

Coordinated Mobility Plan: Prosperity Region 5

Counties

Arenac

Bay

Clare

Gladwin

Gratiot

Isabella

Midland

Saginaw



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Michigan 2-1-1 and
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Prepared by
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Acknowledgements

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 5.

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".

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Regional Assistance

The East Michigan Council of Governments (EMCOG) provides a regional forum to discuss issues of mutual interest and concern, and to develop recommendations and plans to address those issues. EMCOG 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

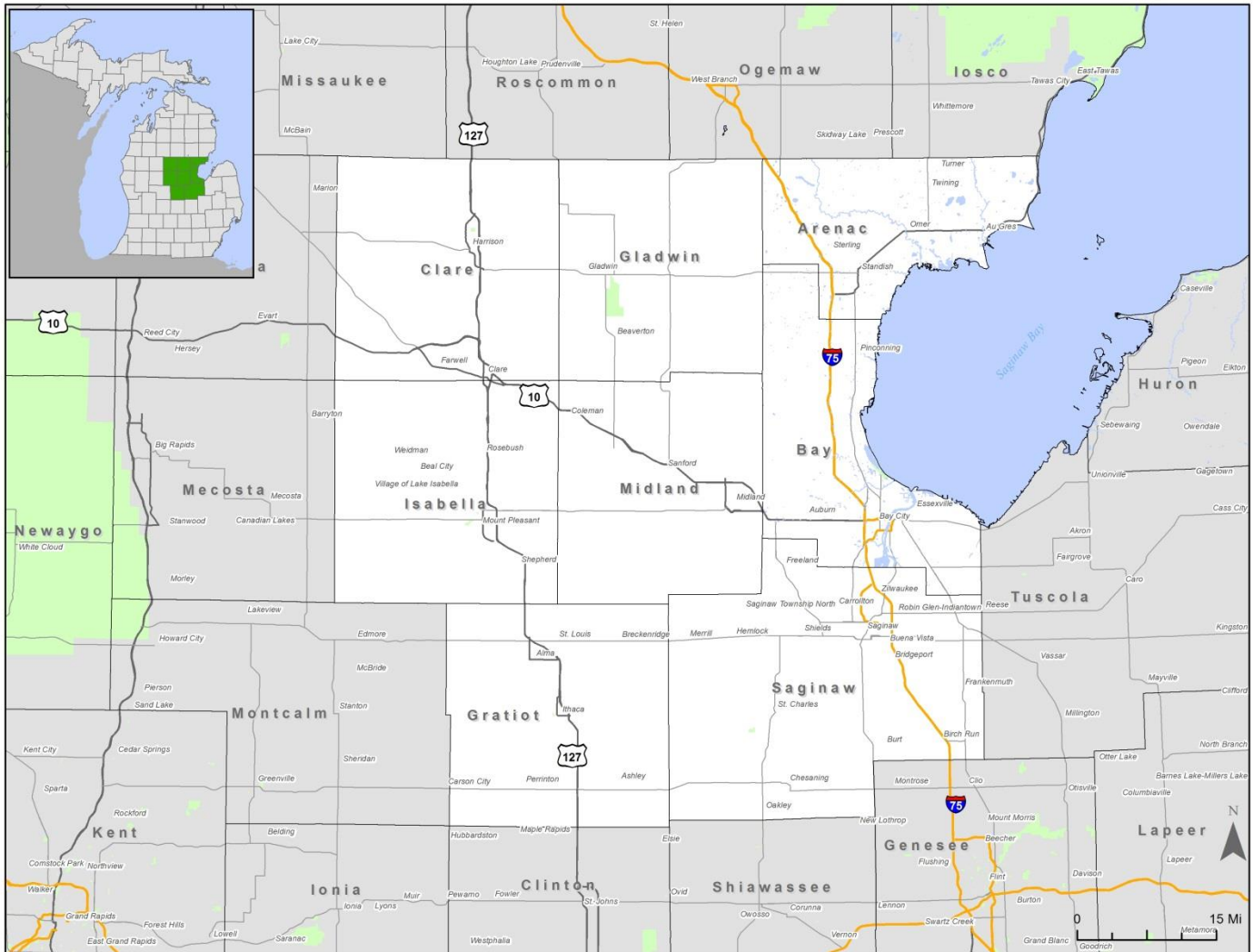
Michigan 2-1-1 is a free, confidential service that provides information and referral to transportation services, health and human services, community preparedness, and crisis information. A program of the Michigan Association of United Ways (MAUW), Michigan 2-1-1 works with eight regional 2-1-1 providers 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 5 that includes Arenac, Bay, Clare, Gladwin, Gratiot, Isabella, Midland, and Saginaw Counties as shown in Figure 1-1.

Figure 1-1: Prosperity Region Five



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 aging, titled “Making Michigan a Great Place to Live Well and Age Well”. The message, regarding access to transportation said, “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”.

The Governor asked MDOT to partner with the 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 incorporated into this regional plan.

MEETING THE FEDERAL COORDINATED TRANSPORTATION PLANNING REQUIREMENTS

In July 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 the 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 plans in other regions, it ensures that the entire State of Michigan is covered by plans that meet the 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 the 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. It provides strategies and potential projects beyond public transit services.

The Coordinated Mobility Plan for Prosperity Region 5 is designed to serve as a blueprint and 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 5 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 review includes the results of a survey conducted by East Michigan Council of Governments (EMCOG) to obtain input from transit providers on regional 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 mobility plan.
- 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 involvement of regional stakeholders in the coordinated mobility planning process. Federal coordinated planning guidance served as the foundation in 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, confirm transportation needs, and 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, marketing for workshops was conducted through a statewide outreach effort that highlighted the workshop in Prosperity Region 5 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 to 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 support programs for targeted populations
- Nonprofit human service provider organizations that serve 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 5 WORKSHOP

On September 30, 2015 the workshop for Prosperity Region 5 was conducted in Saginaw. The agenda is included in Appendix B. The workshop attracted 34 participants including representatives from:

- Aging programs
- Disability service providers
- Health service programs
- Human service agencies
- Local transit systems
- Michigan 2-1-1
- Michigan Department of Health and Human Services
- Michigan Department of Transportation
- Planning agencies
- Regional education service districts
- Workforce development agencies



The workshop began with discussion of previous work between MDOT and the regional planning agencies, objectives for the study, and projected outcomes. The 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 consider needs that could be addressed through various mobility options.

Workshop Results

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

- Expanded and improved transportation services
- Improved and expanded outreach, marketing, and education
- Improved coordination and connectivity
- Additional funding
- Capital improvements

These needs are detailed in Chapter 4. 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

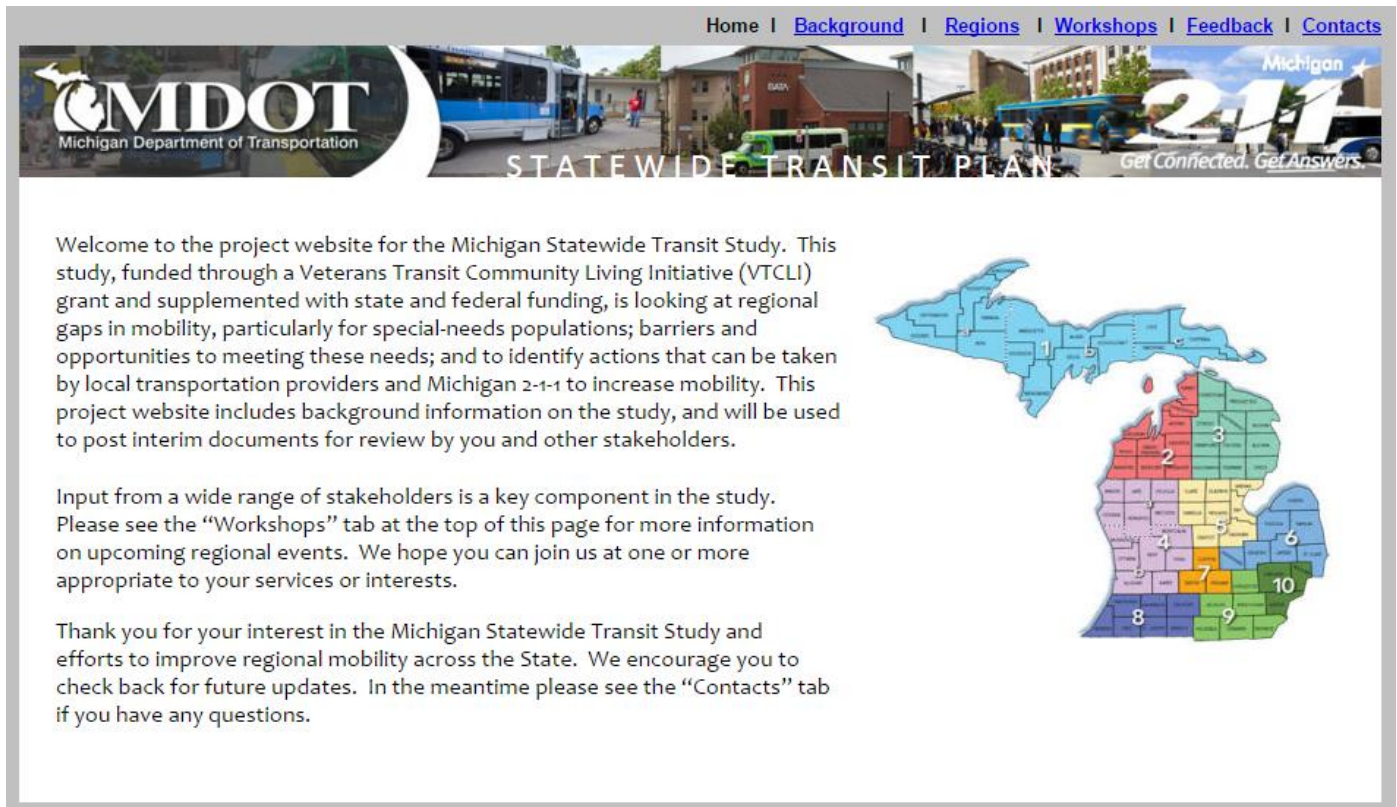
While the workshop served as the only formal gathering of regional stakeholders, they had multiple opportunities throughout the planning process to review interim documents and provide their input. This ongoing involvement included:

- Reviewing and commenting on a summary of 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> as shown in Figure 2-1. This website offered background information on the study and details on regional workshops. The website provided 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 section provides a review of recent plans and studies in the region relevant to the study process or provides information on community transportation needs and potential solutions. Additional details on various plans and studies are available through the East Michigan Council of Governments (EMCOG) website at http://www.emcog.org/plans_studies.asp.

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

As noted in Chapter 1, MDOT partnered with MPOs and RPAs regarding the issue of regional transit mobility in support of the Governor's Special Message on Aging. The planning 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 5, EMCOG distributed a survey to obtain input from transit providers on the need for regional mobility and the existence of regional transit mobility, and gaps between the two. The survey asked transit providers if they could rank these gaps in comparison to other identified gaps and what was needed to close the gap. The survey sought input on local transportation needs, and if these needs were a higher priority than identified regional needs.

When submitting the survey results EMCOG reported:

- It appears that responding agencies have prioritized their operations to meet the given demand as best they can with funding that is currently available. EMCOG noted that one constraint seems to be the way transit services are geographically organized and therefore funded in this way. While there have been attempts to create connections with surrounding counties and some inter-agency agreements are in place, some transit systems are not allowed to provide services outside their geographic boundaries.
- In the case of Bay, Midland, and Saginaw Counties the fact that Saginaw STARS is a city wide service and does not serve the entire county creates connectivity obstacles.
- Previous surveys to determine gaps in service had proved to be unreliable in providing the actual unmet needs, as services implemented to respond to identified needs did not result in sufficient ridership to maintain the services.

- Transit agencies could keep a list of needs not met by current services or when the trip was not viable due to length of time or lack of connections.

While many of the needs and issues are interrelated, a review of the survey responses indicates the following common themes:

- **Additional funding** - Many responses noted that current funding to support local services is constrained and therefore consideration of regional services is limited. As noted by one respondent, “improving the overall funding climate is the ultimate priority as planning medium and long range is virtually nonexistent.”
- **Expanded services** - Improved regional connectivity is difficult or impossible when there are gaps in local services (either time wise or geographically) or some systems provide countywide services while others are city-based.
- **Geographic realities** – Respondents noted that the service area does not have a sizeable population base that would support a cost-effective regional transportation system, and it would be cost prohibitive to provide regional transportation for the low number of people that would utilize the service. They also mentioned the amount of time it takes to go from one county to another.
- **Barriers** - Working through political and other barriers, i.e. the perception of having buses being seen in another jurisdiction -- and local residents wanting to know why vehicles are supported in part by a local millage are operating in other counties.
- **Capital concerns** – Respondents noted that vehicles are currently over utilized, so expanding regional services would place even greater strain on fleets and accelerate a replacement schedule. Some reported the need for more flexible vehicle fleets with smaller buses and vans.
- **Improved coordination among transit providers** - Respondents noted that currently coordination between systems is a cumbersome process requiring multiple phone calls to each agency.
- **Centralization** -Establishing a clearinghouse of local, regional, public, and private transportation providers or a centralized call center/database so any customer could call any number and arrange a shared ride regardless of system.
- **Ridership policies** - Implementing universal ridership policies and hours of operations to help offset inconsistencies between transit systems.
- **Driver recruitment and retainment** - One response highlighted that the standard to have a commercial driver’s license has made it increasingly difficult to attract and retain employees.

Complete survey results are included in Appendix C.

REGIONAL PROSPERITY STRATEGY: A 5-YEAR STRATEGIC PLAN FOR EAST CENTRAL MICHIGAN

This report, completed in December 2014, responds to the Governor's Regional Prosperity Initiative and contains a strategic plan, a target industry analysis, an economic assessment, an economic dashboard, and best practice examples for Region 5. The strategic plan establishes a vision and goals for the region's economic development program. It also outlines strategies and specific actions for each goal.

Within the strategic plan, there are several descriptions of projects and programs that could address a challenge or opportunity for East Central Michigan. These include examples from outside of the region, as well as local best practices that should be expanded and further supported. The target industry analysis provides detailed profiles on the target industry sectors and recommended niches. The economic assessment also presents key economic and workforce data for East Central Michigan, including a statistical comparison with other Midwest regions. The economic assessment includes an analysis of the region's strengths, weaknesses, opportunities, and threats.

One of the strategies under the Transportation and Infrastructure Goal is to provide more comprehensive and more efficient transit service to support the region's workforce, employers, and educational providers. Specific actions identified under this strategy in the plan involve the following:

- Work with MDOT and EMCOG to support and leverage the Governor's Regional Transit Mobility Study as a way to document the region's public transportation needs, with the goal of improving transit access for the region's workforce and employers.
- Encourage the region's public transportation agencies to meet regularly and work together to serve the region more efficiently through inter-agency agreements or other cooperative efforts.
- Work with the region's higher education institutions, adult education providers, major employers, and other key constituents to identify ways to expand transit options to better serve the region's workforce. This may include extending public transportation into the evening hours in some cases.
- Ensure that key regional destinations (MBS International Airport, colleges and universities, and major employers) are served by public transportation.
- Over the long-term, consider combining some or all of the region's separate public transportation agencies into a single, region-wide transit agency.

COORDINATED TRANSPORTATION PLANS

Central Michigan Coordinated Transportation Plan (Arenac, Clare, Gladwin, Isabella, Osceola, and Roscommon Counties)

In January 2013, the Community Transportation Association of America (CTAA) conducted a Mobility Visioning Workshop in Harrison. This event attracted over thirty local stakeholders representing various agencies and organizations. The group identified unmet transportation needs, key issues impacting mobility, and opportunities to improve mobility in the region.

As a follow-up to the Mobility Visioning Workshop, CTAA provided technical assistance to Clare County Transit Corporation (CCTC) and regional stakeholders with their efforts to improve transportation, in particular transportation for medical needs. Subsequent discussions determined that this assistance would include the region of Central Michigan that included Arenac, Clare, Gladwin, Isabella, Osceola, and Roscommon Counties. These stakeholders also determined that the primary outcome from the technical assistance would be a coordinated public transit-human services transportation plan. Subsequently the Central Michigan Coordinated Transportation Plan was completed in December 2013 to serve as a guide for expanding mobility options - especially for medical transportation needs - in the region, and to initiate additional coordination opportunities between transportation providers. The plan was also tailored to meet federal planning requirements for the Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities) Program so that the region could consider future applications for funding through this program.

The coordinated transportation plan included:

- An inventory of current transportation services in the region
- An assessment of transportation needs in relation to existing transit services based on both quantitative data (U.S. Census and American Community Survey) and qualitative data (input on needs from key stakeholders)
- Potential strategies
- Possible mobility management efforts to improve transportation services in the region

Through the coordinated planning process, regional stakeholders identified the following needs, issues and opportunities:

Key Mobility Needs

- Transportation to medical appointments, including out of county medical appointments
- Expanded early morning, evening and weekend services
- Transportation to employment/job training
- Seamless service between counties
- Transportation to access shopping and other community locations

Key Issues

- Long trips
- Lack of information/education on current services
- Cost of transportation

- Resistance to coordination (“turf” issues)

Identified Opportunities

- Improved coordination/connectivity
- Improved public transportation
- Greater focus on mobility management
- Additional partnerships

Subsequently, regional stakeholders identified the following strategies to address gaps in service and improve mobility in the region. The plan noted that specific project proposals would require identification of agency sponsors and specific expenditures, detailed through the application process for appropriate funding.

1. Improve and expand regional public transit connectivity.
2. Bring new funding partners to public transit/human service transportation.
3. Expand availability of demand-response services, dial-a-ride, and specialized transportation services to provide additional trips, especially for older adults, people with disabilities, veterans, and people with lower incomes.
4. Implement a regional mobility management program.
5. Expand outreach and information on available transportation options in the region, including establishment of a central/single point of access.
6. Continue to support and maintain capital needs of coordinated human service/public transportation providers.
7. Implement new public transportation services or operate existing public transit services on a more frequent basis.
8. Establish or expand programs that train customers, human service agency staff, medical facility personnel, and others in the use and availability of transportation services.
9. Build coordination among existing public, private, and human service transportation providers.
10. Provide targeted shuttle services to access employment and educational opportunities.
11. Establish a ride-sharing program for long distance medical transportation and other trip purposes.
12. Provide flexible transportation options and more specialized transportation services or one-to-one services through the expanded use of volunteers.

Bay County Job Access Coordination Plan

This plan was facilitated by Bay Metropolitan Transportation Authority as part of applying for federal funding. The plan included a review of unmet community transportation needs and priority actions and strategies for addressing these needs. The prioritized strategies that resulted from the outreach and planning process were:

- Expand dial-a-ride services using private subcontractors
- Develop a program to match volunteer drivers with individuals needing service
- Develop a carpool/vanpool program
- Develop a supported employment program in which employers would pay part of the cost to purchase transportation services
- Expand current Bay Metro services

Gratiot County Commission on Aging and HIC/PEL's Coordinated Public Transit – Human Services Transportation Plan

This plan provided a review of transportation providers in Gratiot County and identified transportation needs. Strategies to fill gaps in service identified from the outreach process involved:

- Continuation of current services
- Additional funding to buy and operate vans, improve transportation facilities, and expand services
- Greater assistance for people with disabilities living in rural and inaccessible areas

Saginaw County Coordinated Public Transit – Human Services Transportation Plan

This plan was prepared to meet federal coordinated transportation planning requirements. The plan included an assessment of available transportation services, and assessment of transportation needs for people with disabilities, older adults, and people with lower incomes, and a review of transportation gaps. The plan included identified strategies for addressing these needs that involved:

- Information strategies to ensure customers, voters, and elected officials were educated on services
- Transportation services strategies that expanded mobility options
- Coordination strategies to ensure more effective and efficient use of available services.

Strategies were prioritized based on which ones offered the most immediate promise for improved transportation services. Specific strategies were identified that presented the least cost or difficulty, or had the most potential for funding using available sources.

SAGINAW METROPOLITAN AREA TRANSPORTATION STUDY (SMATS) 2040 METROPOLITAN TRANSPORTATION PLAN

SMATS Metropolitan Transportation Plan (MTP) is the community's vision for the transportation system that serves the Saginaw area. The MTP is a collaboratively developed multimodal plan that identifies the current transportation system and its deficiencies, forecasts future transportation demands, and selects strategies to best meet future demands. The current MTP has a horizon year of 2040 and was adopted in 2012. This plan is updated every five years.

The SMATS 2040 MTP includes public transportation system illustrative projects. The plan notes that the public transportation system identified in the financially constrained long range plan included only current service areas and service levels, and Saginaw Transit Authority Regional Services (STARS) was engaged in development of a Transit Master Plan (TMP) intended to provide a long range vision for public transportation in the community.

The STARS TMP includes a recommended service plan that would implement a number of new service components between 2013 and 2035. The SMATS 2040 MTP provides the following summary of proposed new services:

- Regional Services - Regional services connect Saginaw County with adjacent counties. Bay and Midland Counties would be connected with commuter services. Bay County would be connected with a new college oriented service called the Ed Line.
- Commuter Express Service - Two separate commuter express bus routes operating during weekday peak periods, would connect Saginaw Charter Township (perhaps originating at the Center Court area) with Bay City and Midland. The service would operate as a limited stop service and is intended to have “park and ride” connections.
- Ed Line - Ed Line (“Ed” was short for “education”) service would connect the main campus of Delta College (in Bay County) with Saginaw Valley State University (SVSU), the core of the City of Saginaw (the medical area), and Delta’s Ricker campus. This service would operate as a limited stop express and include a stop at STARS’s Downtown Transfer Center to facilitate transfers from other fixed routes. (This service was implemented in 2015)
- Urban Services - Urban services fall into three classes. There would be services within the City of Saginaw, within the urbanized portion of Saginaw County but generally outside of the city, and connecting the city and Saginaw Charter Township.

1. City of Saginaw

The September 2011 STARS fixed route and Lift service would continue to operate under this TMP. Services that would be introduced as part of the TMP include:

- *Subsidized taxi services to operate weekday and Saturday evenings.* The subsidized taxi public transportation model incorporated a taxi subscription (scrip) program. The subsidy would be provided directly to passengers to purchase taxi services. A

subsidized taxi program would be offered to the general public instead of evening fixed route transit service, when demand for public transit service would be low.

- “Med Line” (“Med” is short for medical) service connecting major medical institutions in the core of Saginaw. This includes the VA Hospital, Covenant and St. Mary’s facilities. This is done to facilitate development of regional medicine through Central Michigan University (CMU)’s Medical Education Partners. While it would be operated by STARS, it would have a distinctive vehicle and identity.
2. Urbanized Saginaw County
 - Saginaw Charter Township would have “flex route” service generally connecting Walmart at Lawndale and State Roads to SVSU and the main campus of Delta College. If demand warrants, the southern terminus of the route could instead be shopping areas at Gratiot and Center Roads. The flex route service would be branded with a distinctive vehicle and identity. The service would be operated by STARS.
 3. City/Urbanized County Connections
 - Two routes from the current (September 2011) STARS service would be extended from the City into Saginaw Charter Township. Route 1 and Route 6 would be extended. Route 1 would provide more regular service to Walmart (at Lawndale and State Roads). Route 1 in 2011 serviced that retail area but at long (infrequent) headways. Route 1 service would provide service on a more regular basis. Route 6 would have a branch line that would operate in Saginaw Charter Township: west on Shattuck Road to North Center Road to McCarty to Mackinaw and Tittabawassee Roads.
- Rural and Countywide Services -Two types of services would be provided in the route portions of Saginaw County. The first would be a network of flex routes connecting villages. The second service, operating countywide, would be coordination of human transportation services provided by social service agencies.
 1. Flex Routes

Similar to the flex route described above for Saginaw Charter Township similar services would be provided linking the villages. Flex routes, though operated by STARS, would be branded with distinctive vehicles and identity.

 - *St. Charles/Saginaw* would connect Village of St. Charles with City of Saginaw and its medical areas.
 - *St. Charles/Chesaning* would connect Villages of St. Charles and Chesaning.
 - *Merrill/SVSU/Delta* would connect Merrill and western Saginaw County with SVSU and Delta College.
 - *Chesaning/Birch Run* would connect Villages of Birch Run and Chesaning.
 - *Bridgeport* would connect Village of Bridgeport and the general area.
 - *Birch Run/Frankenmuth* would connect Villages of Birch Run and Frankenmuth.

2. Coordinated Human Services Transportation

Following a negotiation process with affected agencies, STARS would lead the effort to coordinate shared use of existing human service agency transportation services to:

- Increase productivity and lower the cost/client trip of agency existing services
- Reduce transportation service overlaps
- Provide a safety net for client trips of agencies that do not have transportation services available for their clients

The SMATS 2040 MTP included the following recommended service plan based on the STARS transit plan.

Phase 1 New Services (2013 – 2015) Service Type Days/Hours of Operation

- *Regional Ed Line Express Mon-Fri, 7AM to 11PM (As noted earlier this service was implemented in 2015 – the following services have not been implemented due to funding)*
- *Urban Saginaw TWP/SVSU/Delta Flex Route Mon-Sat, 7AM to 11PM*
- *Urban M-F Late Night (to 12mid) Subsidized Taxi Mon-Fri, 8PM to 12PM*
- *Urban Sat Late Night (to 12mid) Subsidized Taxi Saturday, 8PM to 12PM*
- *Urban Sunday Daytime Subsidized Taxi Sunday, 8AM to 7PM*
- *Rural St. Charles/Saginaw Flex Route Mon-Sat, 7AM to 11PM*
- *Rural Birch Run/Frankenmuth Flex Route Mon-Sat, 7AM to 11PM*
- *Rural Chesaning/Birch Run Flex Route (life line) Mon-Wed-Fri, 7AM to 11PM*
- *Rural HHS Coordination Demand Response Mon-Fri, 8AM to 5PM*

Estimated Phase 1 New Service Cost: \$11,999,000

Phase 2 New Services (2016 – 2020)

- *Regional Midland Commuter Fixed Route Mon-Fri, Peak Periods*
- *Regional Bay City Commuter Fixed Route Mon-Fri, Peak Periods*
- *Rural Chesaning/Birch Run Flex Route Mon-Sat, 7AM to 11PM*

Estimated Phase 2 New Service Cost: \$5,623,000

Phase 3 New Services (2021 – 2025)

- *Urban Med Line Fixed Route Mon-Sat, 7AM to 7PM*
- *Rural Bridgeport Area Flex Route (life line) Mon-Wed-Fri, 7AM to 11PM*
- *Rural St. Charles/Chesaning Flex Route (life line) Tues-Thu, 7AM to 11PM*

Estimated Phase 3 New Service Cost: \$3,367,000

Phase 4 New Services (2026 – 2035)

- *Urban* Extend Routes 1 and 6 Fixed Route Mon-Sat, 6AM to 12PM
- *Rural* Merrill/Saginaw Twp/Delta Flex Route (life line) Mon-Wed-Fri, 7AM to 11PM

Estimated Phase 4 New Service Cost: \$6,753,000

The SMATS 2040 MTP included the following non-motorized planning efforts and projects:

- *Thomas Township.* In cooperation with Thomas Township, MDOT will construct a 2.2 mile non-motorized path from the Saginaw Valley Rail Trail to Shields Drive. The pathway will create a direct connection to schools, libraries, and shopping areas while linking the north and south portions of the township by providing a crossing at M-46.
- *Saginaw and Kochville Townships.* In cooperation with Saginaw Township and Kochville Township, MDOT will construct a 2.5 mile non-motorized path along portions of Consuler Energy right-of-way from Elmer Lange Park to an existing non-motorized pathway at McCarty Road.
- *Saginaw Valley Rail Trail.* Saginaw County Parks and Recreation will develop a 1.4 mile connection along Stroebel Road between the existing Saginaw Valley Rail Trail (SVRT) and the pathway along Center Road. This project will provide the final connection between the SVRT and the pathway system in Saginaw Charter Township.

BAY CITY AREA TRANSPORTATION STUDY (BCATS) 2040 METROPOLITAN TRANSPORTATION PLAN

BCATS recently completed and adopted the 2040 Metropolitan Transportation Plan MTP that was approved by the Federal Highway Administration. The MTP serves as the guide to decisions made on where federal transportation funds should be spent in the Bay City area. As noted in the MTP it identifies the area's transportation needs through the year 2040 as well as projects, both funded and unfunded and policies to meet those needs. The MTP includes both long-term and short-term strategies/actions, including operations and management activities that lead to the systematic development of an integrated intermodal transportation system that facilitates the safe and efficient movement of people and goods in addressing current and future transportation demand.

The BCATS 2040 Metropolitan Transportation Plan included the following projects:

- A vehicle replacement plan for the Bay Metropolitan Transportation Authority (BMTA). The plan notes that Bay Metro currently operates 47 buses and 18 vans, and based on estimated useful life for these vehicles all 47 buses should be eligible to be replaced twice from fiscal year 2013 until the end date of the current Metropolitan Transportation Plan. The plan states that twelve of 18 BMTA vans will need to be replaced six times and six vans five times in this time frame.

- Capital needs related to the Bay Metro facility that houses maintenance, operations and administrative functions of the transit system. This facility was completed in 1981, and the plan noted that while it will continue to be functional for many more years it reasonable to consider either a major renovation or building replacement will be needed during the term of the Metropolitan Transportation Plan. The plan projected that the cost estimate for a new building would be about \$15,000,000 in 2021.
- Needs related to the intermodal central bus station in downtown Bay City that serves both the local transit system and intercity carriers. With constant bus traffic taking a significant toll on the pavement at this station the plan projected that concrete drives on the site would need to be replaced about every 15 years at an estimated cost of \$300,000. The plan also noted that a major renovation of the station would be needed during the MTP timeframe, tentatively scheduled for 2030, at a cost in the neighborhood of \$250,000.

TRIBAL TRANSIT SERVICE STUDY FOR THE SAGINAW CHIPPEWA INDIAN TRIBE OF MICHIGAN

In Mid-Michigan, the Saginaw Chippewa Indian Tribe (SCITM) and Isabella County Transportation Administration (ICTC) identified that opportunities exist to improve accessibility and mobility for the region's residents and employees. They subsequently applied to Community Transportation Association of America (CTAA) for technical assistance in developing a transit service plan for the community. Elements of this 2013-2014 study included the following areas of analysis:

- Existing transportation services
- Transit needs and demand
- Development of conceptual transit service options
- Recommendation and selection of a locally preferred transit service option
- Development of an implementation plan for the preferred transit service option
- Development of a marketing and education plan for the preferred transit service option

The study concluded with a variety of conceptual service options for consideration. These options included possible service enhancements, service expansions, and regional services. The study provided projected annual operating costs for proposed services, capital needs and costs, and funding opportunities. The study also detailed a variety of factors that would impact successful implementation of the proposed options and/or would support improved coordination activities.

NEMT PILOT PROGRAM FOR CLARE, GLADWIN, AND MIDLAND COUNTIES

In 2015 the Midland Area Community Foundation received a grant from the Michigan Health Endowment Fund (MHEF) to launch a non-emergency medical transportation (NEMT) pilot program in Clare, Gladwin, and Midland Counties. Matching dollars were provided by the community foundation, Rollin M. Gerstacker Foundation, and Charles J. Strosacker Foundation, to ensure funding is available for a two year pilot program.

The pilot program will be a partnership between the community foundation, 211 Northeast Michigan, and Michigan Transportation Connection (MTC) to coordinate NEMT trips. The MTC is a 501(c)(3) organization established by the Michigan Public Transit Association to serve as a structure for a NEMT brokerage.

Primary outcomes of the program include:

- Meeting community needs through building a “one door” NEMT infrastructure,
- Piloting a program that will impact health services throughout Michigan by the establishment of a statewide capitated rate structure.

BAY CITY AREA TRANSPORTATION STUDY (BCATS) NON-MOTORIZED TRANSPORTATION PLAN

In 2011 BCATS produced this report in an effort to provide local road agencies, cities, townships, and officials a guide on methods to develop a comprehensive, connected, usable, and safe transportation system incorporating the use of non-motorized transportation. As noted in the report, part of the plan includes establishing and prioritizing routes for a complete network of non-motorized transportation, what options are for those non-motorized facilities and how best to develop those facilities. The document is intended to serve as a guide for communities within and surrounding the BCATS on ways to provide for non-motorized transportation within their boundaries and to make bicycling a viable transportation alternative. The report notes that with this plan in place BCATS road agencies will be able to leverage more funding sources to make these non-motorized improvements, and after full implementation the community will have a have a safe, connected and complete non-motorized transportation system.

The BCATS Non-Motorized Transportation Plan provides discussion of previous non-motorized efforts, a review of the existing non-motorized system, and recommendations for a connected network of non-motorized facilities. This discussion includes on-road facilities such as bike lanes, and non-motorized transportation facilities such as bicycle parking shared use paths, and sidewalk. The report noted the importance of adding capacity for bicycles by adding bike racks to public transit buses so that citizens can continue their trip beyond the reach of a fixed route.

MIDLAND AREA TRANSPORTATION STUDY (MATS) NON-MOTORIZED TRANSPORTATION PLAN

This January 2015 report is an endeavor by MATS to provide a structured way of enhancing non-motorized transportation (NMT) within its boundaries and promoting development of an NMT system that is comprehensive, connected, usable, and safe. This plan incorporates a *Complete Streets Policy and Program* adopted by MATS in 2014. The plan also identifies NMT network opportunities, and includes approved non-motorized projects for construction.

The plan notes that a better non-motorized transportation system will improve the attractiveness and livability of the community, and give citizens a choice in their mode of transportation. The plan states

that another benefit is that the plan lends support and justification for funding requests by local units of government, as NMT projects that are part of or connect with a regional non-motorized network in an adopted plan are looked upon more favorably by federal and state funding agencies.

EAST MICHIGAN COUNCIL OF GOVERNMENTS COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY (CEDS)

The 2016 Five Year Comprehensive Economic Development Strategy (CEDS) is a coordinated document that entails work done by EMCOG in collaboration with stakeholder groups to develop strategies for the three prosperity regions within the EMCOG region. Under the Transportation and Infrastructure Goal, the document notes that there are numerous transit options within the region, however they are not coordinated to the degree needed to provide comprehensive transit options for the needs of the region. It states that for most residents owning a vehicle is their only option for getting to work and attending the colleges and universities. This greatly limits the mobility of the region's population, and development of a coordinated mobility plan is needed.

The document includes the objective to provide more comprehensive and efficient transit services to support the region's workforce, employers, educational providers, veterans, older adults, people with disabilities and people with lower incomes. Action items under this objective involve:

- EMCOG will work with MDOT to support and leverage the Governor's Regional Transit Mobility Study as a way to document the region's public transportation needs, with the goal of improving transit access throughout the region.
- Encourage the region's public transportation agencies to meet regularly and work together to serve the region more efficiently through inter-agency agreements or other cooperative efforts.
- Work with the region's higher education institutions, adult education providers, major employers, and other key constituents to identify ways to expand transit options to better serve the region's workforce. This may include extending public transportation into the evening hours in some cases.
- Work towards expansion and coordination of public transit services to serve key regional destinations (MBS International Airport, colleges and universities, and major employers).
- Work with regional stakeholders to identify regional gaps in mobility, particularly for veterans, older adults, people with disabilities, and people with lower incomes.
- Over the long-term, consider combining some or all of the region's separate public transportation agencies into a single, region-wide transit agency.
- Work with the regional 2-1-1 call center to increase mobility within the region based on current conditions and into the future

CENTRAL MICHIGAN DISTRICT HEALTH DEPARTMENT (CMDHD) COMMUNITY HEALTH ASSESSMENT AND HEALTH IMPROVEMENT PLAN

In 2012 the CMDHD presented this plan as a blueprint for health improvement in their six-county areas (that includes Arenac, Clare, Gladwin, and Isabella Counties from Prosperity Region 5). Priorities from the Health Improvement Plan included a variety of topic areas, including access to health services. The plan noted that:

- County public transit buses cannot cross county boundaries for passengers with medical appointments. A recommended strategy was to work collaboratively to develop a regional medical transportation system.
- There is a lack of organized master plans for walkable/bikeable communities, and a lack of complete street assessments data. The plan recommended:
 - Development of pedestrian/bicycle master plans
 - Encouragement of development of “complete streets”
 - Installation of sidewalks during road improvements
 - Implementation of bike libraries
 - Inclusion of safe driving with bicycle traffic in Driver’s Education curriculum
 - Advocacy for bicycle helmet safety and safe bicycle riding practices

Chapter 4

Assessment of Transportation Needs

INTRODUCTION

This chapter provides a summary of unmet transportation needs and gaps in mobility identified by regional stakeholders at the Prosperity Region 5 workshop conducted on September 30, 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 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.

EXPANDED AND IMPROVED TRANSPORTATION SERVICES

Stakeholders discussed a variety of unmet needs and gaps in services. Specific needs identified included the following.

Service Gaps

Gaps in service need to be fully identified and addressed throughout the region. Specific gaps noted by regional stakeholders included:

- No public transportation services between MBS International Airport and adjacent counties.
- Transportation that provides greater access to major healthcare systems in the region.
- Transportation between Delta College and Saginaw Valley State University (SVSU).

Time Related

- Transportation services at certain time frames, i.e., weekends, and second and third shift job hours, remain limited in much of the region. There is need for expanded service hours that would improve mobility for individuals who work during late hours.
- Transportation services should be seamless so that travel times can be decreased. There is need to identify opportunities to provide more “one-seat” rides throughout the region.
- Expansion of transportation services are needed throughout the region.

Trip Purpose

- There is need for expanded medical transportation, especially for people who are not eligible for Medicaid funded transportation.
- People with disabilities need greater transportation options to be able to access social activities, healthcare facilities, employment, and education.
- There is a need for transportation to connect young people to social activities in the region.
- In Saginaw County there is a lack of transit service for service industry employees to jobs in Birch Run and Frankenmuth.
- Expanded transportation services are needed that allow residents from different counties to have access to educational institutions in the region.

Other

- There is a need to address the issue of cancellations or “no shows”, especially in areas that are sparsely populated but where there is still a transit need.

IMPROVED AND EXPANDED OUTREACH, MARKETING, AND EDUCATION

- There is a need to further quantify and document unmet needs and gaps in service as part of educating elected officials and potential funders.
- Through outreach efforts there is a need to identify constituents and advocates for public transportation and involve them in the education process of educating elected officials.
- There is a need to educate people on the existing transportation resources that are currently available in the region.
- Marketing efforts need to include expanded outreach to youth and young adults who are not driving.
- There needs to be more outreach and education done to change the perception of transit.

IMPROVED COORDINATION AND CONNECTIVITY

- A variety of other plans and studies have been conducted in the region. There is a need to coordinate these previous efforts to help ensure activities work together and are not duplicative.

- It would be helpful to have a central resource with information on available transportation services. There is need to maintain a universal database that multiple providers can use to identify transportation services.
- There is a need for a one-call scheduling system through a mobility manager with access to this universal database.
- To support regional mobility there is a need for coordination amount the various service providers (public, private, and human service) to eliminate barriers and provide transportation service across jurisdictional boundaries.
- There is a need for uniformed operating policy and procedures between the different transit providers operating in the region.

ADDITIONAL FUNDING

- There is a lack of overall funding to support the variety of transportation services that are needed in the region.
- Regional stakeholders noted that funding at the state level is unstable, and there is a need to address how current and future demand will be met without increases in resources.
- Additional millages to support transportation need to be considered.

CAPITAL IMPROVEMENTS

- Some transit systems are working with antiquated technology. There is a need to update technology that will help to provide more effective and efficient services.

Chapter 5

Demographic Analysis

INTRODUCTION

This chapter provides an analysis of current and future population trends in Region 5, as well as an analysis of the demographics of population groups that often depend on transportation options beyond an automobile. Data sources for this analysis include the 2010 U.S. Census and the American Community Survey (ACS) 2009-2013 5-year estimates.

This demographic analysis, coupled with input from regional stakeholders documented in the preceding chapter and previous plans and studies discussed in Chapter 3, provides a broad transportation needs assessment. This assessment can then be used to develop strategies, projects and services to meet identified needs and expand mobility and generate recommendations to improve coordination within the region (detailed in Chapter 7).

POPULATION PROFILE

The following section examines the current population and population density in Region 5, and discusses future population projections for the region.

Population

Table 5-1 shows the census population counts from 1990-2010. As of the 2010 Census, Isabella County had the greatest increase in population in comparison to other counties in the region. Clare and Gladwin and Midland counties also saw notable population increases. Saginaw County experienced a 5.6% population decrease, making it the county to experience the greatest population decline. Bay County is the only other county in the region to see its population decline.

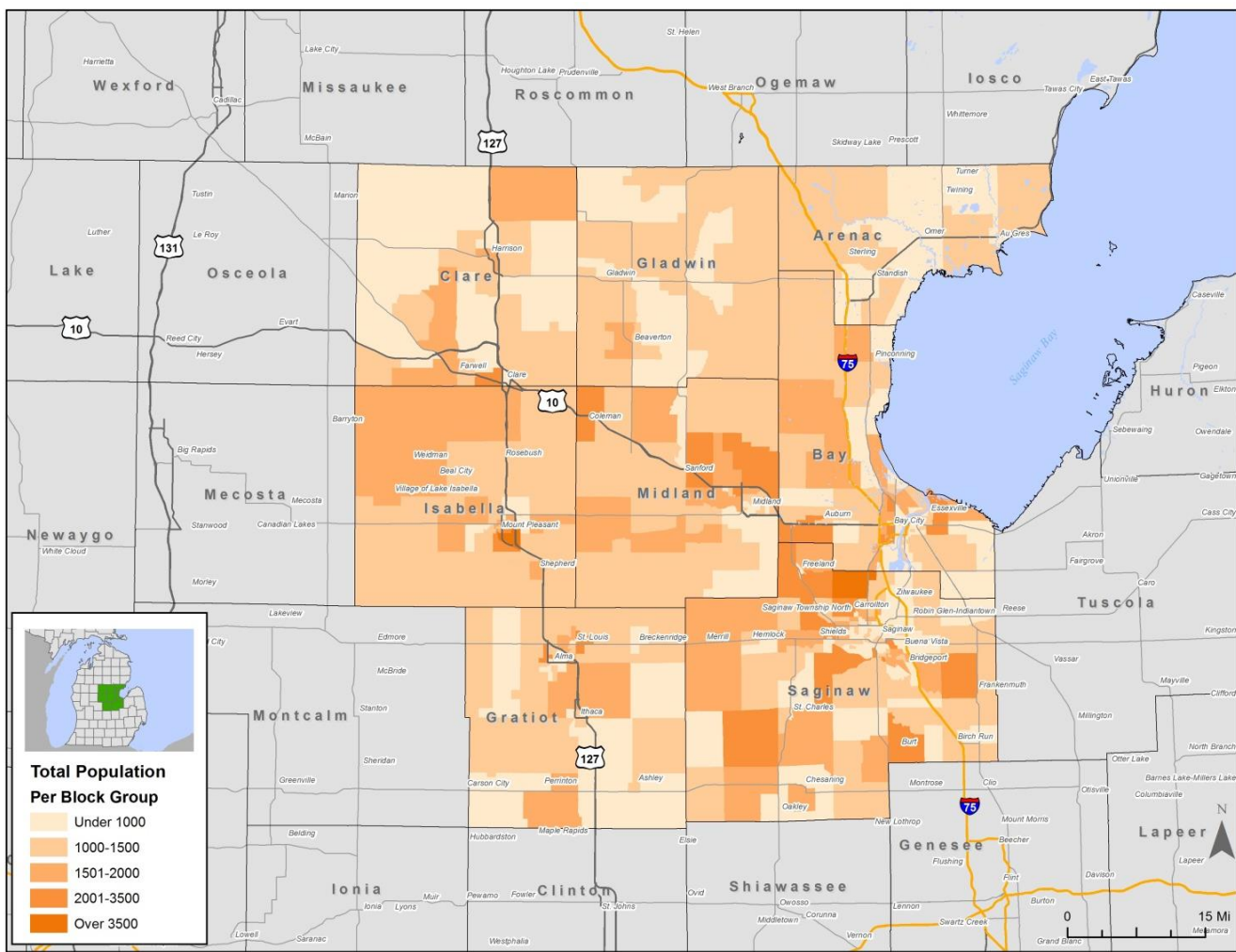
Figure 5-1 illustrates Region 5's total population at the census block group level. Overall, Saginaw and Bay Counties have census block groups with high populations. Clare, Gladwin, Arenac, and Gratiot Counties have smaller populations.

Table 5-1: Historical Populations

| Place | 1990 Pop. | 2000 Pop. | 2010 Pop. | 1990-2000 % Change | 2000-2010 % Change | 1990-2010 % Change |
|----------|-----------|-----------|-----------|-----------------------|-----------------------|-----------------------|
| Arenac | 14,906 | 17,269 | 15,899 | 15.9% | -7.9% | 6.7% |
| Bay | 111,723 | 110,157 | 107,771 | -1.4% | -2.1% | -3.4% |
| Clare | 24,952 | 31,252 | 30,926 | 25.3% | -1% | 23.9% |
| Gladwin | 21,986 | 26,023 | 25,692 | 2.6% | -1.3% | 16.9% |
| Gratiot | 38,982 | 42,285 | 42,476 | 8.5% | .5% | 9% |
| Isabella | 54,624 | 63,351 | 70,311 | 16% | 11% | 28.7% |
| Midland | 75,651 | 82,874 | 83,629 | 9.6% | .9% | 10.6% |
| Saginaw | 211,946 | 210,039 | 200,169 | -.9% | -5.6% | -5.6% |

Source: U.S. Census and American Community Survey

Figure 5-1: 2010 Census Population



Source: U.S. Census and American Community Survey

Table 5-2 features recent population estimates from the American Community Survey. The data shows that since 2010 most of the counties in the region have experienced population decline with the exception of Isabella County (0.43%).

Table 5-2: Recent Population Trends

| Place | 2010 | 2011 | 2012 | 2013 | 2014 | 2010-2014 % Change |
|----------|---------|---------|---------|---------|---------|-----------------------|
| Arenac | 15,899 | 15,634 | 15,512 | 15,451 | 15,353 | -3.43% |
| Bay | 107,771 | 107,477 | 107,084 | 106,936 | 106,179 | -1.48% |
| Clare | 30,926 | 30,951 | 30,780 | 30,553 | 30,652 | -0.89% |
| Gladwin | 25,692 | 25,839 | 25,508 | 25,514 | 25,411 | -1.1% |
| Gratiot | 42,476 | 42,148 | 42,031 | 42,034 | 41,665 | -1.91% |
| Isabella | 70,311 | 70,621 | 70,552 | 70,424 | 70,616 | 0.43% |
| Midland | 83,629 | 83,765 | 83,649 | 83,593 | 83,427 | -0.24% |
| Saginaw | 200,169 | 198,815 | 198,268 | 196,660 | 195,012 | -2.58% |

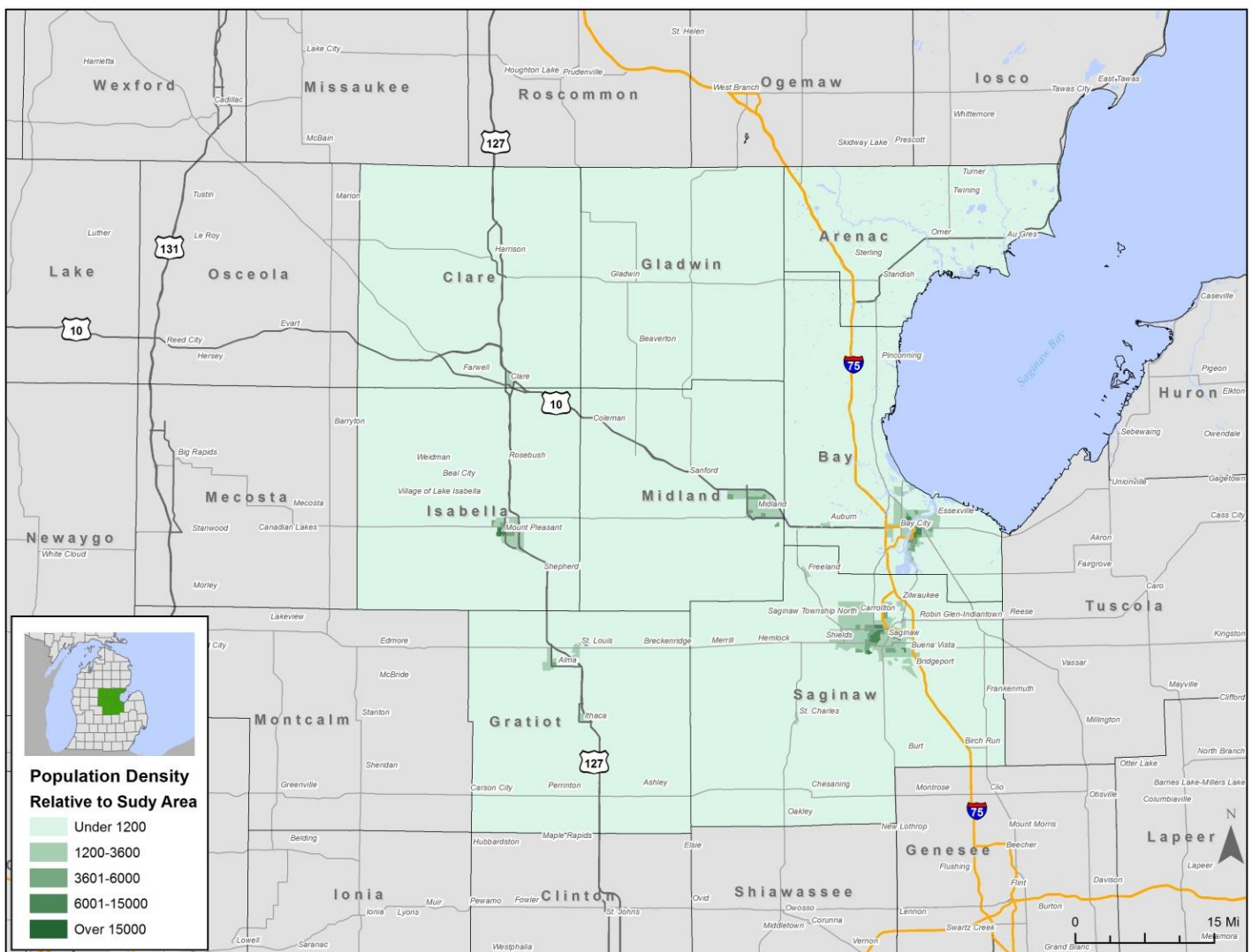
Source: U.S. Census and American Community Survey

Population Density

One of the most important factors in determining the most appropriate transportation service in a community is population density. Population density is often used as an indicator for the type of public transit services that are feasible within a study area. Typically an area with a density of 2,000 persons per square mile will 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 or demand response services.

Figure 5-2 shows Region 5's population density at the census block group level. Overall Region 5 is not densely populated. However there are some areas with higher population densities. These areas include Saginaw, Bay City, Midland, and Mount Pleasant.

Figure 5-2: 2010 Census Population Density



Source: U.S. Census and American Community Survey

Population Forecast

Future forecasts for the region anticipate a relatively small population increase. The overall region is expected to experience a population increase of 1.3 % during the period of 2014 to 2040. During this period the region is expected to increase in population from 568,315 persons to 575,829 persons, an increase of 7,514 persons. The largest population growth is expected in Isabella County. It is anticipated that the population of Isabella County will grow from 70,616 to 80,782 by 2040, a 14.4% increase. Arenac County (7.4%), Clare County (4.3%), Gratiot County (9.9%), and Midland County (8.0%) are projected to have overall population increase during the 2014-2040 time periods. Conversely, Bay County (-2.3%), Gladwin County (-7.8%), and Saginaw County (-5.9%) populations are expected to decline. Gladwin County is projected to experience the greatest population decline during this period.

Table 5-3 provides the forecasted population growth for the region out to 2040.

Table 5-3: Population Forecasts

| County | 2014 | 2020 | 2025 | 2030 | 2035 | 2040 | 2014-2040 % Change |
|---------------------|----------------|----------------|----------------|----------------|----------------|----------------|--------------------|
| Arenac | 15,353 | 15,859 | 16,029 | 16,212 | 16,374 | 16,494 | 7.4% |
| Bay | 106,179 | 107,475 | 106,723 | 105,821 | 104,791 | 103,784 | -2.3% |
| Clare | 30,652 | 31,132 | 31,538 | 31,810 | 31,883 | 31,969 | 4.3% |
| Gladwin | 25,411 | 24,499 | 24,266 | 24,051 | 23,763 | 23,440 | -7.8% |
| Gratiot | 41,665 | 44,230 | 44,879 | 45,351 | 45,645 | 45,776 | 9.9% |
| Isabella | 70,616 | 72,590 | 75,192 | 77,419 | 79,186 | 80,782 | 14.4% |
| Midland | 83,427 | 84,517 | 85,594 | 87,332 | 88,974 | 90,087 | 8.0% |
| Saginaw | 195,012 | 191,579 | 188,898 | 187,030 | 185,289 | 183,497 | -5.9% |
| Total Region | 568,315 | 571,881 | 573,119 | 575,026 | 575,905 | 575,829 | 1.3% |

TRANSIT DEPENDENT POPULATIONS

Public transportation needs are defined in part by identifying the relative size and location of those segments within the general population that are most likely to be dependent on transit services. This includes individuals who may not have access to a personal vehicle or are unable to drive themselves due to age or income status. The results of this demographic analysis highlight those geographic areas of the service area with the greatest need for transportation.

For the purpose of developing a relative process of ranking socioeconomic need, block groups are classified relative to the service area as a whole using a five-tiered scale of “very low” to “very high.” A block group classified as “very low” can still have a significant number of potentially transit dependent persons; as “very low” means below the service area’s average. At the other end of the spectrum, “very high” means greater than twice the service area’s average. The exact specifications for each score are summarized below in Table 5-4.

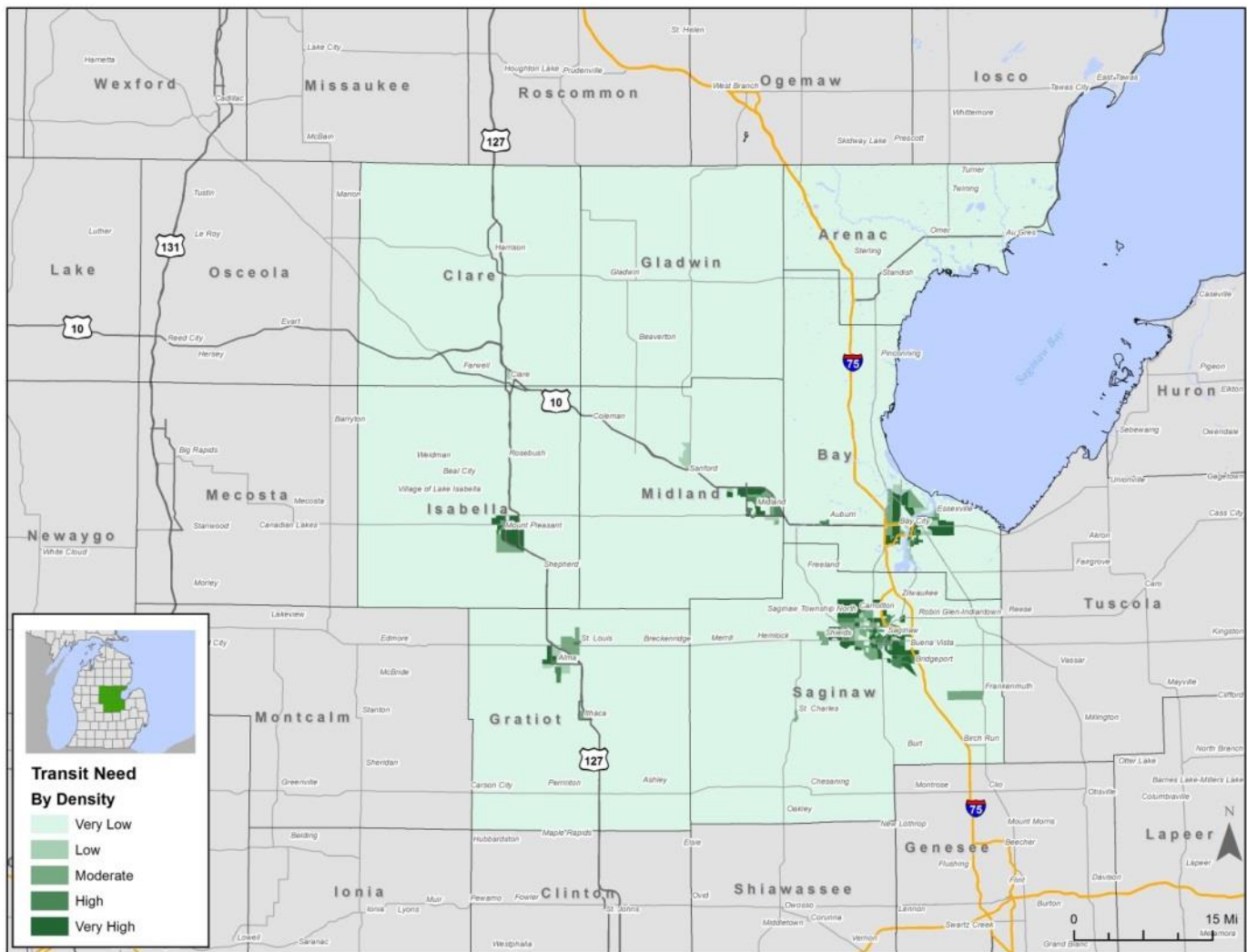
Table 5-4: Relative Ranking Definitions for Transit Dependent Populations

| Amount of Vulnerable Persons or Households | Score |
|---|-----------|
| Less than and equal to the service area’s average | Very Low |
| Above the average and up to 1.33 times the average | Low |
| Above 1.33 times the average and up to 1.67 times the average | Moderate |
| Above 1.67 times the average and up to two times the average | High |
| Above two times the average | Very High |

Transit Dependence Index

Figure 5-3 displays the TDI rankings for Region 5. The areas recognized to have high or very high transit need with respect to density is Saginaw, Saginaw County; Bay City, Bay County, Midland, Midland County; Mount Pleasant, Isabella County, and Alma, Gratiot County. The Transit Dependence Index Percent (TDIP) provides an analysis to the TDI measure. It is similar to the TDI measure 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.

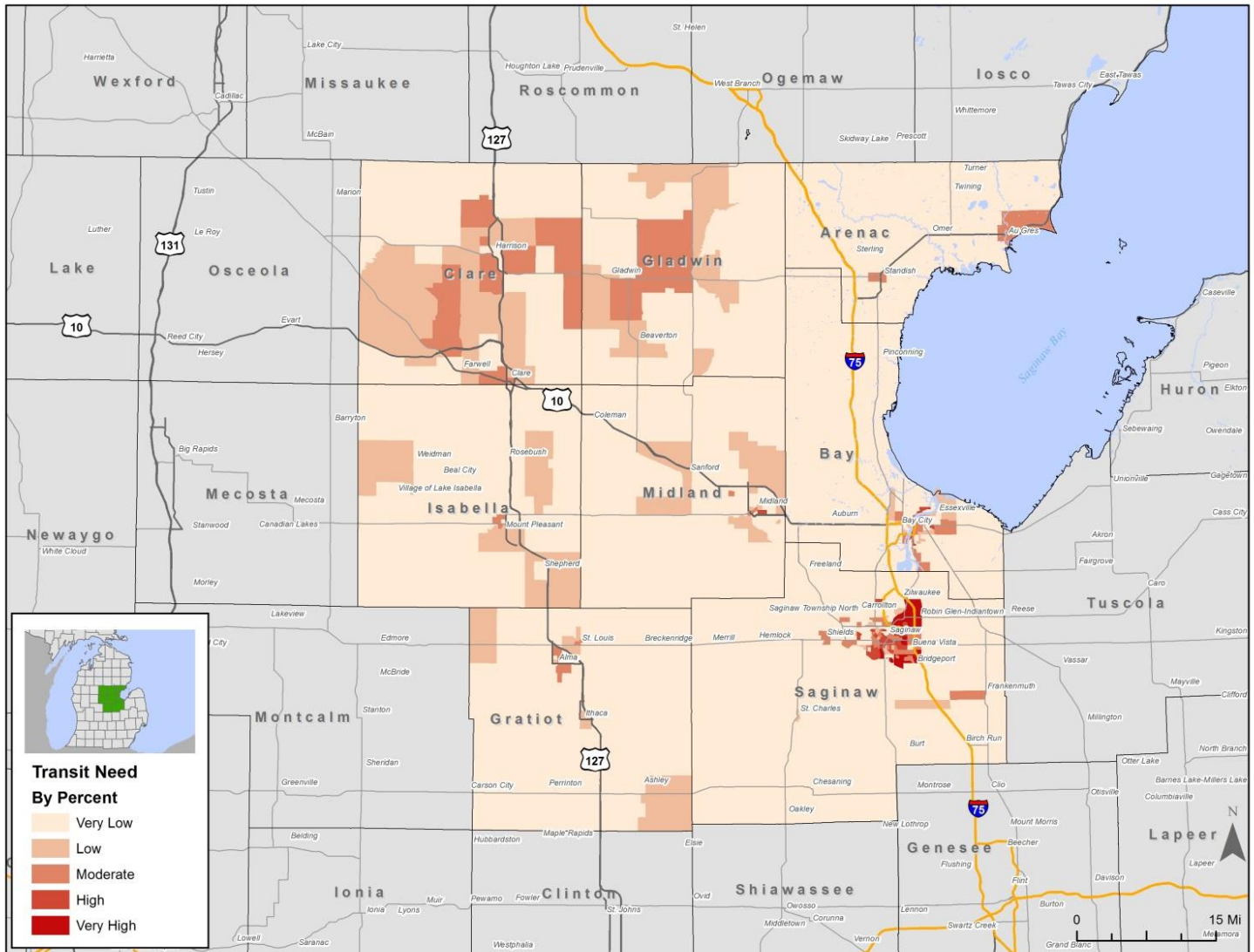
Figure 5-3: Transit Dependence Index for Region 5



Source: U.S. Census and American Community Survey

By removing the population density factor the TDIP is able to measure the degree of vulnerability. It represents the percentage of the population within the block group with the above socioeconomic characteristics, and it follows the TDI's five-tiered categorization of very low to very high. However, it does not highlight the block groups that are likely to have higher concentrations of vulnerable populations only because of their population density. As shown in Figure 5-4, the highest transit need based on the percentage occurs in Saginaw, Saginaw County. Unlike the TDI, the TDIP exposes some of the areas in Clare and Gladwin Counties with moderate transit need by percent.

Figure 5-4: Transit Dependence Index Percentage

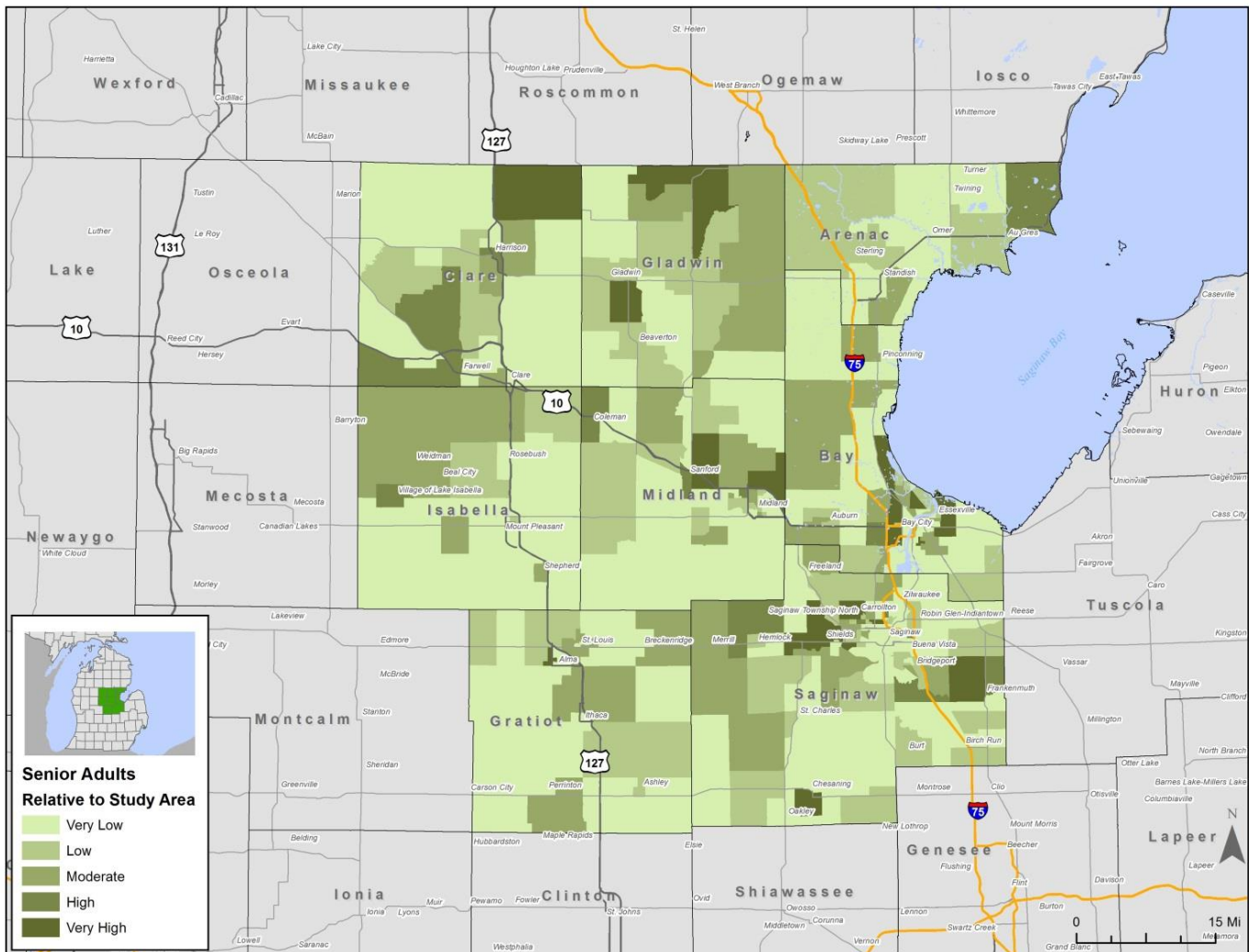


Source: U.S. Census and American Community Survey

Senior Adult Population

One of the socioeconomic group analyzed by the TDI and TDIP indices is the senior adult population, which are individuals age 65 and older. Persons in this age group may begin to decrease their use of a personal vehicle and rely more heavily on public transit. Figure 5-5 shows the relative concentration of seniors in Region 5.

Figure 5-5: Distribution of the Senior Adult Population (Age 65 and Above)

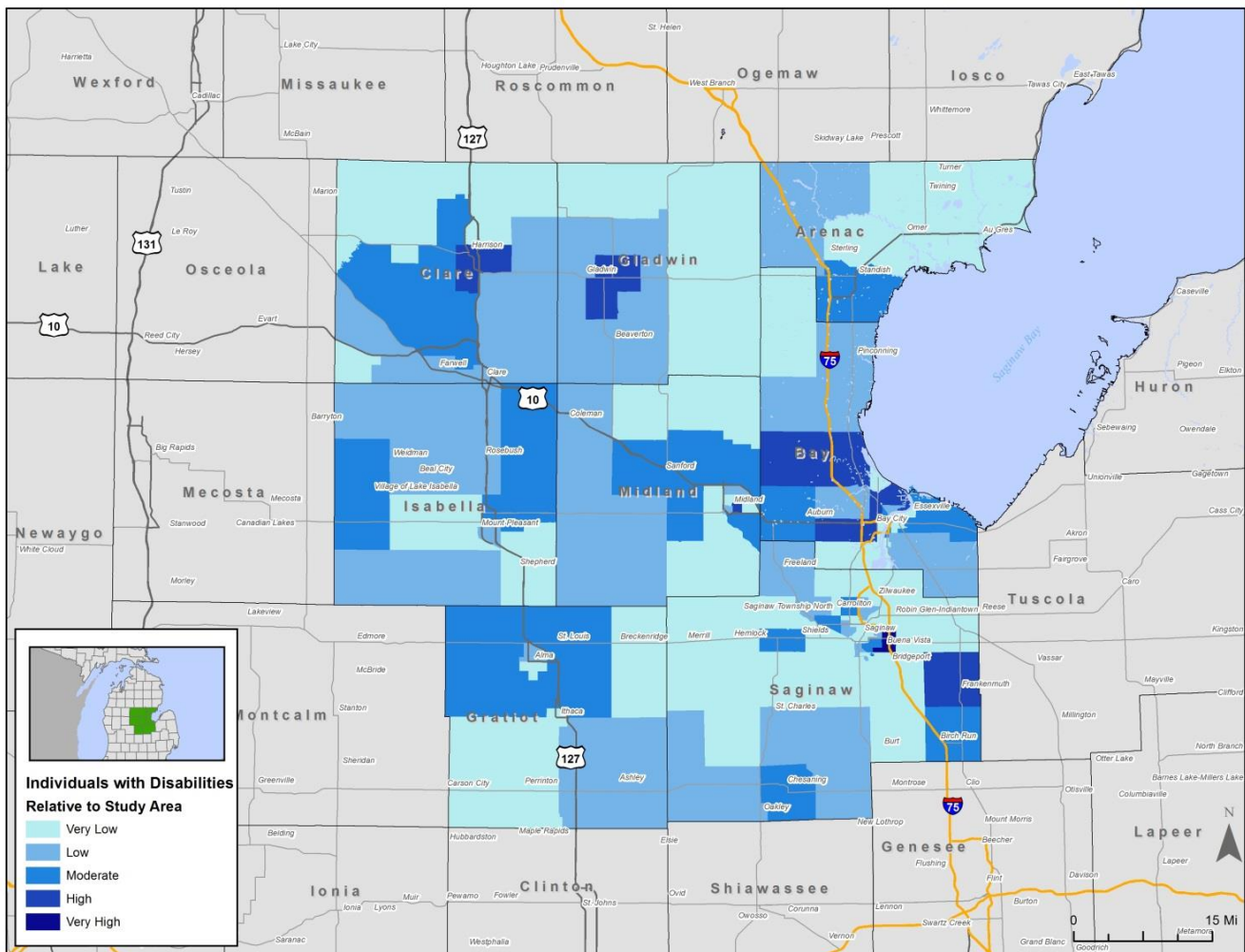


Source: U.S. Census and American Community Survey

Individuals with Disabilities

Figure 5-6 illustrates the individuals with disabilities in Region 5. 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 in Region 5 with “very high” concentrations of individuals with disabilities are Bay, Clare, Gladwin, and Saginaw Counties.

Figure 5-6: Distribution of Individuals with Disabilities

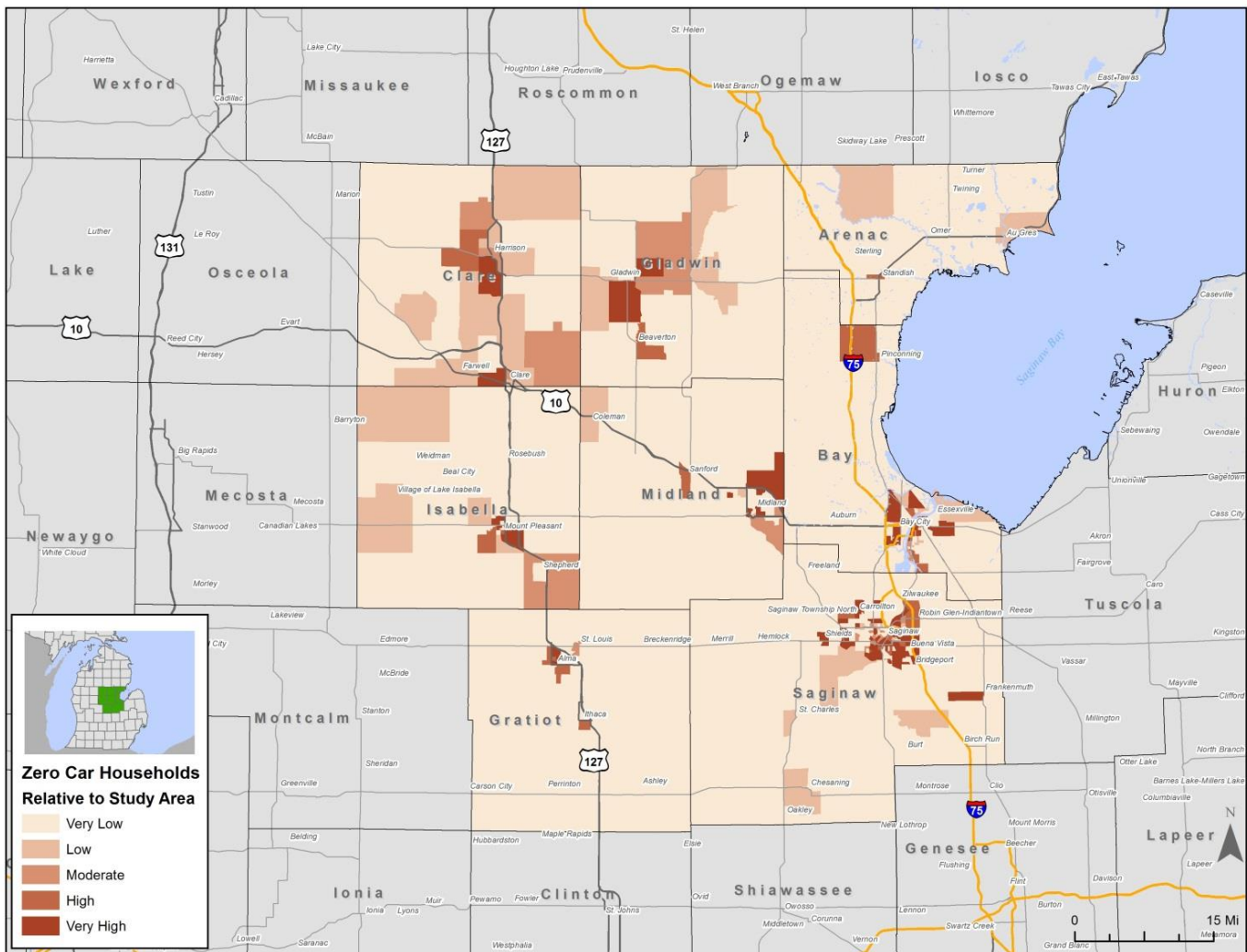


Source: U.S. Census and American Community Survey

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 5 are at distances too far for non-motorized travel. Figure 5-7 displays the relative number of autoless households. Areas with high or very high numbers of autoless households include Harrison and Clare in Clare County; Gladwin and Beaverton in Gladwin County; Mount Pleasant, Isabella County; Midland and Sanford in Midland County; Standish, Arenac County; Pinconning and Bay City in Bay County; Alma and Ithaca in Gratiot; and Frankenmuth and areas surrounding and in Saginaw, Saginaw County.

Figure 5-7: Zero Car Household Distribution

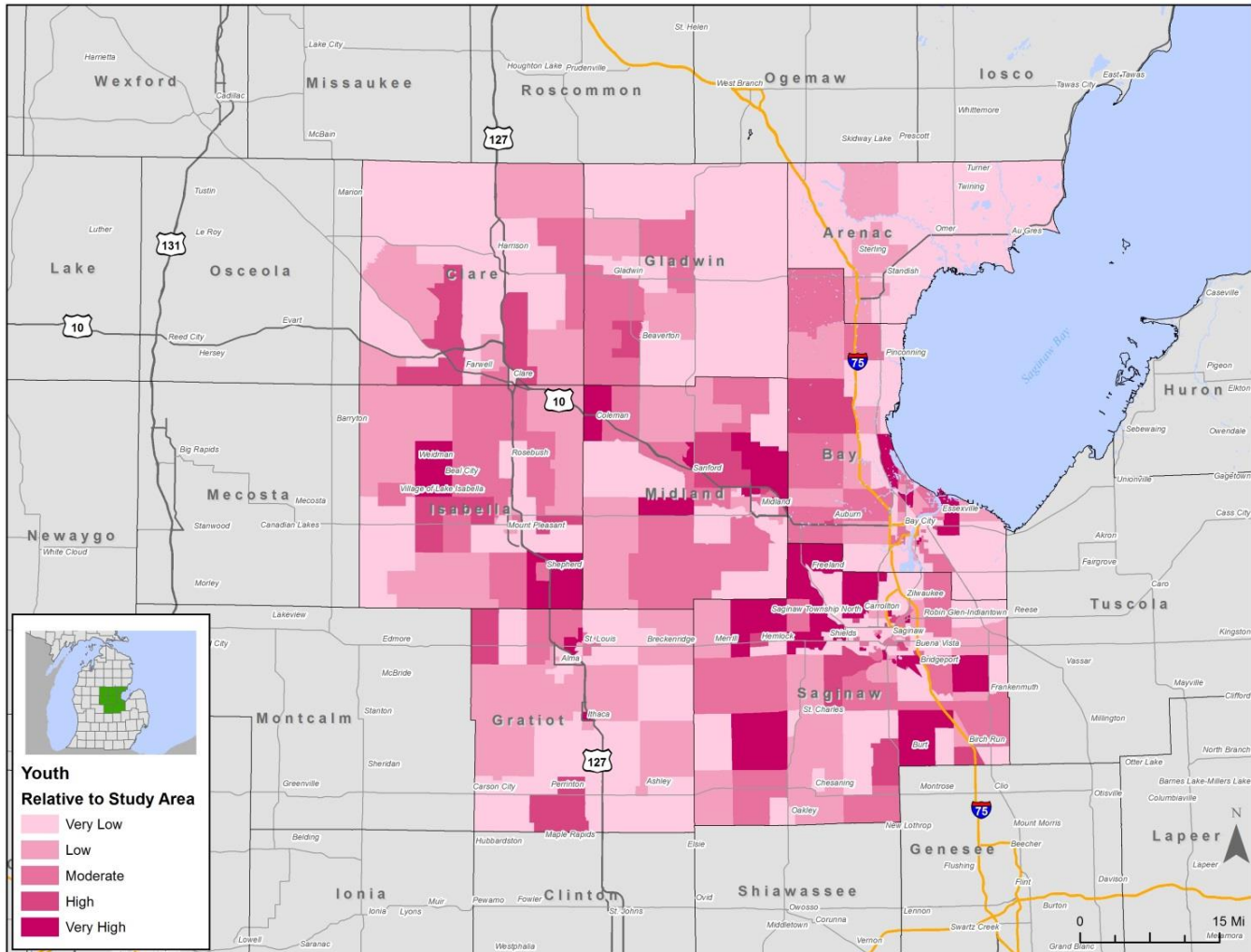


Source: U.S. Census and American Community Survey

Youth Population

The youth population is often used as an identifier of transit dependent population. Persons ages 10 to 17 either cannot drive or are just beginning to drive and often do not have a personal automobile assessable to them. For this population, public transit is often the means that offers mobility. Figure 5-8 illustrates the concentrations of youth populations relative to the study area. Isabella, Midland, Bay, and Saginaw Counties contain very high youth populations.

Figure 5-8: Distribution of the Youth Population (Ages 10 to 17)



Source: U.S. Census and American Community Survey

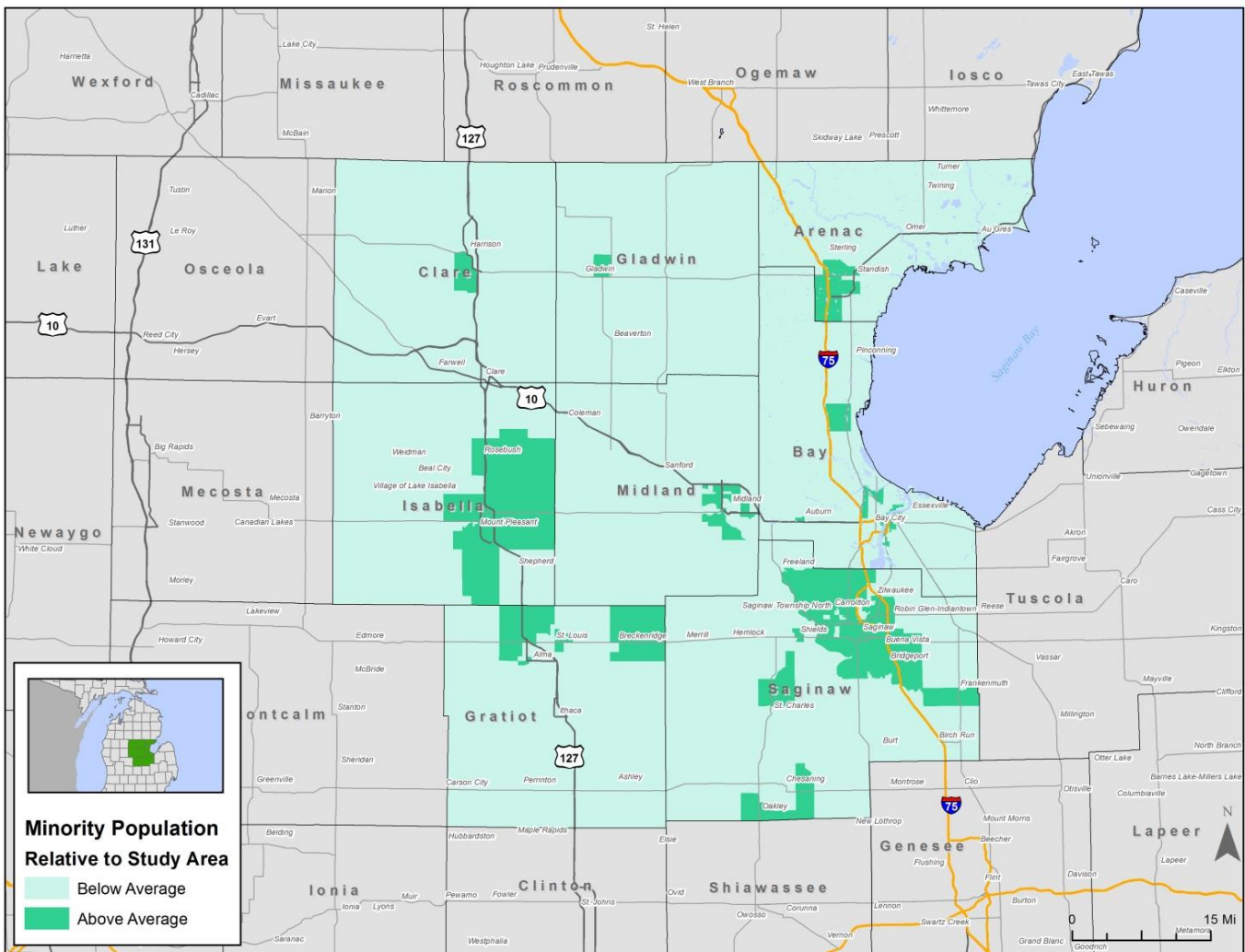
TITLE VI DEMOGRAPHIC ANALYSIS

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 the minority and below poverty level populations in Region 5.

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 5 the average concentration of minority population is 8.2%. Figure 5-9 illustrates the concentration of minority populations and if that concentration is above or below the study areas average. Saginaw and Isabella Counties have notably high concentrations of minority populations.

Figure 5-9: Distribution of the Minority Population

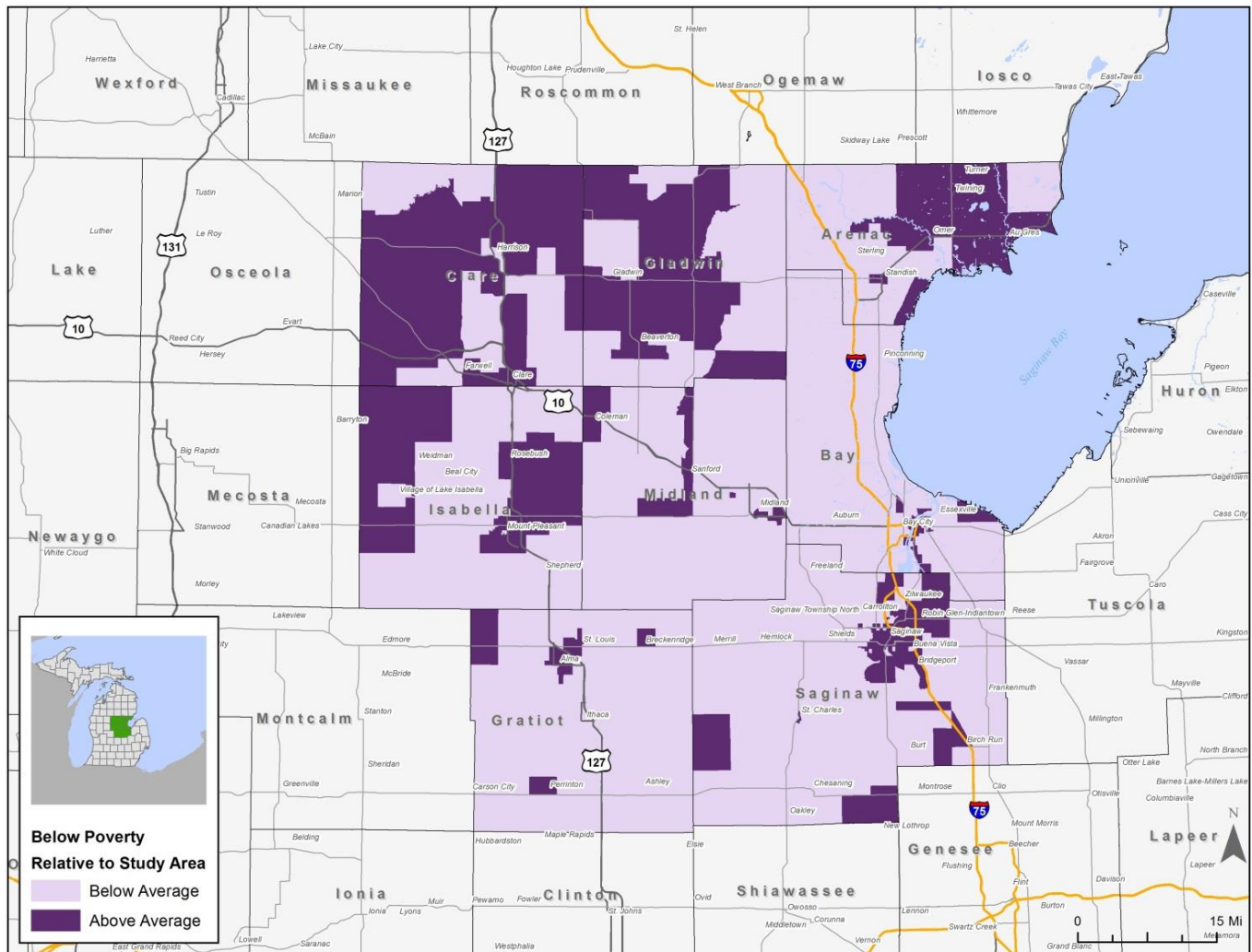


Source: U.S. Census and American Community Survey

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 5, the average of individuals living below the federal poverty level is 18.5%. Figure 5-10 depicts the concentration of the population above or below the average relative to the study area.

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



Source: U.S. Census and American Community Survey

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, Region 5 residents predominately speak English.

Arenac, Bay, Gratiot, and Saginaw Counties next most prevalent language spoken other than English is Spanish. For Clare, Gladwin, Isabella, and Midland Counties the next most prevalent language spoken besides English are Indo-European Languages. Of those households in the county where a non-English language is spoken, most are also able to speak English “Very Well” or “Well.”

Table 5-5: Limited English Proficiency for Region 5

| County | Arenac | | Bay | | Clare | | Gladwin | |
|----------------------------|---------|-------|----------|------|---------|-------|---------|-------|
| Age 5 years and up | 15,050 | | 101,287 | | 29,074 | | 24,449 | |
| Languages Spoken | # | % | # | % | # | % | # | % |
| English | 14,805 | 98.4% | 81,147 | 80% | 27,950 | 96.1% | 23,258 | 95.0% |
| Speak Non-English | 325 | 2.2% | 3,472 | 3% | 1,124 | 3.9% | 1,191 | 4.9% |
| Spanish | 189 | 1.3% | 1,552 | 1.5% | 327 | 1.1% | 157 | 0.6% |
| Indo- European Languages | 94 | 0.6% | 1,353 | 1.3% | 552 | 1.9% | 909 | 3.7% |
| Asian/Pacific Languages | 14 | 0.1% | 278 | 0.3% | 95 | 0.3% | 112 | 0.5% |
| Other Languages | 28 | 0.2% | 289 | 0.3% | 150 | 0.5% | 13 | 0.1% |
| Ability to Speak English | # | % | # | % | # | % | # | % |
| "Very Well" or "Well" | 237 | 1.6% | 3,188 | 3.9% | 1,042 | 3.6% | 1,036 | 4.2% |
| "Not Well" or "Not at All" | 88 | 0.6% | 284 | 0.3% | 16 | 0.1% | 155 | 0.6% |
| County | Gratiot | | Isabella | | Midland | | Saginaw | |
| Age 5 years and up | 39,876 | | 66,919 | | 79,237 | | 187,284 | |
| Languages Spoken | # | % | # | % | # | % | # | % |
| English | 38,251 | 96% | 63,224 | 94% | 75,339 | 95% | 177,730 | 95% |
| Speak Non-English | 1,625 | 4.1% | 3,695 | 5.5% | 3,898 | 4.9% | 9,554 | 5.1% |
| Spanish | 1,073 | 2.7% | 727 | 1.1% | 1,125 | 1.4% | 4,809 | 2.6% |
| Indo- European Languages | 396 | 1.0% | 1,531 | 2.3% | 1,606 | 2.0% | 2,532 | 1.4% |
| Asian/Pacific languages | 117 | 0.3% | 870 | 1.3% | 1,069 | 1.3% | 1,220 | 0.7% |
| Other | 39 | 0.1% | 567 | 0.8% | 98 | 0.1% | 993 | 0.5% |
| Ability to Speak English | # | % | # | % | # | % | # | % |
| "Very Well" or "Well" | 1,464 | 3.7% | 3,366 | 5.0% | 3,420 | 4.3% | 8,478 | 4.5% |
| "Not Well" or "Not at All" | 161 | 0.4% | 329 | 0.5% | 478 | 0.6% | 1,066 | 0.6% |

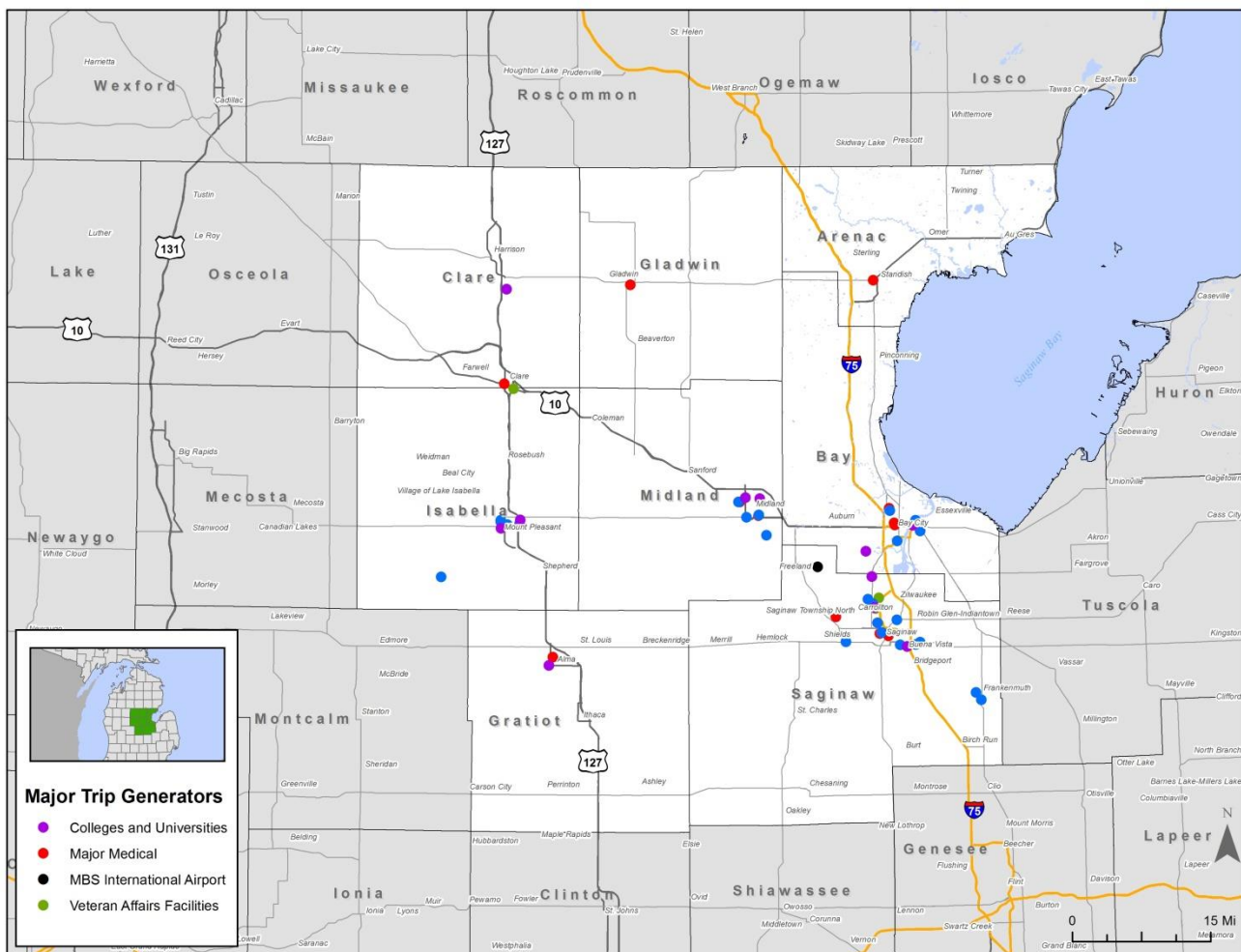
Source: American Community Survey, Five-Year Estimates (2009-2013), Table B16004.

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, regional airports, and Veteran Affairs's Medical Centers and Clinics. Figure 5-11 provides a map of the regional trip generators in Region 5. The trip generator categories are briefly detailed below.

Figure 5-11: Regional Trip Generators



Educational Facilities

Many of the individuals that comprise the school age population are unable to afford or operate their own personal vehicle; therefore, it may be assumed that this segment of the population is one that is reliant upon public transportation. Additionally, many faculty and staff members are associated with these institutions as a place of employment. Colleges and Universities that are located in Region 5 include Delta College with locations in Bay Midland, and Saginaw Counties; MidMichigan Community College, Clare and Isabella Counties; Alma College, Gratiot County, Central Michigan University, Isabella County; Northwood University, Midland County; and Saginaw Valley State University.

Major Employers

This section examines the top regional employers in Region 5; employers included in this category were 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. Many of the major employers in Region 5 include colleges and universities as well as the regional medical facilities. Some of the notable major employers of the region include; Nexteer Automotive, Covenant Healthcare, St. Mary's of Michigan, Morley Companies, Meijer, Inc., Saginaw Valley State University, Bay Regional Medical Center, General Motors, Dow Chemical, and Hemlock Semiconductor.

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. The major medical facilities in Region 5 include St. Mary's of Michigan, Bay Regional Medical Center, McLauren Bay Special Care Hospital, Covenant HealthCare, MidMichigan Medical Center, Gratiot Medical Center, Aleda E. Lutz Veterans Affairs Medical Center, and Seton Cancer Institute.

Regional Airports

As discussed in Chapter 6, Region 5 is home to MBS International Airport located in Freeland, Michigan. Commercial flights are offered to Detroit, Michigan and Minneapolis/ St. Paul Minnesota through Delta Connection and Chicago, Illinois through United Express.

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 that these facilities provide. Region 5 is home to the Aleda E. Lutz Veterans Affairs Medical Center, Clare Community Outpatient Clinic, Saginaw Vet Center, and Saginaw VA Healthcare Annex.

Local Trip Generators

In addition to the major regional trip generators it is also important to identify the communities containing local trip generators. Local trip generators attract transit demand and include common origins and destinations, like colleges and universities, multi-unit housing, non-profit and governmental agencies, major employers, medical facilities, and shopping centers. Table 5-6 provides an overview of these major destinations at a county-by-county level. Although not mentioned in the table, Saginaw's Transfer Plaza also serves as a major trip generator that provides connections to other transportation providers.

Table 5-6: Major Trip Generators

| Trip Generators | College/ University | High Density Housing | Human Service Agency | Major Employer | Medical Facility | Shopping Destination |
|------------------------|------------------------|-------------------------|----------------------------|-------------------|---------------------|-------------------------|
| Arenac County | | | | | | |
| Standish | | X | X | | X | |
| Au Gres | | X | | | | |
| Bay County | | | | | | |
| Bay City | X | X | X | X | X | X |
| Essexville | | X | | | | X |
| Clare County | | | | | | |
| Clare | | X | | X | | |
| Harrison | X | X | X | X | | |
| Gladwin County | | | | | | |
| Gladwin | | X | X | | X | |
| Beaverton | | X | | | | |
| Gratiot County | | | | | | |
| Alma | X | | | | X | |
| Isabella County | | | | | | |
| Mount Pleasant | X | X | X | X | X | X |
| Midland County | | | | | | |
| Midland | X | X | X | X | X | X |
| Saginaw County | | | | | | |
| Saginaw | X | X | X | X | X | X |
| University Center | X | | | X | | |
| Frankenmuth | | | | X | | |
| Birch Run | | | | | | X |

Employment Travel Patterns

It is beneficial to account for commuting patterns of residents intra and inter-regionally. Table 5-7 presents the 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 of Region 5 typically work in their county of residence and predominately drive alone to work. Counties with the highest percentage of out of state commuters are Clare (1.9%) and Gladwin (1.7%). While the majority of residents drive alone to work, a small majority of residents carpool making it the second largest means of commuting in the region. Isabella County (1.2%) and Clare County (1.0%) have the highest use of public transportation in the region.

Table 5-7: Journey to Work Patterns

| County | Arenac | | Bay | | Clare | | Gladwin | |
|-------------------------------------|---------|-------|----------|-------|---------|-------|---------|-------|
| Workers Age 16 Years and Older | 5,414 | | 45,099 | | 9,928 | | 8,358 | |
| Location of Employment | # | % | # | % | # | % | # | % |
| In State of Residence | 5,376 | 99.3% | 44,775 | 99.3% | 9,739 | 98.1% | 8,216 | 98.3% |
| In County of Residence | 3,059 | 56.5% | 26,809 | 59.4% | 5,680 | 57.2% | 4,272 | 51.1% |
| Outside County of Residence | 2,317 | 42.8% | 17,966 | 39.8% | 4,059 | 40.9% | 3,944 | 47.2% |
| Outside State of Residence | 38 | 0.7% | 324 | 0.7% | 189 | 1.9% | 142 | 1.7% |
| Means of Transportation to Work | # | % | # | % | # | % | # | % |
| Car, Truck, or Van - drove alone | 4,416 | 81.6% | 38,730 | 85.9% | 8,036 | 80.9% | 6,861 | 82.1% |
| Car, Truck, or Van - carpooled | 516 | 9.5% | 3,541 | 7.9% | 902 | 9.1% | 753 | 9.0% |
| Public Transportation | 30 | 0.6% | 302 | 0.7% | 108 | 1.1% | 45 | 0.5% |
| Walked | 155 | 2.9% | 871 | 1.9% | 260 | 2.6% | 276 | 3.3% |
| Taxicab, motorcycle, bicycle, other | 78 | 1.4% | 508 | 1.1% | 204 | 2.1% | 95 | 1.1% |
| Worked at Home | 219 | 4.0% | 1,147 | 2.5% | 1,147 | 11.6% | 328 | 3.9% |
| County | Gratiot | | Isabella | | Midland | | Saginaw | |
| Workers Age 16 Years and Older | 15,749 | | 31,013 | | 36,365 | | 78,853 | |
| Location of Employment | # | % | # | % | # | % | # | % |
| In State of Residence | 15,649 | 99.4% | 30,815 | 99.4% | 36,062 | 99.2% | 78,310 | 99.3% |
| In County of Residence | 10,719 | 68.1% | 25,274 | 81.5% | 26,136 | 71.9% | 63,412 | 80.4% |
| Outside County of Residence | 4,390 | 27.9% | 5,541 | 17.9% | 9,926 | 27.3% | 14,898 | 18.9% |
| Outside State of Residence | 100 | 0.6% | 198 | 0.6% | 303 | 0.8% | 543 | 0.7% |
| Means of Transportation to Work | # | % | # | % | # | % | # | % |
| Car, Truck, or Van - drove alone | 12,590 | 79.9% | 23,861 | 76.9% | 31,266 | 86.0% | 67,243 | 85.3% |
| Car, Truck, or Van - carpooled | 1,474 | 9.4% | 2,564 | 8.3% | 2,647 | 7.3% | 6,457 | 8.2% |
| Public Transportation | 24 | 0.2% | 373 | 1.2% | 240 | 0.7% | 379 | 0.5% |
| Walked | 521 | 3.3% | 2,407 | 7.8% | 518 | 1.4% | 1,559 | 2.0% |
| Taxicab, motorcycle, bicycle, other | 168 | 1.1% | 573 | 1.8% | 498 | 1.4% | 653 | 0.8% |
| Worked at Home | 972 | 6.2% | 1,235 | 4.0% | 1,196 | 3.3% | 2,562 | 3.2% |

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 5-8 provides the results of this analysis for Region 5. As the table shows, Bay City located in Bay County is a top employment destination in the region. Other notable employment destinations in the region are Saginaw in Saginaw County and Midland in Midland County.

Table 5-8: Top Five Employment Destinations for County Residents

| Arenac County | | | Bay County | | |
|------------------|--------|-------|-----------------------|--------|-------|
| Place | # | % | Place | # | % |
| Standish City | 165 | 3.7% | Bay City | 6,296 | 17.1% |
| Bay City | 106 | 2.4% | Midland | 1,559 | 4.2% |
| Skidway Lake CDP | 92 | 2.1% | Saginaw | 982 | 2.7% |
| Au Gres | 89 | 2.0% | Essexville | 784 | 2.1% |
| Sterling Village | 76 | 1.7% | Freeland CDP | 290 | 80.0% |
| All Others | 3,959 | 88.2% | All Others | 26,808 | 73.0% |
| Clare County | | | Gladwin County | | |
| Place | # | % | Place | # | % |
| Clare | 348 | 5.4% | Gladwin | 367 | 8.9% |
| Harrison | 199 | 3.1% | Beaverton | 125 | 3.0% |
| Mount Pleasant | 162 | 2.5% | Midland | 57 | 1.4% |
| Midland | 150 | 2.3% | Bay City | 50 | 1.2% |
| Farewell Village | 85 | 1.3% | Mount Pleasant | 24 | 0.6% |
| All Others | 5,449 | 85.2% | All Others | 3,488 | 84.8% |
| Gratiot County | | | Isabella County | | |
| Place | # | % | Place | # | % |
| Alma | 1,420 | 11.0% | Mount Pleasant | 3,763 | 13.2% |
| St. Louis, MI | 595 | 4.6% | Midland | 661 | 2.3% |
| Ithaca | 513 | 4.0% | Alma | 479 | 1.7% |
| Mount Pleasant | 233 | 1.8% | Shepard Village | 330 | 1.2% |
| Breckenridge | 163 | 1.3% | Lake Isabella Village | 312 | 1.1% |
| All Others | 9,997 | 77.4% | All Others | 22,975 | 80.6% |
| Midland County | | | Saginaw County | | |
| Place | # | % | Place | # | % |
| Midland | 9,377 | 25.7% | Saginaw | 8,235 | 10.2% |
| Bay City | 1,077 | 3.0% | Bay City | 2,680 | 3.3% |
| Saginaw | 568 | 1.6% | Midland | 1,833 | 2.3% |
| Freeland CDP | 452 | 1.2% | Shields CDP | 1,633 | 2.0% |
| Auburn | 304 | 80.0% | Bridgeport CDP | 1,339 | 1.7% |
| All Others | 24,721 | 67.7% | All Others | 64,697 | 80.5% |

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

Chapter 6

Current Transportation Services and Resources

INTRODUCTION

This chapter provides a review of public transit, human service transportation, private transportation services, non-motorized transportation services, and other transportation services provided in Region 5. The process to identify transportation resources available in the region included:

- Using information from previous planning efforts (discussed in Chapter 3).
- Obtaining input from regional stakeholders through the coordinated mobility planning workshop and a review of a draft of this chapter.
- Reviewing reports produced by MDOT.
- Conducting on-line research and obtaining appropriate information on current transportation services.

Review of current public transit services points out the challenges with providing regional transit services. Since much of the funding for transit services in the region comes through local millages, public transit systems in the region are for the most part naturally formed around county boundaries.

PUBLIC TRANSIT

The following counties are served by public transit:

- Arenac (Arenac Dial-a-Ride and Bay Metropolitan Transportation Authority)
- Bay (Bay Metropolitan Transportation Authority)
- Clare (Clare County Transit Corporation)
- Gladwin (Gladwin County Transportation)
- Gratiot (City of Alma Dial-a-Ride Transit)
- Isabella (Isabella County Transportation Commission)
- Midland (City of Midland Dial-a-Ride and Midland County Connection)
- Saginaw (Saginaw Transit Authority Regional Services)

The following section provides an overview of each public transit system.

Arenac Dial-A-Ride

Arenac Dial-A-Ride is a component of Arenac Opportunities, Inc., a non-profit agency providing employment assistance to individuals with disabilities. Arenac Opportunities is located on Airpark Drive in Standish. Riders can transfer to the regularly scheduled Bay Metropolitan Transportation Authority (BMTA) Route #1 stop. BMTA also acts as a pass through for funding for Arenac Dial-A-Ride and completes its reporting to MDOT.

Bay Metropolitan Transportation Authority (Bay Metro or BMTA)

Bay Metro provides fixed route and demand response transportation to residents of Bay County. Eleven routes serve the county and Bay City, Essexville, Kawkawlin, Linwood, Pinconning, Auburn, University Center, and Standish (Arenac County). The fixed route service is Monday through Friday 6:15 a.m. to 5:15 p.m. and Saturdays 9:15 a.m. to 6:15 p.m. Countywide demand response is available to senior citizens and disabled residents unable to use the fixed route system. Demand response service is available Monday through Friday 6:30 a.m. to 6:15 p.m. and Saturdays 9:00 a.m. to 6:00 p.m.



Fixed Route Fares

Regular \$1.00

Student \$.75

Senior and Disabled \$.50

Children (age 5 and under) free

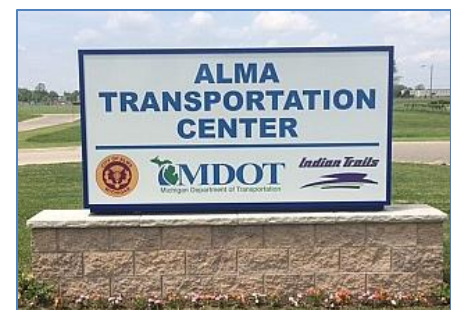
Demand Response (DART) Fares

Disabled and seniors single ride \$1.50

Other \$3.00

City of Alma Dial-a-Ride Transit, DART

Alma Dial-A-Ride Transit provides demand response service for Alma. The service area includes Alma, St. Louis, Gratiot County, Pine River Township, and Gratiot Community Airport. Hours of operation are Monday through Friday 6:30 a.m. to 8:00 p.m. and Saturday - reserved bus service on the first and third Saturday of each month 10:00 a.m. to 2:00 p.m. Fares differ depending on service area.



Cities of Alma and St. Louis Fares

Adult \$2.00

Junior \$1.50

Senior (ages 65-74) \$1.00

Disabled \$1.00

Gold Car (age 75+) Free

Outside Service Area to St Louis/Breckenridge and Ithaca

Adult \$3.00

Junior \$3.00

Senior (ages 65-74) \$1.50

Disabled \$1.00

Gold Card (age 75+) \$1.00

Clare County Transit Corporation (CCTC)

CCTC provides demand response service to the general public in Clare County, with transfers to surrounding counties. The service operates Monday through Friday, 6:00 a.m. to 10:00 p.m., and Saturday 8:00 a.m. to 5:00 p.m. Evening service requires 24 hour advanced notice, and weekend service requires 48 hour advanced notice. Same day service is contingent on vehicle availability.

Fares One Way

Regular within city limits \$2.00

Regular fare outside service area \$3.00

Children (age 12 and under) \$1.00

Children (age 13 years and older) \$3.00

Seniors and individuals with disabilities 1.00

Students \$2.00



Gladwin City-County Transportation (Gladwin City County Transit, GCCT)

GCCT provides demand response service within the cities of Beaverton and Gladwin and the surrounding area. The service operates Monday through Friday, 7:00 a.m. to 6:00 p.m. In addition, a relatively fixed route operates hourly between Gladwin and Beaverton on M-18. Other scheduled “out-county” service (outside of Beaverton and Gladwin limits but within Gladwin County) occurs multiple times a day, leaving Gladwin at 8:30 a.m., 10:45 a.m., 1:30 p.m., and 4:30 p.m. The exact route depends on rider requests.



Fares One Way

Adult \$3.00

Seniors (age 60 and up) \$1.50

People with Disabilities \$1.50

Students \$1.50

Children \$1.50

Isabella County Transportation Commission (ICTC)

ICTC provides dial-a-ride and fixed route community shuttle (I-Ride) service in Isabella County and the City of Mt. Pleasant. Dial-a-ride service operates Monday through Saturday, 6:30 a.m. to

12:00 a.m., and Sunday 8:00 a.m. to 5:00 p.m. ICTC will travel out of county to Clare, Remus, and Oil City. During the Central Michigan University (CMU) fall and spring semesters, the I-Ride service operates on half hour headways, Monday through Friday from 7:00 a.m. until 7:00 p.m. It includes four routes serving CMU, downtown Mt. Pleasant, and nearby shopping centers and apartment complexes. The shuttles begin and end their routes at CMU Lot #33. ICTC operates Monday through Friday 6:00 a.m. to 12:00 a.m. (midnight), Saturday 6:30 a.m. to 12:00 a.m. (midnight) and Sunday 8:00 a.m. to 5:00 p.m.



Fares

Youth (under age 18) \$1.50

Regular (ages 18-59) \$2.00

Senior (age 60+) and disabled \$1.00

Midland County Connection (MCC)

MCC offers demand-response service to residents of Midland County except those who live within the city of Midland depending on the destination. The hours of operation are Monday through Friday 5:00 a.m. to 11:00 p.m., Saturday 5:30 a.m. to 9:30 a.m. and 2:30 p.m. to 6:30 p.m.



Fares

Regular \$3.00

Children (age 11 and under) \$1.50

Senior (age 60+) \$2.50

Persons with disabilities \$2.50

City of Midland Dial-a-Ride (DART)

Midland offers demand response transportation service to residents within the city limits of Midland. Hours of operation are Monday through Friday 6:30 a.m. to 10:30 p.m. and Saturday 9:00 a.m. to 8:00 p.m. DART provides subscription rides that allows customers to be picked up at the same time each day or week.



Fares One Way

Regular \$2.00

Senior Citizen and Persons with disabilities \$0.75

Children (ages 5-11) \$1.00

First Child (under age 5) Free

Additional Child (under age 5) \$1.00

Saginaw Transit Authority Regional Services (STARS)

STARS serves the Saginaw Urbanized Area and provides fixed routes and demand response service. Hours of operation are Monday through Friday 5:00 a.m. to 8:00 p.m. There are eleven fixed routes that start from the Rosa Parks Transfer Plaza. Demand response service is called LIFT and is available to individuals with disabilities who are unable to use the fixed route system.



Fares

Adults \$1.25

Seniors (age 62 and up) \$0.60

Persons with Disabilities \$0.60

Children - 42 inches or taller than farebox \$1.25

Children - Under 42 inches or shorter than farebox \$0.60

Transfers Free

Regional Overview

Table 6-1 provides a summary of the public transit services in Region 5.

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 5:

- Provided over 2.6 million passenger trips
- Travelled over 6.3 million miles
- Operated over 367,000 revenue hours

As 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.

Table 6-1: Public Transit Services in Region 6

| System | Service Overview | Primary Service Area | Service Hours | Regional Services/ Connectivity |
|---|---|---|--|--|
| Arenac Dial-a-Ride | Component of Arenac Opportunities, Inc. | Arenac County, based in Standish | | Transfers to BMTA Route #1 and to GCCT |
| Bay Metropolitan Transportation Authority (BMTA) | Fixed Route and Dial-a-Ride services | Bay County, plus cross-county Routes #1 and #4 | <u>Fixed Route</u> Monday - Friday 6:15 a.m. to 5:15 p.m. Saturdays 9:15 a.m. to 6:15 p.m. <u>Demand Response</u> Monday - Friday 6:30 a.m. to 6:15 p.m. Saturdays 9:00 a.m. to 6:00 p.m. | Transfers to Arenac Dial-a-Ride, Midland Dial-a-Ride and STARS |
| Clare County Transit Corporation (CCTC) | Demand Response | Clare County, based in Harrison | Monday - Friday 6:00 a.m. to 10:00 p.m. Saturday 8:00 a.m. to 5:00 p.m. | Transfers to RCTA, GCCT and ICTC |
| Gladwin County Transit (GCCT) | Demand Response | Gladwin County; Cities of Gladwin and Beaverton | Monday – Friday 6:15 a.m. to 5:45 p.m. | Transfers to CCTC and Arenac Dial-a-Ride |
| Alma Dial-A-Ride Transit | Dial-a-Ride | Alma, St. Louis, Gratiot County, Pine River Township, and Gratiot Community Airport | Monday - Friday 6:30 a.m. to 8:00 p.m. Saturday Reserved bus service on the first and third Saturday of each month 10:00 a.m. to 2:00 p.m. | |

Table 6-1: Public Transit Services in Region 6

| System | Service Overview | Primary Service Area | Service Hours | Regional Services/ Connectivity |
|--|--|--|--|---|
| Isabella County Transportation Commission (ICTC) | Dial-a-Ride service and Fixed Route I-Ride service | Isabella County and City of Mt. Pleasant | <u>Dial-a-Ride Service</u> Monday – Saturday 6:30 a.m. to 12:00 a.m. Sunday 8:00 a.m. to 5:00 p.m. <u>Fixed Route I-Ride Service</u> during CMU semesters Monday – Friday 7 a.m. to 7 p.m. | Transfers to Midland County Connection and CCTC |
| Midland County Connection (MCC) | Demand Response | Residents of Midland County except those who live within the City of Midland (depending on the destination). | Monday - Friday 5:00 a.m. to 11:00 p.m. Saturday 5:30 a.m. to 9:30 a.m. and 2:30 p.m. to 6:30 p.m. | Transfers to ICTC |
| City of Midland Dial-a-Ride (DART) | Dial-a-Ride | City limits of Midland | Monday – Friday 6:30 a.m. to 10:30 p.m. Saturday 9:00 a.m. to 8:00 p.m. | |
| Saginaw Transit Authority Regional Services (STARS) | Fixed Routes and Demand Response | Saginaw Urbanized Area | Monday - Friday 5:00 a.m. to 8:00 p.m. | |

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 |
|--|-----------------------------|------------------------------------|--------------------|------------------------------------|-----------------------------|---------------------------|---------------------------|-----------------------------|
| Bay Metropolitan Transportation Authority | 549,609 | \$8,202,770 | 1,471,698 | 76,323 | \$2,073,870 | \$3,223,689 | \$2,138,818 | \$752,228 |
| Arenac/Bay Service | 47,617 | \$565,114 | 300,040 | 15,215 | \$86,686 | \$222,090 | \$9,716 | \$165,515 |
| Clare County Transit Corporation | 117,300 | \$1,751,986 | 634,081 | 31,804 | \$191,077 | \$688,530 | \$320,295 | \$321,939 |
| Gladwin County Transportation | 15,199 | \$593,170 | 169,923 | 8,946 | \$279,109 | \$671,265 | \$473,175 | \$173,695 |
| Alma Dial-a-Ride | 46,397 | \$610,107 | 92,219 | 6,473 | \$125,071 | \$239,772 | \$179,685 | \$69,234 |
| Isabella County Transportation Commission | 625,784 | \$532,141 | 1,314,538 | 97,443 | \$848,443 | \$2,053,983 | \$1,442,848 | \$767,007 |
| Midland Dial-a-Ride | 105,190 | \$1,747,143 | 440,813 | 27,515 | \$387,981 | \$686,890 | \$618,369 | \$106,941 |
| Midland County | 83,111 | \$2,582,508 | 1,137,020 | 53,213 | \$416,053 | \$1,014,926 | \$896,231 | \$222,792 |
| Saginaw Transit Authority Regional Services | 1,028,551 | \$6,228,041 | 787,040 | 50,979 | \$1,156,473 | \$1,933,333 | \$1,500,073 | \$954,471 |
| Region Total | 2,618,758 | \$ 22,812,980 | 6,347,372 | 367,911 | \$ 5,564,763 | \$ 10,734,478 | \$ 7,579,210 | \$ 3,533,822 |

Sources: MDOT: Michigan Public Transit Facts

TRIBAL TRANSPORTATION SERVICES

The Saginaw Chippewa Indian Tribe of Michigan (SCITM) has several land holdings located in central Michigan, primarily located in Isabella and Arenac Counties. The main reservation is located in central and northeastern Isabella County in and around Mount Pleasant. In Arenac County, most tribal properties are located south of the City of Standish. There is one tribal property in the county located on Saginaw Bay south of Au Gres.

SCITM provides transportation services for tribal members and guests at tourist destinations on tribal property. The clinic provides patient transportation and medication deliveries in the local area and beyond. School transportation services are provided for early childhood and elementary school students at tribal schools. The Soaring Eagle Casino and Resort provides shuttle bus services between the casino and nearby entertainment and lodging. The casino also provides transportation services for tribal members on the reservation.

NON-PROFIT AND HUMAN SERVICE TRANSPORTATION PROVIDERS

Through the planning process the following agencies and organizations were identified that provide transportation services to qualified individuals.

Regional

- **Community Mental Health for Central Michigan** – Provides support for individuals with mental illness, developmental disabilities, and/or substance disorders. Transportation is provided to non-medical Medicaid –covered services. Counties served in Region 5 are Clare, Gladwin, Isabella, and Midland Counties.
- **Region VII Area Agency on Aging**- A regional planning, advocacy, and administrative agency that provides transportation for seniors to stores, doctor appointments, and community facilities. Counties served in Region 5 are Bay, Clare, Gladwin, Gratiot, Isabella, Midland, and Saginaw Counties.
- **Region IX Area Agency on Aging**- A regional planning, advocacy, and administrative agency that provides transportation for seniors to stores, doctor appointments, and community facilities. The county served in Region 5 is Arenac County.
- **Hospital Council of East Central Michigan**

Bay County

- **Bay County Veterans Council** - Provides an equipped van in order to ensure transportation to area veterans needing to keep appointments at area hospitals.

Volunteers drive all over the county for pick up and drive to appointments as far away as Detroit.

Gratiot County

- **Gratiot County Commission on Aging-** Provides adults age 60 years and up with transportation to medical appointments. The cost is \$4.00 per 20 miles.
- **Mid-Michigan District Health Department (Gratiot County)** – Offers transportation to medical appointments for families with children with special needs.

Isabella County

- **Isabella County Commission on Aging-** Through the Escort Driver Program, volunteer drivers are able to use their own vehicle to transport senior adults to doctor appointments, medical facilities, or food sites.

Midland County

- **Senior Services** – Provides transportation through volunteer drivers using a fleet of four handicapped-converted mini-vans with manual ramps for wheelchairs, four 4-door cars, and one large seven-passenger handicapped van with a hydraulic wheelchair lift, and a 12-passenger bus. Transportation services operate within the county of Midland, and are available Monday through Friday between 8:15 a.m. and 4:15 p.m. There is a \$2.50 charge for a one-way ride and a \$5.00 charge for a round-trip ride, billed to the client on a monthly basis.
- **Midland's Open Door**

Saginaw County

- **HealthSource Saginaw**
- **Lutheran Home of Frankenmuth**
- **St. Mary's Guardian Angel**

PRIVATE TRANSPORTATION PROVIDERS

Intercity Bus Routes

Multiple Indian Trail Routes travel through the region. Bay and Saginaw Counties are primary destinations in the region. Bay City serves as a connection point between Indian Trail routes. Below are routes that travel through Region 5.

Route 1482: Chicago-Kalamazoo-Flint-St. Ignace

- Saginaw County
 - Saginaw
- Bay County
 - Bay City

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

- Arenac County
 - Au Gres (US-23 at Court St.)
 - Standish (Municipal lot at Pine and Forest)
- Bay County
 - Pinconning (The Chess House)
 - Bay City (Transportation Center)
- Saginaw County
 - Saginaw

Route 1488: East Lansing-Alanson- St. Ignace

- Clare County
 - Clare (Cid's Marathon Gas)
- Isabella County
 - Mt. Pleasant (Central Mich. Event Center)
- Gratiot County
 - Alma (Alma College Book Store)
 - Alma (DART Transportation)

Route 1492: Bay City-Flint-Pontiac-Southfield-Detroit

- Bay County
 - Bay City
- Saginaw County
 - Saginaw

Taxi Services

- AAA Transport and Limousine
- A Greater Bay Cab Co.
- At Your Service Transportation
- Bay County Taxi
- Chippewa Cab
- Errands Unlimited
- Mt. Pleasant Cab Co.
- Needham
- Taxi Saginaw
- U Ride
- Yellow Checker Cab

FERRY SERVICE

Bay City Boat Lines- Bay City Boat Lines departs from Bay City, Michigan and provides public tours, cruises and private charter service on the Saginaw Rive and Saginaw Bay.

OTHER TRANSPORTATION SERVICES

Amtrak Thruway Connecting Service

For communities without rail service, Amtrak operates a thruway service which guarantees connections to Amtrak trains. These buses are specifically for Amtrak customers. In Region 5 Amtrak's Thruway Connecting Service travels through Arenac, Bay, and Saginaw Counties.

AIR TRANSPORTATION

MBS International –MBS International Airport is located in Freeland, Michigan. Commercial flights are offered to Detroit, Michigan and Minneapolis/ St. Paul Minnesota through Delta Connection and Chicago, Illinois through United Express.

Chapter 7

Prioritized Strategies

INTRODUCTION

This chapter provides a prioritized list of strategies for Region 5 based on regional stakeholder review and input. The process involved:

- Development of potential strategies, activities and projects to help address identified gaps between current transportation services and unmet needs, expand regional mobility, and achieve greater efficiencies in service delivery. These preliminary strategies, activities and projects were based on input from regional stakeholders during the September workshop, ways to meet gaps in transportation as identified by transportation providers in responses to a survey facilitated by EMCOG for MDOT, and recommendations included in recent plans and studies.
- Incorporating comments from regional stakeholders on the preliminary list of possible strategies, activities and projects.
- Prioritization of potential strategies through an on-line survey. At the September 2015 workshop, participants agreed to this process and that the results would be used to develop a list grouping strategies that were higher, medium, and lower priorities.

While many of transportation issues in the region are interrelated, the proposed strategies, activities and projects that were considered by regional stakeholders addressed the following overall goals:

- Maintain Existing Transportation Services
- Expand and Improve Local Transit Services
- Expand Regional Transportation Services
- Improve Coordination of Public, Private, and Human Services Transportation
- Ensure Customers are Aware of Existing Transportation Services
- Consider a Variety of Transportation Services to Expand and Improve Mobility in the Region
- Increase Funding to Provide Expanded Transportation Services in the Region

HIGH PRIORITIES

Continue to Support Services that are Effectively Meeting Identified Transportation Needs in the Region

While maintaining the current capital infrastructure is vital to meeting community transportation needs, financial resources are needed 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.

While the coordinated mobility plan provides an opportunity to assess regional transportation needs transportation providers, this strategy should be coupled with a more detailed evaluation of public transit services in the region. This ongoing process would include a review of existing transit services with a major focus on the system's routes and the performance of the various transportation services. This ongoing assessment assures that the various public transit systems in the region are 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 including drivers and dispatchers on the frontline of services.

As a follow-up to a previous statewide training on providing cost effective transit services a resource is available to support ongoing service planning efforts. This resource is available through --

http://www.michigan.gov/documents/mdot/TransitServicePlanningGuideAndResourcesForMDO T_409438_7.pdf

Transportation provided through human service agencies is more specialized, and therefore are not monitored through these performance measures. Still, there are tools available that these agencies can use to evaluate their transportation programs and ensure that financial resources are being used effectively. An example would be for human service agencies to utilize *Transportation by the Numbers* 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. This tool is available at -- <http://www.nadtc.org/resources-publications/transportation-by-the-numbers/>

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. Many respondents to the EMCOG survey reported that the largest obstacle to implementing expanded local or new regional services was a lack of funding. Some transit systems in the region noted that local millages hinder implementation of regional routes, as residents, and

decision makers, and the business community may not support services that are taxed locally but are regional in nature.

This strategy involves a regional and unified effort to inform elected officials, local and national decision makers, and the general public on the dire need for additional funding to support current services, especially regional services that meet identified needs. It also involves education regarding the opportunities to construct funding plans that take into account local sources and ensure that all parties are getting a good business deal.

This advocacy campaign could be part of a national movement to stress the importance of community and public transit. The Community Transportation Association of America (CTAA) and the American Public Transportation Association (APTA) have developed a variety of resources that can be used in advocacy efforts with local offices of House and Senate members, local media and state and local elected officials.

Outreach efforts through this strategy can also involve educating local residents on the operation of current county-based transit services, particularly that buses need to cross county lines to take residents to their ultimate destination. Local transit providers in the region noted that residents of their county report seeing a bus in another jurisdiction, and question why it is providing service outside their millage-funded area. The local transit systems recommended outreach activities that help to educate residents that while a bus from a particular county may be in another jurisdiction, it is providing transportation for a person who lives in the county where their millage money originated.

This issue continues to highlight the challenges in providing regional transit services when services are funded locally through county millages, and one that can be tackled by the proposed committee discussed in Chapter 8.

Implement Regional Services Identified as High Priority

Building upon the strategy in support of expanded local services this strategy supports the implementation of regional services that meet unmet needs identified through this or previous planning efforts. As noted in the Central Michigan Coordinated Transportation Plan, identified regional travel patterns and informal connections between providers could be used to establish scheduled services between counties. Regional routes that allow customers to cross county lines without transferring between providers and paying two fares could be implemented.

During the regional workshop stakeholders noted the need for seamless transportation that enable more “one-seat” rides throughout the region. They also expressed the need to more fully identify potential services that would cross jurisdictional boundaries and address gaps in mobility. Some specific gaps noted by regional stakeholders included the lack of public transportation services between MBS International Airport and adjacent counties, and transportation that provides greater access to major healthcare systems in the region.

As noted earlier, while the STARS transit plan recommended a variety of new services between 2013 and 2015 only one new educational line (service between Delta College and Saginaw Valley State University) has been implemented. Other services that were recommended but not yet implemented due to lack of funding include regional services that would connect with adjacent

jurisdictions. This strategy also supports the implementation of regional services identified in the STARS transit plan, specifically:

- **Commuter Express Service:** Two separate commuter express bus routes operating during weekday peak periods that would connect Saginaw Charter Township with Bay City and Midland. The service would operate as a limited stop service with park and ride connections.

While STARS would operate these services, the implementation of other regional routes would require agreement between different counties on which system would operate the service, how operating costs would be allocated, and how fares would be divided. The proposed regional coordinating committee (detailed in Chapter 8) could serve as the forum for detailed discussions on the prioritization of these regional services, on the detailed service planning (i.e. hours and days of service, stop locations), and the potential funding plan. Decisions would also need to be made if the regional services would include a consortium of operators to provide service in a regional corridor or the designation of one entity to provide the service.

Improve Coordination of Services among Providers through Mobility Management Efforts

Many transportation challenges in the region could be addressed through a regional mobility management approach. Some of the respondents to the EMCOG survey noted that a clearinghouse of regional providers and increased coordination between transportation providers was needed to close identified gaps. The SMATS 2040 Metropolitan Transportation Plan recommended greater coordination of existing human service agency transportation services to increase productivity, reduce duplication, and provide a safety net for client trips of agencies that do not have transportation services available to them.

A regional mobility management program could help to meet these needs, as well as those for greater marketing of existing services and for improved intercounty connectivity between transportation providers. Potential activities that respond to specific needs expressed by regional stakeholders include:

- Coordinating various planning efforts to reduce duplication.
- Working with 2-1-1 to establish a central resource with information on available transportation services.
- Implementing a one-call scheduling system.
- Facilitating coordination between the various service providers (public, private, and human service) to eliminate barriers and provide transportation service across jurisdictional boundaries.
- Designing and developing uniformed operating policy and procedures between the different transportation providers operating in the region.

Detailed in the previous Central Michigan Coordinated Transportation Plan, a broader mobility management approach can be considered that would account for the portion of Prosperity Region 5 not included in that planning process. Overall, a regional mobility management program could include the following components as detailed in the Central Michigan plan:

- Organizational Structure
- Functions
- Staffing
- Technology
- Funding
- Monitoring and Evaluation

It is anticipated that this strategy (and other related ones) will incorporate efforts through a grant from the Michigan Health Endowment Fund (MHEF) that was awarded during the development of this plan (discussed in Chapter 3). The combination of the MHEF and Midland Area Community Foundation grants will allow the Michigan Transportation Connection (MTC) approach to be expanded to Clare, Gladwin, and Midland Counties. The MTC is a 501(c)(3) organization established by the Michigan Public Transit Association to serve as a structure for a Non-Emergency Medical Transportation (NEMT) brokerage.

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

Maintaining and building upon current capital infrastructure is crucial to expanding mobility options, especially for older adults, people with disabilities, veterans, and people with lower incomes in the region. Before the region can consider efforts for improving mobility for these population groups it is critical to ensure that the current foundation of services remains in place through a sufficient capital network. Some respondents to the EMCOG survey noted that an aging fleet is one of the barriers to improved regional services.

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, especially for non-profit organizations that provide human services transportation. 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.

Develop Additional Partnerships and Identify New Funding Sources to Support Public-Transit and Human-Service Transportation

During the regional workshop local stakeholders noted that there is currently a lack of overall funding to support the variety of transportation services needed in the region. Demand for public transit, human services transportation, and specialized transportation services continues to grow daily. One key obstacle the transportation industry faces is how to pay for additional services.

This strategy would involve identifying partnerships 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. Hospitals, supermarkets, and retailers who want the business of the region's riders may be willing to pay for part of the cost of transporting those riders to their sites. This approach is applicable to medical and retail establishments already served, as well as new businesses. While this plan helps document the need for additional services some may need to further quantify and document

unmet needs and gaps in service as part of educating elected officials and potential funders. Overall considerations through this strategy could involve:

- Employer funding support programs, either directly for services and/or for local share.
- Employer sponsored transit pass programs that allow employees to ride at reduced rates.
- Partnerships with private industry, i.e. retailers and medical centers.

Support Expanded Transit Services that Meet Identified Needs or Recommendations Identified Through Detailed Transit Plans

It is important not to lose sight of the need to identify local transit needs and implement improvements when feasible. While many respondents to the EMCOG survey noted that it was unknown if local or regional needs were a higher priority, they reported a variety of local unmet needs that have not been addressed through current transportation services or resources. Some noted that decisions have to be made by their local governing board what services can be implemented and the priorities for their system.

At the September workshop stakeholders expressed the need for expanded transportation services at certain time frames, i.e., evenings and weekends. They noted this expansion would greatly improve mobility for individuals who work service jobs and whose employment is based on these hours. This strategy calls for support of these and other services that meet needs identified through the coordinated mobility plan.

This strategy supports recommendations included in any local transit plans developed in the region. For instance the Saginaw Transit Authority Regional Services (STARS) Master Transit Plan recommended expanded services within the City of Saginaw, within the urbanized portion of Saginaw County, and between the City of Saginaw and Saginaw Charter Township. That plan recommended flex routes that would link the villages in Saginaw County.

While the STARS transit plan recommended a variety of new services between 2013 and 2015, only one new educational line (service between Delta College and Saginaw Valley State University) has been implemented. Other services that were recommended but not yet implemented due to lack of funding include regional services that would connect with adjacent jurisdictions. Particular focus through this strategy would be on proposed services for Phase 1 and 2 as identified in the plan and include the following:

Phase 1 (identified as 2013-2015 in plan):

| Area | Proposed Service | Type of Service | Days/Hours |
|-------|---------------------------|------------------------|------------------------------|
| Urban | Saginaw TWP/SVSU/Delta | Flex Route | Mon-Sat, 7 a.m. - 11 p.m. |
| Urban | M-F Late Night (to 12mid) | Subsidized Taxi | Mon-Fri, 8 p.m. - 12 p.m. |
| Urban | Sat Late Night (to 12mid) | Subsidized Taxi | Saturday, 8 p.m. - 12 p.m. |
| Urban | Sunday Daytime | Subsidized Taxi | Sunday, 8 a.m. - 7 p.m. |
| Rural | St. Charles/Saginaw | Flex Route | Mon-Sat, 7 a.m. - 11 p.m. |
| Rural | Birch Run/Frankenmuth | Flex Route | Mon-Sat, 7 a.m. - 11 p.m. |
| Rural | Chesaning/Birch Run | Flex Route (life line) | Mon-Wed-Fri, 7 a.m.- 11 p.m. |
| Rural | HHS Coordination | Demand Response | Mon-Fri, 8 a.m. - 5 p.m. |

Phase 2 (identified as 2016-2020 in plan):

| Area | Proposed Service | Type of Service | Days/Hours |
|----------|---------------------|-----------------|---------------------------|
| Regional | Midland Commuter | Fixed Route | Mon-Fri, Peak Periods |
| Regional | Bay City Commuter | Fixed Route | Mon-Fri, Peak Periods |
| Rural | Chesaning/Birch Run | Flex Route | Mon-Sat, 7 a.m. to 11p.m. |

MEDIUM PRIORITIES**Expand Availability of Demand-Response Service, Dial-a-Ride, and Specialized Transportation Services to Provide Additional Trips, Especially for Older Adults, People with Disabilities, Veterans, and People with Lower Incomes**

In some areas, the use of fixed route or scheduled transit services may not be feasible. Therefore, the expansion of current demand response and specialized transportation services operated in the region is a logical strategy for improving mobility, and would meet multiple unmet needs and issues while taking advantage of existing organizational structures. This strategy would support door-to-door transportation needed by customers who need assistance to travel safely and an escort from a departure point, into and out of a transport vehicle and to the door of their destination.

Operating costs -- driver salaries, fuel, and vehicle maintenance -- would be the primary expense for expanding services, though additional vehicles may be necessary for providing same-day transportation services or serving larger geographic areas.

Consider Alternative Transit Service Designs

Providing transit services in rural areas can be challenging and costly, though there are number of approaches that can be taken to improve service at a lower cost. A consideration through this strategy is to expand availability of public transit services by converting more expensive dial-a-ride and demand response services to fixed schedule or deviated fixed-route services as possible. This effort can expand mobility options in the region while at the same time improve productivity.

Options for consideration include establish fixed schedule service in more remote areas. Fixed schedule service sets specific schedules for when the vehicle is going to be in a particular community and going to a specific community (usually where medical and shopping services are located). This may be daily service, weekly or even once a month 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. The purpose of this approach is to group trips which yields a lower cost per trip and thereby makes this service far more cost effective than paratransit. This approach can also be combined with human service transportation programs that serve these areas.

Developing 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 systems can help ensure safe, dependable and quality transportation even when 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 operating support or advice without the “institutional” threat that may be connected with possible consolidation of systems or services.

Establish or Expand Programs That Train Customers, Human Service Agency Staff, Medical Facility Personnel, and Others 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 with available transportation services. This strategy involves expanded outreach programs to ensure people helping others with their transportation issues are aware of mobility options in the region. It is consistent with the strategy in the Central Michigan Coordinated Transportation Plan that recommended implementing or expanding outreach programs that provide customers and human service agency staff with training and assistance in use of current transportation services and implementing mentor/advocate programs to connect current riders with potential customers for training in the use of services.

This strategy can involve additional efforts to support use of current transportation resources, including travel training programs to help individuals use available public transit services. In addition as noted in the Central Michigan plan, this strategy can help with the demand for transportation services to dialysis treatment centers by facilitating dialogue between transportation providers and dialysis locations so that treatment openings and available transportation are considered simultaneously.

LOWER PRIORITIES

Expand Use of Volunteers to Provide More Specialized and One-To-One Transportation Services

A variety of transportation services are needed to meet the mobility needs of older adults and people with disabilities. Needs identified by regional stakeholders are better handled through more specialized services beyond those typically provided through general public transit services. The rural nature and geographic makeup of the region are not always conducive for shared-ride services.

The expansion of volunteer driver programs would offer transportation options that are difficult to meet through public transit and human service agency transportation, and provide a more personal and one-to-one transportation service for customers who may require additional assistance. Fortunately, there are numerous examples of successful volunteer driver programs

throughout the country that can be used as models to design a volunteer-driver program for the region. For instance, in Shiawassee County SATA has implemented a primarily volunteer-based program that helps to fill service gaps in the County.

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. However, it will require an agency or organization in the region with the organizational structure and the willingness to assume the lead role and the ability to coordinate and implement the program. As noted in the Central Michigan plan MDOT’s statewide rideshare and vanpool program could serve as a starting point.

Consider and Implement Vehicle Repair Programs

In the more rural areas of the region a low-income person will have a car available for their use, but it may be inoperable. With the long trip distances and dispersed population, sometimes a repaired automobile is the most cost-effective way to provide a person with access to employment opportunities and to community services.

While Federal Transit Administration (FTA) funding programs do not allow funds to be used for vehicle repair, this strategy calls for the consideration and implementation of programs that are funded through donations and other resources to enable car ownership. A possible model or partnership is with Vehicles for Change Inc. (VFC), a car ownership and technical training program that empowers families with financial challenges to achieve economic and personal independence.

Chapter 8

Ongoing Arrangements

The EMCOG response to MDOT noted that while local transit systems in the region have prioritized their services to meet needs with available funding, one constraint in providing regional services is the way transit services are geographically organized and funded. As a result many systems are not able to provide services outside their geographic boundaries. While some interagency agreements are in place to offset this issue there is a definite need to identify and implement greater regional services.

While this plan serves as the foundation for improved regional services, it is evident that more detailed discussions are needed. Therefore, this strategy calls a more formal structure in the region to assess regional transit opportunities, to identify possible service improvements, and gain consensus on implementation of services (i.e. who would operate, and how costs and funding would be allocated). It incorporates a strategy from the Central Michigan Coordinated Transportation Plan that called for a regional approach to service planning and the implementation of new services.

A formal regional coordinating committee would be established that would provide an ongoing forum for members to identify opportunities to provide customers with the ability to travel throughout the region in a seamless manner. In Region 5 this committee could be appropriately coordinated with the current Regional Prosperity Initiative Strategic Management Team. Responsibilities of this committee could include:

- Discuss improved connections between existing transit providers. While there is some connectivity between systems in the region additional connections can be discussed and implemented as appropriate.
- Consider, plan, and implement cross county services. While some jurisdictions in the region are working together to implement services that transport customers across county lines or enable transfers between services, regional stakeholders noted the need for additional cross county services that meet rural community demands and support economic development.
- Discuss and establish priorities for public transit services in the region.
- Review and discuss strategies for coordinating transit services with other regions in Michigan to help expand mobility options.
- Lead updates of this regional mobility plan.

Chapter 9: Adoption Process

This coordinated mobility plan is designed to meet federal coordinated transportation planning requirements. Guidelines in these requirements state that the lead agency in consultation with planning participants should identify the process for approving and adopting the plan.

In Region 5, stakeholders who participated in development of this plan 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.

This draft plan was provided to the Regional Prosperity Initiative Strategic Management Team (SMT) for their review and comments, and was part of the discussion at their meeting on March 22, 2016. The SMT will be asked to consider approval of the final plan at a future meeting as it begins to implement the objective and action items in their 5-year strategy.

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.unitedweride.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

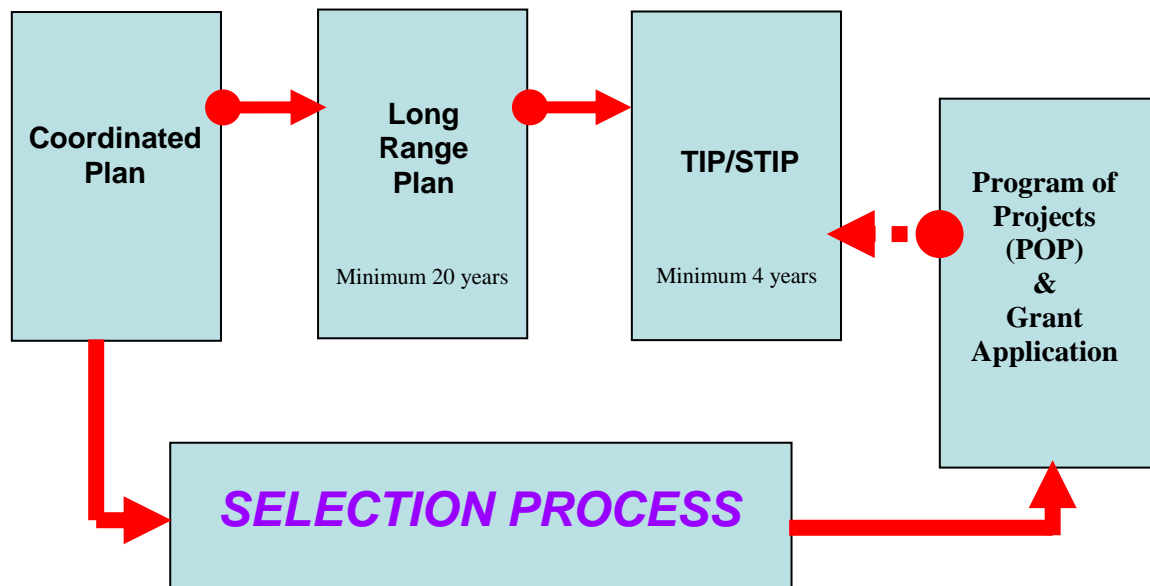
At a minimum, the coordinated plan should follow the update cycles for metropolitan transportation plans (MTPs) (i.e., four years in air quality nonattainment and maintenance areas and five years in air quality attainment areas). States, MPOs, designated recipients, and public agencies that administer 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 5



**Michigan Statewide Transit Study Workshop
Prosperity Region #5
September 30, 2015**

**Michigan Department of Transportation
Bay Region Office
5859 Sherman Road
Saginaw, MI 48604**

Agenda

| | |
|---|-------------------|
| <i>Registration</i> | <i>12:30-1:00</i> |
| <i>Welcome / Background</i> | <i>1:00-1:15</i> |
| <i>What We Know:</i> | <i>1:15-2:00</i> |
| <ul style="list-style-type: none">- <i>Transportation Needs</i>- <i>Transportation Resources</i> | |
| <i>Looking Ahead: Possible Service Improvements</i> | <i>2:00-2:30</i> |
| <i>Break / Assemble into Breakout Groups</i> | <i>2:30-2:45</i> |
| <i>Roundtable Discussions: What are the Priorities?</i> | <i>2:45-3:15</i> |
| <i>Reports from Groups</i> | <i>3:15-3:45</i> |
| <i>Next Steps and Wrap-up</i> | <i>3:45-4:00</i> |

Appendix C

East Michigan Council of Governments – Cover Letter and Survey Results

EAST MICHIGAN COUNCIL OF GOVERNMENTS

3144 DAVENPORT AVENUE, SUITE 200, SAGINAW, MI. 48602
PHONE: 989-797-0800, FAX: 989-797-0896
WWW.EMCOG.ORG



5/8/2015

Sharon Edgar, Administrator
Office of Passenger Transportation
Michigan Department of Transportation

Dear Ms. Edgar:

Please find attached the survey results obtained in the process of fulfilling Step #1 of the Governor's initiative regarding regional transit mobility.

There are likely other agencies providing various transit related services, however these are the main ones identified as of this date in the EMCOG 14 county planning region.

It would appear that all of these agencies have prioritized their operations to meet the given demand as best they can with the funding that is currently available. One constraint seems to be the way Transit is geographically organized and as such funded geographically. While many have tried to create connections with surrounding counties, they are not allowed to provide services outside their geographic boundaries. Some have inter-agency agreements in order to try and get past this obstacle.

In the case of the Bay, Midland and Saginaw Urban areas, the fact that Saginaw STARS is a city wide service and does not service the entire county creates connectivity obstacles.

It also appears that there have been many studies (mostly surveys) completed to try and determine gaps in services. I have had several agencies comment that surveys have been unreliable in providing the true picture of unmet demand. Based on surveys new fixed route services have been initiated and ridership was insufficient to maintain those fixed routes.

It would seem more prudent to have all agencies that are involved with Transit keep a listing of all calls made for transit related services, and document those where that requested service was unmet, or declined by the requester due to travel times taking too long to make it viable, the lack of connections available, etc.. If this approach is taken, it would make sense to have a consistent format for the whole state. The 211 of Northeast Michigan agency does something similar to this and reports by quarters (see Unmet needs at <http://www.211nemichigan.org/media.html>).

The survey findings were submitted for review to the three MPOs (Midland, Bay City, and Saginaw) for informational purposes, and with a request for any comments of other information regarding transit services. There were no comments or responses.

The actual survey responses and many of the studies referenced in the survey results are on file, and most can be supplied in digital format upon your request.

Sincerely,

Dave Engelhardt
Program Manager

Major County Transit Providers

| | Arenac County Transit/Arenac Opportunities | Bay Metropolitan Transportation Authority |
|--|---|---|
| 1 What is known regarding the <u>need</u> (demand) for regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | Mostly for medical reasons | Refer to Mid-Michigan Regional Transportation Study, May 2001 This study includes the 10 counties of: Arenac, Bay, Clare, Gladwin, Gratiot, Huron, Isabella, Midland, Saginaw & Tuscola |
| 2 What is known regarding the <u>existence</u> of regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | Arenac County Transit provides transportation within Arenac County and Gibson Twp. Arenac County Transit makes connections with Gladwin, Bay, Ogemaw and Iosco transits | Users can schedule a connection with Arenac Transit (Arenac County) and transfer from BMTA Route 1 in Standish. Uses of Route 4 can transfer to STARS (Saginaw County) at SVSU; connections can also be scheduled by users to transfer to County Connection or Midland Dial-A-Ride (Midland County) by riding Route 4 into Midland. |
| 3 Based on the need (#1) and the existence (#2), is there a gap? (YES/NO/UNSURE AND IF YES, (NARRATIVE DESCRIPTION)) | There is no list of unmet local or regional transit gaps | STARS is not a countywide service and therefore is unable to tie into neighboring counties. |
| 4 Can you rank this gap in comparison to all the other gaps identified in all areas within the RPA? YES/NO AND YES, PROVIDE A RANK. | No | Fares/Coordinated schedule/Length of trip/Transfers/Funding sources (home-county millage funds used for regional service) |
| 5 What is needed to close this gap (LIST ONE OF THESE ANSWERS OR PROVIDE YOUR OWN) a. Better coordination between transit agencies b. Additional Transit Service c. Other d. Don't Know | Aging fleet is immediate issue. | Establishing a "clearing house" of local, regional, public, and private transportation providers should exist in every public transit service area. Many requests for service cannot be provided by BMTA...BMTA should be able to coordinate the service as a minimum by matching up the request to the appropriate provider. |
| 6 In this county/area, what are the unmet <u>local</u> transit mobility needs, such as portions of the county or transit agency's service area with very limited frequency or hours of service)? (YES OR NO AND IF YES, DESCRIBE) | Unknown | General, BMTA's local advisory committee will discuss various local transportation needs; primarily outreach and travel training. Other local transit needs are also tied to operating grants for specific programs; implementation/draw-down on certain programs as funding comes and goes. For example, the Federal Section 5316 Job Access/Reverse Commute Program no longer exists. The State has sustained the program over the last two years, but effective October 1, 2015, the State will no longer be sustaining it. BMTA has to make the decision to fund the transportation going forward through general operating. While the need for the program was assessed through a Coordinated Human Services process and further verified by the usage of JARC transportation by the public, the priority must be assessed when placed in competition with all other services provided BMTA. |
| 7 Is the <u>local</u> need in #6 a higher priority than the regional need in #3? (YES/NO) | Unknown | Unknown |
| 8 For any of the questions above for which there was insufficient information, what was the obstacle to providing a response and what actions would it take for you to be able to provide a response. (NARRATIVE RESPONSE) | | |

| | Clare County Transit Corp | Gladwin Transit |
|--|---|--|
| 1 What is known regarding the <u>need</u> (demand) for regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | The need is great for customers that need to go across or through County boundaries for medical appointments so as not to have to transfer from bus to bus to bus. | I believe that we need to explore the advantages and disadvantages of "not crossing County lines". In my year as director I have had several requests for transportation from the hospitals, many not in Gladwin. For example an individual may not have a spouse or family nearby or at all. The client is transported to a facility for treatment "OUT OF COUNTY" but then needs a ride home. I a few cases they have no friends and family to rely on and are stuck several Counties away ready to be released from the facility only to have to worry about how they can get home. |
| 2 What is known regarding the <u>existence</u> of regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | The user could contact either transit and the transit can set up the ride by by contacting the other transit involved. The Veterans provide regional transportation only to VA hospitals. DHS and senior services use the local transit as well as using local transit and private providers for out of county clients. | We currently have agreements with the surrounding counties to transfer passengers. Uniquely we have an agreement with Clare County where they bring dialysis patients all the way over to dialysis and we take them all the way home "generally Clare County passengers" we charge \$35 for that service. GCCT has also worked out agreements with DHS to allow a special service, special times to pick clients up for job training and access to work when a specific time doesn't fit in to our current route structure; we charge \$17.50 a trip for this service. And lastly we have an agreement with Michigan Department of Mental Health to transport clients that fit in a particular disabled bracket access to work and we have a few routes organized to pick up and drop off. |
| 3 Based on the need (#1) and the existence (#2), is there a gap? (YES/NO/UNSURE AND IF YES, (NARRATIVE DESCRIPTION) | Yes, and there was a regional study completed that copies of will be sent for review | Non-emergency medical needs would certainly be on the list 24 hours a day, job training/access 24 hours a day, cross County transportation "if released from a hospital in another county or many away". |
| 4 Can you rank this gap in comparison to all the other gaps identified in all areas within the RPA? YES/NO AND YES, PROVIDE A RANK. | Unknown until I receive study | Yes with consideration to funding |
| 5 What is needed to close this gap (LIST ONE OF THESE ANSWERS OR PROVIDE YOUR OWN) a. Better coordination between transit agencies b. Additional Transit Service c. Other d. Don't Know | Funding-Lack of/Reimbursement of actual expenses Gap in Service (geographically) -Transfers from bus to bus for disabled clients. Inter-local agreements with any agency that is affected. Other - FTA Charter regulations Perception of transit buses from one County being seen in another County and local people wanting to know why their County's buses (in part paid for by local millage) are running in other Counties. | What are the barriers to create/continue regional transit routes? Please identify and explain. A. Funding, we would need smaller more efficient buses as well as funds for labor to operate extended hours and weekends. B. Gap in Service (geographically), smaller more efficient buses / vans would help considerably. C. It may be helpful in SOME circumstances to not be open door, we as a group would have to look at that as well as funding and rates charged so we have a uniform rate region wide! |
| 6 In this county/area, what are the unmet <u>local</u> transit mobility needs, such as portions of the county or transit agency's service area with very limited frequency or hours of service)? (YES OR NO AND IF YES, DESCRIBE) | Unknown until receive study | Nothing specific known |
| 7 Is the <u>local</u> need in #6 a higher priority than the regional need in #3? (YES/NO) | | Undertermined |
| 8 For any of the questions above for which there was insufficient information, what was the obstacle to providing a response and what actions would it take for you to be able to provide a response. (NARRATIVE RESPONSE) | | |

| | (Gratiot) Alma Dial-A-Ride | Huron Transit Corporation |
|--|--|---|
| 1 What is known regarding the need (demand) for regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | It is known that residents of the City of Alma and Gratiot County need transportation to and from Isabella County. There have been attempts to work on joint projects in the past but no success. It is a process that will be discussed in the upcoming months as the new ATC Director becomes more acclimated. | Sometimes medical and Educational |
| 2 What is known regarding the existence of regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | Currently there is no plan in place for this type of travel There has been very little dialogue concerning any regional needs. The new ATC Director has joined the Gratiot County Collaborative Council and sits on the transportation committee. The committee is in the initial stages of developing a plan for assessing the needs of Alma residents, as well as Gratiot County residents. | <i>We attempt to coordinate with Tuscola and Sanilac</i> |
| 3 Based on the need (#1) and the existence (#2), is there a gap? (YES/NO/UNSURE AND IF YES, (NARRATIVE DESCRIPTION)) | Yes, Regional Transit ability does not currently exist | Yes, limited service |
| 4 Can you rank this gap in comparison to all the other gaps identified in all areas within the RPA? YES/NO AND YES, PROVIDE A RANK. | No, expanding existing services county wide is the priority | No, a study would have to be completed. |
| 5 What is needed to close this gap (LIST ONE OF THESE ANSWERS OR PROVIDE YOUR OWN) a. Better coordination between transit agencies b. Additional Transit Service c. Other d. Don't Know | Funding Additional Transit Service | Increased Coordination among transit providers Funding |
| 6 In this county/area, what are the unmet <u>local</u> transit mobility needs, such as portions of the county or transit agency's service area with very limited frequency or hours of service)? (YES OR NO AND IF YES, DESCRIBE) | Transit service outside of the Alma and St Louis area | We service all of Huron County |
| 7 Is the <u>local</u> need in #6 a higher priority than the regional need in #3? (YES/NO) | | Unknown |
| 8 For any of the questions above for which there was insufficient information, what was the obstacle to providing a response and what actions would it take for you to be able to provide a response. (NARRATIVE RESPONSE) | | |

| | Iosco Transit Corporation | Isabella County Transportation |
|---|---------------------------|--|
| 1 What is known regarding the <u>need</u> (demand) for regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | No survey response | We have some number of passengers that travel between the agencies to the North and East of us. There has been an expressed need for passenger in those surrounding agencies to reach health providers in the City of Alma or Gratiot County. We do relatively well at connecting to all of our surrounding systems with the exception of the City of Alma Dial –A- Ride |
| 2 What is known regarding the <u>existence</u> of regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | | Twice per day we travel as far south as M46 and Crystal Rd in Gratiot County. We also travel twice per day, to Coleman in Midland County. As needed, with normal county runs listed above, we will travel outside of Isabella County into Remus in Mecosta County, City |
| 3 Based on the need (#1) and the existence (#2), is there a gap? (YES/NO/UNSURE AND IF YES, (NARRATIVE DESCRIPTION) | | To travel between counties bus users will have to coordinate transit plans with all the systems involved. We have the most robust schedule of our neighbors to accommodate most requests. The only system that surrounds us that we do not connect with is the City of Alma. There has been talks with the Saginaw Chippewa Indian Tribe and the CTAA looking at developing a regionalized transit service. There has also been conversation with us, Clare County Transit, Roscommon Transit, Midland County Connector looking at developing a regionalized NEMT service. On a State level the MPTA has created and developed the MTC to establish a state wide brokerage of NEMT. I am unsure about the viability of any plans. |
| 4 Can you rank this gap in comparison to all the other gaps identified in all areas within the RPA? YES/NO AND YES, PROVIDE A RANK. | | Unknown |
| 5 What is needed to close this gap (LIST ONE OF THESE ANSWERS OR PROVIDE YOUR OWN) <ul style="list-style-type: none"> a. Better coordination between transit agencies b. Additional Transit Service c. Other d. Don't Know | | There are multiple barriers with regionalized services. Resources for rural providers are always tight. The standard necessary to become and maintain a commercial driver's license has made it increasingly difficult to attract and retain employees. Fleet conditions are rough. Vehicles are over utilized, making it difficult to maintain. We have a gap in service to the south where the City of Alma does not have a county wide agency and previous management has expressed they did not want us traveling into their county. A centralized call center/database so any customer could call any number and arrange a shared ride regardless of system, with a payment option to share neighboring resources so there would only be one fare. Universal ridership policies and hours of operations so there aren't inconsistencies within systems. |
| 6 In this county/area, what are the unmet <u>local</u> transit mobility needs, such as portions of the county or transit agency's service area with very limited frequency or hours of service)? (YES OR NO AND IF YES, DESCRIBE) | | Current System seems adequate for local needs (Dave's interpretation) |
| 7 Is the <u>local</u> need in #6 a higher priority than the regional need in #3? (YES/NO) | | |
| 8 For any of the questions above for which there was insufficient information, what was the obstacle to providing a response and what actions would it take for you to be able to provide a response. (NARRATIVE RESPONSE) | | |

| | County Connection of Midland | City of Midland Dial-A-Ride |
|--|--|---|
| 1 What is known regarding the <u>need</u> (demand) for regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | See answer below | When the regional service between the City of Midland, Bay Metro, County Connection and Saginaw STARS was started approximately 10 years ago key potential users that were identified through surveys were primarily persons with disabilities needing transportation to medical appointments or shopping. Surveys done at that time (Bay Metro has this information) of the hundreds of folks that would utilize this service that have never materialized since the service started. The key users of this regional transportation system are individuals traveling to Delta College and SVSU. This college ridership was not a group that was identified when this regional program was developed and without it the route may not still be in service. Many folks using this regional transportation service drive themselves to the City of Midland transfer point and then use the Bay Metro bus. |
| 2 What is known regarding the <u>existence</u> of regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | Since CCoM does transfer with all neighboring counties (except Saginaw) most needs are met | The City of Midland Dial-A-Ride does not provide transportation outside the City limits of Midland but we do work with County Connection and Bay Metro to provide regional transportation to Midland, Bay County and the City of Saginaw via a transfer point located within the City of Midland. Midland's County Connection connects with Isabella County and Gladwin County. Both County Connection and the City of Midland Dial-A-Ride connect with Bay Metro for transportation to Bay County and the City of Saginaw. |
| 3 Based on the need (#1) and the existence (#2), is there a gap? (YES/NO/UNSURE AND IF YES, (NARRATIVE DESCRIPTION) | Connection with Saginaw | Working on needs assessment |
| 4 Can you rank this gap in comparison to all the other gaps identified in all areas within the RPA? YES/NO AND YES, PROVIDE A RANK. | Not currently – in process | Not until the assessment is complete |
| 5 What is needed to close this gap (LIST ONE OF THESE ANSWERS OR PROVIDE YOUR OWN) a. Better coordination between transit agencies b. Additional Transit Service c. Other d. Don't Know | Funding Connections to Saginaw | Currently there is no county-wide transportation service for Saginaw County The amount of time it takes to go from one county to another. If you were to live in the City Limits of Midland and take public transportation to a location in downtown Bay City it would take nearly two hours to get to your destination. |
| 6 In this county/area, what are the unmet <u>local</u> transit mobility needs, such as portions of the county or transit agency's service area with very limited frequency or hours of service)? (YES OR NO AND IF YES, DESCRIBE) | Non identified | There is currently a group sponsored by the Midland Area Community Foundation that meets monthly and is determining unmet transportation needs for Midland County. At this time they are working to determine the unmet need. |
| 7 Is the <u>local</u> need in #6 a higher priority than the regional need in #3? (YES/NO) | Not determined | Bay Metro has the survey results from 10+ years ago when we originally started providing regional transportation. Saginaw STARS more recently did a survey for their county-wide millage. |
| 8 For any of the questions above for which there was insufficient information, what was the obstacle to providing a response and what actions would it take for you to be able to provide a response. (NARRATIVE RESPONSE) | | |

| | Ogemaw County Public Transit | Roscommon Co Transp. Authority |
|--|---|---|
| 1 What is known regarding the <u>need</u> (demand) for regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | At this time county to county mobility is needed for medical appointments, dialysis and senior citizens that are unable to drive. | The need for 24/7 non-emergency medical in and out of county Significantly improved regional transportation availability providing employment opportunities to higher paying jobs outside of the county boundaries. |
| 2 What is known regarding the <u>existence</u> of regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | All of our riders are able to use transit system to travel to neighboring counties as we meet at all four adjacent county lines daily. | Daily county line transfers occur on a limited bases with surrounding counties offering transportation services |
| 3 Based on the need (#1) and the existence (#2), is there a gap? (YES/NO/UNSURE AND IF YES, (NARRATIVE DESCRIPTION) | No needs have been developed at this time however, there has been a lot of discussion regarding unmet needs in Ogemaw County and surrounding counties | Analysis by the Regional Community Health Department, Department of Human Services, and Community Mental Health has shown transportation options and availability to be a significant barrier to basic quality of life standards. Transportation is a priority on every initiative being developed by our human service agencies. |
| 4 Can you rank this gap in comparison to all the other gaps identified in all areas within the RPA? YES/NO AND YES, PROVIDE A RANK. | Not currently | The need for 24/7 non-emergency medical in and out of county is the first on a list of many unmet transportation needs. |
| 5 What is needed to close this gap (LIST ONE OF THESE ANSWERS OR PROVIDE YOUR OWN) a. Better coordination between transit agencies b. Additional Transit Service c. Other d. Don't Know | Funding are one of our barriers and Gap in service times are also a factor | Currently the coordination between one or two or more systems is a cumbersome process requiring multiple phone calls to each agency. Improve senior access by providing assisted transportation. By providing assistance to seniors we can help keep them independent while providing service assistance while out in the community. Improved coordination between current transit providers with extended hours of service for regional transportation needs. Earlier and later boundary to service area connections would be of significant value. Improving the overall funding climate is the ultimate priority as planning medium and long range is virtually nonexistent. Rural transit providers are just trying to keep their heads above water let alone improve service where service gaps limit or add to the transportation barriers communities all across northern Michigan are dealing with on a daily basis. |
| 6 In this county/area, what are the unmet <u>local</u> transit mobility needs, such as portions of the county or transit agency's service area with very limited frequency or hours of service)? (YES OR NO AND IF YES, DESCRIBE) | Ogemaw County Public Transit O.C.P.T primary service area is Ogemaw County only. There are no special routes that are needed regionally at this time. | Transportation needs to be made available for the under employed and young working families. These young people must work for minimum wage in the service industry as the only viable employment available in Roscommon County. |
| 7 Is the <u>local</u> need in #6 a higher priority than the regional need in #3? (YES/NO) | Not determined | Not determined |
| 8 For any of the questions above for which there was insufficient information, what was the obstacle to providing a response and what actions would it take for you to be able to provide a response. (NARRATIVE RESPONSE) | | |

| | Saginaw Transit Authority Regional Serv. | Sanilac Transportation Corporation |
|--|---|---|
| 1 What is known regarding the <u>need</u> (demand) for regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | Not known | <i>There are many services that are not available in Sanilac County, therefore, our citizens need to go elsewhere for those services. IE: Dentists that accept Medicaid and veterans hospital services. People also like to go out of county for restaurants, entertainment and shopping. Due to the rural nature of the counties to our north and west, as well as us, it can be a challenge to coordinate our service and find a place to meet up that fits into both schedules.</i> |
| 2 What is known regarding the <u>existence</u> of regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | No service provided over county lines | <i>We have an inter-local agreement with all surrounding counties that allows us to transport across the county line, but not within the county. See <u>Attachment B</u> We all work well together knowing that we are all looking for the same result; safe reliable service to the services needed/desired by all.</i> |
| 3 Based on the need (#1) and the existence (#2), is there a gap? (YES/NO/UNSURE AND IF YES, (NARRATIVE DESCRIPTION) | Yes, only available other county connection is to Bay Metro at SVSU | <i>Yes, Not a formal comprehensive list, but the unmet needs are discussed in several of the forums used by local service agencies.</i> <i>It is very difficult to provide all of the service requested due to the size and rural nature of our service area</i> <i>Transportation to work continues to be a difficult issue due to the rural nature of our service area. Local factories hire from across the county and getting a large number of people from such a large area to the workplace has proven to be a battle.</i> |
| 4 Can you rank this gap in comparison to all the other gaps identified in all areas within the RPA? YES/NO AND YES, PROVIDE A RANK. | No | <i>Not currently: The priority list would change somewhat by which service agency you talk to.</i> |
| 5 What is needed to close this gap (LIST ONE OF THESE ANSWERS OR PROVIDE YOUR OWN) a. Better coordination between transit agencies b. Additional Transit Service c. Other d. Don't Know | Funding Gap in Services Transit desperately needs countywide support | <i>A stable, predictable source of funds would make our job a LOT easier. The current method of distributing funds to transit in Michigan does not make sense. Where in the real world do you get more money the more you spend?</i> |
| 6 In this county/area, what are the unmet <u>local</u> transit mobility needs, such as portions of the county or transit agency's service area with very limited frequency or hours of service)? (YES OR NO AND IF YES, DESCRIBE) | Expand to county wide service | <i>We have increased our service in many ways, but due to our geographic area, it is difficult to be in all places at all times. It is, on average, a thirty to forty-five minute drive between the cities and towns in the county, with Sandusky being relatively central to them all. This makes it a challenge to get people between the outlying towns in a timely manner.</i> |
| 7 Is the <u>local</u> need in #6 a higher priority than the regional need in #3? (YES/NO) | Expanding transit service to county wide service would enhance both local and regional mobility | <i>Could not tell, seems that both local and regional needs are problematic</i> |
| 8 For any of the questions above for which there was insufficient information, what was the obstacle to providing a response and what actions would it take for you to be able to provide a response. (NARRATIVE RESPONSE) | | |

| | (Tuscola) Caro Transit Auth. (Thumb Body Express) | (Arenac & Isabella) Saginaw Chippewa |
|--|--|---|
| 1 What is known regarding the <u>need</u> (demand) for regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | Not identified | Refer to Saginaw Chippewa Transit Study (Three documents) |
| 2 What is known regarding the <u>existence</u> of regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | While it is possible for a rider to travel to a neighboring county or connect with another transit agency, the logistics are difficult. The transit agencies would need to agree upon a pick-up point, generally the county line, for the transit switch. No cross-county transit exists. New Freedom is a demand-response service with fixed routes based on requests for service. | |
| 3 Based on the need (#1) and the existence (#2), is there a gap? (YES/NO/UNSURE AND IF YES, (NARRATIVE DESCRIPTION) | Coordinating wait and pick-up times, in addition to return trips, is laborious and costly to the rider. | |
| 4 Can you rank this gap in comparison to all the other gaps identified in all areas within the RPA? YES/NO AND YES, PROVIDE A RANK. | No | |
| 5 What is needed to close this gap (LIST ONE OF THESE ANSWERS OR PROVIDE YOUR OWN) a. Better coordination between transit agencies b. Additional Transit Service c. Other d. Don't Know | Funding (1) The service area does not have a sizeable population base that would support a cost-effective regional transportation system. It would be cost prohibitive to provide regional transportation for the low number of people that would use the service. b. Gap in Service (geographically) (1) Caro Thumbbody Express and the Greater Lapeer Transit Authority are not countywide transit systems, which impedes the concept of regional transit routes. Although Thumb Area Transit and Sanilac Transportation Corporation operate countywide systems, a significant percentage of their ridership is contracted services. (2) Doctors and other medical professionals often refer their patients to larger urban centers for specialized medical care. It is difficult logistically and financially to coordinate group medical transportation. c. Other (1) Equipment (2) Potential personnel issues (having to hire drivers) | |
| 6 In this county/area, what are the unmet <u>local</u> transit mobility needs, such as portions of the county or transit agency's service area with very limited frequency or hours of service)? (YES OR NO AND IF YES, DESCRIBE) | Not identified | |
| 7 Is the <u>local</u> need in #6 a higher priority than the regional need in #3? (YES/NO) | Not specified | |
| 8 For any of the questions above for which there was insufficient information, what was the obstacle to providing a response and what actions would it take for you to be able to provide a response. (NARRATIVE RESPONSE) | | |

Other Agencies Providing Transit Services that were identified

| | | |
|--|-----------------------------------|--|
| | Bay (Bay County Veterans Council) | |
| 1 What is known regarding the need (demand) for regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | No survey sent yet | |
| 2 What is known regarding the existence of regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | | |
| 3 Based on the need (#1) and the existence (#2), is there a gap? (YES/NO/UNSURE AND IF YES, (NARRATIVE DESCRIPTION) | | |
| 4 Can you rank this gap in comparison to all the other gaps identified in all areas within the RPA? YES/NO AND YES, PROVIDE A RANK. | | |
| 5 What is needed to close this gap (LIST ONE OF THESE ANSWERS OR PROVIDE YOUR OWN) a. Better coordination between transit agencies b. Additional Transit Service c. Other d. Don't Know | | |
| 6 In this county/area, what are the unmet <u>local</u> transit mobility needs, such as portions of the county or transit agency's service area with very limited frequency or hours of service)? (YES OR NO AND IF YES, DESCRIBE) | | |
| 7 Is the <u>local</u> need in #6 a higher priority than the regional need in #3? (YES/NO) | | |
| 8 For any of the questions above for which there was insufficient information, what was the obstacle to providing a response and what actions would it take for you to be able to provide a response. (NARRATIVE RESPONSE) | | |

| | Midland (Senior Services) | Midland (Open Door) |
|---|---------------------------|---------------------|
| 1 What is known regarding the need (demand) for regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | No survey sent yet | No survey sent yet |
| 2 What is known regarding the existence of regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | | |
| 3 Based on the need (#1) and the existence (#2), is there a gap? (YES/NO/UNSURE AND IF YES, (NARRATIVE DESCRIPTION) | | |
| 4 Can you rank this gap in comparison to all the other gaps identified in all areas within the RPA? YES/NO AND YES, PROVIDE A RANK. | | |
| 5 What is needed to close this gap (LIST ONE OF THESE ANSWERS OR PROVIDE YOUR OWN) <ul style="list-style-type: none"> a. Better coordination between transit agencies b. Additional Transit Service c. Other d. Don't Know | | |
| 6 In this county/area, what are the unmet <u>local</u> transit mobility needs, such as portions of the county or transit agency's service area with very limited frequency or hours of service)? (YES OR NO AND IF YES, DESCRIBE) | | |
| 7 Is the <u>local</u> need in #6 a higher priority than the regional need in #3? (YES/NO) | | |
| 8 For any of the questions above for which there was insufficient information, what was the obstacle to providing a response and what actions would it take for you to be able to provide a response. (NARRATIVE RESPONSE) | | |

| | | |
|---|---|--|
| | Midland MPO & Midland Transportation Task Force (Midland Area Community Foundation) | |
| 1 What is known regarding the <u>need</u> (demand) for regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | Applied for Federal 5304 funded Service Development and New Technology (SDNT) Grant – Acceptance of grant will be known approximately in July of 2015 if successful for implementation in FY 2016 | |
| 2 What is known regarding the <u>existence</u> of regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | The grant's scope is to evaluate and build on the region's current transportation services, responding to current community needs by augmenting the overall system where/if deemed lacking, and promoting connectivity collaboration; while mindful of fiscal constraints and other barriers. | |
| 3 Based on the need (#1) and the existence (#2), is there a gap? (YES/NO/UNSURE AND IF YES, (NARRATIVE DESCRIPTION) | | |
| 4 Can you rank this gap in comparison to all the other gaps identified in all areas within the RPA? YES/NO AND YES, PROVIDE A RANK. | | |
| 5 What is needed to close this gap (LIST ONE OF THESE ANSWERS OR PROVIDE YOUR OWN) <ul style="list-style-type: none"> a. Better coordination between transit agencies b. Additional Transit Service c. Other d. Don't Know | | |
| 6 In this county/area, what are the unmet <u>local</u> transit mobility needs, such as portions of the county or transit agency's service area with very limited frequency or hours of service)? (YES OR NO AND IF YES, DESCRIBE) | | |
| 7 Is the <u>local</u> need in #6 a higher priority than the regional need in #3? (YES/NO) | | |
| 8 For any of the questions above for which there was insufficient information, what was the obstacle to providing a response and what actions would it take for you to be able to provide a response. (NARRATIVE RESPONSE) | | |

| | Gratiot (Gratiot County Div on Aging) | Gratiot (Gratiot County Div on Aging) |
|---|--|--|
| 1 What is known regarding the <u>need</u> (demand) for regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | No response as of yet | No response as of yet |
| 2 What is known regarding the <u>existence</u> of regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | | |
| 3 Based on the need (#1) and the existence (#2), is there a gap? (YES/NO/UNSURE AND IF YES, (NARRATIVE DESCRIPTION) | | |
| 4 Can you rank this gap in comparison to all the other gaps identified in all areas within the RPA? YES/NO AND YES, PROVIDE A RANK. | | |
| 5 What is needed to close this gap (LIST ONE OF THESE ANSWERS OR PROVIDE YOUR OWN) <ul style="list-style-type: none"> a. Better coordination between transit agencies b. Additional Transit Service c. Other d. Don't Know | | |
| 6 In this county/area, what are the unmet <u>local</u> transit mobility needs, such as portions of the county or transit agency's service area with very limited frequency or hours of service)? (YES OR NO AND IF YES, DESCRIBE) | | |
| 7 Is the <u>local</u> need in #6 a higher priority than the regional need in #3? (YES/NO) | | |
| 8 For any of the questions above for which there was insufficient information, what was the obstacle to providing a response and what actions would it take for you to be able to provide a response. (NARRATIVE RESPONSE) | | |

| | Saginaw (Healthsource Saginaw, Inc.) | Saginaw (Lutheran Home of Frankenmuth) |
|---|--------------------------------------|---|
| 1 What is known regarding the <u>need</u> (demand) for regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | No response as of yet | Need for transporting of the facility's residents is being met. There is currently no need other regional transit. |
| 2 What is known regarding the <u>existence</u> of regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | | Trips may occasionally be taken outside Saginaw County for resident shopping trips and restaurant outings; i.e. Genesee and Shiawassee County |
| 3 Based on the need (#1) and the existence (#2), is there a gap? (YES/NO/UNSURE AND IF YES, (NARRATIVE DESCRIPTION) | | No |
| 4 Can you rank this gap in comparison to all the other gaps identified in all areas within the RPA? YES/NO AND YES, PROVIDE A RANK. | | |
| 5 What is needed to close this gap (LIST ONE OF THESE ANSWERS OR PROVIDE YOUR OWN) <ul style="list-style-type: none"> a. Better coordination between transit agencies b. Additional Transit Service c. Other d. Don't Know | | |
| 6 In this county/area, what are the unmet <u>local</u> transit mobility needs, such as portions of the county or transit agency's service area with very limited frequency or hours of service)? (YES OR NO AND IF YES, DESCRIBE) | | Tendercare, Frankenmuth (989.652.6101) and Independence Village Frankenmuth (989.652.4100) also utilize their facility-owned vehicles to transport their residents. |
| 7 Is the <u>local</u> need in #6 a higher priority than the regional need in #3? (YES/NO) | | |
| 8 For any of the questions above for which there was insufficient information, what was the obstacle to providing a response and what actions would it take for you to be able to provide a response. (NARRATIVE RESPONSE) | | |

| | Saginaw (Saginaw Commission on Aging) | Saginaw (St. Mary's Guardian Angel) |
|---|---------------------------------------|-------------------------------------|
| 1 What is known regarding the <u>need</u> (demand) for regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | No response as of yet | No response as of yet |
| 2 What is known regarding the <u>existence</u> of regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | | |
| 3 Based on the need (#1) and the existence (#2), is there a gap? (YES/NO/UNSURE AND IF YES, (NARRATIVE DESCRIPTION) | | |
| 4 Can you rank this gap in comparison to all the other gaps identified in all areas within the RPA? YES/NO AND YES, PROVIDE A RANK. | | |
| 5 What is needed to close this gap (LIST ONE OF THESE ANSWERS OR PROVIDE YOUR OWN) <ul style="list-style-type: none"> a. Better coordination between transit agencies b. Additional Transit Service c. Other d. Don't Know | | |
| 6 In this county/area, what are the unmet <u>local</u> transit mobility needs, such as portions of the county or transit agency's service area with very limited frequency or hours of service)? (YES OR NO AND IF YES, DESCRIBE) | | |
| 7 Is the <u>local</u> need in #6 a higher priority than the regional need in #3? (YES/NO) | | |
| 8 For any of the questions above for which there was insufficient information, what was the obstacle to providing a response and what actions would it take for you to be able to provide a response. (NARRATIVE RESPONSE) | | |

| | Sanilac (Human Development) | Sanilac (Dept of Human Services) |
|---|-----------------------------|----------------------------------|
| 1 What is known regarding the <u>need</u> (demand) for regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | No Survey sent yet | No survey sent yet |
| 2 What is known regarding the <u>existence</u> of regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | | |
| 3 Based on the need (#1) and the existence (#2), is there a gap? (YES/NO/UNSURE AND IF YES, (NARRATIVE DESCRIPTION) | | |
| 4 Can you rank this gap in comparison to all the other gaps identified in all areas within the RPA? YES/NO AND YES, PROVIDE A RANK. | | |
| 5 What is needed to close this gap (LIST ONE OF THESE ANSWERS OR PROVIDE YOUR OWN) <ul style="list-style-type: none"> a. Better coordination between transit agencies b. Additional Transit Service c. Other d. Don't Know | | |
| 6 In this county/area, what are the unmet <u>local</u> transit mobility needs, such as portions of the county or transit agency's service area with very limited frequency or hours of service)? (YES OR NO AND IF YES, DESCRIBE) | | |
| 7 Is the <u>local</u> need in #6 a higher priority than the regional need in #3? (YES/NO) | | |
| 8 For any of the questions above for which there was insufficient information, what was the obstacle to providing a response and what actions would it take for you to be able to provide a response. (NARRATIVE RESPONSE) | | |

| | | |
|---|-----------------------------------|--|
| | Sanilac (Veterans Administration) | |
| 1 What is known regarding the <u>need</u> (demand) for regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | No survey sent yet | |
| 2 What is known regarding the <u>existence</u> of regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | | |
| 3 Based on the need (#1) and the existence (#2), is there a gap? (YES/NO/UNSURE AND IF YES, (NARRATIVE DESCRIPTION) | | |
| 4 Can you rank this gap in comparison to all the other gaps identified in all areas within the RPA? YES/NO AND YES, PROVIDE A RANK. | | |
| 5 What is needed to close this gap (LIST ONE OF THESE ANSWERS OR PROVIDE YOUR OWN) <ul style="list-style-type: none"> a. Better coordination between transit agencies b. Additional Transit Service c. Other d. Don't Know | | |
| 6 In this county/area, what are the unmet <u>local</u> transit mobility needs, such as portions of the county or transit agency's service area with very limited frequency or hours of service)? (YES OR NO AND IF YES, DESCRIBE) | | |
| 7 Is the <u>local</u> need in #6 a higher priority than the regional need in #3? (YES/NO) | | |
| 8 For any of the questions above for which there was insufficient information, what was the obstacle to providing a response and what actions would it take for you to be able to provide a response. (NARRATIVE RESPONSE) | | |

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|---|--|---|
| | Clare, Gladwin, Isabella, Mecosta, Midland, Osceola (Central Michigan Community Mental Health) | Arenac, Bay, Huron, Iosco, Isabella, Montcalm, Saginaw, Sanilac, Shiawassee, Tuscola (Hospital Council of East Central Michigan) |
| 1 What is known regarding the <u>need</u> (demand) for regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | No survey sent yet | <p>No survey response as of yet, but did attend webinar regarding the Health Innovation Non-Emergency Transportation Grant</p> <hr/> <p>Learning Objectives</p> <p>Understand the grant purpose and rationale for creating a regional Non-Emergency Medical Transportation (NEMT) module for healthcare providers in the east central region.</p> <p>Learn how partnering with hospitals, long-term care and health providers can improve NEMT barriers to increase patient satisfaction, improved outcomes and reduce missed appointments.</p> <p>Increase your knowledge of the collaborative work through the Hospital Council and regional partners to overcome barriers in transitioning care and providing valuable resources to the community.</p> <p>The new NEMT module will be an expansion to the HCECM's proprietary healthcare Resource Directory, already in place. The directory is currently being used by hospital discharge planners in a 16 county region. Find out how your company can be added to our Resource Directory that is used in patient health planning.</p> <p>Our goal is to improve care by designing the NEMT Module that will include a strong array of non-emergency medical and necessary transportation options.</p> <p>HCECM members strategic goals is to reduce re-admission rates and improve patient outcomes by addressing the difficulties patients face in securing transportation to follow-up appointments, outpatient therapy, dialysis, and other medical needs. Barriers often include travel distance, sometimes the need to cross multiple counties, unrealistic wait times, and lack of wheelchair accommodations or personal assistance. NEMT Module will also help alleviate the frustration of professionals who assist in coordination of transportation services.</p> |
| 2 What is known regarding the <u>existence</u> of regional transit mobility in the county or transit agency's service area (NARRATIVE DESCRIPTION) | | |
| 3 Based on the need (#1) and the existence (#2), is there a gap? (YES/NO/UNSURE AND IF YES, (NARRATIVE DESCRIPTION) | | |
| 4 Can you rank this gap in comparison to all the other gaps identified in all areas within the RPA? YES/NO AND YES, PROVIDE A RANK. | | |
| 5 What is needed to close this gap (LIST ONE OF THESE ANSWERS OR PROVIDE YOUR OWN) <ul style="list-style-type: none"> a. Better coordination between transit agencies b. Additional Transit Service c. Other d. Don't Know | | |
| 6 In this county/area, what are the unmet <u>local</u> transit mobility needs, such as portions of the county or transit agency's service area with very limited frequency or hours of service)? (YES OR NO AND IF YES, DESCRIBE) | | |
| 7 Is the <u>local</u> need in #6 a higher priority than the regional need in #3? (YES/NO) | | |
| 8 For any of the questions above for which there was insufficient information, what was the obstacle to providing a response and what actions would it take for you to be able to provide a response. (NARRATIVE RESPONSE) | | |