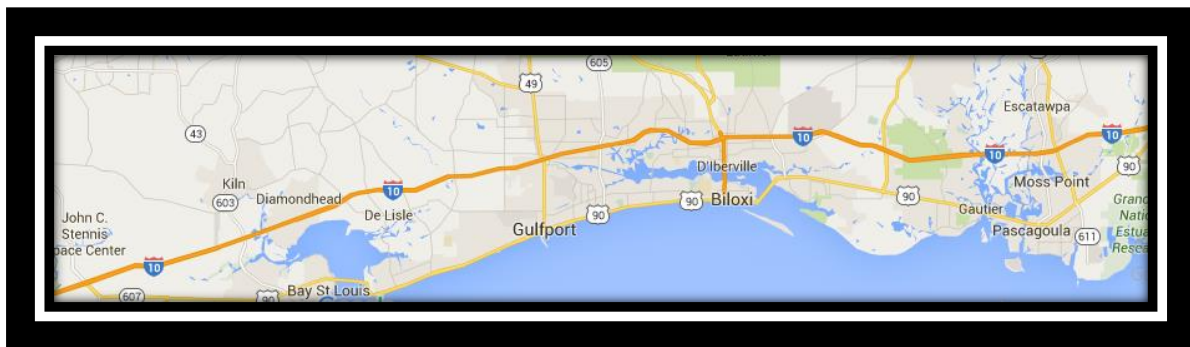


COORDINATED PUBLIC HUMAN SERVICE TRANSPORTATION PLAN

Mississippi Gulf Coast Region

May, 2016



Prepared by: GULF REGIONAL PLANNING COMMISSION

For: Coast Transit Authority



Coast Transit Authority



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Chapter 1: Introduction

Plan Purpose

The purpose of the *Coordinated Public Human Services Plan Transit Plan* is to identify the transportation needs of individuals with disabilities, older adults, and those with lower incomes, and to identify and prioritize strategies for meeting those needs. The primary reason for this goal is to promote transportation equity among those who may otherwise be transportation disadvantaged.

This plan reviews previous plans and takes into account changes which have occurred in the MS Gulf Coast area as a result of population growth, as well as changes in settlement patterns resulting since the last plan.

The requirement for a Coordinated Transportation Services Plan was included within U.S.C. 5310, covering guidance on the administration of the transit assistance program for seniors and individuals with disabilities under 49, and as part of the Moving Ahead for Progress in the 21st Century Act (MAP-21). This is required as a prerequisite for funding transit programs under the Sections 5310 program administered through the Federal Transit Administration (FTA). The Gulf Regional Planning Commission commenced activity on this regional plan in 2016.

This plan was developed with the following actions:

- Incorporated input of a regional coalition of stakeholders
- Identified available resources for transportation services utilized by transit operators within the Federal Transit Administration 5310 programs;
- Addressed identified priorities for transportation services identified through a survey process conducted by *Gulf Regional Planning Commission*
- The survey included feedback from transit providers and consumers to determine service gaps and needs

Region Description

The *Mississippi Gulf Coast area* is comprised of three counties, Harrison, Hancock, and Jackson. Generally, the pattern of population and development can be defined as a series of smaller to medium sized cities. Within this region are areas classified by the Census Bureau as urbanized area. Two of these areas sit adjacent to one another along the Gulf Coast (*Gulfport, MS UZA and Pascagoula, MS UZA*).

Region Stakeholders

A stakeholders group of individuals representing many agencies, service providers and service consumers has been formed to help with the implementation and evaluation of the coordinated plan. Surveys were sent to members of this stakeholders group. Information from the completed surveys was used in formulating recommendations listed in this report. A summary of the planning process is shown below. A copy of the stakeholders list has been provided in *Appendix B*.

Table 1-1: Stakeholder Process; 2016
Mississippi Gulf Coast Region

- Group of Stakeholders Identified
- Survey was sent by email to stakeholders in the region to obtain feedback on transportation needs in region
- Survey response data compiled and summarized
- Summary of findings, needs and recommendations

Description of Existing Transit Services and Identified Needs in Region (2016)

At the time of this report's development, the Mississippi Gulf Coast Region's generalized transit and transportation network consisted of the following main components:

General Public Transportation – the region's larger Metropolitan areas (Biloxi-Gulfport and Ocean Springs) had some form of public transportation service. Urban fixed-route and complementary paratransit services operate in Biloxi-Gulfport-Ocean Springs through Coast Transit Authority.

Elderly and Handicapped Transportation – a network of social service agencies and regional government operate a system of elderly and handicapped transportation throughout the 3 county area. Coverage of these systems vary between provider and geography.

Private Market – many of the larger communities, greater than 10,000 in population, have some form of taxicab transportation available to residents on an as needed, first come, first served basis. Also, the regions larger communities are interconnected by the current interstate carrier, Greyhound.

Non-Emergency Medical Transportation – several ambulance companies and escorted transportation service providers can be found in the region offering transportation to hospital facilities in the Gulfport-Biloxi and Ocean Springs-Pascagoula-Moss Point areas.

Assessment of Transportation Services

An assessment of the MS Gulf Coast Region's transportation inventory was conducted by Gulf Regional Planning Commission with the assistance of a consultant. The full document is located in the *Appendix C* of this report.

District Vision, Goals and Objectives

The following goals were identified in previous plans and stakeholder meetings. These goals were then incorporated into an updated survey that was administered to current area stakeholders.

- To increase and expand on current service hours.
- To more effectively engage the local elected officials in supporting transit growth on the Gulf Coast
- To improve and expand the availability of transportation services to include more of the traditionally underserved populations such as the disabled and elderly.
- To develop and implement an education and awareness program. Specifically to identify and secure the assistance of a mobility manager, and to increase community awareness and support of coordinated transportation efforts
- To better coordinate services to improve operation of transportation services.

Chapter 2: Mississippi Gulf Coast Regional Profile

Geographic Information

The **Mississippi Gulf Coast Region** is crossed by a series of Interstate, US and State Highways. Interstate 10 connects all of the counties along the Gulf of Mexico. Highway spurs from each feed into larger cities located along their routes. This provides high speed, highway access to all of the larger population centers in the region.

US Highway I-10 crosses the region and connects the larger cities to smaller towns and settlement areas. While US 11 runs parallel to the I-59 corridor, US 49 provides the primary connection between the Coast and Hattiesburg and Jackson. US 90 connects all three coastal counties.

A series of State Highways complete the major roadway network. In most areas, these are primarily 2-Lane highways, except for those widened sections found inside of denser urban areas. These provide connections between smaller communities and form a web of roadways which help connect less dense, lower populated areas to nearby cities and towns.



From a transit perspective, the region's main cities are well connected, through a series of high-speed, limited access roadways. Travel to smaller towns, particularly in the eastern side of the area, is only accomplishable by US Highways and State Routes. These roadways are typically more traveled and better connected to adjacent land uses. This increases the likelihood of encountering congestion and delay which would increase travel time point-to-point.

Demographic Information

In 2014, the MS Gulf Coast Region (MGCR) had a total population of 370,787, which represents 12.4 % of the statewide population. This area has an average population density of 204 persons per square mile. This is more than three times the statewide average.

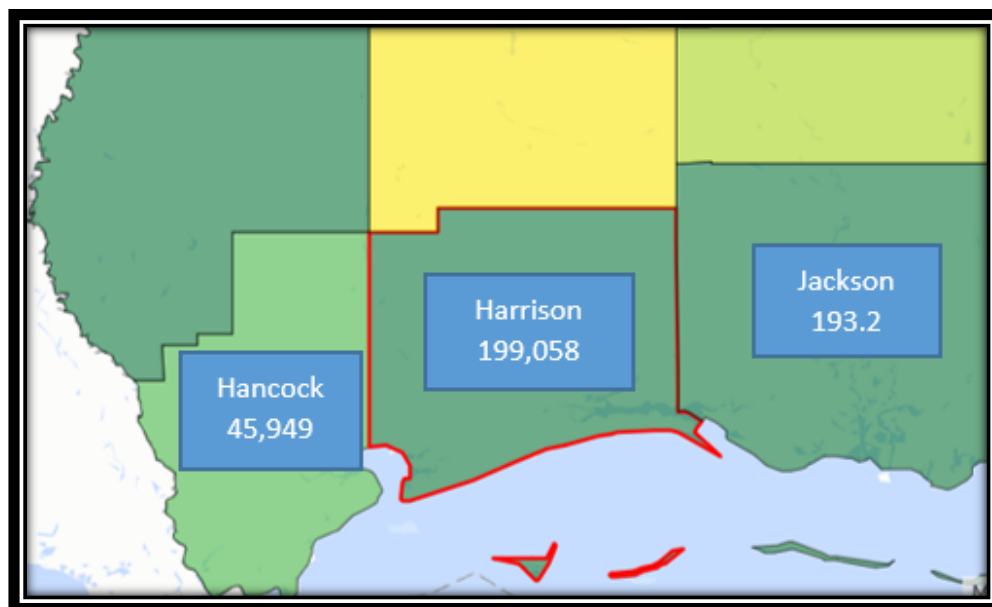
All three individual MS Gulf Coast Counties had population densities higher than the state average. Table 2-1 provides an overview of the population and density of each county, along with an indication of the primary city in each.

Table 2-1: Population and Density (2010-2014)
Mississippi Gulf Coast Region

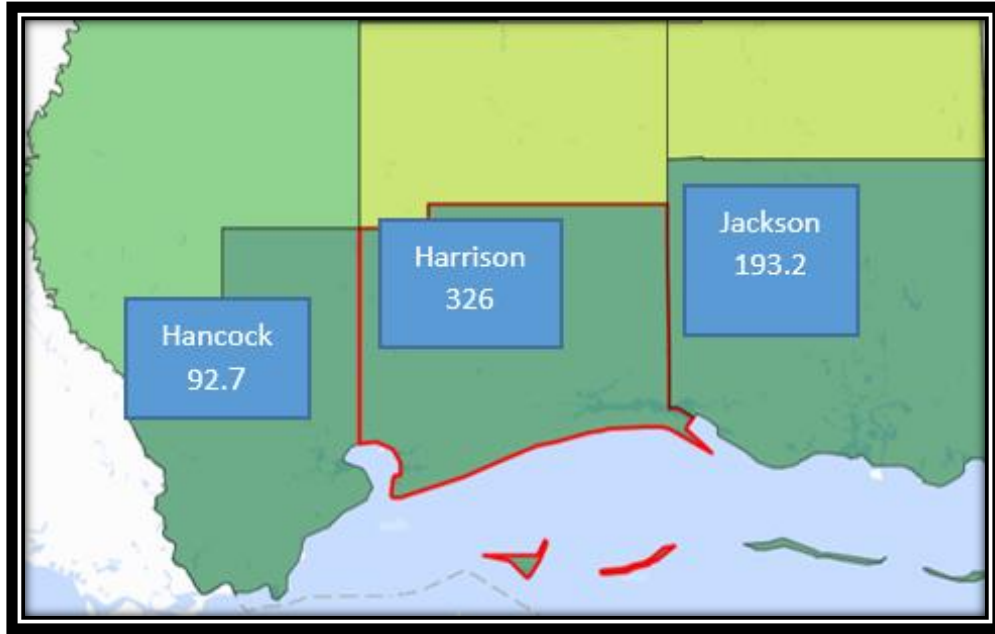
County	2010 Population	2014 Population	2010 Pop Density Per Square Mile	Primary City
Hancock	43,929	45,949	92.7 people	Bay St. Louis
Harrison	187,105	199,058	326 people	Gulfport
Jackson	139,668	141,137	193.2 people	Pascagoula
Regional Total	370,787	370,787	204 People	
Statewide	2,967,297	2,994,079	63.2 People	

Data from the US Bureau of the Census, 2010, 2014, as downloaded in 2016
Table compiled by GRPC, 2016.

As shown in the maps below; between 2010 and 2014, a net population growth was found in all three coastal counties (Hancock, Harrison, and Jackson).



MS Gulf Coast 2014 Population by County: Source: US Census



MS Gulf Coast: Population Per Square Mile, by County, (2010): Source U.S. Census

From a transit perspective, areas of higher density population typically have a land use and development pattern more conducive to fixed-route service. These urban areas may also have the market to support transit facilities including terminals and defined stop areas. Rural areas lack this same “compactness” of population, this making them more feasible for demand-actuated services which respond to the needs of individuals through advance appointment, given the need expressed in the local population.

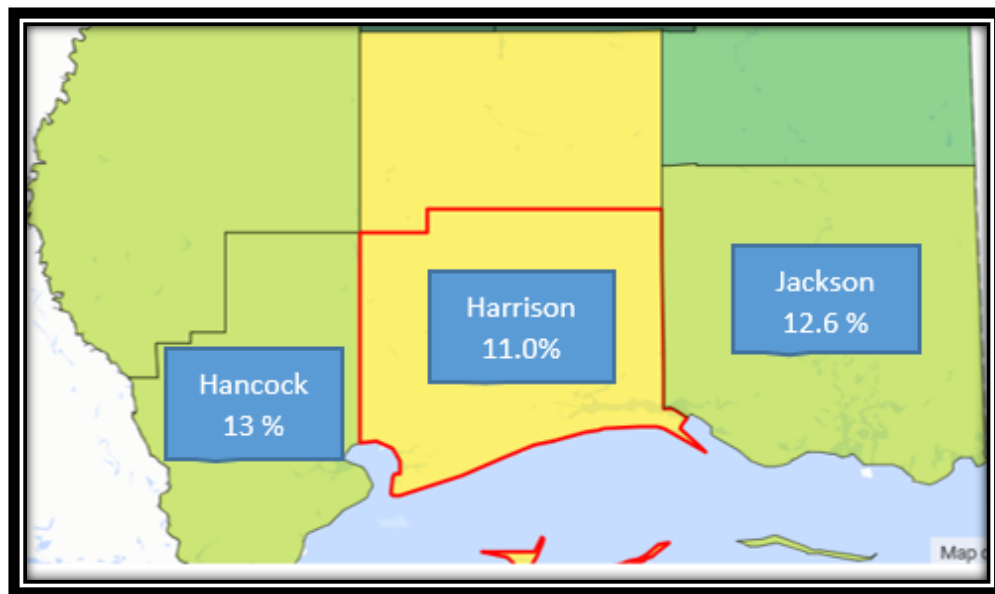
Disabled, Elderly and Population in Poverty

Some of the most common population groups which utilize public transportation services include the disabled, elderly and those in poverty. Table 2-3 provides relevant Census data on these groups and their presence in the general population. According to 2014 Census data, persons with a disability exceeded the statewide average in two counties. Likewise, one of the counties in the MS Gulf Coast area has a higher percentage of persons 65 years and older than the state. Finally, two of the coastal counties have a higher percentage of persons in poverty than the statewide average.

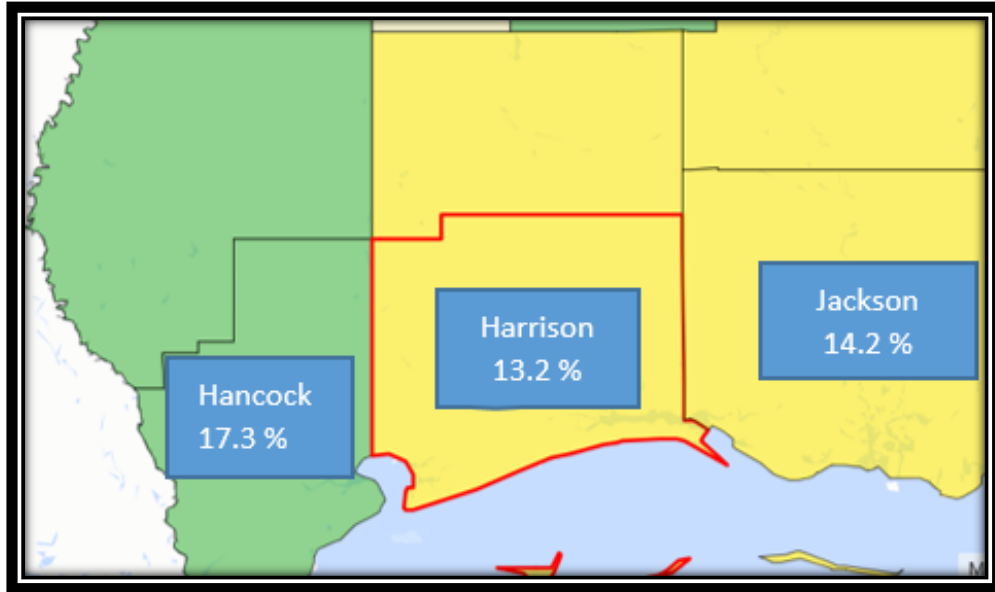
Table 2-3: Disabled and Elderly Population, by County
Mississippi Gulf Coast Region

County	Persons with a Disability, Under Age 65 (2014) % of Total Population	Persons 65 Years and Older (2014) % of Total Population	Total Persons In Poverty Percentage (2014), by County % of Total Population
Hancock	13 %	17.3 %	19.8 %
Harrison	11%	13.2 %	18.8 %
Jackson	12.6%	14.2 %	15.6 %
MSGC Region	12.2	14.9 %	18.01
Statewide	11.9 %	14.3 %	18.07

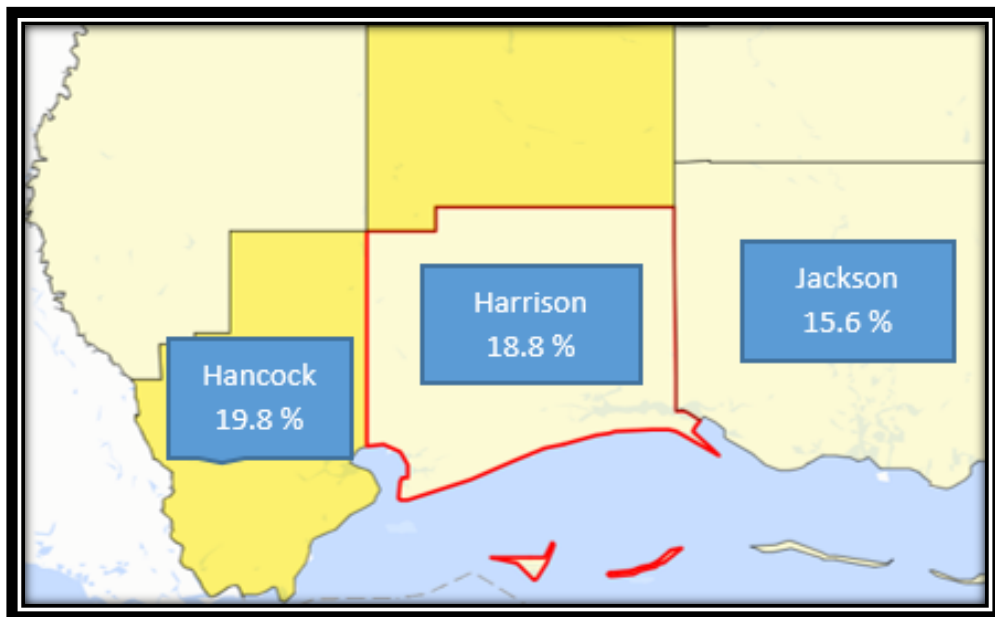
Data from the US Bureau of the Census, Quick Facts on States and Counties, as downloaded in 2016
Table compiled by GRPC, 2016



MSGC Region: Persons with a disability, under age 65 years, percent by County, (2010-2014): Source U.S. Census



MSGTD: Persons 65 Years and Older (2014 Census), by County; Source: US Census



Total Persons in Poverty Percentage (2014 Census), by County: Mississippi Gulf Coast Region

Of the counties in the MS Gulf Coast Region, Hancock County has the highest percentages of disabled persons in their general population, as well as exceeding both the statewide and regional averages. Harrison County has lowest percentages of these same groups within the general population, while Hancock County has the highest percentage of elderly within its general population, at 17.3 %.

The following trends identified had been identified:

- **Disabled Population** - According to the recent Census data, the number of persons considered disabled is highest in Hancock County at 13 % of the population. Of the three counties in the district, Harrison has the lowest percentage of disabled persons at 11 %. The region average is 12.2 %, which is higher than the state average of 11.9 %.
- **Elderly Population** - According to the U.S Census, elderly populations grew in Harrison County from 11.7 % in 2010 to 13.2% in 2014. In Hancock County the percentage rose from 15.2% in 2010 to 17.3 % in 2014. Jackson County rose for 12.4% to 14.2%. Many Americans over the age of 65 have no access to transportation. This requires that localities experiencing an increase in persons over the age of 65 provide transportation options.
- **Population in Poverty** - According to the US Census, the percentage of population in poverty for the State of Mississippi reported in 2014 was 18.07 %, which is 3.27 % higher than the US (14.8%) average. Two of the counties in the MS Gulf Coast Region have a percentage of population in poverty which as high as or higher than the state average. Only Jackson County had a percentage of population in poverty which was lower than the state average.

From a transit perspective, the increase in disabled persons may require an increase in the number of transit vehicles and services which offer ADA lift-equipped vehicles. Also, the number of persons requiring companions or escorts to assist with loading/unloading or care in route would likely increase. Increases in the number of elderly persons 65 years and older will require review and consideration of more transit options to address those who do not or no longer drive. Finally, for those in poverty, auto-ownership or access may not be possible. Transit offers the lifeline required for employment, medical care and receipt of other basic services.

Common Trip Origins and Destinations

From 2010 to 2014, the US Census Bureau collected data on the travel patterns of workers to determine their average travel time to work by county. Table 2-4 provides an overview of the general county work travel times for counties in the MS Gulf Coast area.

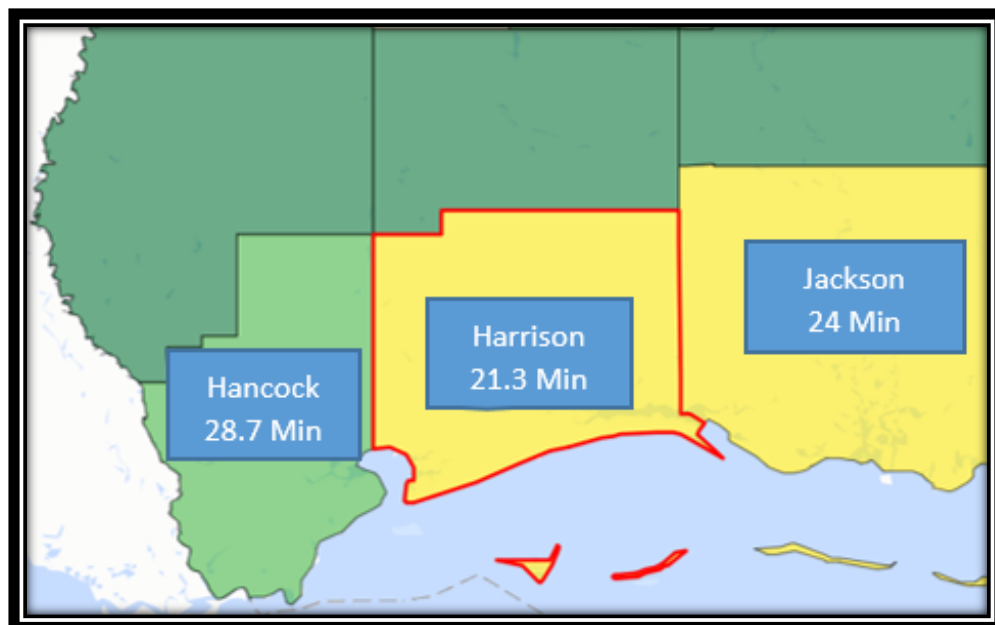
Table 2-4: Travel Time to Work Patterns, by County (2010-2014)
Miss Gulf Coast Region

Chart: In civilian labor force, total, percent of population age 16 years+, 2010-2014

County	Mean Travel Time to Work	In civilian labor force, total, per of population age 16 years plus, 2010 to 2014
Hancock	28.7 Min	57.2 %
Harrison	21.3 Min	60.8 %
Jackson	24 Min	60.1 %
MS Gulf Coast Region	24.67 Min	59.47 %
Statewide	24 Min	n/a

Data from the US Bureau of the Census, Data, 2010- 2014 Census, downloaded in 2016. Table compiled by GRPC.

In the MS Gulf Coast region, workers in Hancock County have longest commute time to work at 28.7 minutes. Jackson county workers average 24 minute commute. Harrison County workers travel the least amount of time to work at 21.3 minutes. The average travel time to work for the district as a whole is 24.67 minutes.



MGC Region: Mean Travel Time to Work (minutes) Workers age 16 years plus, (2010-2014)

Transportation Patterns in Working Population, Aged 16 and Older

According to the Census, the majority of those going to work traveled in single-occupant vehicles. Those using public transportation were in the minority, but were found in every county of the MSGC Region. Not surprisingly, the number of people using transit services for work travel was greatest where services were readily available (Harrison and Jackson Counties).

Table 2-6: Means of Transportation to Work, Workers 16 Years and Older, by County (2010 to 2014)

Mississippi Gulf Coast Region

County	SOV	Carpool	Public Transit	Motorcycle & Bicycle & Taxi	Walking	Other	Total
Hancock	15358	1964	1	150	204	406	18,083
Harrison	70703	8708	920	1091	3831	1675	86,928
Jackson	48223	7131	189	954	580	1118	58,195
MS Gulf Coast Region	134284	17803	1110	2195	4615	3199	163,206
Statewide	995,987	120,804	4,903	16,863	18,695	N/A	1,183,892

SOV = single-occupant vehicles. Carpool = 2-person to 7-person carpool. Public Transit includes: Bus or Trolley Bus, Streetcar or Trolley car, Subway or elevated, Railroad, Ferryboat, Taxicab. *Other includes Worked at Home as well as other means*

Data from the US Bureau of the Census, Data, 2010 to 2014 Census, downloaded in 2016. Table compiled by GRPC, 2016.

In the MS Gulf Coast Region, workers in Harrison County are most likely to walk to work. Residents in Hancock County are least likely to use public transportation, or walk to work.

Travel Time to Work, All Workers

According to Census data, the majority of workers residing in the MS Gulf Coast Region, travel an average of 24.67 minutes, on average, to get from home to work.

Table 2-6: Travel Time to Work by *Percentage* of Workers, 16 Years and Older, by County (2014)

Mississippi Gulf Coast Region

County	Less than 10 Minutes	10 to 14 min	15 to 19 min	20 to 24 min	25 to 29 min	30 to 34 min	35 to 44 min	45 to 59 min	60 or more min	Mean travel time
Harrison	12.2	16.9	18.5	17.7	7.3	13.1	5.9	5.7	2.6	21.8
Hancock	15.2	11.8	10.3	11.8	5.3	17.7	7.5	9.6	10.7	N/A
Jackson	12.5	14.23	16.2	15.6	5.9	17.9	6.1	6.9	4.7	24
MSGC Region	13.3 %	14.08%	15%	15.03%	6.17%	16.23%	6.5%	7.5%	6%	22.9%

Data from the US Bureau of the Census, Data, 2010-2014 estimates, downloaded in 2016. Data represents reported time by those workers, 16 years and older.

Table compiled by GRPC, 2016.

Work Trip Departure Time, All Workers

According to the census data, workers in Hancock County have the highest percentage of workers whose commute is less than 10 minutes. Hancock County also has the largest percentage of workers whose commute is 60 minutes or more. Jackson County workers had a longer average commute time (24 min) than Harrison County at 21.8 minutes. The MS Gulf Coast had an average travel time of 22.9 %.

Chapter 3: Summary of Stakeholders Surveys/Assessment of Needs

Region Stakeholders

As part of the coordinated transportation planning process, a group of individuals representing many agencies, service providers and service consumers was identified to help with the creation of the plan. Specifically, agencies that serve senior citizens and individuals with disabilities were targeted. Some of these stakeholder organizations involved included the following types of agencies:

- Public transportation providers
- Private transportation providers
- Nonprofit transportation providers
- Human service agencies
- Protection and advocacy organizations
- Representatives from living centers
- Job placement agencies
- Housing agencies
- Healthcare facilities
- Emergency Management Agencies
- Representatives of the business community
- Policy experts.

Surveys were sent to members of the stakeholder organizations. Information from the completed surveys was used identifying needs and formulating recommendations. A summary of the planning process is shown below. A more comprehensive list of the stakeholders group can be found of the appendix of this document.

Stakeholder Survey Process: Mississippi Gulf Coast Region

- A group of stakeholders was identified in Harrison, Jackson, and Hancock Counties
- A survey was sent by email to stakeholders in the region to obtain feedback on transportation needs in the region
- The survey response data was compiled and summarized
- Summary of Action Plan and recommendations

Region Vision, Goals and Objectives

The following goals were identified in previous plans and stakeholder meetings. These goals were then incorporated into an updated survey that was administered to current area stakeholders.

- Increase and expand on current service hours.
- More effectively engage the local elected officials in supporting transit growth on the Gulf Coast
- Improve and expand the availability of transportation services to include more of the traditionally underserved populations such as the disabled and elderly.
- Develop and implement education and awareness programs. Specifically to identify and secure the assistance of a mobility managers, and to increase community awareness and support of coordinated transportation efforts.
- Better coordinate services to improve operation of transportation services.

Survey Findings

The following findings were obtained from the results of the stake-holders surveys:

When asked; does your organization have an interest in adding transportation service for your clients; or expanding on current services in the future? Of the stakeholders that completed the survey, 33 percent currently don't offer any transportation, and percent of respondents wanted to add new transit services. Approximately 17 percent of respondents wanted to expand on current services, and 33 percent of respondents were unsure about whether they wanted to add new transportation services.

When asked how to more effectively engage the local elected officials in supporting transit growth on the Gulf Coast and how their organization could help encourage their participation in programs to expand services? About 80 percent of respondents said they would place materials out for staff and clients to view and 60 percent of respondents said they would put information on their agency website and/or social media pages. Approximately 40 percent of respondents said they would share information with their Board and appropriate committees. About 60 percent of respondents said they would attend a meeting with local elected officials, and 40 percent said they would write letters of support that CTA could use when speaking with elected officials.

Stakeholders were asked if their organization could offer any service or procurement help and additional suggestions on how reducing operational and overhead costs in the region could be reduced. None of the respondents provided any feedback for this question.

Stakeholders were also asked how to more effectively engage local elected officials in supporting transit growth on the Gulf Coast, and how could their organization help encourage their participation in programs to expand services?

Of those that responded, 80 percent said they would place materials out for staff and clients to view and 60 percent said they would put information on their agency website and/or social media pages. About 40 percent of survey respondents said they would share information with their Board and appropriate committees. Approximately 60 percent of respondents said they would attend a meeting with local elected officials, and 40 percent of respondents said they would write letters of support that CTA can include when speaking with elected officials.

Regional Assessment of Needs

The Miss Gulf Coast has a number of needs that affect disabled and elderly populations. Several of the following demographic statistics highlight the importance of the availability for increased transportation options in the region.

- The MS Gulf Coast region has a higher percentage of disabled persons (12.2 %) persons in the region than the state as a whole at 11.9 %. This contributes to a potential additional demand for specialized transportations services.
- The MS Gulf Coast region also has a higher percentage of senior citizens (14.9%) than the MS state average (14.3 %), facilitating a greater need for specialized senior transportation services.
- Two of the counties in the MS GC Region have a percentage of population in poverty which is as high as or higher than the state average. This lower income population generally has a greater need for expanded transit services.
- The MS Gulf Coast Region has a higher travel time to work (24.67 Minutes) than the State of Miss as whole (24 Minutes). This increased travel time could potentially be alleviated by increasing overall transportation options in the region.

Stakeholder Assessment of Needs

The transportation survey that was conducted highlighted some of the issues and needs addressed by the various stakeholders. Some of the following suggestions and recommendations are listed below:

- A common request was for more weekend service, especially during peak tourism times and events. At least six different stakeholders emphasized the need for more weekend services.
 - The need for transit service in low-income and minority areas that are currently not served such as Pascagoula and Moss Point
 - The need for more late night transportation to support the needs of employees and tourists in the Gulf Coast's casino industry.
 - Request for transportation services for the WIN job center and Vocational Rehabilitation office for clients seeking employment.
 - One respondent said "The need for transportation services that would serve our office is not on the fixed route so our clients cannot ride the bus to see us. I think more would ride the bus if they could get closer to our office, which is located in Bayou View off Washington in Gulfport"
 - Another stakeholder represented an agency who primarily serve individuals 60 years of age or older that on occasion "are petitioned to provide transportation for individuals (with or without disabilities) under the age of 60. When we conduct needs assessments it reflects the need for public transportation. When this has been offered in our community, the ridership did not reflect the need."
 - The need to add a route to the Popp's Ferry and Cedar Lake area, where there are several apartment buildings was mentioned.
 - A recommendation was made to partner with Miss Housing Authority to get information about areas in need of transportation.
 - Stakeholders suggested that there is a need for more transportation options in the older parts of Biloxi that never close and have workers changing shifts late at night.
 - Overall several requests have been made for more evening transportation.
 - Request was made for CTA to partner with local schools more often
-
- Comment was made regarding the lack of services in rural areas
 - One stakeholder commented that most households want more of an affordable taxi service - door to door.

Ideas/Strategies

Some of the important feedback provided by stakeholders and transit providers included the following comments and suggestions:

- One service provider said they have certified trainers and facilities to offer stress and wellness management. This could be expanded to other organizations
 - Another stakeholder recommended providing government training under FEMA/EMMA
 - Placement of materials for staff and clients to view
 - Placement of transportation service availability on agency website and/or social media pages
 - Share transportation ideas with agency boards and appropriate committees
 - Attend a meeting with local elected officials
 - Write letters of support that CTA can include when speaking with elected officials
 - Hopefully CTA will partner with Amtrak to provide transportation to and from the station for their passengers. Maybe the hospitals and gov't service agencies could contract to provide client transport during high volume times
 - Production Manager currently supervise arranging transportation for individuals with disability that are attending our facility.
 - Staff member can served as an unofficial Mobility Manager for years.
 - One of the agencies said they would be willing to attend community events to present information and attend Chamber of Commerce meetings and events
-
- Another organization said they would be willing to scheduling and attend meetings in their area.
 - A stakeholder volunteered could explore utilizing our facility as a training location.
 - Recommendation to use: 1-10 and Washington as a good option as a parking lot to pick up people
-
- Schedule quarterly meetings to inform current and future official's status of transportation in the community.
 - Increase relationship building. Attending community meetings. Seeking one on one meetings.
 - Potential to out service to local schools in respective counties as they are already maintaining a fleet
-
- One agency stressed the importance of outreach and education as an integral part of their agency mission and vision which they carry out through client orientations, Policy Council, Board meetings, parent meeting, as members of community committees, etc.
 - One respondent requested that providers remove more of the grant restrictions.
 - The coordination/blending or merging resources is probably the most effective method to sustain our programs/services and employees.

In summary, the overall results of the survey encompassed the following goals for the future:

Goal 1: To increase and expand on current service hours.

Goal 2: To more effectively engage the local elected officials in supporting transit growth on the Gulf Coast

Goal 3: To improve and expand the availability of transportation services to include more of the traditionally underserved populations such as the disabled and elderly.

Goal 4: To develop and implement an education and awareness program. Specifically to identify and secure the assistance of a mobility manager, and to increase community awareness and support of coordinated transportation efforts

Goal 5: To better coordinate services to improve operation of transportation services.

A summary of these goals, strategies, and activities are listed below:

Goal 1: To increase and expand on current service hours.

Strategies and Activities

- Increase funding levels at local levels by increasing funding by Cities and Counties
- Increase evening service
- Increase weekend service
- Adjust fleet sizes and/or services where existing service is inappropriate
- Continue to work with the Mississippi Gulf Coast MPO to identify service area needs.

Goal 2: To more effectively engage the local elected officials in supporting transit growth on the Gulf Coast

Strategies and Activities

- Place materials out for staff and clients to view
- On your agency website and/or social media pages
- Share with Board and appropriate committees
- Attend a meeting with local elected officials
- Write letters of support that CTA can include when speaking with elected officials
- Schedule quarterly meetings to inform current and future official's status of transportation in the community
- Have managers attend Chamber of Commerce meetings and events

Goal 3: To improve and expand the availability of transportation services to include more of the traditionally underserved populations such as the disabled and elderly.

Strategies and Activities

- Improve accessibility to and from transit stops by continuation of transit shelter placement program
- Improve transit stops with amenities for disabled persons (*Ramps/Guard Rails/Benches/Shelters*)
- Increase expand paratransit services to cover areas that fixed route transit service is unavailable
- Increase overall demand response transportation services
- Provide transportation to the WIN job center and Vocational Rehabilitation office for clients seeking employment
- Hire more mobility managers
- Increase same-day paratransit service

Goal 4: To develop and implement and education and awareness programs.

Strategies and Activities

- Increase community awareness and support of coordinated transportation efforts
- Expand on partnerships among providers and between providers and user groups
- Increase number of certified trainers and facilities to offer stress and wellness management
- Provide more government training classes with the assistance of FEMA/MEMA

Goal 5: To better coordinate services to improve operation of transportation services.

Strategies and Activities

- CTA could partner with Amtrak to provide transportation to and from the station for their passengers.
- Potential for hospitals and gov't service agencies to contract and provide client transport during high volume times
- Increase funding for route management software
- Increase funding for acquisition of buses and vans
- Integrate transit research and data on regional travel patterns
- Expand paratransit services to cover areas that fixed route transit service is unavailable

Priorities

Priority 1: Acquisition of additional buses and vans to increase Demand Response Transportation Services.

Priority 2: Increase operational funding for increased Demand Response Service for weekend and evening hours.

Priority 3: Specifically, increase coverage of Demand Response services in areas that fixed route transit service is unavailable.

Chapter 4: Funding

Federal Funding

The coordinated transportation plan should offers a blueprint for the management and use of available funding for some of the programs offered through the Federal Transit Administration (FTA), in the State of Mississippi. Funding used for small urban and rural areas is administered through the Public Transit Division of MDOT. Awards are made based upon the outcome of a competitive application process. One of the providers in the region, Coast Transit Authority, receives funding directly from FTA.

There are several programs through FTA which offer funding to support transit operations and capital development within the MS Gulf Coast urbanized and rural areas. Table 4-1 provides an overview of funding available through FY 2019.

Table 4-1: Federal Transit Administration Program Funding Allocation
State of Mississippi for eligible areas within the MS Gulf Coast Region (FY 2016-2018).

Funding Program	FY 2016	FY 2017	FY 2018	FY 2019
5307 Urbanized Area Formula Program (Federal)	Totals (See Appendix D)	Totals (See Appendix D)	Totals (See Appendix D)	Totals (See Appendix D)
5310 Special Needs for Elderly Individuals with Disabilities (Federal)	\$190,000	\$190,000	\$190,000	\$190,000
5310 Special Needs for Elderly Individuals with Disabilities (Local Match)	\$190,000	\$190,000	\$190,00	\$190,000
Total	\$380,000	\$380,000	\$380,000	\$380,000

Source: Miss Gulf Coast MPO (TIP) FY 2015-2019

Section 5307 - Formula Grants to Urban Areas. provides formula funding for transit capital and operating assistance in urbanized areas, as well as transportation related planning activities. Urbanized Areas are those incorporated areas of 50,000 or greater, as designated by the Bureau of the Census. Funds from this program are available for capital purchases (vans, buses) with at a cost sharing ratio of 80% federal/20% local. Funds used for transit operations (areas < 200,000 only) have a cost sharing ratio of no more than 50% federal/50% local. Projects which meet with the requirements of the Americans with Disabilities Act, the Clean Air Act or bicycle access projects may be funded with a cost sharing ratio of 90% federal/10% local. Eligible purposes include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction

of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

Section 5310 -Enhanced Mobility of Seniors and Individuals with Disabilities Program

The program parameters for section 5310 are defined in the recent federal circular:

PROGRAM OVERVIEW

“1. STATUTORY AUTHORITY. Title 49 U.S.C. 5310 authorizes the formula assistance program for the Enhanced Mobility of Seniors and Individuals with Disabilities Program and provides formula funding to states and designated recipients (recipients) to improve mobility for seniors and individuals with disabilities.

This program provides grant funds for capital and operating expenses to recipients for:

- Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable;
- Public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA) of 1990 (42 U.S.C. 12101 et seq.);
- Public transportation projects that improve access to fixed-route service and decrease reliance on complementary paratransit; and
- Alternatives to public transportation projects that assist seniors and individuals with disabilities with transportation.

Under MAP-21 this program no longer provides a single apportionment to each state; it now provides apportionments specifically for large urbanized, small urbanized, and rural areas, and will require new designations of designated recipients in large UZAs. Consistent with the type of projects eligible under the former New Freedom program, MAP-21 expanded the eligible activities to include operating expenses. FTA refers to this formula program as “the Section 5310 program.” Funds authorized by 49 U.S.C. 5310 are subject to annual appropriations.

Section 5310(b) provides that of the amounts apportioned to states and designated recipients, not less than 55 percent shall be available for traditional Section 5310 projects—those public transportation capital projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, unavailable, or inappropriate. Further, the law provides that a recipient may allocate the funds apportioned to it to:

- a. A private nonprofit organization; or
- b. A state or local governmental authority that:

Page II—2 FTA C 9070.1G 06/06/2014

(1) is approved by a state to coordinate services for seniors and individuals with disabilities; or

(2) Certifies that there are no nonprofit organizations readily available in the area to provide the service.

These provisions, found at 49 U.S.C. 5310(b)(1) and (b)(2), essentially maintain the status quo for traditional Section 5310 projects and the eligible sub recipients for traditional Section 5310 projects.

Eligible sub recipients for other eligible Section 5310 activities include a state or local governmental authority, a private nonprofit organization, or an operator of public transportation that receives a Section 5310 grant indirectly through a recipient.

The code assigned to the Section 5310 program in the Catalogue of Federal Domestic Assistance is 20.513.

2. PROGRAM GOAL. The goal of the Section 5310 program is to improve mobility for seniors and individuals with disabilities throughout the country by removing barriers to transportation services and expanding the transportation mobility options available. Toward this goal, FTA provides financial assistance for transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas—large urbanized, small urbanized, and rural. The program requires coordination with other federally assisted programs and services in order to make the most efficient use of federal resources.

3. SECTION 5310 PROGRAM MEASURES. Under the Government Performance Results Act (GPRA), FTA is required by law to “establish performance goals to define the level of performance” and to also “establish performance indicators to be used in measuring relevant outputs, service levels, and outcomes” for each of its programs. The performance measures described here are designed to fulfill FTA’s obligations under this Act. These measures will be used at a program level, and will not be used to assess individual grants.” (*Source: FTA Circular C 9070.1G Page II—1*)

Coordinated Planning Process and the Metropolitan and Statewide Transportation Planning Processes

The relationship between the Coordinated Planning Process and the Metropolitan and Statewide Transportation Planning Processes is further explained in Chapter V of the federal circular:

“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 sub

recipient 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 sub recipients, 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.

b. 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.

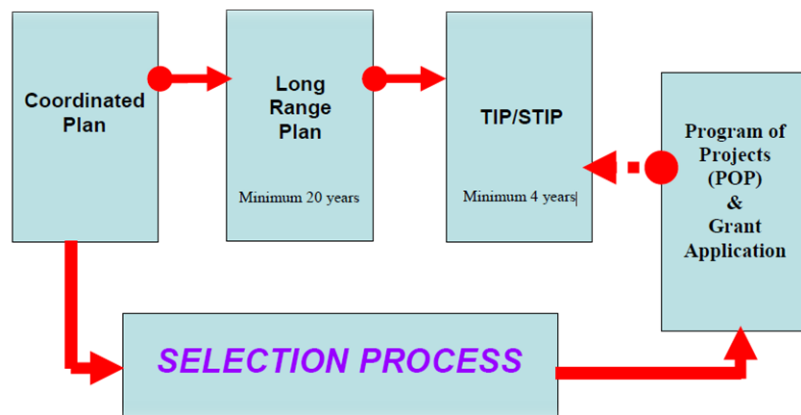
c. Cycle and Duration of the Coordinated Plan. At a minimum, the coordinated plan should follow the update cycles for metropolitan transportation plans (MTPs) (i.e., four years in air quality nonattainment and maintenance areas and five years in air quality attainment areas). States, MPOs, designated 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.

d. 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.”

Source: (FTA Circular; Chapter V—10 FTA C 9070.1G 06/06/2014)

“FTA expects the coordinated planning process in rural areas to take into account human service needs that require intercity transportation.

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



(Source: FTA Circular FTA C 9070.1G 06/06/2014; Page V—10)

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<https://www.surveymonkey.com/results/SM-8CWS29CR/>,
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5. United States Census Bureau Website, <http://www.census.gov/en.html>, as downloaded in 2016

APPENDIX

Appendix A. -----	Completed MS Gulf Coast Stakeholders Surveys
Appendix B. -----	MS Gulf Coast Stakeholder List
Appendix C. -----	MS Gulf Coast Regional Transit Provider Inventory Update
Appendix D. -----	GRPC TIP, Transit Section

Appendix A

2016 Coordinated Transit Survey Results

Q1

Please tell us about your organization

Answered: 6 Skipped: 0

Answer Choices	Responses	Responses
Organization Name	Responses	100.00% 6
City/County(s) of Operation	Responses	100.00% 6
Are you a transportation provider? If yes, how many vehicles do you operate?	Responses	83.33% 5
Who are your clients served or needing transportation services?	Responses	83.33% 5
OPTIONAL: Your name and email address to be added to our stakeholder contact list.	Responses	66.67% 4

Q2

Our #1 transportation goal is to increase and expand on current service hours. Thinking of your community and your clients, what days and times are expanded services most needed?

Answered: 6 Skipped: 0

My clients need transportation M-F; 8am - 5pm; standard working hours
5/11/2016 5:37 PM

NA
5/11/2016 2:51 PM

Weekends
5/11/2016 1:32 PM

weekend and during peak tourism events/times
5/11/2016 1:18 PM

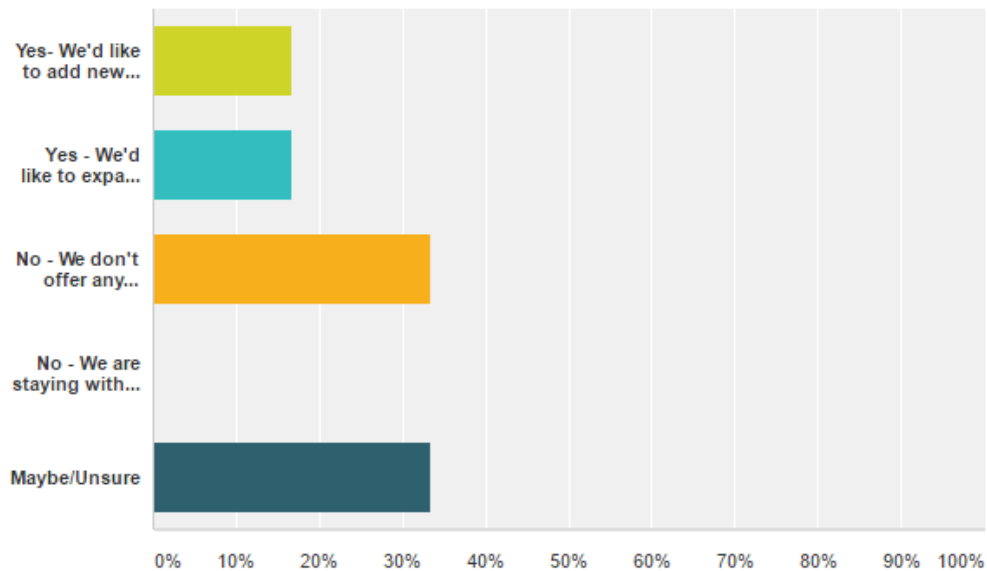
Sunday
5/11/2016 10:15 AM

weekends
5/5/2016 2:53 PM

Q3

Does your organization have an interest in adding transportation services for your clients or explaining upon current services in the near future? Please select the most correct answer choice.

Answered: 6 Skipped: 0



Answer Choices	Responses	
Yes- We'd like to add new transit services	16.67%	1
Yes - We'd like to expand on current services	16.67%	1
No - We don't offer any Transportation	33.33%	2
No - We are staying with our current services	0.00%	0
Maybe/Unsure	33.33%	2
Total		6

Q4

CTA is the largest operator on the coast, but most other providers are small programs working to support targeted groups in their city and/or county. In order to reduce costs, we are looking at opportunities to make group purchases and combine service expenses, like those for insurance and office equipment service contracts. Can your organization offer any service or procurement help or do you have additional suggestions for how we can look into reducing operational and overhead costs?

Answered: 5 Skipped: 1

NA

5/11/2016 2:51 PM

N/A

5/11/2016 1:32 PM

No

5/11/2016 1:18 PM

No

5/11/2016 10:15 AM

no, sorry!

5/5/2016 2:53 PM

Q5

Another opportunity to reduce costs is to jointly offer training and certification courses for transportation staff. Please list any of the ways your organization can help coordinate our training activities. For example; Do you have certified trainers, do offer funding or other support to bring in training courses, do you have space with audio/visual equipment to host a training event, etc.

Answered: 5 Skipped: 1

We provide government training under FEMA/MEMA

5/11/2016 2:51 PM

N/A

5/11/2016 1:32 PM

No

5/11/2016 1:18 PM

Yes

5/11/2016 10:15 AM

We have certified trainers and facilities to offer stress and wellness management to CTA staff

5/5/2016 2:53 PM

Q6

A major expense for all transportation providers is vehicle maintenance. Do you have a contract, a plan, a maintenace shop or technicians available to possibly coordinate vehicle care with? Do you have any suggestions for how we can develop this coordinated maintenance program?

Answered: 5 Skipped: 1

NA

5/11/2016 2:51 PM

N/A

5/11/2016 1:32 PM

No

5/11/2016 1:18 PM

No

5/11/2016 10:15 AM

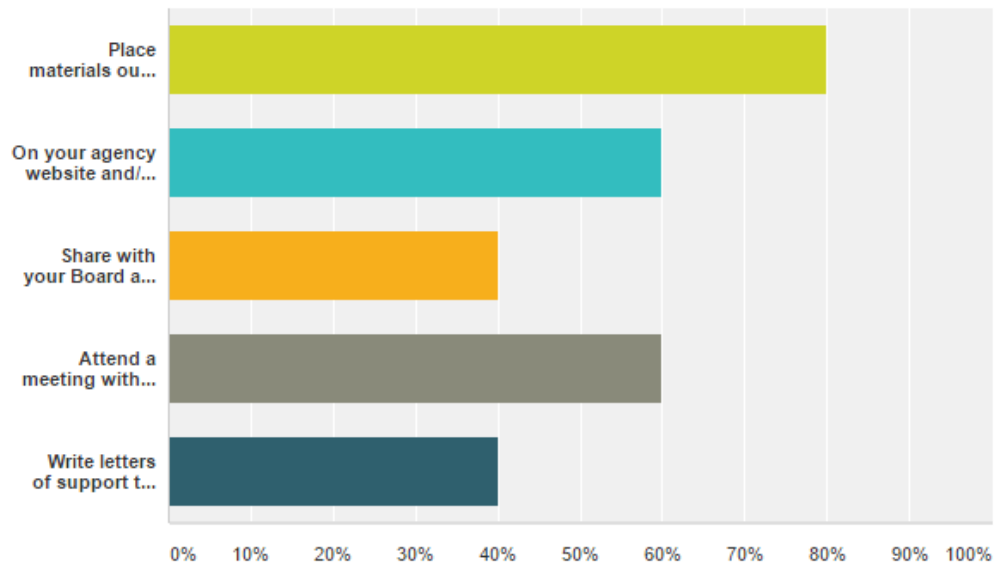
no, but I'm happy to help find those resources

5/5/2016 2:53 PM

Q7

Our second goal is to more effectively engage the local elected officials in supporting transit growth on the Gulf Coast. How can you or your organization help encourage their participation in programs to expand services?

Answered: 5 Skipped: 1



Answer Choices	Responses	
Place materials out for staff and clients to view	80.00%	4
On your agency website and/or social media pages	60.00%	3
Share with your Board and appropriate committees	40.00%	2
Attend a meeting with local elected officials	60.00%	3
Write letters of support that CTA can include when speaking with elected officials	40.00%	2
Total Respondents: 5		

Comments (0)

Q8

Please tell us any other information you'd like to share about transportation needs in your area.

Answered: 2 Skipped: 4

If transportation could be provided to the WIN job center and Vocational Rehabilitation office for clients seeking employment, that would be a win/win for CTA and our clients seeking employment.

5/11/2016 5:37 PM

Our office is not on the fixed route so our clients cannot ride the bus to see us. I think more would ride the bus if they could get closer to ur office, which s located in Bayou View off Washington in Gulfport

5/5/2016 2:53 PM

Q9

Please share any other ideas, suggestions and thoughts on how we can explore reducing program costs including any resources you may know of for our review.

Answered: 1 Skipped: 5

Hopefully CTA will partner with Amtrak to provide transportation to and from the station for their passengers. Maybe the hospitals and gov't service agencies could contract to provide client transport during high volume times.

5/5/2016 2:53 PM

Individual Responses

Survey #1

PAGE 1: South Mississippi Transit Stakeholder Survey

Q1: Please tell us about your organization

- **Organization Name** Mental Health Assoc. of South MS

- **City/County(s) of Operation** Harrison/Hancock/Jackson counties
- **Are you a transportation provider? If yes, how many vehicles do you operate?** no
- **Who are your clients served or needing transportation services?** Adults with mental illness/disabilities
- **OPTIONAL: Your name and email address to be added to our stakeholder contact**

list.melody@msmentalhealth.org

Q2: Our #1 transportation goal is to increase and expand on current service hours. Thinking of your community and your clients, what days and times are expanded services most needed?
Weekends

Q3: Does your organization have an interest in adding transportation services for your clients or explaining upon current services in the near future? Please select the most correct answer choice.

- Maybe/Unsure

Q4: CTA is the largest operator on the coast, but most other providers are small programs working to support targeted groups in their city and/or county. In order to reduce costs, we are looking at opportunities to make group purchases and combine service expenses, like those for insurance and office equipment service contracts. Can your organization offer any service or procurement help or do you have additional suggestions for how we can look into reducing operational and overhead costs?

No, sorry!

Q5: Another opportunity to reduce costs is to jointly offer training and certification courses for transportation staff. Please list any of the ways your organization can help coordinate our training activities. For example; do you have certified trainers, do offer funding or other support to bring in training courses, do you have space with audio/visual equipment to host a training event, etc.

We have certified trainers and facilities to offer stress and wellness management to CTA staff

Q6: A major expense for all transportation providers is vehicle maintenance. Do you have a contract, a plan, a maintenance shop or technicians available to possibly coordinate vehicle care with? Do you have any suggestions for how we can develop this coordinated maintenance program?

No, but I'm happy to help find those resources

Q7: Our second goal is to more effectively engage the local elected officials in supporting transit growth on the Gulf Coast. How can you or your organization help encourage their participation in programs to expand services?

- On your agency website and/or social media pages

- Attend a meeting with local elected officials
- Write letters of support that CTA can include when speaking with elected officials
- **Q8: Please tell us any other information you'd like to share about transportation needs in your area.**

Our office is not on the fixed route so our clients cannot ride the bus to see us. I think more would ride the bus if they could get closer to our office, which is located in Bayou View off Washington in Gulfport

Q9: Please share any other ideas, suggestions and thoughts on how we can explore reducing program costs including any resources you may know of for our review.

Hopefully CTA will partner with Amtrak to provide transportation to and from the station for their passengers. Maybe the hospitals and gov't service agencies could contract to provide client transport during high volume times.

Survey #2

PAGE 1: South Mississippi Transit Stakeholder Survey

Q1: Please tell us about your organization

- **Organization Name** Gulf Regional Planning Commission

- **City/County(s) of Operation** Harrison, Hancock, Jackson

- **Are you a transportation provider? If yes, how many vehicles do you operate?** No

Q2: Our #1 transportation goal is to increase and expand on current service hours. Thinking of your community and your clients, what days and times are expanded services most needed?

Sunday

Q3: Does your organization have an interest in adding transportation services for your clients or explaining upon current services in the near future? Please select the most correct answer choice.

- No - We don't offer any Transportation

Q4: CTA is the largest operator on the coast, but most other providers are small programs working to support targeted groups in their city and/or county. In order to reduce costs, we are looking at opportunities to make group purchases and combine service expenses, like those for insurance and office equipment service contracts. Can your organization offer any service or procurement help or do you have additional suggestions for how we can look into reducing operational and overhead costs?

No

Q5: Another opportunity to reduce costs is to jointly offer training and certification courses for transportation staff. Please list any of the ways your organization can help coordinate our training activities. For example; do you have certified trainers, do offer funding or other support to bring in training courses, do you have space with audio/visual equipment to host a training event, etc.

Yes

Q6: A major expense for all transportation providers is vehicle maintenance. Do you have a contract, a plan, a maintenance shop or technicians available to possibly coordinate vehicle care with? Do you have any suggestions for how we can develop this coordinated maintenance program?

No

Q7: Our second goal is to more effectively engage the local elected officials in supporting transit growth on the Gulf Coast. How can you or your organization help encourage their participation in programs to expand services?

- Place materials out for staff and clients to view

- On your agency website and/or social media pages
- Share with your Board and appropriate committees
- Attend a meeting with local elected officials

Q8: Please tell us any other information you'd like to share about transportation needs in your area.

Respondent skipped this question

Q9: Please share any other ideas, suggestions and thoughts on how we can explore reducing program costs including any resources you may know of for our review.

Respondent skipped this question

Survey #3

PAGE 1: South Mississippi Transit Stakeholder Survey

Q1: Please tell us about your organization

Q2: Our #1 transportation goal is to increase and expand on current service hours. Thinking of your community and your clients, what days and times are expanded services most needed?

Weekend and during peak tourism events/times

Q3: Does your organization have an interest in adding transportation services for your clients or explaining upon current services in the near future? Please select the most correct answer choice.

Q4: CTA is the largest operator on the coast, but most other providers are small programs working to support targeted groups in their city and/or county. In order to reduce costs, we are looking at opportunities to make group purchases and combine service expenses, like those for insurance and office equipment service contracts. Can your organization offer any service or procurement help or do you have additional suggestions for how we can look into reducing operational and overhead costs?

No

Q5: Another opportunity to reduce costs is to jointly offer training and certification courses for transportation staff. Please list any of the ways your organization can help coordinate our training activities. For example; do you have certified trainers, do offer funding or other support to bring in training courses, do you have space with audio/visual equipment to host a training event, etc.

No

Q6: A major expense for all transportation providers is vehicle maintenance. Do you have a contract, a plan, a maintenance shop or technicians available to possibly coordinate vehicle care with? Do you have any suggestions for how we can develop this coordinated maintenance program?

No

Q7: Our second goal is to more effectively engage the local elected officials in supporting transit growth on the Gulf Coast. How can you or your organization help encourage their participation in programs to expand services?

Q8: Please tell us any other information you'd like to share about transportation needs in your area.

Respondent skipped this question

Q9: Please share any other ideas, suggestions and thoughts on how we can explore reducing program costs including any resources you may know of for our review.

Respondent skipped this question

Survey #4

PAGE 1: South Mississippi Transit Stakeholder Survey

Q1: Please tell us about your organization

Q2: Our #1 transportation goal is to increase and expand on current service hours. Thinking of your community and your clients, what days and times are expanded services most needed?

Weekends

Q3: Does your organization have an interest in adding transportation services for your clients or explaining upon current services in the near future? Please select the most correct answer choice.

Q4: CTA is the largest operator on the coast, but most other providers are small programs working to support targeted groups in their city and/or county. In order to reduce costs, we are looking at opportunities to make group purchases and combine service expenses, like those for insurance and office equipment service contracts. Can your organization offer any service or procurement help or do you have additional suggestions for how we can look into reducing operational and overhead costs?

N/A

Q5: Another opportunity to reduce costs is to jointly offer training and certification courses for transportation staff. Please list any of the ways your organization can help coordinate our training activities. For example; do you have certified trainers, do offer funding or other support to bring in training courses, do you have space with audio/visual equipment to host a training event, etc.

N/A

Q6: A major expense for all transportation providers is vehicle maintenance. Do you have a contract, a plan, a maintenance shop or technicians available to possibly coordinate vehicle care with? Do you have any suggestions for how we can develop this coordinated maintenance program?

N/A

Q7: Our second goal is to more effectively engage the local elected officials in supporting transit growth on the Gulf Coast. How can you or your organization help encourage their participation in programs to expand services?

Q8: Please tell us any other information you'd like to share about transportation needs in your area.

Respondent skipped this question

Q9: Please share any other ideas, suggestions and thoughts on how we can explore reducing program costs including any resources you may know of for our review.

Respondent skipped this question

Transit Provider Survey

Please tell us your name and organization -

- Answered: 1 Skipped: 3

Kimberley J Black Mental Health association of South MS
5/16/2016 10:30 PM

Q2

Goal #1 is to improve and expand the availability of transportation services to include more of the traditionally underserved populations such as the disabled and elderly.

- Answered: 4 Skipped: 0

Answer Choices	Responses
Responses How would you suggest that we expand transportation services? Can your organization help with any part of this process? How?	100.00% 4
Responses What additional hours of operation during weekdays do you feel are most important to expand services to? Why?	100.00% 4
Responses What additional hours of operation during weekends do you feel are most important to expand services to? Why?	75.00% 3
Responses Other thoughts on how we can reach this goal?	75.00% 3

Q3

Goal #2 is to develop and implement and education and awareness program. Specifically to identify and secure the assistance of a mobility manager, and to increase community awareness and support of coordinated transportation efforts.

- Answered: 3
- Skipped: 1

Answer Choices	Responses
Responses Can anyone on your staff help fulfill the mobility manager role? For example: Keeping inventory of vehicles, update contact lists, help set up training events, attending quarterly meetings, Send materials to your specific community stakeholders, contribute to the group Facebook page, etc. If you can dedicate someone for any one of these tasks or to help a certain amount of hours each month, please let us know here.	100.00% 3
Responses Are you willing to help disseminate transit information into your community through emails, Facebook posts, events, distributing brochures, talking with elected officials, etc.? If yes, how are you willing to help us inform people about coordinated transportation on the Gulf Coast	100.00% 3
Responses	100.00% 3

Answer Choices	Responses
Our top priority for improved awareness is outreach to the local city councils and county supervisors so that they better understand the benefits of transportation to their constituents and to more fully engage them as key participants in the transit planning process. Do you have suggestions for how they can best be reached and engaged?	

Q4

Goal #3 is to better coordinate services to improve operation of transportation services.

• Answered: 3 Skipped: 1

Answer Choices	Responses
Responses One objective is to develop a program that would coordinate maintenance of vehicles within the region. Can you help with this in some way? Do you have suggestions or ideas to reduce the burden of maintenance costs, vehicle time out of service, etc.?	100.00% 3
Responses It has also been suggested that we should explore joint procurement of products and services to receive bulk rates that could reduce individual costs. Some items to review include paper products, office equipment service contracts, and group insurance rates. Can you think of other ways that we could reduce costs by ordering or purchasing needed items and services as a group?	100.00% 3
Responses Coordinating training activities among the regional partners is another opportunity that is being explored. It is noted that a readily available, appropriately trained applicant pool is hard to find and that conducting certification and licensing updates can be a challenge for individual agencies. How do you feel about setting an annual schedule to meet regularly occurring training needs? Can you provide training, a location, oversight of the schedule, certified instructors, or any other support to make this program successful?	100.00% 3

Q5

Please tell us any other information you'd like to share about transportation needs in your area.

• Answered: 4 Skipped: 0

1-10 and Washington has a great parking lot to pick up people

5/16/2016 10:30 PM

It is extremely difficult to really identify/target training needs. The surveys are so misleading. Most households want more of an affordable taxi service - door to door.

5/11/2016 3:45 PM

Everything is ok for our business

5/11/2016 1:15 PM

There are many in our community that can provide additional information on their needs for transportation. I often hear of the opportunities missed because of limited transportation.

5/10/2016 7:36 AM

Q6

Please share any other ideas, suggestions and thoughts on how we can explore reducing program costs including any resources you may know of for our review.

• Answered: 3 Skipped: 1

The coordination/blending or merging resources is probably the most effective method to sustain our programs/services and employees.

5/11/2016 3:45 PM

n/a

5/11/2016 1:15 PM

I will have to research this area more by looking at the current cost and look at funding sources that are not being utilized.

Survey # 1

PAGE 1: Feedback Page for South Mississippi Transit Providers

Q1: Please tell us your name and organization -

Respondent skipped this question

Q2: Goal #1 is to improve and expand the availability of transportation services to include more of the traditionally underserved populations such as the disabled and elderly.

- **How would you suggest that we expand transportation services? Can your organization help with any part of this process? How?** Provide transportation for individuals with disability to go to work.

- **What additional hours of operation during weekdays do you feel are most important to expand services to? Why?** Important hours would be evening for transportation home from work.
- **What additional hours of operation during weekends do you feel are most important to expand services to? Why?** Additional hours on Sunday to attend church and shopping.
- **Other thoughts on how we can reach this goal?** Rural areas are limited to access community resources due to a lack of transportation.

Q3: Goal #2 is to develop and implement an education and awareness program. Specifically to identify and secure the assistance of a mobility manager, and to increase community awareness and support of coordinated transportation efforts.

- **Can anyone on your staff help fulfill the mobility manager role? For example: Keeping inventory of vehicles, update contact lists, help set up training events, attending quarterly meetings, Send materials to your specific community stakeholders, contribute to the group Facebook page, etc. If you can dedicate someone for any one of these tasks or to help a certain amount of hours each month, please let us know here.**
Production Manager currently supervise arranging transportation for individuals with disability that are attending our facility.
- **Are you willing to help disseminate transit information into your community through emails, Facebook posts, events, distributing brochures, talking with elected officials, etc.? If yes, how are you willing to help us inform people about coordinated transportation on the Gulf Coast?** am willing to attend community events to present information and attend Chamber of Commerce meetings and events.
- **Our top priority for improved awareness is outreach to the local city councils and county supervisors so that they better understand the benefits of transportation to their constituents and to more fully engage them as key participants in the transit planning process. Do you have suggestions for how they can best be reached and engaged?** Schedule quarterly meetings to inform current and future official's status of transportation in the community.
- **Q4: Goal #3 is to better coordinate services to improve operation of transportation services.**
- **One objective is to develop a program that would coordinate maintenance of vehicles within the region. Can you help with this in some way? Do you have suggestions or ideas to reduce the burden of maintenance costs, vehicle time out of service, etc.?** I will have to research this area more.
- **It has also been suggested that we should explore joint procurement of products and services to receive bulk rates that could reduce individual costs. Some items to review include paper products, office equipment service contracts, and group insurance rates. Can you think of other ways that we could reduce costs by ordering or purchasing needed items and services as a group?** I agree with the ideas listed.
- **Coordinating training activities among the regional partners is another opportunity that is being explored. It is noted that a readily available, appropriately trained applicant pool is hard to find and that conducting certification and licensing updates can be a challenge for individual agencies. How do you feel about setting an annual schedule to meet regularly occurring training needs? Can you provide training, a location,**

oversight of the schedule, certified instructors, or any other support to make this program successful? I would be willing to support this great need by scheduling and attending meetings in our area.

Q5: Please tell us any other information you'd like to share about transportation needs in your area.

There are many in our community that can provide additional information on their needs for transportation. I often here of the opportunities missed because of limited transportation.

Q6: Please share any other ideas, suggestions and thoughts on how we can explore reducing program costs including any resources you may know of for our review.

I will have to research this area more by looking at the current cost and look at funding sources that are not being utilized.

Survey # 2

PAGE 1: Feedback Page for South Mississippi Transit Providers

Q1: Please tell us your name and organization -

Respondent skipped this question

Q2: Goal #1 is to improve and expand the availability of transportation services to include more of the traditionally underserved populations such as the disabled and elderly.

- **How would you suggest that we expand transportation services? Can your organization help with any part of this process? How?** We cannot assist with this request.

- **What additional hours of operation during weekdays do you feel are most important to expand services to?**
Why? ok with times
- **What additional hours of operation during weekends do you feel are most important to expand services to?**
Why? ok with times
- **Other thoughts on how we can reach this goal?** n/a

Q3: Goal #2 is to develop and implement an education and awareness program. Specifically to identify and secure the assistance of a mobility manager, and to increase community awareness and support of coordinated transportation efforts.

- **Can anyone on your staff help fulfill the mobility manager role? For example: Keeping inventory of vehicles, update contact lists, help set up training events, attending quarterly meetings, Send materials to your specific community stakeholders, contribute to the group Facebook page, etc. If you can dedicate someone for any one of these tasks or to help a certain amount of hours each month, please let us know here. We have a small bus to transport our residents to and from appointments**
- **Are you willing to help disseminate transit information into your community through emails, Facebook posts, events, distributing brochures, talking with elected officials, etc.? If yes, how are you willing to help us inform people about coordinated transportation on the Gulf Coast?** no, we only transport our on residents.
- **Our top priority for improved awareness is outreach to the local city councils and county supervisors so that they better understand the benefits of transportation to their constituents and to more fully engage them as key participants in the transit planning process. Do you have suggestions for how they can best be reached and engaged?** n/a
- **Q4: Goal #3 is to better coordinate services to improve operation of transportation services.**
- **One objective is to develop a program that would coordinate maintenance of vehicles within the region. Can you help with this in some way? Do you have suggestions or ideas to reduce the burden of maintenance costs, vehicle time out of service, etc.?** out service to local schools in respective counties as they are already maintaining a fleet
- **It has also been suggested that we should explore joint procurement of products and services to receive bulk rates that could reduce individual costs. Some items to review include paper products, office equipment service contracts, and group insurance rates. Can you think of other ways that we could reduce costs by ordering or purchasing needed items and services as a group?** Again partner with local schools
- **Coordinating training activities among the regional partners is another opportunity that is being explored. It is noted that a readily available, appropriately trained applicant pool is hard to find and that conducting certification and licensing updates can be a challenge for individual agencies. How do you feel about setting an annual schedule to meet regularly occurring training needs? Can you provide training, a location,**

oversight of the schedule, certified instructors, or any other support to make this program successful? We cannot provide.

Q5: Please tell us any other information you'd like to share about transportation needs in your area.

Everything is ok for our business

Q6: Please share any other ideas, suggestions and thoughts on how we can explore reducing program costs including any resources you may know of for our review.

n/a

Survey 3

PAGE 1: Feedback Page for South Mississippi Transit Providers

Q1: Please tell us your name and organization -

Respondent skipped this question

Q2: Goal #1 is to improve and expand the availability of transportation services to include more of the traditionally underserved populations such as the disabled and elderly.

- **How would you suggest that we expand transportation services? Can your organization help with any part of this process? How?** We primarily serve individuals 60 years of age or older. However, there are times when we are petitioned to provide transportation for individuals (with or without disabilities) under the age of 60. When we conduct needs assessments it reflects the need for public transportation. When this has been offered in our community, the ridership did not reflect the need. Not sure how to address this type of situation.

- **What additional hours of operation during weekdays do you feel are most important to expand services to? Why?**
- **What additional hours of operation during weekends do you feel are most important to expand services to? Why?** May Saturday (8a.m. - 6 p.m.) and Sunday (7:30 a.m. - 2 p.m.). On Saturdays and Sundays, clients may want to shop, hair appointments, hospital visitation, etc. On Sundays - 8 - 11 a.m. worship services.
- **Other thoughts on how we can reach this goal?** Identifying a valid need. Manpower and resources.

Q3: Goal #2 is to develop and implement an education and awareness program. Specifically to identify and secure the assistance of a mobility manager, and to increase community awareness and support of coordinated transportation efforts.

- **Can anyone on your staff help fulfill the mobility manager role? For example: Keeping inventory of vehicles, update contact lists, help set up training events, attending quarterly meetings, Send materials to your specific community stakeholders, contribute to the group Facebook page, etc. If you can dedicate someone for any one of these tasks or to help a certain amount of hours each month, please let us know here.** Staff member served as an unofficial Mobility Manager for years. However, there was never compensation attached.
- **Are you willing to help disseminate transit information into your community through emails, Facebook posts, events, distributing brochures, talking with elected officials, etc.? If yes, how are you willing to help us inform people about coordinated transportation on the Gulf Coast** Outreach and education is an integral part of our agency mission and vision. We carry out this function through client orientations, Policy Council, Board meetings, parent meeting, as members of community committees, etc.
- **Our top priority for improved awareness is outreach to the local city councils and county supervisors so that they better understand the benefits of transportation to their constituents and to more fully engage them as key participants in the transit planning process. Do you have suggestions for how they can best be reached and engaged?** Through relationship building. Attending their meeting. Seeking one on one meetings.
- **Q4: Goal #3 is to better coordinate services to improve operation of transportation services.**
- **One objective is to develop a program that would coordinate maintenance of vehicles within the region. Can you help with this in some way? Do you have suggestions or ideas to reduce the burden of maintenance costs, vehicle time out of service, etc.?** Coordinated transportation is not only the person on the vehicle. It is all of the efforts required to keep the vehicles functioning. Therefore, coordinated maintenance could be crucial to accomplish the task, as well as reduce the impact on budgets.

- It has also been suggested that we should explore joint procurement of products and services to receive bulk rates that could reduce individual costs. Some items to review include paper products, office equipment service contracts, and group insurance rates. Can you think of other ways that we could reduce costs by ordering or purchasing needed items and services as a group? If providers could remove the grant restrictions, this would absolutely be beneficial to all parties. This would be the way to move forward efficiently.
- Coordinating training activities among the regional partners is another opportunity that is being explored. It is noted that a readily available, appropriately trained applicant pool is hard to find and that conducting certification and licensing updates can be a challenge for individual agencies. How do you feel about setting an annual schedule to meet regularly occurring training needs? Can you provide training, a location, oversight of the schedule, certified instructors, or any other support to make this program successful? We could explore utilizing our facility as a training location.

Q5: Please tell us any other information you'd like to share about transportation needs in your area.

It is extremely difficult to really identify/target training needs. The surveys are so misleading. Most households want more of an affordable taxi service - door to door.

Q6: Please share any other ideas, suggestions and thoughts on how we can explore reducing program costs including any resources you may know of for our review.

The coordination/blending or merging resources is probably the most effective method to sustain our programs/services and employees.

Survey #4

PAGE 1: Feedback Page for South Mississippi Transit Providers

Q1: Please tell us your name and organization -

Kimberley J Black Mental Health association of South MS

Q2: Goal #1 is to improve and expand the availability of transportation services to include more of the traditionally underserved populations such as the disabled and elderly.

- **How would you suggest that we expand transportation services? Can your organization help with any part of this process? How?** More routes, Popps ferry and Cedar Lake area has several apt building. MHA can tell you about areas in need of transportation

- **What additional hours of operation during weekdays do you feel are most important to expand services to? Why?** Parts of Biloxi never close and workers changing shifts need to get home

Q3: Goal #2 is to develop and implement an education and awareness program. Specifically to identify and secure the assistance of a mobility manager, and to increase community awareness and support of coordinated transportation efforts.

Respondent skipped this question

Q4: Goal #3 is to better coordinate services to improve operation of transportation services.

Respondent skipped this question

Q5: Please tell us any other information you'd like to share about transportation needs in your area.

1-10 and Washington has a great parking lot to pick up people

Q6: Please share any other ideas, suggestions and thoughts on how we can explore reducing program costs including any resources you may know of for our review.

Respondent skipped this question

Appendix B

Coordinated Transportation Plan – Survey Stakeholders Contact List

(a) 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:

Kenneth Yarrow	GRPC	kyarrow@grpc.com	228-864-1167
Stephanie Plancich	GRPC	splancich@grpc.com	228-864-1167
Jason Zimmer	GRPC	jzimmer@grpc.com	228-864-1167
Shirley Wilson	MDOT	swilson@mdot.ms.gov	601-359-7800
Janice Yancey	MDOT	jyancey@mdot.ms.gov	601-359-7800
Leonard Bentz	SMPDD	lbentz@smpdd.com	

Public Transportation Providers, Including ADA paratransit providers and agencies administering the projects funded under FTA urbanized and rural programs

Kevin Coggin	CTA	kcoggin@coasttransit.com	
Chris Foret	CTA	cforet@coasttranist.com	
DeShella Butler	DJ Transit (MDOT Southern Grp President)	djtransitinc@gmail.com	

Private Transportation Providers including brokers, taxi operators, vanpools, school transportation operators, etc.

Bennie French	Acadian Ambulance	bfrench@acadian.com	228 762 0239
Gregory Doyle	<u>American Medical Response</u>	Gregory_Doyle@amr-ems.com	228 897 6663
Ramona Harvard	<u>Singing River Health System</u>	r_harvard@SRHSHEALTH.com	228 809-5000
Rose Joe	<u>Jackson County Civic Association</u>	rjoe@jccac.com	228 769 3156
Janice Green	<u>Harrison County Human /Senior Resources</u>	jgreen@co.harrison.ms.us	228 896 0214
	<u>Calco-Hotard Transportation</u>	charters@hotard.com	800-356-6831
Paige Coker	Yellow Cab owner	Paigecoker1@bellsouth.net	

Human Service Agencies

ATAC GROUP			
Adriane Willis	Gulfport School District	adriane.willis@gulfportschools.org	

Aletha Burge	United Way	aburge@unitedwaysm.org	
Amelia Tomsic	Disability Rights MS	amelia.puffer@gmail.com	
Andrea Rogers	Gulfport Asst. US Attorney	andrea.rogers79@hotmail.com	
Bari Matherne (New Person?)	Keesler AFB	bari.matherne.ctr@us.af.mil	
Beth Favre (New Person?)	Bay-Waveland School District	bfavre@bwsd.org	
Bobbie Singletary	?	bobbie.singletary@gmail.com	
Brenda Valles	Harrison County School District	bvalles@harrison.k12.ms.us	
Carla Brooks	Singing River Healthcare	cbrooks@singingriverservices.org	
Carolyn Crawford	MS House	ccrawford@house.ms.gov	
Charlotte Guy	MG&A Consultant	cguy5186@gmail.com	
Christine Woodell	Life of Mississippi	cwoodell5@aol.com	
Cindie Martiny	Gulf Coast Mental Health Center	cmartiny@gcmhc.com	
Cindy Singletary	Life of Mississippi	cynthia.singletary@gmail.com	
De Ann Holland	?	deann.holland@att.net	
DeAunna Ruzicka	?	deaunnaruzicka@yahoo.com	
Doris Flettrich	Pass Christian School District	dflettrich@pc.k12.ms.us	
Cimmie Switzer	Gulfport School District	cimmie.switzer@gulfportschools.org	
Ed Elam	BKI	eelam@bkusa.com	
Elisa Radich (new person?)	Biloxi School District	elisa.radich@biloxischools.net	
Hilton Glass	Gulf Coast Mental Health Center	hglass@gcmhc.com	
Jake Hutchins	MS Dept. of Mental Health	jake.hutchins@dmh.state.ms.us; dmorgan@gcmhc.com	
Jan Larsen	?	globalstrat2@aol.com	
Jeff Bennett	Gulf Coast Mental Health Center	jbennett@gcmhc.com	
Jill Cartledge	Back Bay Mission	jcartledge@thebackbaymission.org	
Joyce Burton	Zeta Phi Beta Sorority Inc.	joycesburt@msn.com	
Karen Spruill (new person?)	Gulf Coast VA	Karen.Spruill@va.gov	
Kathy McDonald	MS Dept. of Rehabilitation Services	kmcdonald@mdrs.ms.gov	
Kathy Williams	MS Dept. of Rehabilitation Services	kwilliams@mdrs.ms.gov	
Kay Daneault	Mental Health Assoc. of MS	kay@msmentalhealth.org	
Kevin Bishop	MS Dept. of Rehabilitation Services	kbishop@mdrs.ms.gov	
Leigh Morris- Greer	South MS Regional Center	lmorris@smrc.state.ms.us	
Linda Stovall	Memorial Hospital	lstovall@mhg.com	
Lisa Ladner	MS Dept. of Rehabilitation Services	LLadner@mdrs.ms.gov	
Maria Cruise (new person?)	Pascagoula School District	ecruise@psd.ms	

Marie Henderson	Moss Point School District	mshenderson@mosspointschools.org	
Martha Zipperer	Ocean Spring School District	mzipperer@ossdms.org	
Melody Worsham	Mental Health Assoc. of MS	melody@msmentalhealth.org	
Michael Pol	MDOT	mpol@mdot.state.ms.us	
Michelle Nall	Brandi's Hope Community Services	mnall@brandishope.com	
Mike Ford	Lefluer Transportation	mike.ford@leflueur.net	
Mike Montgomery	Arc of the Gulf Coast	msarcemike@gmail.com	(228) 806 7670 or 228 497 1044
Norciva Shumper	MG&A Consultant	norciva@gmail.com	
Patricia Keaney	Jackson County School District	pkeaney@jcsd.k12.ms.us	
Patty Sinopoli	Mental Health Assoc. of MS	patty@msmentalhealth.org	
Polly Sumrow	Pascagoula School District	psumrow@psd.ms	
Regina Pearce	Jackson County School District	rpearce@jcsd.k12.ms.us	
Rene Rush	Ocean Spring School District	rrush@ossdms.org	
Robert Locke	City of Gulfport	rlocke@gulfport-ms.gov	
Rose Joe	Jackson Co Civic Action	joe@jccivicaction.org	
Rucks Robinson	3 R's Consulting	3rsconsulting@aol.com	
Sarah Landry	Mercy Housing	landry@mhhhd.org	
Sherrell Burkley	MS Dept. of Rehabilitation Services	sburkley@mdrs.ms.gov	
Steve Buckner	Lefluer Transportation	steve.buckner@leflueur.net	
Steve Huckaby	Biloxi School District	steve.huckaby@biloxischools.net	
Susan Smith	Memorial Hospital	sksmith@mhg.com	
Tom Holderer	?	holderert@bellsouth.net	
Tricia Cox	Pass Christian School District	tcox@pc.k12.ms.us	
Wade Ogletree	Singing River Healthcare	wogletree@singingriverservices.org	
Arita Chester	Gulf Coast Community Action Agency	aritachester@gccaa.org	(228) 897-9075
Michael Dozier	Gulf Coast Community Action Agency	mdozier@gccaa.org	(228) 897-9075
?	Lakeview Nursing Center	stan4d1@yahoo.com	(228) 831-3001
J Bryan	The Boyington	jbryan@gcj.com	228 864 6544
Robin -front office	Sunplex Subacute Center	on_bom@cesltc.com	(228) 875-1177
Pamela Taylor	Brookdale Biloxi	pamela.taylor@brookdale.com	(228) 284-5932
?	Santa Maria Retirement Apartments	santamaria@sunstatesmgmt.com	(228) 388-2495

Sharon	Century Oaks Retirement Community	centuryoaks@cableone.net	(228) 435-0055
Angela	Biloxi Community Living Center	bx_admin2ceslte.com	(228) 388-1805
Beth Joachim	Seashore Highlands in Gulfport	beth.joachim@mss-seashorehighlands.org	(228) 831-7000
Bill McAllily	Seashore District Superintendent	seashoredistrict@bellsouth.net	228-604- 2300
Courtney	Residence at Bay Cove	courtney@baycove.net	(228) 702-0142
Marie Trevvett	Greenbriar Nursing Center	mtrevvett@greenbriarnc.com	(228) 392-8484
?	Armed Forces Retirement Home	public.affairs@afrh.gov	228-897- 4400
?	Gulfport office - NAACP	GPTNAACP@aol.com	(228) 868-0023
Tabitha Brown	Mississippi Division of Medicaid	Tabitha.brown@medicaid.ms.gov	(228)863- 3328
Daniel Le	Boat People SOS	daniel.le@bpsos.org	(228) 436-9999
	Win Job Center	abrooken@mdes.ms.gov	228 897 6900
	MGCCC - Seaway Training Center		
	MGCCC - Gautier Campus		
	MGCCC - Jeff Davis		228-896- 3355
	Virginia College		228 546 9100
	Tulane University		(228) 388-5769
	Blue Cliff College		(228) 896-9727
	MS Gulf Coast Chamber	Same as city numbers	(228) 604-0014
	Biloxi Chamber	rachael@mscoastchamber.com	(228) 604-0014
wrong email	Gulfport Chamber	info@gulfportareachamberofcommerce.org	(228) 604-0014
Anna Curtis	Ocean Springs Chamber	mail@oceanspringschamber.com	(228) 875-4424
Linda McCarthy	Hancock County Chamber	info@hancockchamber.org	228 467 9048

Angela Juzang	Garden Park Medical Center	angel.juzang@hcahealthcare.com	(228) 575-7110
Courtney Lyles (Marketing dep	Memorial Hospital - Gulfport	clyles@mhg.com	(228) 867-4000
Laurie Bickel	Merit Health Biloxi	Laurie.bickel@mymerithealth.com	(228) 432-1571
Tracy Putt	VA Biloxi	tracy.putt@va.gov	(228)523- 5000
		-	
Rupert Lacy	Harrison County EMA	rupertlacy@co.harrison.ms.us	228-865- 4002
Earl Etheridge	Jackson County EMA	Earl Etheridge@co.jackson.ms.us	228-769- 3108
Brian Adam	Hancock County EMA	hcema1@att.net	228-255- 0942
		-	
Faith-Based and Community-Based Organizations			
	St. Micheal Catholic Church	stmichaelschurch@cableone.net	228 435 5578
	Heritage United Methodist Church	heritageumc2@cableone.net	228 392 4288
	First Presbyterian	info@firstpresbiloxi.org	228 374 6880
	Catholic Diocese Office	rpeeler@biloxidiocese.org	228 702 2100

Appendix C



Regional Transit Provider Inventory Update MS Gulf Coast Region

MDOT Project Nos. 502462-101000 • Contract FT-00502462



July 31
2012



In Association with Gulf Regional Planning Commission

Prepared by:

BKI BURK-KLEINPETER, INC.
ENGINEERS, ARCHITECTS, PLANNERS, ENVIRONMENTAL SCIENTISTS



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MDOT Project Nos. 502462-101000 • Contract No. FT-00502462



PURPOSE

Operating since 1972, the Mississippi Coast Transit Authority (CTA) provides fixed-route, demand response, and vanpool transit service to the three-county region of Hancock, Harrison, and Jackson Counties, serving over 1 million passengers last year. The Gulf Regional Planning Commission (GRPC), as the federally mandated and funded Metropolitan Planning Organization (MPO) for the Mississippi Gulf Coast, represents local municipal and county governments. This representative body channels federal funding for transportation projects and programs, and provides a forum for comprehensive, coordinated program and project distribution.

In 2006, GRPC completed a survey and inventory of transit providers across the Hancock, Harrison and Jackson County region. This survey was then supplemented in November 2008 for the region's Coordinated Human Services Transportation Plan. These efforts produced a greater understanding of how the Human Services entities in the region utilized CTA services and the multitude of private, non-profit, and informal transportation services. This inventory expands upon these efforts to capture data on how faith-based organizations, school districts, non-profits and others providing transportation services to the three county area.

This inventory will be used by CTA to identify opportunities for regional transportation coordination, in particular in response to changes in Medicaid funded transportation services. Additionally, as the largest transit provider and the only tax-payer funded transit operator in the region, CTA has an interest in maintaining effective and efficient service to responsibly steward both federal and state tax dollars. For CTA, a greater understanding of regional transit coordination leads to a more effective leveraging of operating and capital funds. The same information can be used by GRPC as part of their evaluation process for funding applications for Federal Transit Administration (FTA) capital assistance.

METHODOLOGY

To produce an inventory of transit providers, GRPC and CTA worked together to plan and implement the survey over the course of March and April 2012. Initially, a specific list of target groups, organizations, and entities were collaboratively identified by broad categories (See Appendix 1). Then contact information for the potential providers within in each broad category was identified through an internet and phone research process. For many faith-based organizations belonging to a larger denominational structure, contact information was attained through listings on the larger organizational websites. Contact information for other, less structured religious organizations was obtained through similar means but were assumed to be less reliable. Meanwhile, Goodwill, Salvation Army, and United Way organizations were specifically targeted based upon reputations as community service/support organizations. Local school bus providers were identified through County and school district websites and follow-up phone calls. Youth clubs, community centers and college/university contact information was found through internet searching and follow-up phone calls. Specifically, for 1) adult day care



centers, 2) senior and assisted living facilities, 3) homeless support services and 4) taxi drivers, third-party industry-specific internet search engines and the standard Yellow Pages search engine were utilized to identify contact information for potential providers within the three-county study area. It is fair to assume that the contact information for these entities may be less reliable as these third-party and Yellow Page type search engines may not update contact information regularly. In total, contact information was obtained for 344 entities matching the broad categories previously identified.

The actual surveying process involved a series of communications with each of the 344 potential transportation providers identified and follow-up reminders to those entities indicating they provided services. The surveying effort was distributed among five GRPC staff members, responsible for about 70 entities each. An initial contact was attempted via email or phone, depending on the availability of an email address. If by email, then this initial contact invited the recipient to complete the attached survey in PDF form or complete it in a digital form through an internet-based surveying tool¹. If by phone, then this initial contact requested further contact information in the preferred contact method for the recipient. Then this call was followed up with a corresponding email, fax, or mailed hard copy as preferred by the recipient entity. During this phone call, the contact person screened out contacts that did not provide any transportation services, eliminating more than 150 entities from the list. This first contact was followed-up several days later with a second contact utilizing the contact method indicated, confirming receipt of the survey, reminding the recipient to complete the survey, and set a specific deadline for completion. A third and final contact was initiated a week later for those remainder entities who indicated a desire to participate, but still had not completed a survey. Overall, the recipients were given two and half weeks to complete the survey. A copy of the survey has been provided in Appendix 2, while a sample contact letter is available in Appendix 3.

After the survey period was completed, 30 complete responses were recorded, while another 13 were started but no data was entered. The results compiled by the online survey tool were downloaded, aggregated and analyzed. CTA's services are not reflected in the results that follow. These results only reflect non-CTA transportation services.

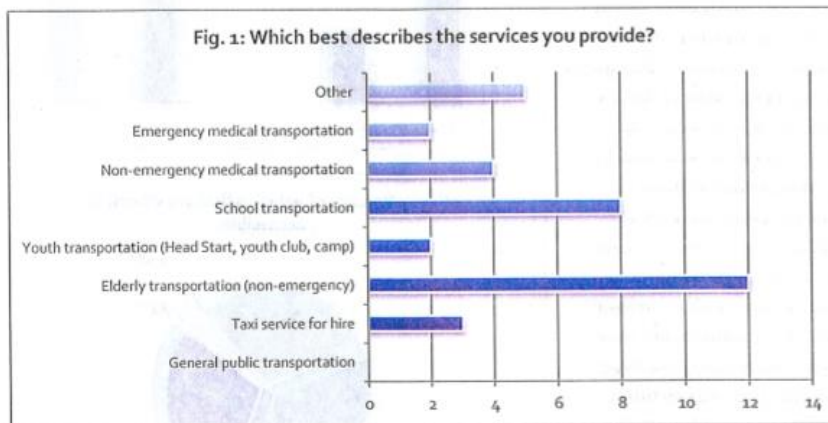
¹ SurveyMonkey. <http://www.surveymonkey.com/>



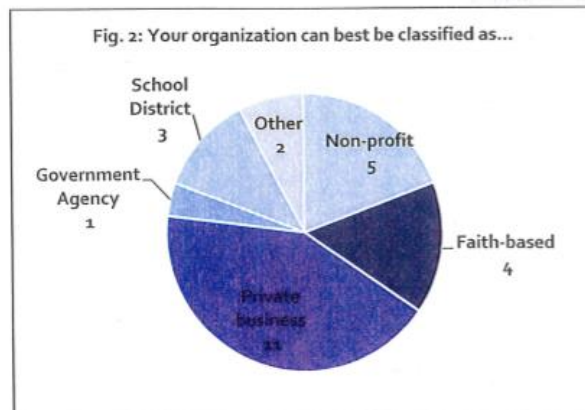
INVENTORY RESULTS ANALYSIS

TYPES OF TRANSIT SERVICE PROVIDERS

There are a variety of organizations providing transportation services along the MS Gulf Coast, 30 responded to this inventory survey. Of those responding to the survey, the majority provide elderly transportation services along the MS Gulf Coast, while those entities providing school transportation and non-emergency medical transportation services were also well represented (Figure 1). No entities surveyed provide general public transportation services, a niche filled by CTA services.



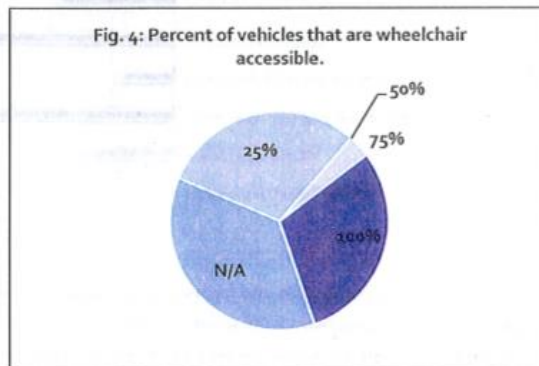
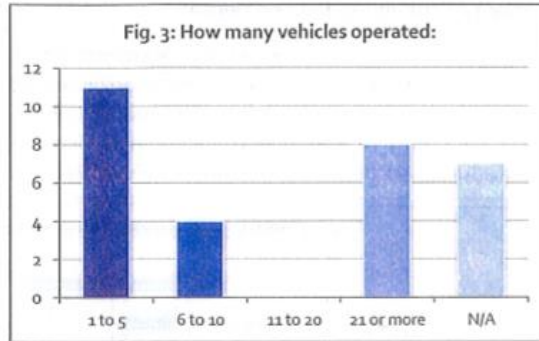
Private businesses, non-profits and faith-based organizations made up roughly 75% of respondents, while the remaining agencies were either school districts, government agencies, or other (Figure 2). It should be noted that surveyors reached out to 176 religious institutions for survey responses while only four institutions responded to the survey as providing some sort of transportation services.





Transit providers ranged in size from those which have no dedicated vehicles to entities with vehicle fleets of greater than 21 vehicles. Of those entities responding to the survey, there were 11 operating small fleets and 8 operating fleets larger than 21 vehicles, while only 4 operated vehicle fleets between 5 and 21 vehicles (Figure 3). The majority of transit services are being provided by entities with small fleets of vehicles.

Meanwhile, two thirds of all vehicles operated by respondents had some sort of wheelchair accessibility. One third of those surveyed had vehicle fleets that were 100% wheelchair accessible (Figure 4). Wheelchair accessibility remains an important attribute in transit vehicles, especially during periods of emergency and evacuation. CTA services can provide some evacuation services to local indigent and disabled populations, but other entities with wheelchair accessible transportation services can often remain under contract to provide additional evacuation services during emergencies. Currently the county level Emergency Management Departments execute and maintain emergency evacuation contracts.





GEOGRAPHIC CONCENTRATIONS OF ACTIVITY

Survey responses from each county in the three-county region were obtained (Fig. 5). Survey recipients were asked to check all locations where transportation services were provided. As Figure 6 shows, responders provide services across the region with heavier service provided in areas of higher population density.

Fig. 5: Survey Respondent Location Map

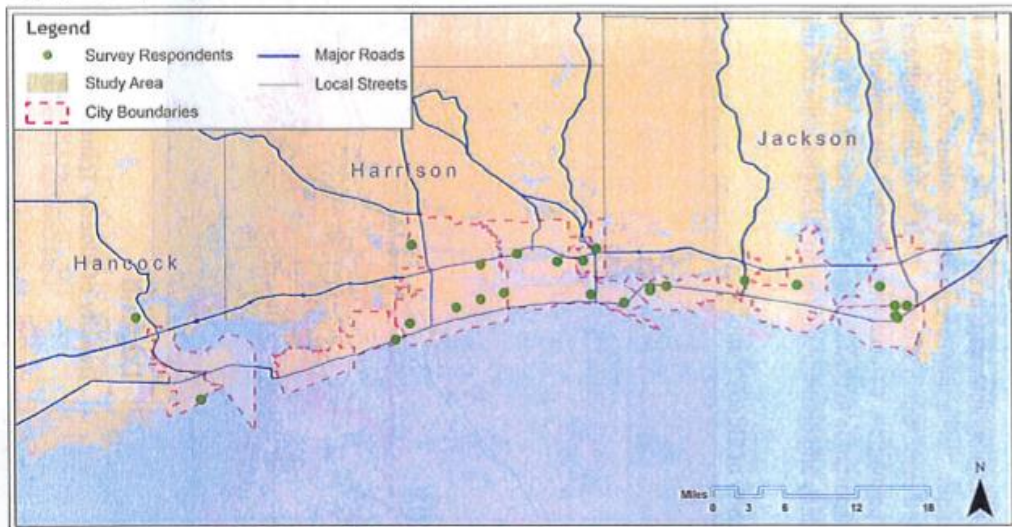
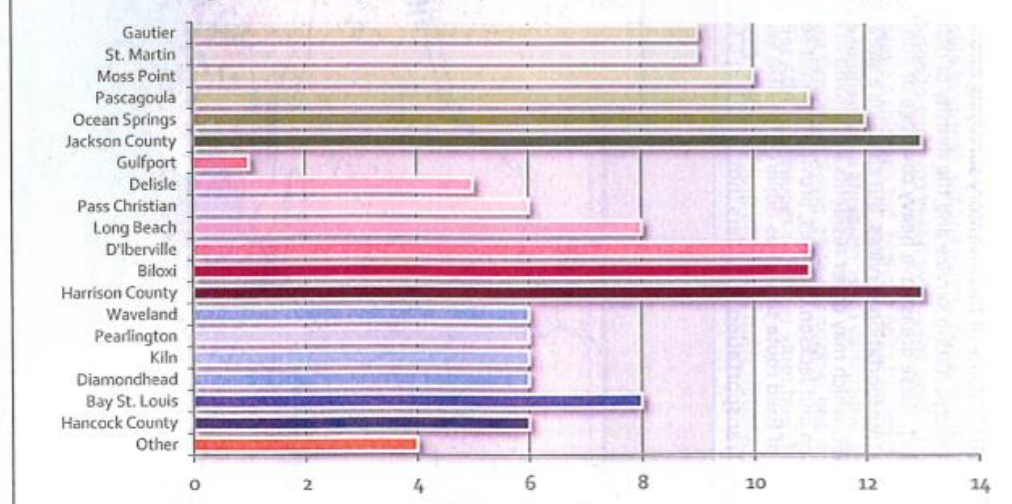
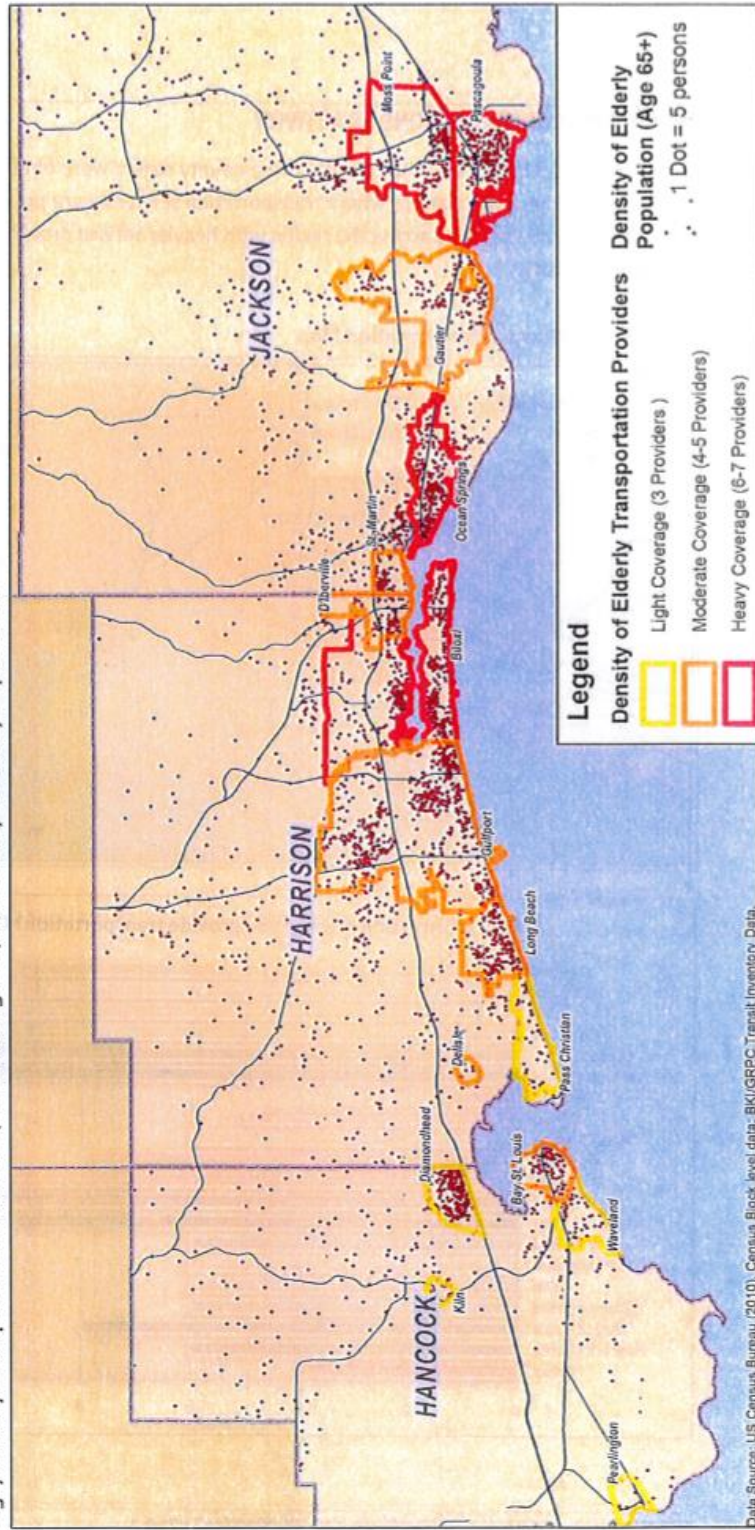


Fig. 6: Community where you provide transportation? Check all that apply.



Another intended outcome of this inventory surveying effort was to identify geographic gaps in service. Fig. 7 displays the areas where respondents reported to provide elderly transportation service and the density of elderly populations. While there are greater densities of elderly populations located in Ocean Springs, Biloxi and Gulfport, these areas have heavy coverage of non-CTA elderly transportation services. The City of Diamondhead does not have heavy coverage of non-CTA elderly transportation services, but contains a sizeable elderly population. CTA currently does provide demand response transportation to Hancock and Harrison Counties, which may cover residents in demand of elderly transportation in Diamondhead. Additionally, CTA provides Paratransit PLUS service to Hancock, Harrison and Jackson Counties, providing transit service to elderly and disabled population throughout the county instead of just inside the mandated ¼ mile corridor of fixed route service as required for ADA service.

Fig. 7: Elderly Transportation Providers (not including CTA) and Density of Elderly Populations

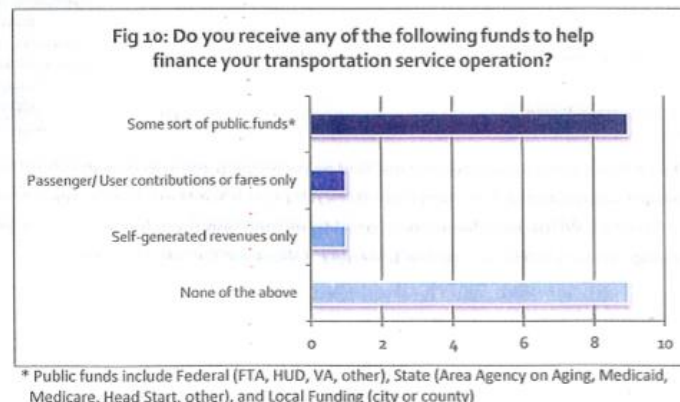
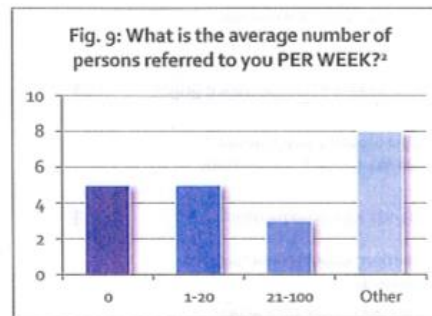
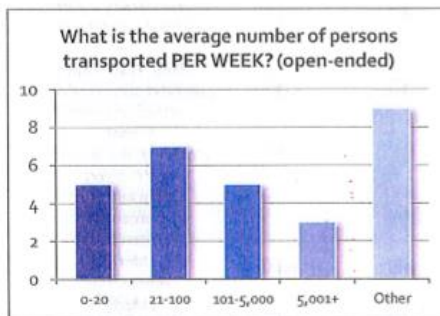


Data Source: US Census Bureau (2010). Census Block level data; BK1GRPC Transit Inventory Data.



TRANSIT PROVIDER OPERATIONS

Survey respondents included large and small agencies, transporting a variety of different numbers of people (Fig. 8). Compared to CTA transit services, survey respondents transport a relatively small amount of passengers. Twelve respondents (41%) transported fewer than 100 passengers per week, while three respondents (10%) reported transporting over 5,000 passengers per week. Of the three transit providers transporting more than 5,000 passengers two respondents were local school districts and one was a Southeastern regional private company. Comparatively, respondents did not receive a large number of referrals per week (Fig. 9). Most respondents (62%) were referred fewer than 100 passengers per week.²



² The other 38% of respondents provided qualitative answers of "it varies", "unknown", and "other".



When asked what type of funds the entity received, of the 20 total responses to this question, 45% received some sort of public sector funding, including federal, state, or local funding (Fig. 10)³. Again, this survey does not include the largest provider of transportation in the MS Gulf Coast region, CTA.

Table 1: Coordinated Transportation Providers Receiving Public Funds

Transportation Provider	Federal grant recipients	State grant recipients	Local public funding	Transportation Services, Service area
Acadian Companies			<input checked="" type="checkbox"/>	Emergency medical, Jackson Co
American Medical Response		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Elderly, Emergency and non-emergency medical, Harrison Co and Hancock Co
Calco-Hotard Transportation Group	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Elderly, Taxi, School, general charter services, all three counties
First Student/ Bay-Wave and Gulfport School Transportation			<input checked="" type="checkbox"/>	School, Waveland, Bay St. Louis and Gulfport
Hancock Co School District	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		School and non-emergencies, Hancock Co
Harrison County Human/Senior Resources		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Elderly, Harrison Co
Jackson County Civic Action Committee		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Elderly, Ocean Springs, Moss Point, and Pascagoula
Plaza Community Living Center		<input checked="" type="checkbox"/>		Elderly, Harrison Co, Ocean Springs, Moss Point, and Pascagoula
Singing River Health System- Patient Transportation	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	Elderly, Jackson Co

Table 1 identifies those survey respondents identified as receiving some sort of public funding. For this survey, Mississippi Department of Transportation (MDOT) and the Southern Mississippi Planning and Development District (SMPDD) provided records of all transportation providers receiving public tax-dollars. All transportation providers receiving tax-payer dollars are included in Table 1.

³ Mississippi Department of Transportation (MDOT) and the Southern Mississippi Planning and Development District (SMPDD) provided records of all transportation providers receiving public tax-dollars. All are included in Table 2 below.



RECOMMENDATIONS: OPPORTUNITIES FOR REGIONAL COORDINATION

REGIONAL COORDINATED TRANSPORTATION

At the State level, regional coordination of transportation services is an integral part of the administration of Federal Public Transportation program funds, in particular from Sections 5311, 5316, 5310 and 5317. The overall goal of coordinated transportation is to improve the availability and accessibility of public and specialized transportation resources for rural and small urban areas through a collaborative planning process and increased investments. Various stakeholders around the MS Gulf Coast region including public agencies, organizations and client groups work together to create more coordinated provision of regional transportation services and in turn form the MS Gulf Coast into a more competitive region for federal funds. **Increased regional coordination of services is intended to produce the following: more efficient service delivery; more cost effective service delivery; increased capacity; easier access; and a better quality of life.**

Southern Mississippi Transit (SMT) is the group responsible for creation and maintenance of a coordinated transportation services regional plan. This plan is the regional vision for coordinated transportation that fulfills federal requirements for federal funds allocations under Sections 5310, 5316 and 5317. SMT Coordinated Transportation Plans developed in 2007 and 2008 featured the results of stakeholder meetings which identified challenges and opportunities confronting the provision of coordinated transportation. Table 2 identifies challenges and impediments within the MS Gulf Coast area and includes status reports as of 2012.

Table 2: Coordinated Transportation Plan: Action Items for Hancock, Harrison, and Jackson Counties.

Transportation Challenges	Impediments	Strategy	Status (2012)
1) Expand Hours of Scheduled Operation during weekdays	<ul style="list-style-type: none"> • Not enough 5310 credentialed drivers • Not enough vehicles • Operations costs • FTA 5310 operating restrictions 	Create mechanism to identify eligible drivers (by February 2008) Create mechanism where all regional transportation providers are known Link all regional transportation providers into a network (Smart GIS and Call Center , both demonstration projects) (Fall 2007) Increase number of available drivers Increase number of vehicles (January/March 2008) Lower current operating cost (Fall 2007)	Demonstration projects (Smart GIS and Call Center) identified for Fall 2007 to occur outside of MS Gulf Coast counties
2) Expand scheduled transportation services on weekends	<ul style="list-style-type: none"> • Not enough 5310 drivers • FTA 5310 Operating Restrictions • Replace aged and worn vehicles 	Create mechanism to identify eligible drivers (by 02/2008) Create mechanism where all regional transportation providers are known Link all regional transportation providers into a network (Smart GIS and Call Center , both demonstration projects) (Fall 2007)	Status Unknown

Continued on following page.



Transportation Challenges	Impediments	Strategy	Status (2012)
3) Create mechanism that requires all transportation providers in the region to participate in coordinated transportation	Lack of non-FTA transportation providers, MS Medicaid, Mental Health, local governments	Become clearinghouse for all regional transportation proposals. Requires inter-agency cooperation. Only current mechanism is the Office of the Governor. (June 2007) Create a state-level government advocacy group within Southern Regional Transit (January 2008)	Status Unknown
4) Lobby local governments for their participation in coordinated transportation (esp. funding)	Lack of awareness and support from local government.	Create local governmental advocacy group within Southern Regional Transit (January 2008)	Status Unknown
5) Increase utilization of existing regional transportation assets	Lack of communication between providers. Unwillingness among providers to share their resources. Replace outdated systems.	Establish a regional multi-organizational group among state agencies to determine opportunities for inter-organizational transportation collaboration (statewide public policy – Southern Regional Transit should seek out champions to sponsor such statewide and local legislation) (January 2008) Link all regional transportation providers into a network (Smart GIS and Call Center, both demonstration projects) (Fall 2007)	Status Unknown
6) Extend transportation services to underserved areas	Underserved areas not identified, geographical, specific group	Conduct regional consumer needs analysis that utilizes multi-organizational group composed of state agencies providing regional transportation services to specifically identify and develop strategies to serve current underserved customers (Fall 2007) Increase regional inventory (Fall 2007)	Status Unknown
7) Realize economies of scale in driver training	Lack of training funds. Different agencies with different training plans Training schedule differences Geographical location	Take advantage of funding opportunities through Rural Transportation Assistance Program through MDOT (as needed) Create on-line training modules (currently exist) Utilized CTAA certified trainers (currently exist)	Status Unknown
8) Maintain current vehicle inventory	Aged and worn vehicles	Federal funding – Ongoing (5310 and 5311 programs) Refurbish aged vehicle inventory - Ongoing	Status Unknown

Source: Southern Mississippi Transit, Coordinated Transportation Services Regional Planning, Revision B, JBG & Associates, Jan. 27, 2008.



GRAYING OF THE MISSISSIPPI GULF COAST

Planners and policy analysts nationwide have identified current and future demographic trends related to the portion of the population which is elderly. Nationwide by 2030, one in five Americans will be over 65 years of age and the population over 85 years of age will triple. While, 15.5% of Americans over the age of 65 will live in transit poor areas. **The MS Gulf Coast follows this trend as the number of persons 65 and over is expected to double.** These demographic shifts will have dynamic impacts to local government policies towards housing and transportation as older populations have increased issues with mobility. Seniors and empty nesters are looking for walkable communities that are transit accessible.⁴ **In the coming years, MS Gulf Coast transportation providers will have increasing demand for services from a growing elderly population.** Responding to these demand pressures will remain an important function of coordinated transportation providers.

RECOMMENDATIONS

Impediments to regional coordinated transportation partnerships identified in Table 2 include: concerns regarding "lack of communication between providers" and "unwillingness among providers to share their resources." If these existing barriers can be overcome then operational concerns regarding "Not enough vehicles" and "not enough credentialed drivers" can be solved. Moving into an era of limited federal funding while transporting an aging population, duplication continues, coordination has only been partially successful, efficiency goals have not been fully realized. These issues need to be addressed. CTA, the most sophisticated transit provider on the coast can play a larger role in helping to meet these goals.

Taking the forthcoming regional demographic changes, the updated transit inventory analysis and the above challenges and impediments into consideration, there are two main recommended actions to be taken to fulfill the goals of coordinated regional transportation. These include:

1. Expand partnerships among transportation providers to maintain Paratransit PLUS service
2. Partner with existing ATAC to create a Smart GIS/Call Center mechanism to coordinate human services transportation

Expand partnerships among transportation providers to maintain Paratransit PLUS services

Over the years, CTA has been committed to participation in the coordinated transportation of the MS Gulf Coast's disabled and veteran populations. Continued involvement with the Accessible Transportation Advisory Committee (ATAC) and the spearheading of the semi-annual Statewide Coordinated Transportation Summits has allowed CTA to more greatly understand the demands of these populations. In response to meetings with fellow stakeholders such as those participants in the ATAC, CTA expanded ADA services throughout Hancock, Harrison, and Jackson Counties through the

⁴ Sources: Woods & Poole data provided by Gulf Regional Planning Commission, US Census Bureau, Mitchell Silver, Nate Berg, Arthur C. Nelson.



Paratransit PLUS service. Funding for this expansion was obtained through the stimulus funding (ARRA) and as this funding comes to a close, working with the ATAC and local officials remains important to sustain funding and levels of service for this important community function. The expansion throughout Harrison, Hancock, and Jackson Counties will help CTA be prepared for the continued graying of the MS Gulf Coast.

Partner with existing ATAC to create a Smart GIS/Call Center mechanism to coordinate human services transportation

The current coordinated transportation system features multiple services provided by entities receiving tax-payer dollars (see Table 1). **Deeper partnership ties would prompt better administration of tax-payer dollars through reductions in duplicated services and better management of existing operational resource throughout the region's transportation providers.**

A firm foundation of relationships has been developed through the ATAC and the Statewide Coordinated Transportation Summits. Data and knowledge of ridership demand shared through these relationships is valuable, but a **network of linked coordinated transportation providers is recommended**. It is recommended to **create a new entity or delegate responsibilities to an existing entity to link all regional transportation providers into a network**. This network would be charged with identifying all regionally available drivers and providers, and coordinating the provision of service throughout the community. This network may develop a regional call center and utilize a Smart GIS (Geographic Information System) to identify vehicle locations in relation to ridership demand and notify drivers of needs as they arise. More expansive levels of communication and service provision may allow for an expansion of service hours and weekend service for both demand response and ADA Paratransit services without expansion of vehicle fleets.

The previous federal surface transportation funding bill, the "Safe, Affordable, Flexible, Efficient, Transportation Equity Act- a Legacy for Users" (SAFETEA-LU) provided competitive grant funding for call centers of this type. However, a new transportation bill was just recently signed and details are still emerging regarding grant programs. The new surface transportation bill, "Moving Ahead for Progress in the 21st Century" (MAP-21), does require Section 5310 program recipients to certify that the projects selected for funding are included in a locally developed, coordinated public transit-human services transportation plan.⁵

⁵ 112th Congress, 2011-2012. *Moving Ahead for Progress in the 21st Century (MAP-21)*, H.R. 4348. ENR

Appendix D

**Mississippi Gulf Coast MPO
Transportation Improvement Program (TIP)
FY 2015-2019
*Federal Transit Administration (FTA)***

Num.	Description	Grantee	Year Apportioned		Five Year Program Planned					Total Est. Cost	Comments /Carry Over
					2015	2016	2017	2018	2019		
Sec 5307	Operating Assistance	CTA		Federal	\$2,327,500	\$2,210,000	\$2,210,000	\$2,210,000	\$2,210,000		
				Local Match	\$2,327,500	\$2,210,000	\$2,210,000	\$2,210,000	\$2,210,000		
				Admin	\$0	\$0	\$0	\$0	\$0		
				Total	\$4,655,000	\$4,420,000	\$4,420,000	\$4,420,000	\$4,420,000		

Num.	Description	Grantee	Year Apportioned		Five Year Program Planned					Total Est. Cost	Comments /Carry Over
					2015	2016	2017	2018	2019		
Sec 5307	Preventive Maintenance	CTA		Federal	\$1,040,000	\$1,092,000	\$1,140,000	\$1,140,000	\$1,140,000		
				Local Match	\$260,000	\$273,000	\$285,000	\$285,000	\$285,000		
				Admin	\$0	\$0	\$0	\$0	\$0		
				Total	\$1,300,000	\$1,365,000	\$1,425,000	\$1,425,000	\$1,425,000		

Num.	Description	Grantee	Year Apportioned		Five Year Program Planned					Total Est. Cost	Comments /Carry Over
					2015	2016	2017	2018	2019		
Sec 5307	In-House Planning	CTA		Federal	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000		
				Local Match	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000		
				Admin	\$0	\$0	\$0	\$0	\$0		
				Total	\$375,000	\$375,000	\$375,000	\$375,000	\$375,000		

Num.	Description	Grantee	Year Apportioned		Five Year Program Planned					Total Est. Cost	Comments /Carry Over
					2015	2016	2017	2018	2019		
Sec 5307	Computer Equipment	CTA		Federal	\$16,000	\$16,000	\$16,000	\$16,000	\$16,000		
				Local Match	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000		
				Admin	\$0	\$0	\$0	\$0	\$0		
				Total	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000		

Num.	Description	Grantee	Year Apportioned		Five Year Program Planned					Total Est. Cost	Comments /Carry Over
					2015	2016	2017	2018	2019		
Sec 5307	Shop Equipment	CTA		Federal	\$16,000	\$16,000	\$16,000	\$16,000	\$16,000		
				Local Match	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000		
				Admin	\$0	\$0	\$0	\$0	\$0		
				Total	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000		

Num.	Description	Grantee	Year Apportioned		Five Year Program Planned					Total Est. Cost	Comments /Carry Over
					2015	2016	2017	2018	2019		
Sec 5307	ADA Operating Expenses	CTA		Federal	\$284,800	\$300,000	\$320,000	\$320,000	\$320,000		
				Local Match	\$71,200	\$75,000	\$80,000	\$80,000	\$80,000		
				Admin	\$0	\$0	\$0	\$0	\$0		
				Total	\$356,000	\$375,000	\$400,000	\$400,000	\$400,000		

Num.	Description	Grantee	Year Apportioned		Five Year Program Planned					Total Est. Cost	Comments /Carry Over
					2015	2016	2017	2018	2019		
Sec 5307	Associated Transit Improvements	CTA		Federal	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000		
				Local Match	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000		
				Admin	\$0	\$0	\$0	\$0	\$0		
				Total	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000		

Num.	Description	Grantee	Year Apportioned		Five Year Program Planned					Total Est. Cost	Comments /Carry Over
					2015	2016	2017	2018	2019		
Sec 5307	Facility Rehab & Renovations	CTA		Federal	\$160,000	\$160,000	\$160,000	\$160,000	\$160,000		
				Local Match	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000		
				Admin	\$0	\$0	\$0	\$0	\$0		
				Total	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000		

Num.	Description	Grantee	Year Apportioned		Five Year Program Planned					Total Est. Cost	Comments /Carry Over
					2015	2016	2017	2018	2019		
Sec 5307	Purchase Office Equipment	CTA		Federal	\$8,000	\$8,000	\$8,000	\$8,000	\$8,000		
				Local Match	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000		
				Admin	\$0	\$0	\$0	\$0	\$0		
				Total	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000		
Num.	Description	Grantee	Year Apportioned		Five Year Program Planned					Total Est. Cost	Comments /Carry Over
					2015	2016	2017	2018	2019		
Sec 5307	Purchase Fare Box Equipment	CTA		Federal	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000		
				Local Match	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000		
				Admin	\$0	\$0	\$0	\$0	\$0		
				Total	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000		
Num.	Description	Grantee	Year Apportioned		Five Year Program Planned					Total Est. Cost	Comments /Carry Over
					2015	2016	2017	2018	2019		
Sec 5307	Purchase Communication Equipment	CTA		Federal	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000		
				Local Match	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000		
				Admin	\$0	\$0	\$0	\$0	\$0		
				Total	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000		
Num.	Description	Grantee	Year Apportioned		Five Year Program Planned					Total Est. Cost	Comments /Carry Over
					2015	2016	2017	2018	2019		
Sec 5307 or Sec 5339	Purchase Revenue Vehicles	CTA		Federal	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000		
				Local Match	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000		
				Admin	\$0	\$0	\$0	\$0	\$0		
				Total	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000		
Num.	Description	Grantee	Year Apportioned		Five Year Program Planned					Total Est. Cost	Comments /Carry Over
					2015	2016	2017	2018	2019		
Sec 5307	Purchase Support Vehicles	CTA		Federal	\$36,000	\$36,000	\$36,000	\$36,000	\$36,000		
				Local Match	\$9,000	\$9,000	\$9,000	\$9,000	\$9,000		
				Admin	\$0	\$0	\$0	\$0	\$0		
				Total	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000		

Num.	Description	Grantee	Year Apportioned		Five Year Program Planned					Total Est. Cost	Comments /Carry Over
					2015	2016	2017	2018	2019		
Sec 5307	JARC Purchased Transportation	CTA		Federal	\$175,000	\$365,000	\$365,000	\$365,000	\$365,000		
				Local Match	\$175,000	\$0	\$0	\$0	\$0		
				Admin	\$0	\$0	\$0	\$0	\$0		
				Total	\$350,000	\$365,000	\$365,000	\$365,000	\$365,000		

Num.	Description	Grantee	Year Apportioned		Five Year Program Planned					Total Est. Cost	Comments /Carry Over
					2015	2016	2017	2018	2019		
Sec 5310	New Freedom Services	CTA		Federal	\$72,000	\$190,000	\$190,000	\$190,000	\$190,000		
				Local Match	\$18,000	\$190,000	\$190,000	\$190,000	\$190,000		
				Admin	\$0	\$0	\$0	\$0	\$0		
				Total	\$90,000	\$380,000	\$380,000	\$380,000	\$380,000		

Num.	Description	Grantee	Year Apportioned		Five Year Program Planned					Total Est. Cost	Comments /Carry Over
					2015	2016	2017	2018	2019		
Sec 5307	Mobility Manager for Transit Outreach and Awareness	CTA		Federal	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000		
				Local Match	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000		
				Admin	\$0	\$0	\$0	\$0	\$0		
				Total	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000		

Num.	Description	Grantee	Year Apportioned		Five Year Program Planned					Total Est. Cost	Comments /Carry Over
					2015	2016	2017	2018	2019		
Sec 5307	Replacement Mobile Surveillance Equipment	CTA		Federal	\$128,000						Added to TIP June 2014
				Local Match	\$32,000						
				Admin	\$0						
				Total	\$160,000						

Num.	Description	Grantee	Year Apportioned		Five Year Program Planned					Total Est. Cost	Comments /Carry Over
					2015	2016	2017	2018	2019		
Sec 5307	Expansion of the Gulfport Transit Center Intermodal Hub (NEPA included)	CTA		Federal		\$3,280,000	\$3,280,000				Added to TIP June 2014. Move and split \$6,560,000 in FY15 to FY16 and FY17 (5-2015)
				Local Match		\$820,000	\$820,000				
				Admin							
				Total		\$4,100,000	\$4,100,000				