



# Statewide Public Transportation Study

## 2018 REGION IV STATE PROGRAMS TEAM MEETING

*March 12-14, 2018*



# Study Purpose

- The purpose of the Statewide Public Transportation Study is to create a realistic menu of transit options that can be implemented in the next three to five years.

## Policy Options

*Performance Measures  
Roles & Responsibilities  
Funding*

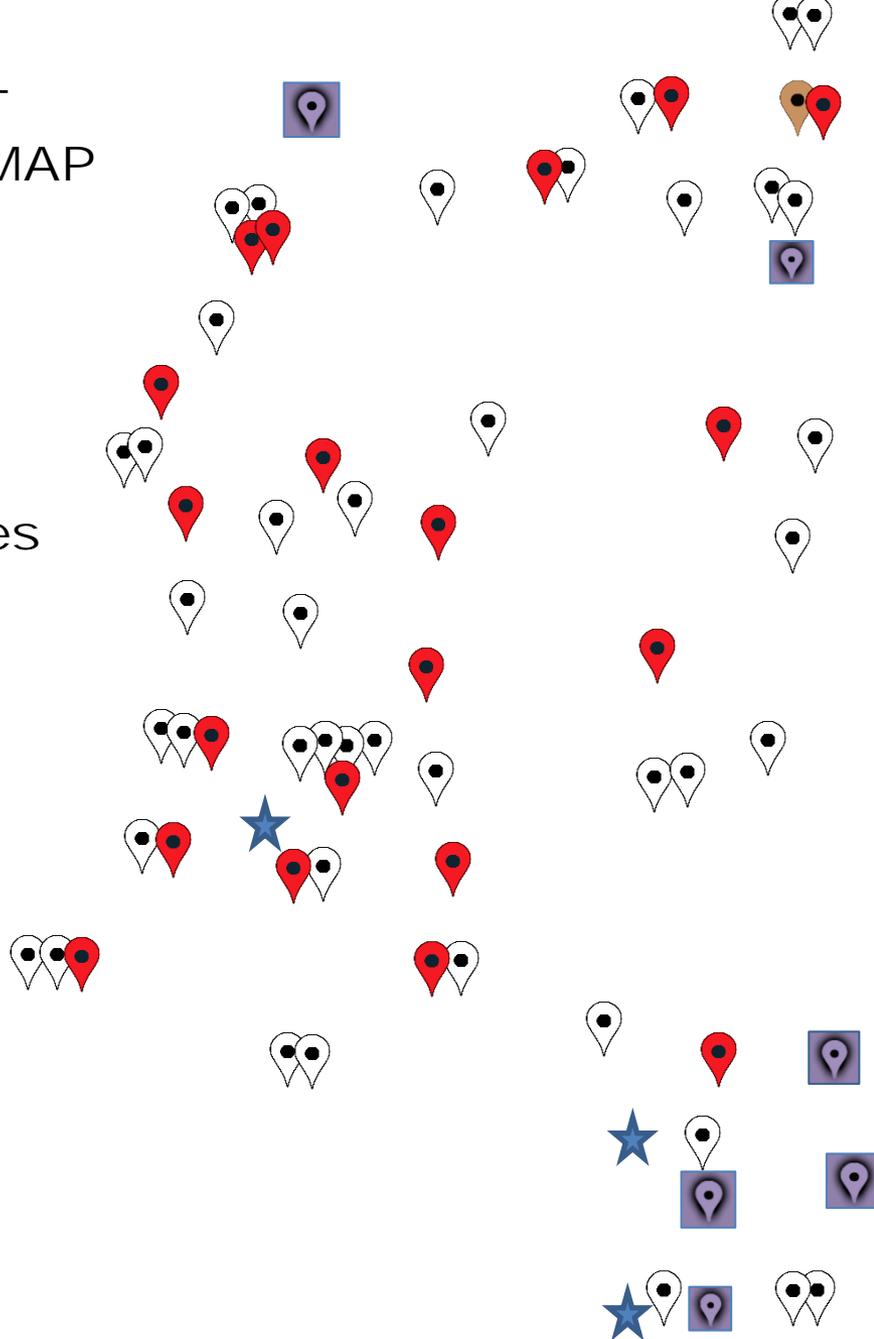
## Program Options

*Partnerships  
Capital Improvements  
Operating Improvements*

# TRANSIT PROVIDER MAP

## Service Types

- Fixed
- Flexible
- Demand
- Commuter Work



## Type of Providers

- ★ 5307 Urban Systems
- 📍 5310 Elderly & Disabled
- 📍 5310 Sub-Recipients
- 📍 5311 Rural Areas

White areas no current provider



# Project Phases

## THREE PHASES

***Phase 1***

***Existing  
Conditions***

**June -  
September**

***Phase 2***

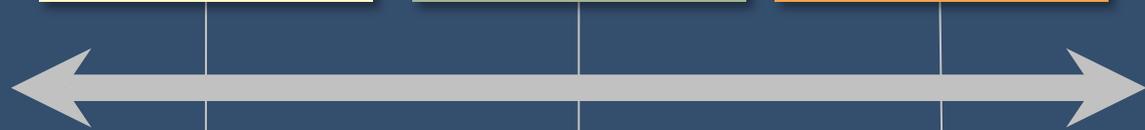
***Trends  
& Needs***

**October -  
December**

***Phase 3***

***Alternatives  
&  
Recommendations***

**January - July**



# Major Goals

- To assess the state's current and future transportation needs and establish a comprehensive plan to meet the mobility needs of the general public and targeted population groups.
- Create long term strategies for improving local and regional mobility options to meet future needs through coordination of resources.
- To develop long term infrastructure investment strategies

# Deliverables

- A final report with recommendations and implementation plan addressing the study purposes and goals
- A planning tool to assist the PTD to strategically invest resources to effectively address present and future mobility needs within the state.

# Key Findings

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1. Mississippi's population is projected to grow by 563,000 people, or 20%, over the next 25 years
2. Population and employment growth will occur primarily in existing urbanized areas
3. By 2025, one out of every five residents will be 65 or older
4. Over 40 percent of households have zero or one personal vehicle
5. There are an estimated 18.3 million unmet trips annually in households where no personal vehicle is available
6. 44 percent of Mississippians live in areas considered to be "high" or "very high" in transit dependence



# Study Outreach

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- Summit Survey
- Steering Committee
- Regional Working Group Meetings
- Provider Survey
- Stakeholder Interviews

# Summit Survey

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## 1. Trends Facing Your Region

- Growing senior population
- Rising cost of living

## 2. Transit Needs in Your Region

- Access to health care
- Access to employment

## 3. Improvements to Best Meet Needs

- Increased hours of service
- Expanded service area

## 4. Actions to Improve Transit in Region

- Greater local support
- Greater state support
- Greater coordination between local governments

# Regional Working Group Meeting #1 - Priorities

Priority	Objective	Urgency
1	Expand interagency coordination at the state level	1
2	Develop dedicated funding	3
3	Preserve existing services and maintain vehicles and facilities	1
4	Expand service areas	2
5	Develop statewide performance measures	2

Priority	Objective	Urgency
6	Increase existing service times/days	2
7	Improve mobility management	1
8	Develop a public transportation toolkit	1
9	Increase contract services	1
10	Streamline costs	2

Priority	Objective	Urgency
11	Expand technical assistance/training	2
12	Expand regional call centers and marketing resources	3
13	Implement new online technology	2
14	Establish performance measure benchmarks	3
15	Conduct passenger satisfaction surveys	1

Urgency: 1 = most urgent, 2 = very urgent 3 = urgent, 5 = somewhat urgent

# Regional Working Group Meeting #2 - Policies

- **Federal**
  - Clarify funding roles of federal agencies
  - Explore use of non-transportation federal funds for local match
- **State**
  - Provide a clearinghouse on all funding and grant opportunities
- **Local**
  - Identify sources for match

## Funding



- Templates for tracking progress towards identified goals – provide a “vision” for what providers can do better
- Toolkit to present the benefits of transit to political leaders, businesses, and the public

## Marketing



- **Providers need MDOT's assistance with specifications**
  - Standardized specs and list of vendors
  - Hybrid/natural gas vehicles
  - Vendors for medium and small vans with lifts

## Fleet Vehicles

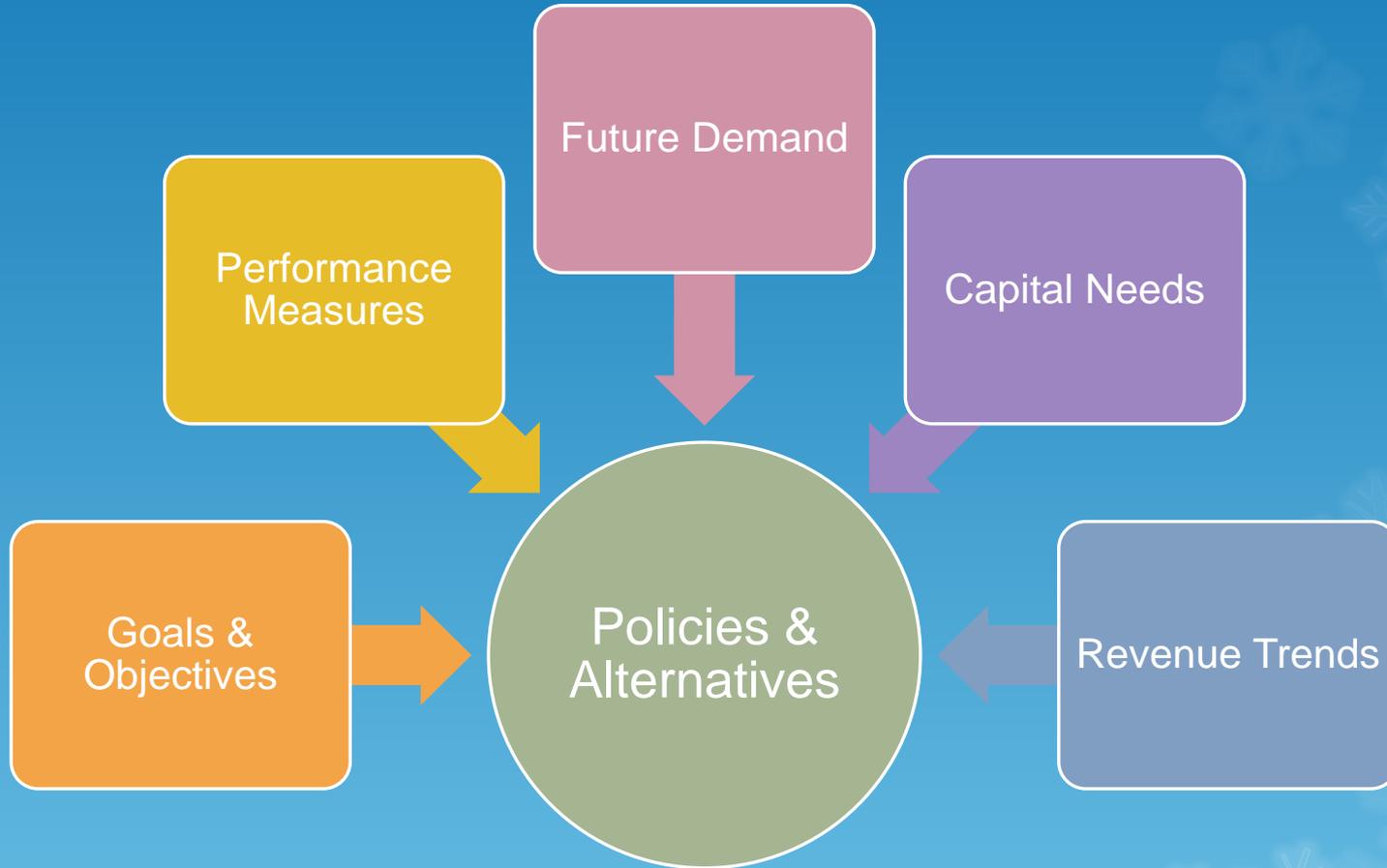


- Examine sub-stations where riders can transfer among providers to reduce duplicate trips
- Address service barriers between providers
- Increase connectivity to intercity providers

## Routes & Service Areas



# Alternatives Development



# Alternatives Development

- Three investment levels
  - **TREND** – Maintain what you have
  - **STRATEGIC ENHANCEMENTS** – Expand service areas and improve what you have
  - **TARGETED INVESTMENTS** – Expand service areas and service times/days
- Fourteen separate investment options or packages – each with multiple proposed improvements

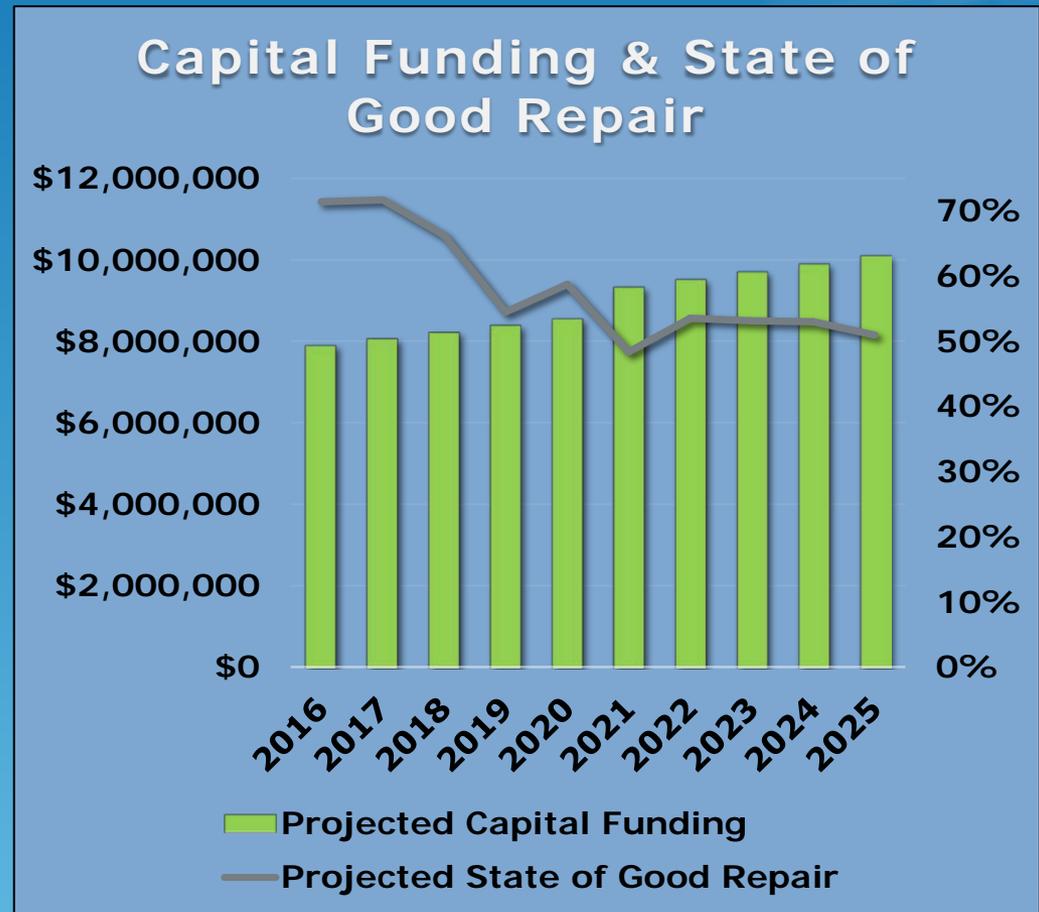
EXISTING CONDITIONS	TREND	STRATEGIC ENHANCEMENTS	TARGETED INVESTMENTS	FUTURE CONDITIONS
\$45.6 million (Annual Operating)	\$42.2 million (-\$3.4 million)	\$49.9 million (+\$7.7 million)	\$53.4 million (+\$3.5 million)	\$53.4 million (Annual Operating)
\$9.1 million (Annual Capital)	\$13.0 million (+\$3.9 million)	\$15.4 million (+\$2.4 million)	\$15.9 million (+0.5 million)	\$15.9 million (Annual Capital)
<i>Existing Ridership – Statewide</i> 4,675,833	<b>Formalize and Strengthen Flexible/Demand Response Partnerships</b> -\$1.3-\$3.4 million / ridership unchanged	<b>Provide Specialized Transit – All Counties</b> \$3.0 million / +217,000 ridership	<b>Increase All Flexible/Demand Response Service Times to 5:00 pm Weekdays</b> \$0.3 million / +13,000 ridership	<i>Existing Ridership – Statewide</i> 5,685,733 (+809,900)
<i>State of Good Repair – Statewide</i> 64.8%	<b>Maintain Fleet at 75%</b> \$2.0 million	<b>Provide Flexible/Demand Response – All Counties</b> \$4.3 million / +186,000 ridership	<b>Increase All Flexible/Demand Response Service to Saturdays</b> \$0.2 million / +10,000 ridership	<i>State of Good Repair – Statewide</i> >75%
	<b>State of Good Repair Investment</b> \$1.9 million	<b>Expand Existing Fixed Route Service Areas</b> \$3.1 million / 221,000 ridership	<b>Add New Flexible Route Services</b> \$0.9 million / +113,000 ridership	
		<b>Modify Existing Intercity Bus Service</b> \$0.7 million	<b>Add New Fixed Route Services</b> \$1.1 million / +62,000 ridership	
			<b>Add New “Access to Employment” Routes</b> \$0.8 million / +7,900 ridership	
			<b>Add New Intercity Bus Service</b> \$ 1.0 million	

# State of Good Repair



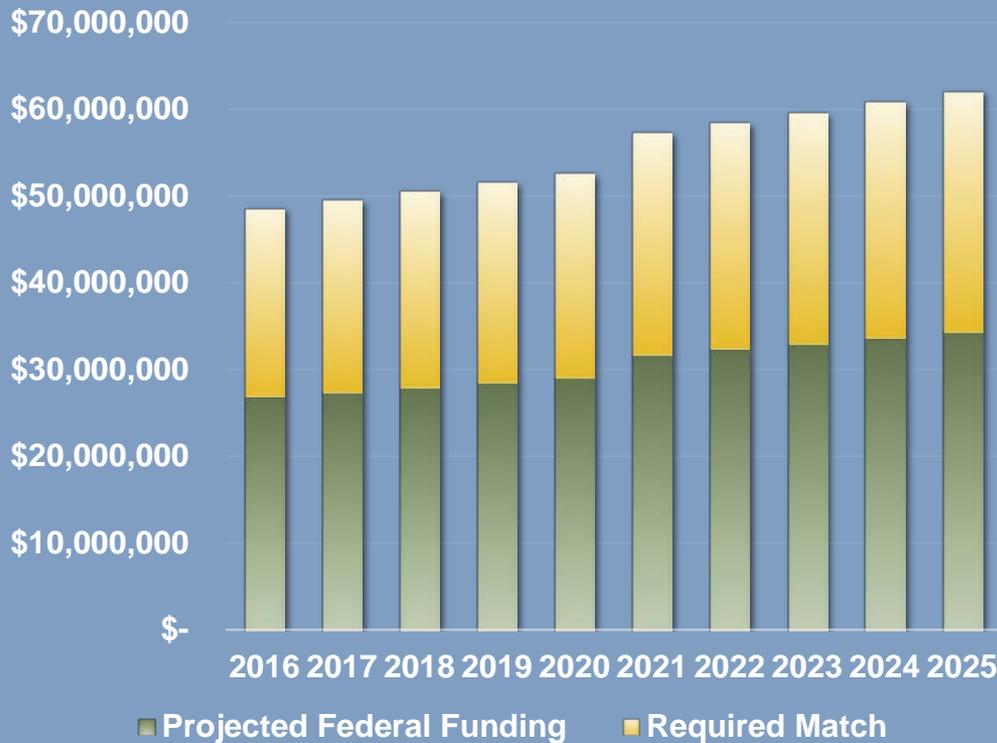
Provider Type	% of Vehicles Meeting MDOT Standards
Urban Fixed Route	75.3 %
Non-Urban Fixed Route	79.3 %
Flexible/Demand Response	69.5 %
Statewide	72.3 %

**\$15 million backlog** – based on MDOT State of Good Repair Standards



# Projected Funding

Projected Federal and Local Funding



	2016	2020	2025
Federal Funding	\$26,880,362	\$29,096,168	\$34,329,145
Local Match	\$21,730,342	\$23,521,621	\$27,752,009
<b>TOTAL</b>	<b>\$47,926,735</b>	<b>\$52,617,789</b>	<b>\$62,083,341</b>

**\$6 million increase -  
required for local  
match statewide**

# Recommendations

The study outlined specific recommendations and strategies based on the six below categories:

1. Expand interagency coordination at the state level
2. Develop dedicated funding sources
3. Improve mobility management
4. Enhance cost effective service delivery
5. Develop statewide performance measures
6. Develop a public transportation awareness toolkit



Table 6-1. Summary of Program Recommendations

 Strategy	 Service	 Lead Organization	 Timeline	 Partners	 Resources/Funding	
State of Good Repair Strategies	Improve State of Good Repair for Transit Agencies	Transit Agencies	Ongoing	MDOT	FTA Grants, MMTIP Funds, TIGER Grants, Operating Cost Savings from Consolidation	
 Strategy	 Service	 Lead Organization	 Timeline	 Partners	 Resources/Funding	
Human Service Transportation Strategies	New and Enhanced Human Service Transportation Services	Transit Agencies	3 – 5 years	MDOT, RTCPGs	Section 5310, 5311, local, contract, and other funding sources	
	Service Span Improvements	Transit Agencies	< 1 year	MDOT, RTCPGs	Section 5310, 5311, local, contract, and other funding sources	
	New Flexible Route Services					
	Columbus	City of Columbus, Lowndes County	3 – 5 years	MDOT	Section 5310, 5311, local, contract, and other funding sources	
	Greenville	BCCOA/MVSU				
	Laurel	DJ Transit/Community Development				
	Natchez	Natchez Transit System				
	New Commuter Flexible Routes – “Access to Employment” Routes					
	Waynesboro to Laurel	DJ Transit/Community Development	3 – 5 years	MDOT, MDES	Section 5311, local, and other workforce development funding sources	
	De Kalb to Meridian	Choctaw Transit				
Port Gibson to Vicksburg	Claiborne County HRA					
Carthage to Canton and Madison	Choctaw Transit, Madison Co. CCA					
Columbus to West Point to Starkville	Counties of Clay, Lowndes, and Oktibbeha					
Collins to Hattiesburg	5-County					

 <b>Strategy</b>	 <b>Service</b>	 <b>Lead Organization</b>	 <b>Timeline</b>	 <b>Partners</b>	 <b>Resources/Funding</b>
<b>Fixed Route Services Strategies</b>	Expand Existing Fixed Route Service Areas				
	Hub City Transit	Hub City Transit	1 - 3 years	MDOT	Section 5307
	JATLAN	JATLAN	3 - 5 years		
	NRoute	NRoute	1 - 3 years		Section 5311
	New Commuter Fixed Routes				
	Gulfport to Pass Christain	CTA	1 - 3 years	MDOT	Section 5307
	Jackson Area Routes	JATLAN	3 - 5 years		
	Olive Branch to Memphis	MATA	1 - 3 years		
	New Fixed Route Services				
	Meridian	City of Meridian, Choctaw Transit	1 - 3 years	MDOT	Section 5311
Southaven-Horn Lake	Cities of Southaven and Horn Lake, MATA	3 - 5 years		Section 5307	
Tupelo	City of Tupelo	3 - 5 years		Section 5311	
<b>Intercity Bus Services Strategies</b>	Existing Local and Regional Services to Be Modified				
	Bay St. Louis to Gulfport Feeder	CTA	1 - 3 years	MDOT, Intercity Bus Providers	Section 5311
	Pascagoula to Biloxi Feeder				
	Canton to Jackson Feeder	Madison County CSA			
	Choctaw to Meridian Feeder	Choctaw Transit			
	Greenwood to Greenville Feeder	MVSU Mass Transit			
	New Feeder Services				
	Grenada - Oxford - Tupelo Route	Intercity Bus Provider	3 - 5 years	Local Transit Agencies	Section 5311(f)
	Meridian - Gulfport Route				
	Meridian - Tupelo Route				



 <b>Strategy</b>	 <b>Service</b>	 <b>Lead Organization</b>	 <b>Timeline</b>	 <b>Partners</b>	 <b>Resources/Funding</b>	
<b>State Agency Coordination Strategies</b>	Expand Interagency Transit Strategy Working Group	MDOT	1-3 months	State Departments of Human Services, Employment Security, Vocational Services, and Mental Health	Staff Time	
	Create Optimal Service Areas	RTCPCGs	< 1 year	Transit Agencies, MDOT	Section 5310 Funding	
	Encourage Fixed Route/ Demand Response Services	Fixed Route Providers	< 1 year	Rural Transit Agencies, MDOT	Section 5307 Funding	
	Establish Transfer Points	RTCPCGs	3 - 5 years	Transit Agencies, MDOT	Section 5310 Funding	
<b>Performance Measures Strategies</b>	 <b>Strategy</b>	 <b>Service</b>	 <b>Lead Organization</b>	 <b>Timeline</b>	 <b>Partners</b>	 <b>Resources/Funding</b>
	Classify Transit Services	MDOT	1-3 months	Transit Agencies, RTCPCGs	Staff time	
	Select Performance Measures	MDOT	1-3 months	Transit Agencies, RTCPCGs	Staff time	
	Set Performance Benchmarks	MDOT	1-3 months	Transit Agencies, RTCPCGs	Staff time	
	<b>Implementation</b>					
<ul style="list-style-type: none"> <li>Report Annually</li> </ul>	MDOT	Annually	Transit Agencies, RTCPCGs	Staff time		
<ul style="list-style-type: none"> <li>Provide Assistance</li> </ul>	MDOT	On-going	Transit Agencies, RTCPCGs	Staff time		
<b>Mobility Management Strategies</b>	 <b>Strategy</b>	 <b>Service</b>	 <b>Lead Organization</b>	 <b>Timeline</b>	 <b>Partners</b>	 <b>Resources/Funding</b>
	Add New Regional Call Centers / One Call One Click Centers	RCTPG Lead Agencies	3 - 6 months to > 1 year	MDOT, Transit Agencies, MPOs, PDDs	FTA Grants, Administration on Aging Title III-B, and State Department of Labor Welfare to Work grants	
Expand Purchase of Service	5310 Providers	1-3 months	MDOT, Transit Agencies	FTA Grants, Other Human Services Transportation Funding		



 <b>Strategy</b>	 <b>Service</b>	 <b>Lead Organization</b>	 <b>Timeline</b>	 <b>Partners</b>	 <b>Resources/Funding</b>
<b>Public Awareness Toolkit Strategies</b>	Develop Public Awareness Toolkit	MDOT	6-9 months	Transit Agencies, RTCPGs	Staff Time
	Distribute and Present Public Awareness Toolkit	Transit Agencies, RTCPGs	Ongoing	MDOT	Staff Time
 <b>Strategy</b>	 <b>Service</b>	 <b>Lead Organization</b>	 <b>Timeline</b>	 <b>Partners</b>	 <b>Resources/Funding</b>
<b>Dedicated Transit Funding Strategies</b>	Implement Public Awareness Toolkit	MDOT	1 year	Transit Agencies, RTCPGs	Staff Time
	Establish Transit Funding Committee	Transit Agencies, Stakeholders	1 - 2 years	MDOT, RTCPGs, Stakeholders	Staff Time
	Work with State Legislature	MDOT	Ongoing	Transit Agencies, RTCPGs, Stakeholders	Staff Time
	Develop Investment Plan	MDOT, Transit Agencies, RTCPGs	2 - 3 years	Stakeholders	Staff Time

# Next Step – Implementation

## “A Call to Action”



# Implementation Plan

## Regional Dialogues – “A Call to Action”

- Develop implementation plan from study to develop short-range and long-range actionable items to accomplish each recommendation; designation of the Who? What? Where?
- Incorporate recommendations and actionable steps within regional planning framework/statewide coordination plan
- Develop performance goals/measures to gauge success

# Attendees

- Local State Division Heads
- Local elected officials (City, County, State)
- State Agency-Division Heads
- Community Champions/Leaders
- Local Businesses Owners
- City and/or County Planners
- Planning & Development District (PDD)/Metropolitan Planning Organization (MPO)
- Medical Providers
- Employment Sector Agencies and Organizations
- Community Action Agencies
- Public/Private Transportation Providers
- Faith Based Groups
- Consumers
- Students



# Regional Dialogue's "Overall Take Away"

- Regional Coordination has many arms in the overall success of Community Transportation. With the assistance of the statewide study, regional studies, community input from town hall meetings, we were able to develop a format moving forward in addressing the needs of the various communities.
- Our goal during the six Regional Dialogues was to hold community meetings that would allow our various stakeholders and regional group members to "step up and out" in their role to work with the various Regional Groups to provide assistance in meeting the goals and objectives.
- Various committees were formed and individual commitments were made to be "An Active Part" in the development of a solution, rather than "An Observer" of what needs to be done.
- In our efforts to address the recommendations from the statewide study and implement viable solutions to meet the unmet needs and gap within the transit agencies and the local communities being served, each Regional Group will continue to hold Annual Regional Dialogues that will highlight the progress and success of the Regional planning efforts and develop next phase priorities, strategies, assignments to move the lever higher in serving our communities.

# QUESTIONS???

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