

WHAT ARE POTENTIAL TRANSIT ALTERNATIVES FOR HOBART?

• Fixed Route Service

- Fixed-route transit service is a transportation service with buses that travel along an established route at preset times. Fixed-route bus service has designated stops where passengers get on and off, as well as printed schedules or timetables that show passengers the bus route and planned stop times.



• Commuter Bus Service

- Commuter bus service is a fixed-route bus system that primarily connects outlying areas with a central city. Commuter bus operates with at least five miles of continuous, closed-door service. This service may operate motorcoaches (aka over-the-road buses), and usually features service in the morning and afternoon peak periods and a limited number of stops to increase the speed of the service.



• Demand Response Service

- Demand Response service uses passenger cars, vans, or small buses to support the unique travel needs of a specific traveler. The service operator will send out a vehicle to pick up the passengers and transport them to/from their destinations. Demand Response (or Dial-a-Ride) service does not use a fixed route or schedule, and vehicles are often sent to pick up multiple passengers at different locations before taking them to their respective destinations. This service generally does not require the capital and operating investment of fixed route service, and can be operated at reasonable cost in lower density communities relative to fixed route service.



• Van Pool Service

- Vanpools are similar to carpools and allow groups of people to share the ride. Vanpools use seven to 15 passenger vans and typically require 6-8 regular users to successfully recoup operating and maintenance costs. Vanpools can be privately organized by a company or group, public agencies and can be managed by a local public agency or through a contract with a private service provider (leases vehicles and manages the administrative parts of the service).



WHAT ARE POTENTIAL FUNDING SOURCES FOR TRANSIT IN HOBART?

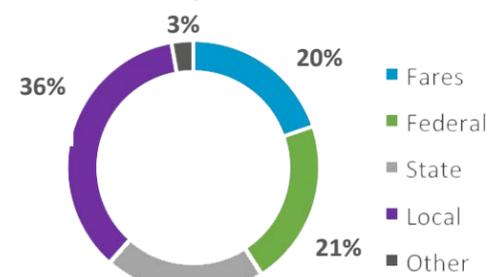
Funding operating and capital costs (buses, maintenance facilities, etc.) for transit typically requires combining dollars from a number of sources, including:

- Passenger fares
- Federal funds supported by gas taxes
- State funds from the DOT
- Local matching funds
- Optional sales taxes

On average across the state in 2014, passenger fares account for 20% of transit costs; federal funds approximately 21%, state funds 20%, and local sources approximately 39%. Local funds in other Indiana communities are collected in a variety of ways, including local transit fees (similar to the existing sewer or garbage collection fees), optional sales taxes, itemized property tax, or local income tax allocation.

Through the remainder of the study, each concept will be discussed with the goal of narrowing the range to those that are most viable.

Funding Sources for Public Transportation in Indiana



Source: 2014 National Transit Database

WHAT'S NEXT?

- **Develop Transit Alternatives**
- **Costs and Funding**
- **Implementation Timing** (if transit is supported)

HOBART TRANSIT FEASIBILITY STUDY

February 2015

PUBLIC MEETINGS SCHEDULED

The first round of public information meetings for the transit study are scheduled for February 25, 2016. The purpose of the meetings will be to gather firsthand input on travel needs that are not being met and to discuss how transit may support these needs. In addition, information on various potential concepts will be discussed.

Public Meeting Information 1

Date February 25, 2016
Time 9:30 AM to 11:00 AM
Location City Hall Council Chambers
414 Main Street

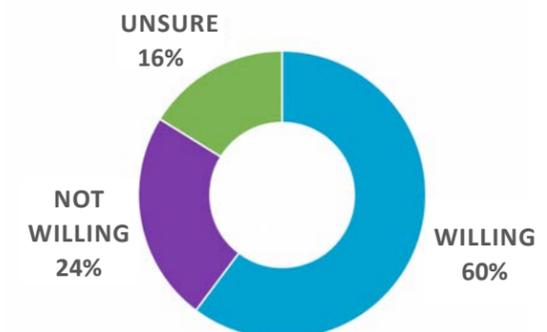
Public Meeting Information 2

Date February 25, 2016
Time 6:00 PM to 7:30 PM
Location City Hall Council Chambers
414 Main Street

COMMUNITY SURVEY

A key component of the Hobart Transit Feasibility Study is to conduct a community survey to gather input on transit needs, opportunities, and limitations within the community. The survey was hosted online on Survey Monkey during October and November 2015. Paper surveys were also distributed at the Hobart Branch of the Lake County Public Library, the Maria Reiner Center, the Hobart Chamber of Commerce, TradeWinds Rehabilitation, St. Mary's Hospital, and Hobart City Hall. 229 individuals responded to the online and paper surveys.

Would you or another member of your household consider using transit if it were available in Hobart?



Contact Information

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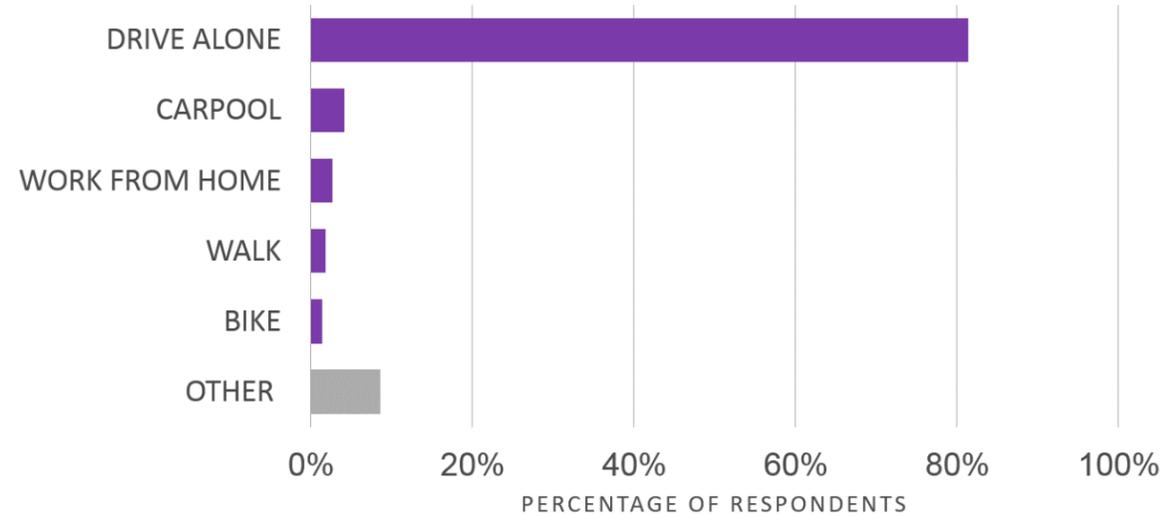
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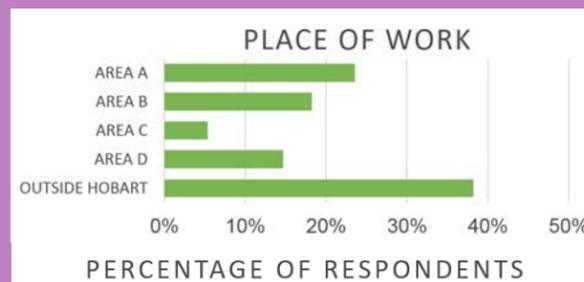
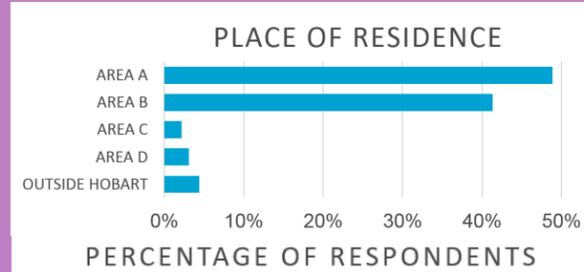
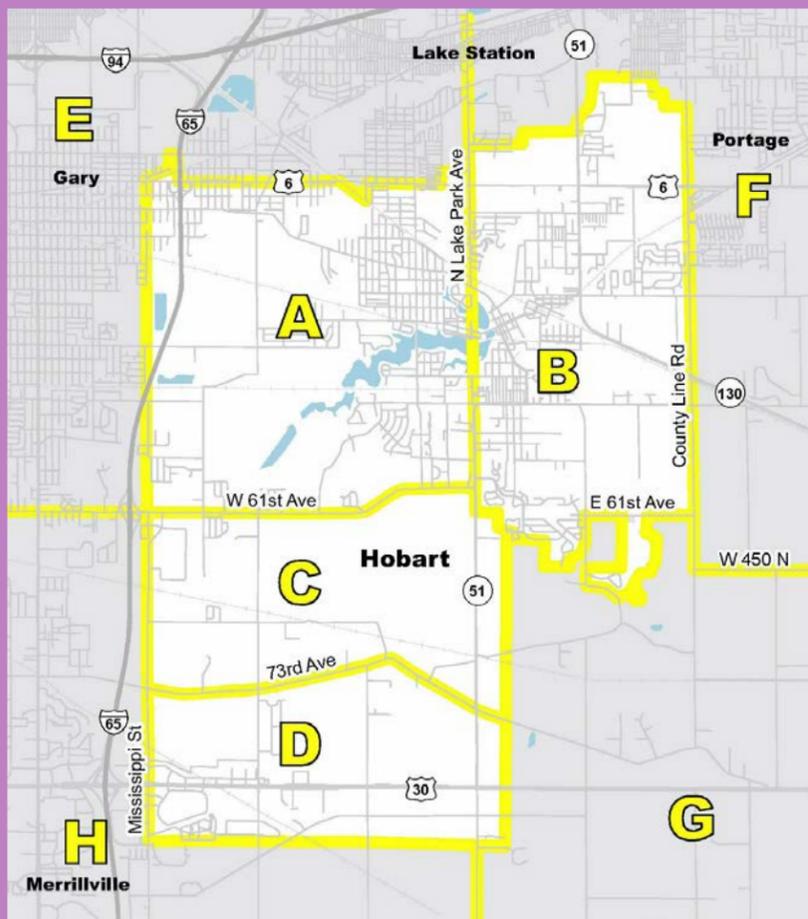
Transit Advisory Committee

Sergio Mendoza, *Chairman, City of Hobart Planner*
Kelly Anoe, *Legacy Foundation*
Pam Broadaway, *Reiner Senior Center*
Mary Fetsch, *Saint Mary's Medical Center*
Bob Fulton, *City of Hobart Assistant to the Mayor*
Phil Gralik, *City of Hobart Engineer*
Jon Gold, *Tradewinds Services*
Nicole Lopez, *City of Hobart Events Manager*
Felix Perry, *Hobart Schools*
Belinda Petroskey, *NIRPC*
Lisa Winstead, *Hobart Chamber of Commerce*

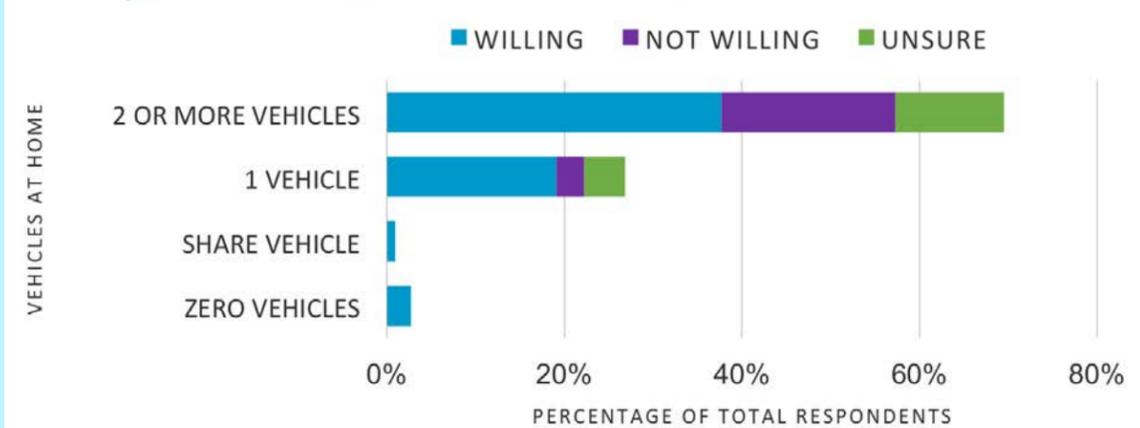
Primary Mode of Transportation to and from Work or Other Primary Destinations



Home and Work Location of People Who Completed the Survey

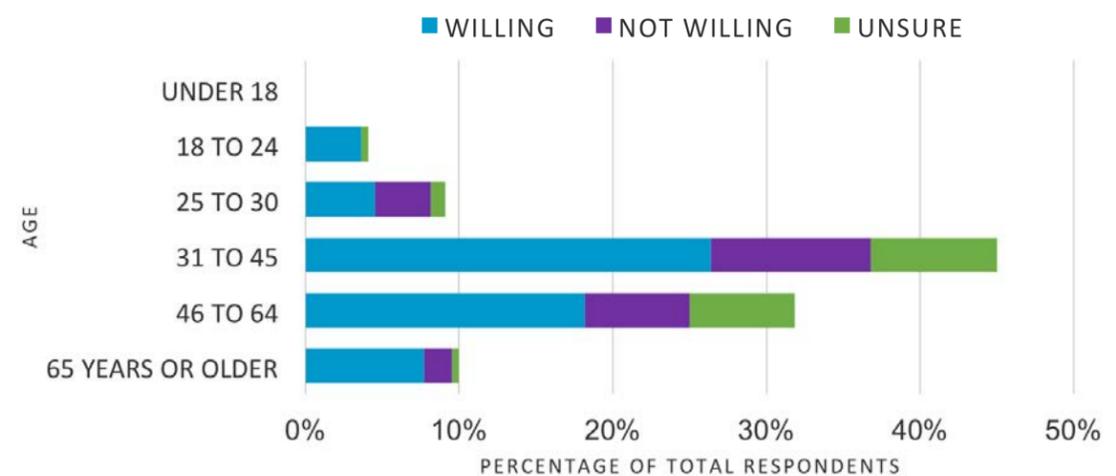


Willingness to Use Transit Service Relative to Vehicle Access



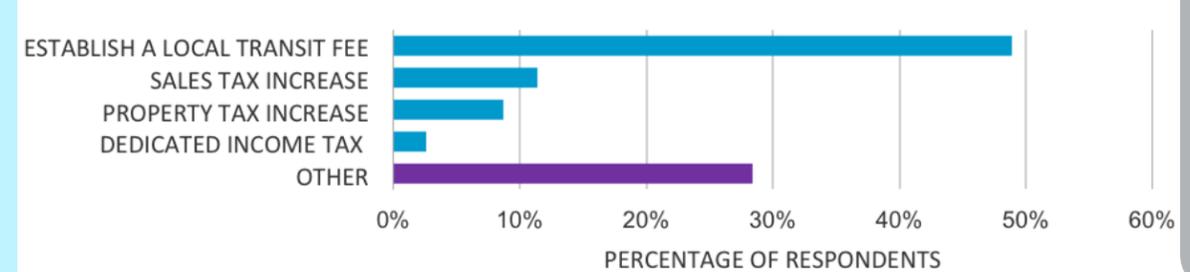
A majority of the survey respondents (approximately 70 percent) come from household with two or more vehicles, and over half of these households are willing to use transit service in Hobart. The large majority of households with one or fewer vehicles also are willing to use transit service.

Willingness to Use Transit Service Relative to Age



Approximately 45 percent of respondents are between the ages of 31 to 45, and over half of these individuals are willing to use transit service. Over half of respondents between the ages of 46 to 64 also support transit service in Hobart, and the majority of respondents in other age groups also are willing to use the service.

What do you think is the most reasonable method for funding the local portion of the cost of transit service in Hobart?



Of the 30 percent in the Other category, primary responses were private funding, obtain grants, and user fares should cover local costs.