County residents were not surveyed in the Trenary Transfer study.

A survey conducted in 2007 for the county's Community Action Agency that was targeted to seniors and low-income residents found that 39% of respondents do not have a reliable vehicle of their own they can physically or legally drive. Additionally, 44% of respondents rely on transportation other than their own vehicle. 52% of respondents indicated that transportation is sometimes or often a problem. The reason for this was cited as being not being able to afford the cost of purchasing or maintaining a vehicle (30%), 45% cannot physically or legally drive, and 25% have problems driving at night or in the winter. 72% of survey respondents indicated that they would use public transit if it were available. The survey did not specifically address the issue of regional transportation.

Dickinson County does not have a county transit authority. Instead, a local community service agency provides some limited transit services. The needs identified in the 2007 Dickinson-Iron Coordinated Public Transportation Plan are to expand the availability of affordable services to include night and weekend hours. There is also a need for expanding existing services to more rural parts of the county. Additionally, there is a need for more services to help low income residents get to employment opportunities.

Regional Destinations within Dickinson County

- VA Hospital, Iron Mountain (*Health Services*)
- Dickinson County Hospital , Iron Mountain (*Health Services*)
- Verso, Quinnisec (*Major Employer*)
- Bay de Noc College, West College (*Higher Education*)
- Many large industrial employers, Iron Mountain
- Shopping and commercial services, Iron Mountain

Regional Destinations for Dickinson County Residents

- UPHS Hospital, Marquette (*Health Services*)
- Pinecrest Nursing Home, Meyer Twp (*Health Services*)
- Island Report and Casino, Harris Twp (*Tourism*)
- Northern Michigan University, Marquette (*Higher Education*)
- Bay de Noc College, Escanaba Campus (*Higher Education*)

Population	Population Age 65+	Percent with Disability	Average Household Size	Below Poverty Level	Per Capita Income
26,201	19.2%	15%	2.25	12.7%	24,611
Mean Household Income	Households w/ 0 Vehicles	Households w/ 1 Vehicle	Households w/ 2 Vehicles	Number of Work Commuters	Mean Travel Time to Work
55,951	5.5%	33.2%	43.4%	11,262	15.2 Mins
Work Outside County/ State	Commute w/Car, drove alone	Commute w/Car, carpooled	Commute w/ public transport	Commute via walking	Worked at Home
3.9%/6.7%	83.6%	8.5%	0.1%	3.2%	3.3%

Source: 2013 ACS 5-Year Survey

Need for Local Transit

The biggest need for local transit within Dickinson County is the need for people to travel into and around the Norway-Kingsford-Iron Mountain area in order to get to places of employment, access to health care, education, and shopping and other commercial services. Although most of the population is located in the western most part of the county, there are few ways to travel to or around this area. The ACS survey indicates that while only 5.5% of county households do not have a car, a third of households only have one car. Nearly 20% of Dickinson residents are over age 65, 15% have a disability, and 12.7% are below the poverty level. This seems to indicate that there are many people who may occasionally or regularly have a need for transit.

In the 2007 Dickinson-Iron Coordinated Public Transportation Plan residents were surveyed about their access to transportation. The surveys were targeted to senior centers and low-income housing centers. A total of 312 surveys were completed. The results indicated that 39% of respondents do not have a vehicle of their own. 44% rely upon transportation other than their own car. Of these people, 31% ride with a friend or family member, 4% take a taxi, and 5% use transit services. 72% of respondents indicated that they would use fixed route public transit if it is available.

Top Needs for Local Transit

- Health Care
- Employment
- Shopping and commercial services
- Education

Efficiency of Regional and Local Transit Services

Dickinson Iron Community Services Agency (DICSA): DICSA provides limited transportation services in the county. The service provides wheelchair accessible door-to-door service in and between Iron and Dickinson Counties. The service is available Monday through Friday, from 8:00AM to 3:30PM CST. These services are affordable to low-income residents.

Because this service is available during limited hours and only to those over age 60, there remains a large gap in local transit services. The ACS data indicates that only 0.1% of workers rely on public transportation. Services are needed for people younger than 60 years of age and during more hours and days of the week.

Ace Taxi: Ace Taxi is a private taxi company that services in Dickinson and Iron Counties. The service is available from Monday through Friday, 24 hours per day. On Saturdays the service is available until 2-3am. The service is not available on Sundays. The company has vans, but they are not wheelchair accessible. Ace will take people throughout the region as needed. In-town trips are generally around \$6.

Iron Mountain VA Medical Center: In addition to the Disabled Veterans of America (DVA) previously described, the VA medical center also runs a Veterans Transportation Service (VTS) that runs every Wednesday between the Escanaba area and Iron Mountain with several stops along the way. All veterans

qualify for this free service, but reservations must be made in advance. In 2013 the service provided 5,772 rides. The service is wheelchair accessible.

Loving Caring Hands: Loving Caring Hands is a privately owned service that offers transportation services throughout Dickinson and Iron Counties.

Northpointe Behavioral Health System: This health care provider, located in Kingsford, is able to provide transportation to and from appointments for its clients. Northpointe provides community mental health services and is an entity of the State of Michigan.

TRICO: Trico provides wheelchair accessible transportation to vocational rehabilitation clients. They are based in Kingsford. There is no cost to clients for this service. They typically operate from 6:00am, to 4:00pm.

Private Transit Providers

Arms of Angels Homecare: A service based in the Iron Mountain/Kingsford area that specializes in wheelchair and handicap transportation. The transit does not need to be to medical appointments. The service is available 24/7.

City Cab: City Cab provides 24/7 taxi service based in the Iron Mountain and Kingsford area. They offer discounts to students, seniors, and veterans, but accept cash only. The service is not wheelchair accessible.

Northern Michigan Home Health: This service is based in Iron Mountain and provides non-emergency medical transportation to medical appointments. The service is not wheelchair accessible.

Tri City Cab: Tri City Cab provides 24/7 service in the Iron Mountain area as well as in Northern Wisconsin. They have fixed rates between Iron Mountain and other cities, other locations are calculated at \$2.00 per mile. This service is not wheelchair accessible.

➤ *Marquette County*

Need for Regional Transit

Marquette County is the largest county by land area in Michigan with 1,808 square miles. It is located on the southern shore of Lake Superior and also borders Baraga, Iron, Alger, Delta, and Dickinson Counties. It is also the most populous county in the UP, with 67,358 people. The largest city in the county is Marquette, with 21,500 people. Marquette is home to Northern Michigan University that has approximately 9,000 students. The other cities in the county,

Ishpeming and Negaunee, are located west of the City of Marquette along US-41. Ishpeming has a population of 6,500 and Negaunee has a population of 4,600. The majority of the population in the county lives in the urbanized corridor through these cities along US-41.

Many services that draw people from around the region, such as a university and medical care, are located within the county. Therefore, people in Marquette County have fewer reasons to travel across county lines for important services than others in the CUP. Instead, Marquette County is the economic, shopping, and service hub of the region and draws people from around the Upper Peninsula.

In the Trenary Transfer study 29 surveys on the need for inter-county transit service were returned. In the survey, 38% of residents expressed a need to go to Delta County, 34% indicated a need to go to Alger County, 29% indicated a need to go to Schoolcraft County, and 7% expressed a need for another non-local destination.

Regional Destinations for Marquette County Residents

- Bay de Noc Community College (Escanaba)

Regional Destinations within Marquette County

- UPHS Hospital, Marquette (*Health Services*)
- Peninsula Medical Center, Marquette (*Health Services*)
- Bell Hospital, Ishpeming (*Health Services*)
- Northern Michigan University, Marquette (*Higher Education*)
- CCI, Tilden Twp & Richmond Twp (*Major Employer*)
- Sawyer International Airport, Forsythe Twp
- MI Department of Corrections (*Major Employer*)
- Retail Corridor along US-41, Marquette Twp

Table 10: Marquette County Demographic and Commute Data, 2013

Population	Population Age 65+	Percent with Disability	Average Household Size	Below Poverty Level	Per Capita Income
67,358	15.1%	14%	2.46	15.7%	23,789
Mean Household Income	Households w/ 0 Vehicles	Households w/ 1 Vehicle	Households w/ 2 Vehicles	Number of Work Commuters	Mean Travel Time to Work
58,015	6%	33.7%	39%	28,825	18Mins
Work Outside County	Commute w/Car, drove alone	Commute w/Car, carpooled	Commute w/ public transport	Commute via walking	Worked at Home
3.5%	89.6%	9%	0.4%	5.3%	0.9%

Source: 2013 ACS 5-Year Survey

Need for Local Transit

Within Marquette County there is a need for people to travel from outlying communities into the City of Marquette for access to jobs, health care, education, DHS, and other services. Residents and tourists need transit to and from the airport, which is located about a half-hour drive south of the City of Marquette. The Marquette area has a well-developed network of non-motorized paths that offer a good alternative for some people who may not be able or afford to drive. The census indicates that 5.3% of people commute via walking, which is the highest percentage in the CUP. The ACS data also indicates that 6% of households do not have a vehicle present. Additionally, 15% are over age 65 and another 15.7% are in poverty. These characteristics contribute to the demand for transit services in the county.

Top needs for local transit

- Health care
- Education
- Employment
- Shopping and other commercial services

Efficiency of Regional and Local Transit

Marq-Tran: Public transportation in Marquette County is provided by Marq-Tran and based in the City of Marquette. Marq-Tran is the largest public transportation agency in the CUP. In 2013 Marq-Tran provided over 400,000 rides. Marq-Tran is funded through fares, state and federal funds, and a county-wide millage. The agency works cooperatively with ALTRAN to provide regional service between Marquette and Munising.

Marq-Tran also provides local transportation within Marquette County. There are 14 fixed routes that provide transportation between the City of Marquette, western Marquette County, Negaunee, Ishpeming, Kl Sawyer, Palmer, and Gwinn. Most routes operate Monday through Friday from about 6am to 6pm with limited Saturday services. In addition to the fixed routes the agency offers demand response service with advance reservations, however advance reservations are required. Medical appointment drop-off and pick-up is available with three days advance reservation. People with ADA registered disabilities must request with seven days' notice. Seniors and non-ADA registered persons with disabilities must give two days' notice. The cost for rides varies from

\$2.60 to \$5.60 one way and depends on the distance traveled. Seniors, students, and disabled people can ride at half-price. Its busses are fitted with bike racks, and are wheelchair accessible.

Marquette County Aging Services: The agency provides demand response to take people aged 60 and over to medical appointments. In 2013 the agency provided over 800 rides to 159 unique clients. There is no cost to clients and the rides are provided by volunteers. The service is funded through a county millage, state and federal grants, and the United Way. The service is not wheelchair accessible.

Private Transit Services

All Star Taxi: A 24/7 taxi service that is based in Marquette. Rates for service start at \$6.50, there are discounts available for students and seniors. The service is not wheelchair accessible.

Checker Transport: Checker Transport is a private taxi service based in Marquette that is available 24 hours a day. They can also provide charter busses and limousines if needed. They primarily serve the Marquette area but are able to go outside of the county if desired. The service is not wheelchair accessible.

Uptown Taxi: Uptown Taxi provides 24/7 service in the Marquette area. The costs are based on distance, about \$7.00 within the City of Marquette, an additional \$2.00 per mile outside of City. The service is not wheelchair accessible.

➤ *Menominee County*

Need for Regional Transit

Menominee County is a rural county of 1,338 sq. miles that borders Wisconsin with a population of 23,917. The largest community in the county and the county seat is the City of Menominee, which has a population of 8,494. The City of Menominee is located at the most southern part of the county, across the Menominee River from Marinette, Wisconsin. Marinette has many jobs and services that Menominee County residents rely upon. The next largest community in Menominee County is Stephenson, which is centrally located in the county, and has a population of 862 persons. Much of the county is agricultural and most jobs are located in the City of Menominee area or outside of the county in nearby Escanaba or Iron Mountain.

Menominee County residents were not surveyed as part of the Trenary Transfer study.

Stakeholders have indicated that there is a need within the county for affordable means of travel across state and county lines in order to get access to medical, jobs, and educational opportunities. The ACS survey data indicates that 10.2% of residents work outside of the county and an additional 35% work outside of the state.

Top Regional Destinations for Menominee County Residents

- Bay Area Medical Center, Marinette, WI (*Health Services*)
- Marinette Marine, Marinette, WI (*Major Employer*)
- Michigan Works Marinette, W) (*Government Services*)
- VA Medical Center, Iron Mountain (*Health Services*)
- OSF St. Francis, Escanaba (*Health Services*)
- Bay College, Escanaba (*Higher Education*)
- Bay College, West Campus, Iron Mountain (*Higher Education*)

Top Regional Destinations within Menominee County

- Pinecrest Nursing Home, Meyer Twp (*Health Services*)
- Island Resort and Casino, Harris, Twp (*Tourism*)

Table 11: Menominee County Demographic and Commute Data, 2013

Population	Population Age 65+	Percent with Disability	Average Household Size	Below Poverty Level	Per Capita Income
23,917	19.9%	16%	2.18	13.6%	\$22,331
Mean Household Income	Households w/ 0 Vehicles	Households w/1 Vehicle	Households w/ 2 Vehicles	Number of Work Commuters	Mean Travel Time to Work
\$49,147	7%	33.9%	39.9%	9,928	20.2 Mins
Work Outside County/ State	Commute w/Car, drove alone	Commute w/Car, carpooled	Commute w/ public transport	Commute via walking	Worked at Home
10.2%/35%	80.8%	11%	0.1%	2.6%	4.2%

Source: 2013 ACS 5-Year Survey

Need for Local Transit

People in Menominee County need local transit in order to access the jobs and services available in the Menominee/Marinette area. Additionally, there is a need for affordable handicapped accessible transit services on evenings and weekends. Stakeholders have also commented that there a need for low-income residents to get to Marinette, WI. The MichiganWorks center is located in

Marinette and people who receive social assistance must travel weekly to the MichiganWorks center to apply for jobs. However, people who do not have cars and must rely upon a taxi must pay a higher fare for the taxi to transport them between Menominee and Marinette.

Top needs for local transit

- Health care
- Employment
- Shopping and commercial services
- DHS/MichiganWorks

Efficiency of Regional Transit

Menominee County does not have a county transit authority. Instead, the Community Action Agency receives public funds to provide limited transportation services in the county.

Menominee-Delta-Schoolcraft Community Action Agency: The MDSCAA provides transportation in Menominee County that is targeted to handicapped and senior residents. In 2013, only 137 rides were given to people under the age of 60. The service provides demand-response transportation from 8:00AM-3:00PM CST, Monday through Friday. The agency also regularly picks people up from the City of Menominee, Daggett, and Hermansville senior centers. The agency regularly takes people across county lines into Iron Mountain, Marinette, and Escanaba. The Menominee bus typically stays in the Menominee/Marinette area and takes people shopping and to medical appointments. The fare in Menominee is \$1.25 one way and \$2.50 to Marinette. The Daggett bus makes regular trips to Menominee, Marinette, Powers, Spaulding, Escanaba, and Iron Mountain. The fare for this service is \$6.50. Fares within the Daggett/Stephenson area are \$1.50. The Hermansville bus makes regular trips into service has two passenger vans and two 11 passenger busses. The cost for a ride varies depending on the destination. One of the vans has a wheelchair lift. The service is able to take to other parts of the region, but trips must originate from within Menominee County. The service is ADA accessible.

Private Transit Providers

Bill's Cab and Courier: This provider is based in the Menominee area and offers daytime service only. The service is not wheelchair accessible.

Discount Taxi & Courier: This provider offers 24/7 taxi service based in Menominee. The service is not wheelchair accessible.

M & M Taxi Service: This provider offers 24/7 taxi service to the Menominee and Marinette areas. Riders within Menominee area \$8.00, there are fixed rates to other cities. A ride from Menominee to Escanaba is \$85.00. The service is not wheelchair accessible.

➤ *Schoolcraft County*

Need for Regional Transit

Like the other counties in the CUP, Schoolcraft is rural and sparsely populated. The majority of the people in the county (pop. 8,407) reside in the City of Manistique (pop. 3,013), located on the northern shore of Lake Michigan. Schoolcraft County also borders Delta, Alger, Mackinac, and Luce Counties. Schoolcraft County residents travel throughout the region in order to seek employment, health care, and education services. Schoolcraft also has many seasonal residents and summer tourists.

Regional Destinations within Schoolcraft County

- Seney Wildlife Refuge (*Tourism*)

Regional Destinations for Schoolcraft County Residents

- UPHP Hospital, Marquette (*Health Services*)
- OSF St. Francis Hospital (*Health Services*)
- Northern Michigan University, Marquette (*Higher Education*)
- Bay College, Escanaba (*Higher Education*)
- Island Resort and Casino, Harris, Twp (*Tourism*)
- Shopping and commercial services, Escanaba

Table 12: Schoolcraft County Demographic and Commute Data, 2013

Population	Population Age 65+	Percent with Disability	Average Household Size	Below Poverty Level	Per Capita Income
8,407	22%	19.3%	2.29	20.7%	22,471
Mean Household Income	Households with 0 Vehicles	Households with 1 Vehicle	Households with 2 Vehicles	Number of Work Commuters	Mean Travel Time to Work
42,676	1.6%	20.5%	49.1%	2,701	20 Mins
Work Outside County	Commute w/Car, drove alone	Commute w/Car, carpoled	Commute w/ public transport	Commute via walking	Worked at Home
12.4%	77.9%	12.3%	0.3%	4.4%	4.6%

Source: 2013 ACS 5-Year Survey

Need for Local Transit

Within Schoolcraft County, people need to get into and around the Manistique area in order to get access to jobs, healthcare, and shopping and commercial services.

Top needs for local transit

- Health care
- Employment
- Education (school of choice transit)
- Shopping and other commercial services

Efficiency of Regional Transit

Schoolcraft County Public Transportation: Public transportation service is provided by Schoolcraft County Public Transportation and is based in Manistique. There are no fixed routes; instead the agency provides curb-to-curb demand response services from Monday through Friday, 7:30am to 5pm. The service is able to take people long distances. In 2012, the agency provided 41,982 rides. The service is wheelchair accessible and seniors and disabled make up approximately 52% of ridership.

As part of the Trenary Transfer study, Schoolcraft County bus riders that were asked about their desire for regional transit indicated that 58% of respondents wanted to get to Delta County and 37% indicated a need to get to Marquette County.

The cost for rides is \$2.00 within Manistique and \$4.00 within a 10 mile zone outside of the city. The fare is \$6.00 for 10 – 20 miles outside of Manistique, \$8.00 for 20-30 miles outside of the city, \$10.00 for 30-40 miles outside of the city. For people seeking rides beyond 40 miles outside of the city, the fare is \$30.00 per hour. The fares are half off for seniors, disabled, and students. Children under five are free.

Schoolcraft County Commission on Aging: The commission provides long distance medical transportation to people 60 and over who are unable to drive themselves. They will drive people up to 200 miles from Manistique, although exceptions can be made to go longer if there is a need. There is no cost to clients to use the service, but donations are accepted. The service is not wheelchair accessible.

Table 13: Summary Table

Organization	Service Area	Pubic/Non-Profit	Private Business	Fixed Route	Demand Response	Medical Trips ONLY	Seniors ONLY	ADA Para-transit	Mileage Reimbursement	Local (Intra-county)	Long Distance (Inter-County)	Evenings	Weekends
Alger County (AlTran)	Munising, Alger County, Service to Mqt	X		X	X			X		X	X	X	X
Delta County (DATA)	Escanaba, Gladstone, limited services to other Delta County areas	X		X	X			X		X			
Marquette County (Marq-Tran)	Marquette, Ishpeming, Negaunee, Gwinn, K.I. Sawyer	X		X	X			X		X			X
Schoolcraft County	Manistique, Schoolcraft County area	X			X			X		X			
Sault Tribe	Seven County Tribe Area	X			X	X	X						
Iron/Dickinson Community Service Agency	Dickinson & Iron Counties	X			X		X	X		X			
Marquette Co. Aging Services	Marquette County	X			X	X	X			X			
Menominee/Delta/Schoolcraft Community Action	Trips must originate in Menominee County	X			X			X		X			
DHS	State-wide	X			X	X			X	X	X		
Northern MI Home Health	5 Counties in WI & Western UP		X			X							
Arms of Angels Home Care	Iron Mountain/ Kingsford		X										
Iron Mountain VA	UP & Northern WI	X	X	X	X	X		X		X	X		
Medicaid Plan/ UPHP	UP-wide		X		X	X			X	X	X		
Indian Trails	State-wide		X	X				X			X		X
Checker Transport	Based in Marquette		X		X					X	X	X	X
Celebration Charters	Based in Gladstone		X		X					X	X	X	X
Uptown Taxi	Marquette		X		X					X	X	X	X
All Star Taxi	Marquette		X		X					X	X	X	X
Escanaba Taxi	Escanaba		X		X					X	X	X	X
M & M Taxi Service	Menominee, Marinette		X		X					X	X	X	X
Discount Taxi & Courier	Menominee, Marinette		X		X					X	X	X	X
Bill's Cab & Courier	Menominee		X		X					X	X		X
Tri-City Cab	Iron Mountain & Northern WI		X		X					X	X	X	X
J & N Taxi & Courier	Escanaba		X		X					X	X	X	X
City Cab of Gladstone	Gladstone		X		X					X	X	X	X

Gaps in Regional Transit Mobility

CUPPAD, with the assistance of transit stakeholders, identified (in order) **the top three unmet needs in the region as improving access to: 1) Non-emergency medical transportation; 2) Higher Education; 3) Employment.**

Based on these needs, gaps in regional services are identified below and summarized in Table 1. However, there is currently not enough information available about the need for more regional service in order to prioritize these gaps.

Alger County Unmet Needs

Regional: Based on the 2012 surveys and conversations with the transit provider, there are residents who need transit service from Alger to Delta and Schoolcraft Counties. People in the rural parts of the county, like Trenary and Chatam, need service to places other than Munising. There are also people in the eastern part of the county that need transit to Luce County. The need for inter-county transit is primarily for medical care.

Local: ALTRAN is able to provide service to all communities in the county as well as night and some weekend service. However, people in the outlying, rural communities would like more frequent service.

How to address the unmet need?: The unmet need could be addressed through increased coordination between county transit providers. However, additional funds would be needed to enable agencies to coordinate services.

Delta County Unmet Needs

Regional: There is an unmet need for regular transit service to Marquette and Menominee Counties as well as to Marinette, WI.

Local: There is a local unmet need from the people living in rural parts of the county to have improved service into the Escanaba-Gladstone area. There is also an unmet need for extending night and weekend service hours.

How to address the unmet needs?: The unmet regional need for transit to Marquette County could be addressed through increased coordination between county transit services. However, Menominee County has very limited transit services and resources. In order to increase collaboration with Menominee County, the existing agency would likely need additional resources. Alternative models to meeting the need for service to Menominee would be to

improve carpool/vanpool resources in the area, or to work with the major employers that draw Delta residents to help provide transit resources. In order to meet the unmet local needs increased service to rural parts of the county and more service hours in areas that are already served would be needed.

Dickinson County Unmet Needs

Regional: There is limited information to quantify or describe the need for regional transit service for Dickinson County residents.

Local: The existing transit services are limited and there are unmet needs for more days and hours of local transit service as well as for more service to the rural parts of the county to help people get into the Kingsford-Iron Mountain area.

How to address the unmet need?: The unmet need could be addressed through increased coordination between county transit providers. However, because Dickinson County has very limited transit resources, Dickinson would likely need additional resources in order to be able to collaborate with another county transit provider. In order to meet the unmet local needs increased service to rural parts of the county and more service hours in areas that are already served would be needed.

Marquette County Unmet Needs

Regional: There is a need for service to Escanaba.

Local: The existing services are not available in the evening hours and have very limited weekend hours. Extending the hours and days of service would improve transit in the county. Additionally, transit services do not currently extend into the most western and southern parts of the county.

How to address the unmet need?: The unmet need could be addressed through increased coordination between county transit providers. In order to meet the unmet local needs increased service to the most rural parts of the county and more service hours in areas that are already served would be needed.

Transit services in the region are not limited by any rules or policies that prohibit transit providers from crossing county lines. Instead, practical issues and concerns, such as funding and the political barriers, limit some providers. For example, a transit provider could be limited from transporting school of choice students if school bus drivers see this service as threatening their jobs.

In addition, it is a challenge to coordinate schedule and provide service across such a large area.

Menominee County Unmet Needs

Regional: It is known that there is a significant demand for service to Menominee, WI. There is also an unmet need for transit to Escanaba and to the Iron Mountain area. There are limited medical services available within Menominee County and low-income residents must rely on transit services to get access to care in the region.

Local: The existing transit services are limited and there are unmet needs for more days and hours of local transit service as well as for more service to the rural parts of the county to help people get into the Menominee/Marinette area.

How to address the unmet need?: The unmet need could be addressed through increased coordination between county transit providers. However, because Dickinson County has very limited transit resources, Dickinson would likely need additional resources in order to be able to collaborate with another county transit provider. In order to meet the unmet local needs increased service to rural parts of the county and more service hours in areas that are already served would be needed.

Schoolcraft County Unmet Needs

Regional: It is known that there is an unmet need for improved transit service to Escanaba as well as to the City of Marquette.

Local: The existing transit services are limited and there are unmet needs for more days and hours of local transit service as well as for more service to the rural parts of the county to help people get into the Menominee/Marinette area.

How to address the unmet need?: The unmet need could be addressed through increased coordination between county transit providers to help people to more easily cross county lines. In order to meet the unmet local needs increased service to rural parts of the county and more service hours in areas that are already served would be needed.

Table 14: Summary of Unmet Transit Needs			
County	Regional Service Needs	Local Services Need	Priority
Alger	♦Service between Munising and Escanaba and Munising and Manistique	♦Unknown	?
Delta	♦ Service needed between Escanaba and Marquette, ♦ Service between Escanaba and Marinette, WI, ♦Service between Escanaba and Northern Menominee County	♦Residents of rural communities need better service to Escanaba area, ♦Late night and weekend service hours are needed	?
Dickinson	There is currently no regional service other than Indian Trails. ♦Service is needed to Escanaba and Marquette	♦More days and hours of transit services are needed, ♦More service between rural and urban parts of the county are needed	Local
Marquette	♦ There is a need for service between Marquette and Escanaba	♦More days and hours of service are needed, ♦ Service to western part of county is needed	?
Menominee	Regular service needed to Marinette,WI Regular service needed to Escanaba	♦More days and hours of service are needed	?
Schoolcraft	Regular service needed to Escanaba Service to Marquette	♦More days and hours of service are needed	?

Obstacles to Responding

This assessment of transit mobility in the CUP would be improved if there was more quantitative data that helped to describe in detail and measure the needs in the region. While CUPPAD is able to identify that there are unmet local and regional needs, there is little information available to help measure the magnitude and more fully describe the demand for transit. The survey data that does exist is dated and does not have enough respondents to be considered statistically significant.

Additionally, while CUPPAD has identified many of the places that people are seeking better access to, it is impossible to estimate the specific demand for transit to particular places. More research, including public surveys, would need to be undertaken to better assess those demands. In the future, engaging with health care providers, higher education, school districts, and major employers would help to quantify the transit needs as well as to develop solutions.

Transit providers in the region identified information that would help to describe transportation in the CUP. People in the population centers and the more rural parts of the region should be surveyed to assess the need for transportation as well as the feasibility of additional routes, longer hours, or other proposed improvements to the transit system.

Further research into regional transit should include:

- A gap survey by township, not just by county
- Surveys to better prioritize transit needs
- A willingness to pay survey
- Transit satisfaction survey
- A survey to better understand who in the region is using the service

EUPTA

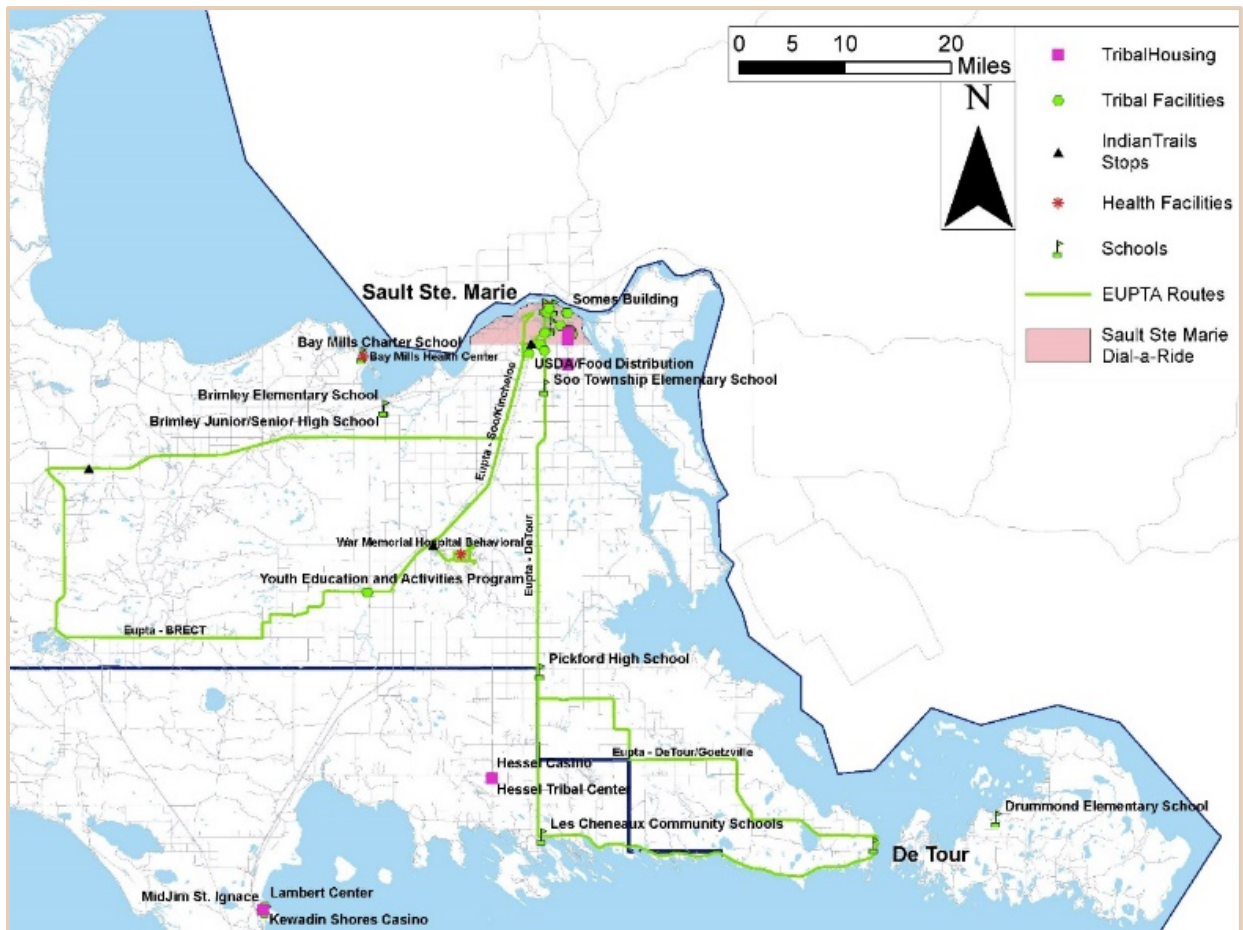
The Eastern Upper Peninsula Public Transportation Authority, EUPTA, provides transit service in Luce and Chippewa counties, carrying about 48,000 riders each year. Based on the way EUPTA was set up under Michigan law (see Table 6-1), it can provide service in Mackinac County. The primary reason it does not provide service is there has never been a continuous local funding source.

Dial-a-Ride service is provided within a five-mile radius of the village of Newberry in Luce County, where local funding is provided. The service in Newberry operates weekdays from approximately 8 AM to 4 PM, with fares set at \$4 and half price for the elderly and handicapped.

EUPTA also has responsibility for providing ferry service to Drummond, Sugar and Neebish Islands. Its patronage is significantly higher than the transit system at 784,000 passengers in 2013. All three islands are home to many Tribe members. Round trip fares range from \$12 to \$14, with reduced costs for strip tickets. EUPTA’s DeTour route (see below), connects to the Drummond Island ferry.

In Chippewa County, EUPTA operates three regional bus routes that deviate to scheduled pickups and drop-offs (Figure 3-1).

Figure 3-1
EUPTA Flex Routes



Source: The Corradino Group of Michigan, Inc.

Soo/Kincheloe – Serves several pick up/drop off locations in Salt Ste. Marie. These include the E-Z Mart and Bridge bus shelter located in the downtown. Buses then go to the EUPTA building on 3 Mile Road and Cascade Crossing on 3 Mile. From there buses head to various stops in Kincheloe, primarily the correctional facilities. This route serves the area around the Kinross Community Recreation Center and the concentration of Tribe homes there. Service is offered daily from 5:00 AM to 11:30 PM (nine round-trip runs, with five serving the Kincheloe housing area). The fare is \$3.50 for a one-way trip with a half-price fare for senior citizens and the disabled. Weekend service limited to specific stops and times.

DeTour/Sault Ste. Marie – Operates with stops in Cedarville on Monday and Wednesday, and in Goetzville on Tuesday, Thursday and Friday. The morning trip begins in DeTour at the ferry at 8:00 AM and arrives in Sault Ste. Marie at 9:35 AM. The return trip leaves Sault Ste. Marie at 2:45 PM and arrives in DeTour at 4:30 PM. The one-way fare is \$5.50 for DeTour to Sault Ste. Marie, \$4.50 from Cedarville or Goetzville and \$3.50 between Pickford and Sault Ste. Marie. Fares are discounted to half price for senior citizens and the disabled. This route passes through Mackinac County and with adequate call ahead time on certain days of the week can pick up Tribe members in Hessel where there is Tribal housing. Again, Tribe use of the service may increase with greater awareness of the service.

Brimley, Rudyard, Eckerman Corners, Trout Lake and the H40 Area: Operates Monday through Friday with one trip in the morning leaving Sault Ste. Marie at 8:05 AM and arriving back at Sault Ste. Marie at 10:45 AM. The afternoon run leaves Sault Ste. Marie at 3:00 PM, loops through all the communities and arrives back in Sault Ste. Marie at 5:50 PM. In addition, between September and May, the bus stops in Brimley on Monday, Tuesday, and Thursday. The fare depends on the pickup/destination and is \$3.50 for Brimley, \$4.50 for Rudyard, \$5.50 for Eckerman Corners and Trout Lake, and \$5.50 between H40 and Sault Ste. Marie. As with the other routes, a half-price discount is available to senior citizens and the disabled.

Newberry Dial-a-Ride: Provides service to within five miles of Newberry from 8 AM to 4 PM for \$4, with half price for elderly and handicapped. Tribal housing and the Newberry Tribal Health Center and Community Building are just over three miles from the center of Newberry, and therefore are within the service area.

Basic Services Provided – Fleet of 8 buses, 2 vans providing:

Deviated demand-responsive service on 3 routes (Figure 3-1):

- SSM to Kincheloe (location of a number of correctional institutions) (generally from 5 AM to 11:30 PM)
- SSM to the De Tour ferry to Drummond Island serving Northern Transitions, Pickford, Hessel, Cedarville, and Goetzville (in from De Tour in the morning, return in midafternoon)
- SSM to Rudyard, MI 40, Trout Lake, M 123, Eckerman Corners, M 28, and Brimley (also called the BRECT run)(outbound in the morning, return in midafternoon)

Dial-a-Ride service within a five-mile radius of Newberry in Luce County from 8 AM to 4 PM

Ferry service to Sugar, Drummond and Neebish (limited) Islands with annual ridership of 784,000

5 Transportation Needs

The Sault Tribe faces transportation challenges similar to other governments across the country, but the Tribe is unique. US Census data show that nationwide, in the UP, and within the Tribe, the population is aging. Elderly persons have special needs for medical and other social services. The Tribe has special respect for their Elders, so there is a special emphasis on identifying and addressing their needs. With the population of the UP and the Tribe dispersed into rural clusters, longer trips must be made to pick people up and deliver them to their destinations. Longer trips means more cost to provide for each person served, and it means that buses spend more time on the road serving fewer people than would be the case in an urban area. Transit typically relies on a certain concentration of people. Due to this, when people are geographically dispersed transit is less efficient. In the UP, destinations are spread out. In particular, travel for special medical services can require lengthy trips. Likewise, educational institutions are limited to Marquette, Escanaba, Bay Mills, and Sault Ste. Marie. Finally, a number of major employers are located outside of urban centers, such as the correctional facilities in Kincheloe and the multiple casinos.

Transit needs have been summarized below. The information provided was collected from the following: 1) surveys conducted during previous studies; 2) this study; and, 3) interviews with providers.

- **Indian Trails** – Their service through the UP is provided only at night (see Figure 3-2 which shows times ranging from 12:15 AM to 8:35 AM), making trips across the UP very inconvenient and of limited use for medical trips.
- **Access to Medical Services** – Specialty medical services are dispersed across the UP, with not all services in all communities or at Tribal clinics; so Tribe members and others must make long trips, with no commensurate transit service available.
- **Escanaba/Manistique** – The need for service between these communities was voiced multiple times. There is demand between Escanaba and Manistique generally, with shopping and other services in the larger Escanaba, and jobs and social/medical services at the casino and Tribal Health Center east of Manistique. There is no transit service/route for casino staff or those seeking medical services at the Tribal Health clinic.
- **Educational Access** – Those in Escanaba/Munising need service to Northern Michigan University in Marquette. The Munising/Marquette service is well regarded and used, as an example. This could be potentially accomplished by service linking at Trenary. DATA just implemented service to Bay de Noc Community College in Delta County. In Sault Ste. Marie Tribe members want to get to Lake Superior State University. This includes those living in Kincheloe.
- **Sault Ste. Marie** – There is a desire for fixed route service in town because: some with cognitive disorders have trouble with Dial-a-Ride; arrival times to appointments can be unreliable; and, some people have multiple appointments of unknown duration making it difficult to schedule a Dial-a-Ride return trip.

