



Interim Report Task 05
Existing Conditions of Public Transit

April 2025

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HNTB



Mississippi Department of Transportation **MULTIPLAN 2050**

This Plan was prepared as a cooperative effort of the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Mississippi Department of Transportation (MDOT), and local governments in partial fulfillment of requirements in Title 23 USC 134 and 135, amended by the IIJA, Sections 11201 and 11525, October 1, 2021. The contents of this document do not necessarily reflect the official views or policies of the USDOT.

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1.0 Introduction

1.1 Document Organization

This memorandum is structured to provide an evaluation of Mississippi's 60 transit providers as part of the Mississippi Unified Long-Range Transportation Plan (MULTIPLAN) update.

- **Agency Involvement** - Outlines Mississippi Department of Transportation's (MDOT) support for Mississippi's public transit, detailing the roles of local authorities, statewide programs, and recent strategic developments.
- **Statewide Significance** - Examines Mississippi's public transit system within the broader transportation network, focusing on comparisons to other programs in the Gulf states.
- **Existing Conditions** - Provides profiles of rural and urban public providers in Mississippi, describing all urban and rural fixed-route providers and flexible/demand response providers.

Together, these sections offer an overview of public transit in Mississippi and its contributions to the state's transportation network.

2.0 Agency Involvement

2.1 Role of MDOT

The primary role of the MDOT Public Transit Division is to provide oversight and administration of Federal funds for public transit. This includes programs for service delivery, purchasing and maintaining buses, as well as initiatives to promote low and zero-emission vehicles.¹ Additionally, MDOT oversees the coordination of public transit services in collaboration with the state's six Regional Coordination Transportation Groups (RCTG), Metropolitan Planning Organizations (MPO), and Planning and Development Districts.²

¹ Mississippi Department of Transportation Public Transit Division. (12/2024). (Note: newest version of SMP not currently on website) State Management Plan for Federal Transit Administration Funded Transportation Programs. Retrieved from MDOT: <https://mdot.ms.gov/documents/Public%20Transit/Plan/State%20Management%20Plan/State%20Management%20Plan.pdf>

² National Center for Mobility Management. (2023, February). State of the State: Transportation Coordination Efforts in Mississippi. Retrieved from National Center for Mobility Management:

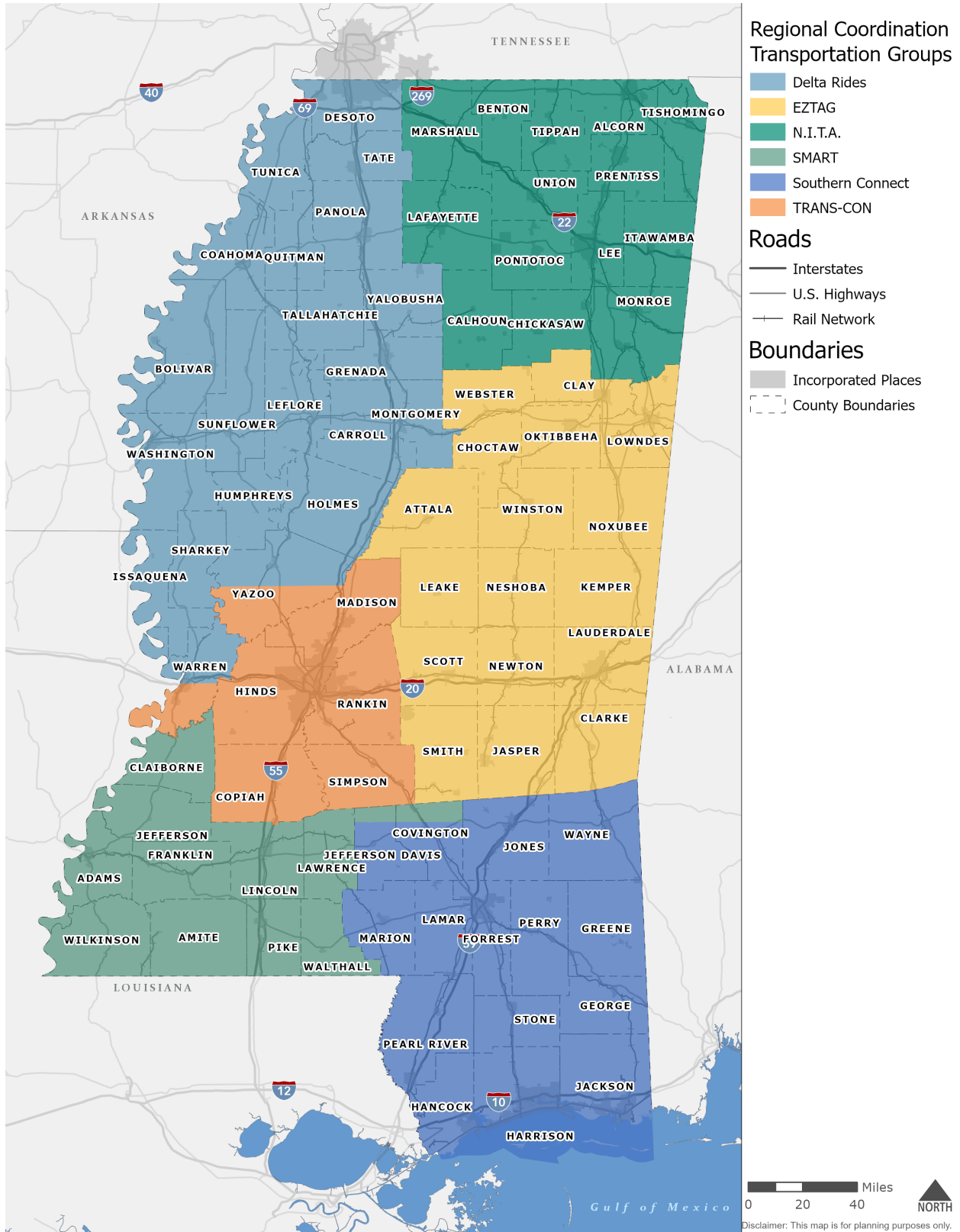
2.2 Regional Coordination Transportation Groups

Mississippi's RCTGs are composed of agencies and other representatives that share the objective of offering public transportation services to the general population, elderly individuals, persons with disabilities, and/or low-income individuals. Members can include regional public and private transit providers, public officials, human service organizations, planning and development districts, non-profit organizations, mental health organizations, and other concerned transportation stakeholders. Six RCTGs (Figure 1) operate within the state of Mississippi as follows:

- Delta Rides
- N.I.T.A. (formerly Ride the Smile)
- Trans-Con
- EZTAG
- SMART
- Southern Connect

https://nationalcenterformobilitymanagement.org/wp-content/uploads/2023/03/NCMM_MS_State-of-the-State_-Final.pdf

Figure 1. Mississippi Regional Coordination Transportation Groups



Source: Mississippi Department of Transportation Intermodal Planning, accessed from https://mdot.ms.gov/portal/intermodal_planning

The RCTGs work collaboratively with MDOT with the goal of connecting people with public transit, whether they live in rural or urban areas. Funding for RCTGs is provided by FTA 5310 and 5311 Formula Funding.³ The MDOT Public Transit Division oversees RCTG plans and programs. The map in Figure 1 shows the six regions, and a description of the programs provided in each RCTG follows. Only three counties do not have any public transit service: Choctaw, Clay, and Webster. A list of all providers and their respective RCTGs and funding sources is included in Appendix A.

Delta Rides

Delta Rides serves 20 counties in the northwest region including Bolivar, Carroll, Coahoma, DeSoto, Grenada, Issaquena, Holmes, Humphreys, Leflore, Montgomery, Panola, Quitman, Sunflower, Tate, Tunica, Sharkey, Tallahatchie, Warren, Washington, Yalobusha, and Yazoo. The services provided through the Delta Rides program are supported by various sub-recipients, each of which receives funding from different FTA funding programs, including Sections 5310, 5311, and 5339 (Table 1). Currently, there are no specific urban system transportation programs in the northwest region.

Table 1. Funding Sources within the Delta Rides RCTG

Program Name	5307	5310	5311	5339
Aaron Henry Community Health Services Center, Inc. (DARTS)				
Bolivar County Council on Aging, Inc. (BOCCA)				
Central Mississippi, Inc.				
City of Tunica/Tunica County Recreation Commission				
Delta Bus Lines, Inc.				
Mississippi Christian Family Services, Inc.				
Mississippi Valley State University Mass Transit				

³ National Center for Mobility Management. (2023, February). State of the State: Transportation Coordination Efforts in Mississippi. Retrieved from National Center for Mobility Management: https://nationalcenterformobilitymanagement.org/wp-content/uploads/2023/03/NCMM_MS_State-of-the-State_Final.pdf

Existing Conditions

Program Name	5307	5310	5311	5339
North Central Planning and Development District				
North Delta Planning and Development District, Inc./SLA Jones				
Northeast Mississippi Community Services, Inc.				
Quality Mental Health, Inc.				
Sunflower/Humphreys Counties Progress, Inc.				
Warren-Washington-Issaquena Sharkey Community Action Agency (WWISCAA)				
River Ridge Mental Health				

Source: Mississippi Department of Transportation Intermodal Planning, accessed from https://mdot.ms.gov/portal/intermodal_planning

N.I.T.A.

This program was formerly called Ride the Smile but was renamed the Northeast Mississippi Intermodal Transit Association (N.I.T.A.). Currently, it serves 14 counties in the Northeast region including Alcorn, Benton, Calhoun, Chickasaw, Itawamba, Lafayette, Lee, Marshall, Monroe, Pontotoc, Prentiss, Tippah, Tishomingo, and Union. The services provided through the N.I.T.A regional group are supported by various sub-recipients, each of which receives funding from different FTA funding programs, including Sections 5310, 5311, and 5339 (Table 2). Currently, there are no specific urban system transportation programs in the northeast region.

Table 2. Funding Sources within the N.I.T.A. RCTG

Program Name	5307	5310	5311	5339
City of Oxford/Oxford University Transit (OUT) System				
Climb-Up Inc. Region III				
Lee County Multi-Purpose for the Elderly				
Northeast Mississippi Community Services, Inc.				
Three Rivers Planning and Development District/AAA				
Timber Hills Mental Health Services				

Source: Mississippi Department of Transportation Intermodal Planning, accessed from https://mdot.ms.gov/portal/intermodal_planning

Trans-Con

Central Mississippi Transportation Connection (Trans-Con) serves seven counties in the central west region including Copiah, Hinds, Madison, Rankin, Simpson, Warren, and Yazoo. The services provided through the Trans-Con regional group program are supported by various sub-recipients, each of which receives funding from different FTA funding programs, including Sections 5307, 5310, 5311, and 5339 (Table 3).

Table 3. Funding Sources within the Trans-Con RCTG

Program Name	5307	5310	5311	5339
BOCCA				
Urban System: JTRAN serving the City of Jackson				
Copiah County Human Resource Agency				
Harbor House of Jackson, Inc.				
Hinds County Human Resource Agency				
Jackson Medical Mall Foundation				
Madison County Citizen Service Agency				
NRoute Transit System				
South Central Community Action Agency				
Willowood Developmental Center				
Yazoo County Human Resource Agency				

Source: Mississippi Department of Transportation Intermodal Planning, accessed from https://mdot.ms.gov/portal/intermodal_planning

EZTAG

The East Central Transit Action Group (EZTAG) program serves 17 counties in the central east region including Attala, Choctaw, Clarke, Clay, Jasper, Kemper, Lauderdale, Leake, Lowndes, Neshoba, Newton, Noxubee, Oktibbeha, Scott, Smith, Webster, and Winston. The services provided through the EZTAG regional group program are supported by various sub-recipients, each of which receives funding from different FTA funding programs, including, 5310, 5311, and 5339 (Table 4), Table 4. Currently, there are no specific urban system transportation programs in the east-central region.

Table 4. Funding Sources within the EZTAG RCTG

Program Name	5307	5310	5311	5339
Central Mississippi, Inc.				
DJ Transit, Inc.				
East Central Planning and Development District, Inc.				
Lowndes County Council on Aging				
Mississippi Band of Choctaw Indians/Choctaw Transit				
North Central Planning and Development District				
Noxubee County Human Resource Agency				
Philadelphia Transit				
Starkville-MSU Area Rapid Transit (SMART)				

Source: Mississippi Department of Transportation Intermodal Planning, accessed from https://mdot.ms.gov/portal/intermodal_planning

SMART

The Southwest Mississippi Accessible Regional Transportation (SMART) program serves 12 counties in the southwest region including Adams, Amite, Claiborne, Covington, Franklin, Jefferson, Jefferson Davis, Lawrence, Lincoln, Pike, Walthall, and Wilkinson, which also includes Natchez Transit. The services provided through the SMART regional group program are supported by various sub-recipients, each of which receives funding from different FTA funding programs, including Sections 5310, 5311, and 5339 (Table 5). Currently, there are no specific urban system transportation programs in the southwest region.

Table 5. Funding Sources within the SMART RCTG

Program Name	5307	5310	5311	5339
Claiborne County Human Resource Agency				
Copiah County Human Resource Agency				
DJ Transit, Inc.				
Five County Child Development Program, Inc./Five County Community Transportation Program				
Mount Zion Economic Community Center, Inc.				
Natchez Senior Citizens Multi-Purpose Center				
Natchez Transit System				
Pine Belt Mental Healthcare Resources				

Source: Mississippi Department of Transportation Intermodal Planning, accessed from https://mdot.ms.gov/portal/intermodal_planning

Southern Connect

The Southern Connect (SC) program serves 15 counties in the southeast region including Covington, Forrest, George, Greene, Hancock, Harrison, Jackson, Jefferson Davis, Jones, Lamar, Marion, Pearl River, Perry, Stone, and Wayne. The services provided through the Southern Connect program are supported by various sub-recipients, each of which receives funding from different FTA funding programs, including Sections 5307, 5310, 5311, and 5339 (Table 6).

Table 6. Funding Sources within the Southern Connect RCTG

Program Name	5307	5310	5311	5339
Urban System (5307): Hub City Transit serving the City of Hattiesburg				
Urban System (5307): Coast Transit Authority (CTA) serving Harrison, Jackson, and Hancock counties				
City of Long Beach (5310, 5339)				
City of Lucedale (5310, 5339)				
City of Wiggins (5310)				
Community Action of South Mississippi (5310, 5311, 5339)				
Community Development, Inc. (5310, 5311, 5339)				
DJ Transit, Inc. (5311)				
Five County Child Development Program, Inc./Five County Community Transportation Program (5310, 5311)				
Harrison County Senior Resource Agency (5310)				
Pine Belt Mental Healthcare Resources (5310, 5339)				
Southern Mississippi Planning and Development District (5310)				
Singing River Health System (5310, 5339)				

Source: Mississippi Department of Transportation Intermodal Planning, accessed from https://mdot.ms.gov/portal/intermodal_planning

2.3 Metropolitan Planning Organizations

Mississippi has four MPOs, each responsible for transportation planning specifically in their respective urbanized areas where the population exceeds 50,000 individuals. These MPOs develop long-term transportation plans that highlight and prioritize potential transportation improvement projects that require financial support, which

includes but is not limited to transit programs. Shared public transit goals identified by Mississippi's MPOs include:

- Improving coordination
- Increase participation from stakeholders
- Use technology to improve service delivery and coordination
- Develop mechanisms for shared resources
- Promote existing and new transportation services

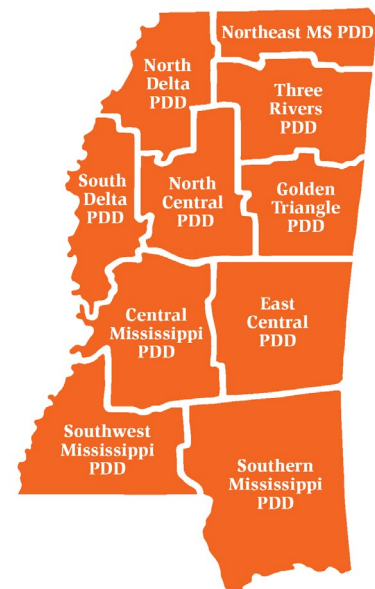
In addition to their ongoing responsibilities in transit planning and public involvement, MPOs also undertake comprehensive master planning to provide a strategic roadmap for future improvements. GRPC's Transit Development Plan, which looks to the 2045 planning horizon, identifies two key transit projects in the region: the East-West Multimodal Corridor Plan and the Restoration of Gulf Coast Passenger Rail.

2.4 Mississippi Planning and Development Districts

Mississippi has 10 Planning and Development Districts that function as public transit advisory agents to the rural areas of the state. As shown in Figure 2, these are:

- Central Mississippi Planning and Development District
- Golden Triangle Planning and Development District
- North Central Planning and Development District
- North Delta Planning and Development District
- Northeast Mississippi Planning and Development District
- South Delta Planning and Development District
- Southern Mississippi Planning and Development District
- Southwest Mississippi Planning and Development District
- Three Rivers Planning and Development District
- Mississippi Association of Planning and Development Districts

Figure 2. Mississippi Planning and Development Districts



Source: Mississippi Association of Planning and Development Districts
<http://mspdds.org/directory/>

Each district has its own priorities ranging from economic development, technical services, human services, transportation, and other areas to address regional issues through a collaborative, multi-jurisdictional approach depending on the needs in the

area. General priorities within the districts tend to center on coordinating transportation planning efforts and enhancing public transit by fostering partnerships between local transit providers and stakeholders.⁴

2.5 Funding

Bipartisan Infrastructure Law (BIL)

The Bipartisan Infrastructure Law (BIL), officially known as the Infrastructure Investment and Jobs Act (IIJA), provides funding to agencies, nonprofit organizations, and communities in Mississippi for infrastructure improvements. The Federal Transit Administration (FTA), a component of the United States Department of Transportation (USDOT), administers public transit funds allocated in the BIL through four formula programs described in detail below. These programs aim to improve the mobility of residents, streamline capital project construction and acquisition, and to increase the safety of public transit systems throughout the country.⁵

Funding through FTA programs is granted to individual providers that meet certain Federal requirements and includes discretionary awards, where various projects and programs are evaluated and compete for additional funding, as well as formula grants, which provide a set amount of funding to eligible agencies based on certain attributes of the service area and transit system, such as population density and vehicle revenue miles. In addition, certain grants can only be used for specific eligible activities, such as operations, maintenance, and capital investments, and/or certain public transit agencies, such as services run exclusively for the elderly or persons with disabilities.

Through the BIL, Mississippi will receive \$218 million dollars over five years to improve public transit (based on formula funding alone), and of 2024, Mississippi has been allocated \$103.8 million for public transit improvements.⁶ The following

⁴ Mississippi Association of Planning and Development Districts. (2018). Mississippi's Planning and Development Districts 2018 Directory. Retrieved December 2024, from https://www.gtpdd.com/sites/gtpdd/files/images/publications/2018_Directory.pdf

⁵ Mississippi Department of Transportation Public Transit Division. (2024). State Management Plan for Federal Transit Administration Funded Transportation Programs. Retrieved from MDOT: <https://mdot.ms.gov/documents/Public%20Transit/Plan/State%20Management%20Plan/State%20Management%20Plan.pdf>

⁶ Infrastructure Law is Delivering in Mississippi. Retrieved from Mississippi Fact Sheet: <https://www.whitehouse.gov/wp-content/uploads/2023/10/Mississippi-Fact-Sheet.pdf> (document is available upon request)

describes the primary FTA funding programs and their recipients; the recipients are described in detail in Appendix A.⁷

Urbanized Areas Formula Grants (Section 5307): This program makes Federal resources available for transit systems in urbanized areas with a population of 50,000 or more. Activities covered under this grant include planning, engineering, design, and evaluation of transit projects or technical transportation studies. Additional activities such as bus replacement, overhaul and rebuilding of vehicles, station infrastructure, and workforce development activities are also included.

These funds are available for five years after the appropriated year (six years). For areas with 50,000 to 199,999 residents, the formula is based on population, low-income population, and population density. For areas with 200,000 or more population, the formula is based on bus vehicle revenue miles, bus passenger miles, fixed guideway revenue vehicle miles, fixed guideway route miles, in addition to population and population density. Mississippi's three urban providers—Coast Transit Authority (CTA), City of Hattiesburg (Hub City Transit), and City of Jackson (JTRAN)—include fixed route systems funded through FTA Section 5307.⁸

Formula Grants for Rural Areas Program (Section 5311): These grants are apportioned by Congress using a specific formula, which is based on population, land area, unemployment rate, and low-income residents within a given area. The Oxford University Transit Management and NRoute Transit Commission provide fixed route service, and Starkville-MSU Area Rapid Transit (SMART) which provides both fixed-route and paratransit service funded through FTA Section 5311 (all Fixed Route Systems provide paratransit services).⁹

⁷ Mississippi Department of Transportation Public Transit Division. (2017, May). State Management Plan for Federal Transit Administration Funded Transportation Programs. Retrieved from MDOT: <https://mdot.ms.gov/documents/Public%20Transit/Plan/State%20Management%20Plan/State%20Management%20Plan.pdf>

⁸ Mississippi Department of Transportation. (2022, March 7). 5307 Urban Systems Transportation Programs. Retrieved from MDOT: <https://mdot.ms.gov/documents/Public%20Transit/Programs/Transit%20Agencies/5307%20Urban%20Systems%20Transportation%20Programs.pdf>

⁹ Mississippi Department of Transportation. (February 24, 2023). 5311 Rural General Public Transportation Programs. Retrieved from MDOT: <https://mdot.ms.gov/documents/Public%20Transit/Programs/Transit%20Agencies/5311%20Rural%20General%20Public%20Transportation%20Programs.pdf>

Intercity Bus Program (Section 5311 (f)): Funding for Rural Areas also includes the Intercity Bus Program. This funding is apportioned for the support and development of intercity bus transportation in Mississippi, and the state must spend 15% of all 5311 funds on this program annually. Delta Bus Lines provides fixed route intercity bus transit through Section 5311(f).¹⁰

Enhanced Mobility of Seniors & Individuals with Disabilities Program (Section 5310): The focus of this program is to provide access to public transit for seniors and people with disabilities. Funds are apportioned based on the share of seniors and people with disabilities in the population. The South Central Community Action Agency provides both demand response and flexible route services funded through section 5310.¹¹

Bus and Bus Facilities Program (Section 5339): This program provides Federal resources for replacing, rehabilitating, and purchasing buses and equipment, in addition to constructing or rehabilitating bus-related facilities. Additionally, 0.5% of a request may be for workforce development training, and an additional 0.5% may be for training at the National Transit Institute. Applicants proposing any project related to zero-emission vehicles must also spend 5% of their award on workforce development and training.¹² The Oxford University Transit Management provides fixed route service and the South Central Community Action Agency provides demand response service funded through Section 5339.¹³

¹⁰ Mississippi Department of Transportation. (February 24, 2023). 5311 Rural General Public Transportation Programs. Retrieved from MDOT:
<https://mdot.ms.gov/documents/Public%20Transit/Programs/Transit%20Agencies/5311%20Rural%20General%20Public%20Transportation%20Programs.pdf>

¹¹ Mississippi Department of Transportation. (February 24, 2023). 5310 Specialized Transportation Programs. Retrieved from MDOT:
<https://mdot.ms.gov/documents/Public%20Transit/Programs/Transit%20Agencies/5310%20Specialized%20Transportation%20Programs.pdf>

¹² Mississippi Department of Transportation. (March 1, 2022). 5339 Transportation Programs. Retrieved from MDOT:
<https://mdot.ms.gov/documents/Public%20Transit/Programs/Transit%20Agencies/5339%20Transportation%20Programs.pdf>

¹³ Mississippi Department of Transportation. (March 1, 2022). 5339 Transportation Programs. Retrieved from MDOT:
<https://mdot.ms.gov/documents/Public%20Transit/Programs/Transit%20Agencies/5339%20Transportation%20Programs.pdf>

2.6 Planning Highlights

Intercity Bus Study, 2016

The Intercity Bus Study evaluated intercity bus needs within the state and aims to identify how FTA Section 5311(f) Intercity Bus Program funds can be effectively utilized to improve service. The study defines intercity bus service as regularly scheduled public transport that connects urban areas through fixed routes, with the capacity to handle passenger baggage. The study highlights that Greyhound is the primary intercity bus provider in Mississippi. Delta Bus Lines has joined Greyhound as one of the primary intercity bus providers. Colonial Trailways also provides limited services.

According to analysis in the study, areas with a higher concentration of vulnerable populations—including low-income individuals, seniors, and persons with disabilities—exhibit a greater need for intercity bus services, indicating that service provision should be aligned with these demographic patterns. Recommendations include the development of feeder routes to connect underserved populations, particularly targeting college students and exploring various funding eligibility and jurisdictional challenges. Additional consideration is given to relocating existing bus facilities to more central locations to improve accessibility and operational efficiency.¹⁴

Mississippi Statewide Public Transportation Study, 2017

The Statewide Public Transportation Study for Mississippi is focused on improving the transit system throughout the state. The study includes an analysis of transit needs, population and growth trends, transit demands, and human service transportation demand. It also suggests program recommendations and investment scenarios. The study emphasizes the importance of maintaining and expanding transit services, improving vehicle maintenance, and establishing dedicated transit funding. It also provides action plans for transit agencies and stakeholders to implement these recommendations. Additionally, the study includes detailed recommendations for policy changes to improve coordination, performance measurement, mobility

¹⁴ Mississippi Department of Transportation. (2016, January). MDOT Intercity Bus Report Jan. 2016. Retrieved from [mdot.ms.gov: https://mdot.ms.gov/documents/Public%20Transit/Reports/Studies/MDOT%20Intercity%20Bus%20Report%20Jan.%202016.pdf](https://mdot.ms.gov/documents/Public%20Transit/Reports/Studies/MDOT%20Intercity%20Bus%20Report%20Jan.%202016.pdf)

management, public awareness, and dedicated transit funding.¹⁵

The key recommendations included in the study include:

- Establishing performance measurement systems to evaluate transit effectiveness.
- Enhancing mobility management to reduce overlapping services.
- Core program improvements, such as preserving existing services, vehicles, and facilities, as well as expanding service to meet unmet demand identified in various urban centers.
- Modifications to local intercity bus services, that support collaboration with various transit organizations.

The State Management Plan for Federal Transit Administration Funded Transportation Programs, 2024

The updated State Management Plan (SMP) documents the policies and procedures used by MDOT in the administration of FTA-funded formula transportation programs, including Sections 5310, 5311, 5311(f), and 5339 described above. The SMP compiles the state's program goals along with policies and administrative procedures into a single reference document. Key objectives cited in the plan include providing financial and technical support for local transportation projects, promoting the involvement of private providers, ensuring equitable access to services across rural and urban areas, and fostering partnerships at all government levels.

MULTIPLAN 2045, 2020

The previous MULTIPLAN update was adopted in 2020 and contains several topics relevant to this report. The plan includes an inventory of public transit providers and services as well as background on trends that affect the larger transportation network.

According to the plan, MDOT's Public Transit Division has continuously worked to enhance and maintain existing services and provide new features, facilities, and programs. This includes supporting the funding for the renovation/construction of facilities for both operations and maintenance of the system.

¹⁵ Gresham Smith and Partners for Mississippi Department of Transportation. (2017, January). MDOT Final Report 2017. Retrieved from [mdot.ms.gov: https://mdot.ms.gov/documents/Public%20Transit/Reports/Studies/MDOT%20Final%20Report%202017.pdf](https://mdot.ms.gov/documents/Public%20Transit/Reports/Studies/MDOT%20Final%20Report%202017.pdf)

The plan also states that a recent accomplishment was the investment in workforce development partnerships that aim to help current and prospective workers gain the skills, knowledge, and resources to improve their skill levels and move from non-credentialed jobs to long-lasting careers. This partnership provides them transportation access to employability skills training, college credits/degrees, GED, and places of employment. This partnership saw considerable success in the 2017-2018 program year, where education and training access accounted for 47% of transit trips throughout the state, including transportation access for students at Mississippi State University and the University of Mississippi.

Public Transit Asset Management Plan, 2022

The vision of the Public Transit Asset Management Plan (PTAM) is:

Maintaining transit assets in a state of good repair is critical to providing a safe, reliable and comfortable environment for transit operators and the customers that they serve.

The PTAM plan is required by federal statute and is intended to prioritize funding for transit providers and ensure the maintenance of transit assets. The plan covers a four-year period and includes elements such as an inventory of capital assets, condition assessment, decision support tool analysis, and prioritized investments. The plan also sets annual performance targets for asset maintenance. Key observations from the plan include an inventory of 552 total assets for rural transit providers (this is exclusive of 5310 program assets that were not required to be a part of the PTAM) with a replacement cost of over \$58 million.¹⁶

Transportation Asset Management Plan, 2022

The Transportation Asset Management Plan (TAMP) is designed to complement the state's long-range transportation plan, MULTIPLAN 2045. It serves as a comprehensive framework to strategically manage transportation systems within the state in a manner that is cost-effective, safe, efficient, and environmentally sensitive. As it relates to public transit, the plan includes the following goals:

- To consider how natural, technological, and human-caused hazards can cause risk and create vulnerabilities to the statewide transportation infrastructure, operations, and services.
- To deliver a system that serves all members of the public.

¹⁶ Mississippi Department of Transportation. (2022). Transit Asset Management Plan (TAMP) Program Public Transit Division. MDOT.

- To provide a safe intermodal transportation network.
- To provide a well-connected, quality transportation system.
- To improve travel reliability and provide alternative routes or transportation options to meet the growing statewide need.
- To invest in strategic transportation improvements along essential corridors and routes.

The Statewide Rail Plan, 2022

The Statewide Rail Plan outlines a vision for improving both freight and passenger rail systems across Mississippi with pertinent focus on integrating these systems with intercity bus connections.¹⁷

Mississippi Electric Vehicle Infrastructure Deployment Plan, 2023

The Mississippi Electric Vehicle (EV) Infrastructure Deployment Plan is written in response to the BIL's National Electric Vehicle Infrastructure (NEVI) Formula Program. MDOT and the MDOT Transit Division are considering EV infrastructure for rural transit, which is a crucial component of the state's public transportation network, with guidance from the NEVI Formula Program. The CTA recently unveiled the state's first public transit battery electric bus (BEB) in Mississippi in April of 2022. Currently, they are the only transit providers to use BEBs in the state, and they operate a fleet of hybrid electric and dual-fueled buses.

Mississippi Carbon Reduction Strategy, 2023

The Mississippi Carbon Reduction Strategy (MS CRS) was developed per federal regulations and guidance to decrease carbon emissions caused by the transportation sector. The MS CRS aims to establish a roadmap to reduce carbon emissions in line with federal requirements established by the BIL. This initiative has significant implications for public transit, particularly as the state addresses growing transit ridership in rural areas and an aging population.

The strategy in the MS CRS outlines various project types aimed at improving transportation efficiency and sustainability toward its goal. Key areas include enhancing active and alternative transportation options (like bicycle and pedestrian facilities as well as transit connections), implementing intelligent transportation

¹⁷ Cambridge Systematics, Inc. for Mississippi Department of Transportation. (2022). Mississippi State Rail Plan Update. MDOT.

systems (ITS), and promoting energy-efficient construction processes—all of which directly benefit public transit users by improving accessibility and reducing emissions.

[Public Transit as a Component of Carbon Reduction Strategies](#)

Within the MS CRSMS CRS plan's universe of strategies are transit-related elements that are focused on transit as a part of the wider multimodal transportation network and the role it plays in reducing Mississippi's carbon emissions. These focus strategies are defined in the plan as:

Managed Lanes

Lanes like bus-only lanes separate from general-purpose lanes to increase the capacity of the system.

Land Use Access to Transit/Alternate Modes

Land uses that support density, like transit-oriented development (TOD) and mixed-used development makes it easier to access transit which supports reductions in car trips.

Commute Trip Reduction

Programs and initiatives such as shuttle systems that support the reduction of single-occupancy vehicle trips

First-Mile/Last Mile Connectivity

Bicycle and pedestrian infrastructure such as safe and accessible bike-ped routes, well-lit sidewalks, and wayfinding signage designed to support transit riders at the beginning and end of their individual transit trips.

Advanced Transportation Technologies

Integrated payment systems, share-use and on-demand mobility applications, and other advanced traveler information systems that make transit more accessible and ensure safer and more convenient trips for riders.

Mississippi Vulnerable Road User Safety Assessment, 2024

The Vulnerable Road User (VRU) Safety Assessment is part of the Safe System Approach (SSA) adopted which focuses on addressing human errors and vulnerabilities while implementing safety measures to protect all road users. According to this assessment, from 2018 to 2022, the state recorded significant VRU crashes, with pedestrian injuries constituting a major portion of severe incidents. To combat this issue, key objectives identified in the assessment include improving roadway design (such as separating pedestrian facilities from vehicle lanes), installing

roundabouts and median refuge islands, enhancing signalized intersections with increased walking time and leading pedestrian intervals, and prioritizing pedestrian movements at crossings.

Findings in the assessment indicate that while many agencies have planned VRU improvements like sidewalks and bicycle lanes, nearly half do not incorporate pedestrian or bicycle considerations into their project processes. Overall, the goal of the SSA is to create safer environments for transit users, cyclists, and pedestrians to reduce injuries and fatalities among VRUs.

Key Highlights

Key highlights from existing plans and studies reflect a comprehensive approach toward improving public transit maintenance, expanding services, and ensuring that Mississippi's transit systems are safe, efficient, and capable of meeting the needs of diverse populations while contributing to environmental goals. Specific key needs were also identified and include:

- Improving accessibility and operational efficiency by improving connectivity with existing intercity bus facilities.
- Improving performance measurement.
- Continuous enhancement of existing services.
- Workforce development partnerships to support skills training and employment mobility through public transit.
- Improving public transit safety by addressing roadway design and pedestrian facilities, targeting the enhancement of transit infrastructure for vulnerable road users to reduce injuries and fatalities.

Metropolitan Planning Organizations

[Gulf Regional Planning Commission](#)

Gulf Coast Passenger Rail Restoration

The Gulf Coast Passenger Rail Restoration project aims to enhance the efficiency, safety, and connectivity of the passenger rail system, improving service frequency and bolstering regional transportation infrastructure for travelers in the Gulf Coast region. This project most notably includes the introduction of two new round trips daily between Mobile and New Orleans. The grant provided to Amtrak by the Federal Railroad Administration via the BIL will fund key upgrades such as the enhancement of tracks, signals, and train station facilities and the construction of new grade crossings.

East-West Multimodal Corridor Plan

The East West Multimodal Corridor Plan proposes an interconnected multimodal corridor that will accommodate automobiles, transit, bicycles and pedestrians, and light rail. The project aims to spur economic development opportunities by supporting community revitalization and attracting new opportunities, and therefore enhancing connectivity of neighborhoods for residents, commuters, and visitors. By improving mobility and access to employment, education, and healthcare, the project also seeks to address traffic congestion, sustain population and job growth, as well as improve safety and emergency response operations.

[Central Mississippi Planning & Development District](#)

City of Jackson ONELINE Project

The ONELINE project is a 5-mile multimodal corridor centered around a dynamic Bus Rapid Transit (BRT) system that aims to connect neighborhood nodes, institutions, and economic centers. It will directly impact the area of the city with the highest employment concentration in the state. It extends from the Fondren area through Downtown to Jackson State University. This project will prioritize pedestrians, bicycles, bikeshare, carshare, electric scooters, and the BRT system.

[Hattiesburg-Petal-Forrest-Lamar MPO](#)

Hub City Transit Masterplan

The master plan outlines in detail network recommendations centered around the addition of new services, stops, or routes and improving the overall coverage of the transit system in the Hattiesburg Urbanized Area to ensure all parts of the community are reached. Transit service expansion and changes were developed for implementation in three (3) phases:

- Short-term recommendations occurring over the next three (3) years;
- Mid-term recommendations occurring over the next three (3) to ten (10) years; and
- Long-term recommendations occurring beyond ten (10) years.

Coordinated Public Transit - Human Services Transportation Plan (CPT-HSTP)

The CPT-HSTP identifies proposed strategies and activities developed from the prioritization of needs and gaps in the area. The proposed strategies are classified into short-term strategies, which includes identifying areas of expansion for both transit and paratransit, employee training curriculum, providing better resources for funding applications, and more. These strategies can in turn help create momentum for the success of the long-term strategies which includes delivering service to lower density areas, user education for new app and program rollouts, exploration of

partnerships with other agencies such as medical providers and ride-sharing platforms, and more.

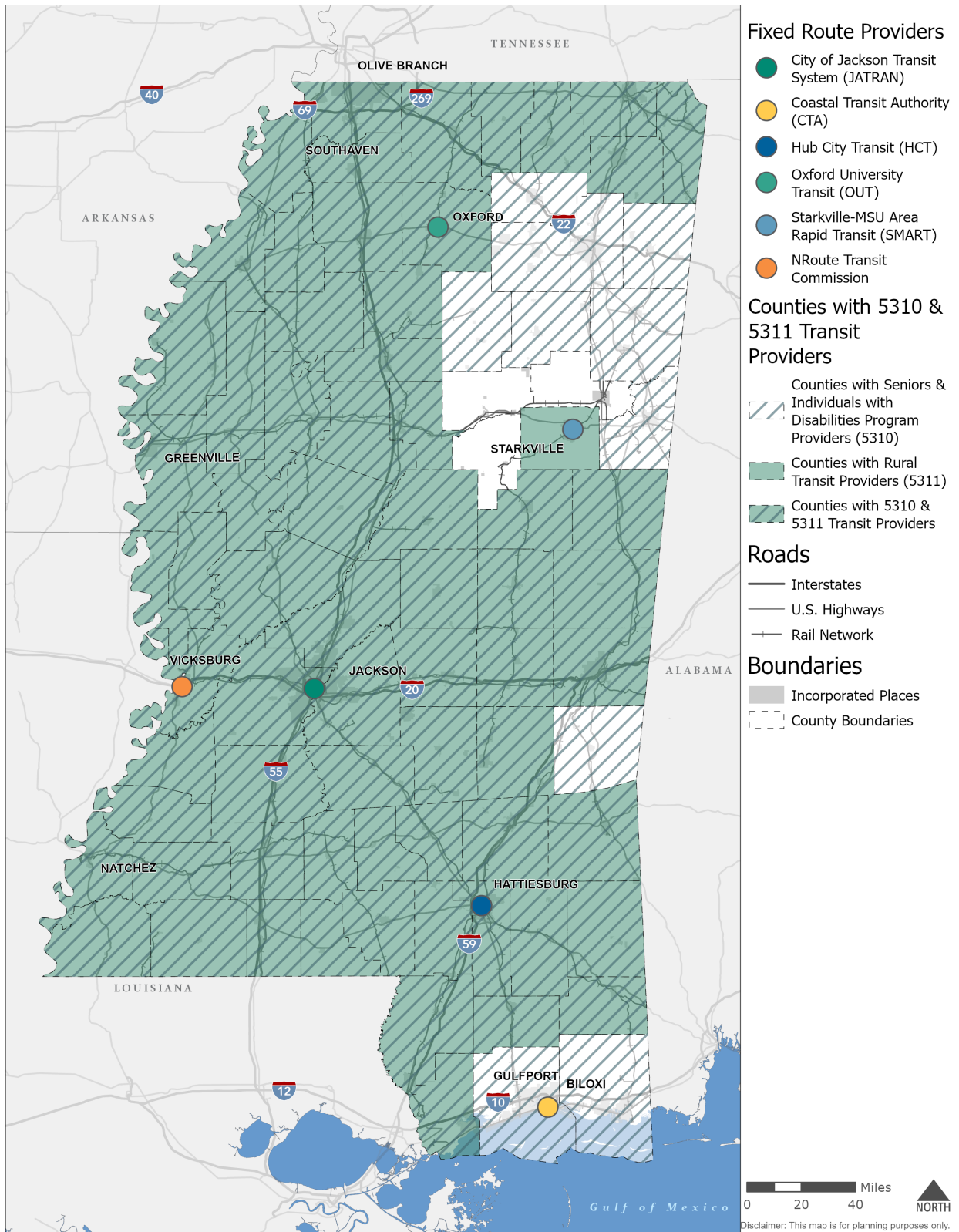
3.0 Statewide Significance

Public transit is vital for travel in Mississippi, offering essential transportation services in both urban and rural areas. It connects people to jobs, goods, services, and the broader statewide transportation network.¹⁸ Transit coverage also affects economic stability, as reliable transit options provide access to local labor pools and expand markets for goods and services. In addition, transit service coverage can lead to reductions in GHG emissions by promoting public transportation use over single-occupancy vehicles, which aligns with the state's carbon reduction plan.

Formula funding administered through FTA programs is utilized throughout the state. Figure 3 shows the transit coverage within the state as provided by the Urbanized (5307) and Rural (5311) areas formula grant programs, in addition to the Enhanced Mobility of Seniors & Individuals with Disabilities Program (5310). Within Mississippi, Choctaw, Clay, and Webster counties are the only areas without transit services. These counties, which border Oktibbeha County, are the only three counties shown in white on the map in Figure 3. Some areas of the state receive limited or passthrough services due to factors such as lack of sufficient matching funds, service demand, population density, vehicle, and driver shortage. Bus and Bus facility funds are provided through formula funding for 5311 and 5310 programs. The final formula grant, the Bus and Bus Facilities Program (5339), has been implemented across the state as shown in Figure 4.

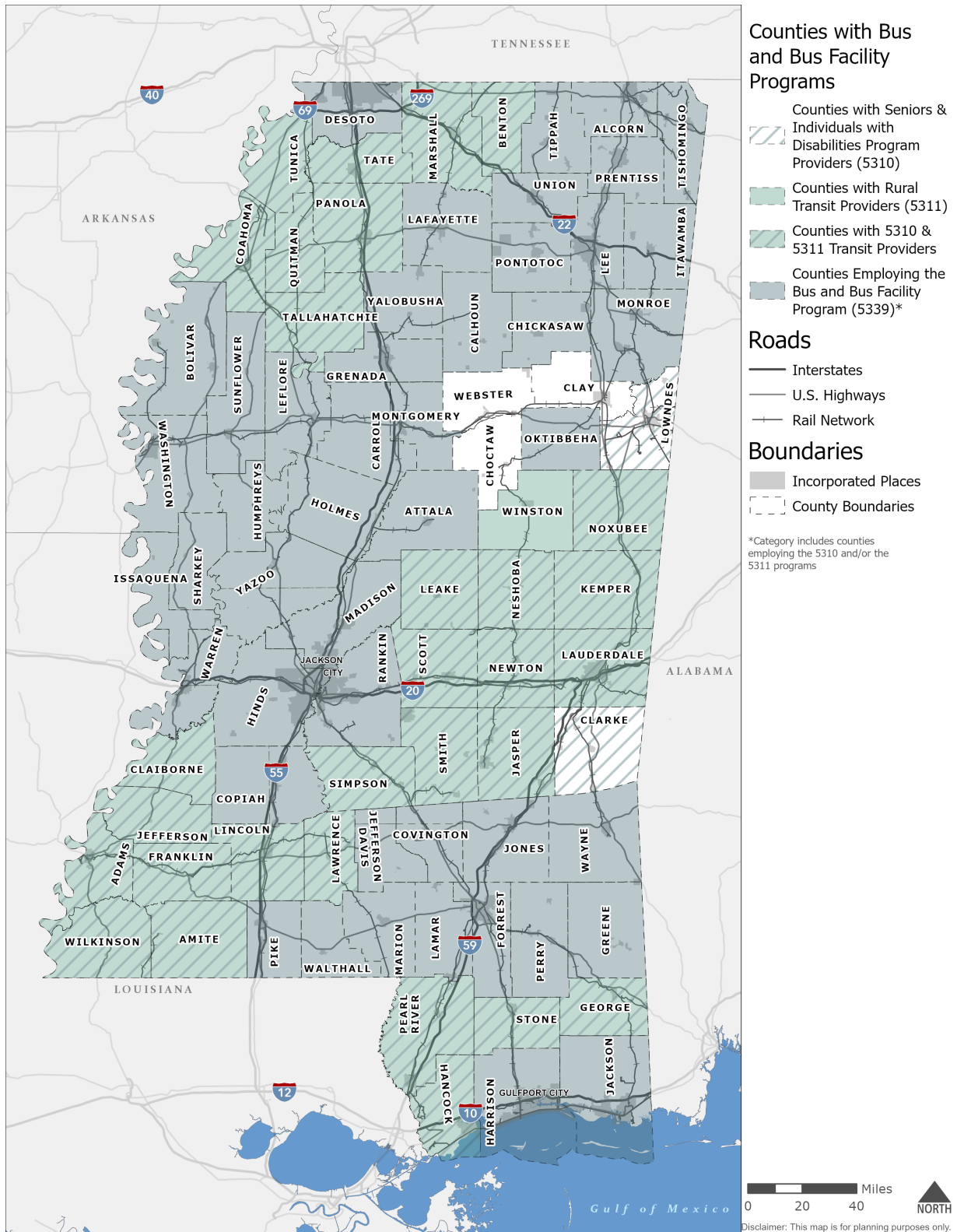
¹⁸ National Center for Mobility Management. (2023, February). State of the State: Transportation Coordination Efforts in Mississippi. Retrieved from National Center for Mobility Management: https://nationalcenterformobilitymanagement.org/wp-content/uploads/2023/03/NCMM_MS_State-of-the-State_Final.pdf

Figure 3. Mississippi Transit Service Coverage, 2024



Source: Mississippi Department of Transportation Intermodal Planning, accessed from https://mdot.ms.gov/portal/intermodal_planning

Figure 4. Mississippi Counties Employing the Bus/Bus Facility Program, 2024



Source: Mississippi Department of Transportation Intermodal Planning, accessed from https://mdot.ms.gov/portal/intermodal_planning

3.1 Comparison of Transit in Neighboring States

Public transit in Mississippi is generally aligned with neighboring states in that it is focused on connectivity and multi-modal integration. Table 7 shows the urban or rural focus, funding allocation, and primary focus areas for transit in Mississippi, Louisiana, Alabama, Arkansas, and Tennessee. As described below, each state has tailored its public transit program to address unique geographic and demographic challenges, with varying degrees of emphasis on urban versus rural services, funding strategies, and integration with other transportation modes.

Table 7. Comparison of Transit in Neighboring States

State	Urban/Rural	5-Year BIL Funding (in millions)	Population	Focus Areas
Mississippi	Rural Focus	\$218	2,951,438	Multi-Modal Integration
Louisiana	Urban Focus	\$479 ¹⁹	4,621,025	Disaster Resilience
Alabama	Urban/Rural ²⁰	\$402	5,054,253	Coordination, Urban-Rural Connections
Arkansas	Rural Focus ²¹	\$47	3,032,651	Multi-Modal Integration
Tennessee	Urban Focus, Some Rural ²²	\$651 ²³	6,986,082	Sustainability

Sources: ALDOT, 2024; MDOT, 2024; TDOT, 2024; USDOT, 2011.

Funding Comparison

¹⁹ US Department of Transportation. (2022, April 13). The Bipartisan Infrastructure Law Will Deliver for Louisiana. Retrieved from Transportation.gov: <https://www.transportation.gov/briefing-room/bipartisan-infrastructure-law-will-deliver-louisiana>

²⁰ AL Department of Transportation. (2024). Public Transportation Program - 5307. Retrieved from ALDOT: <https://www.dot.state.al.us/programs/PublicTransportationProgram.html>

²¹ AR Department of Transportation. (2024). Public Transportation. Retrieved from ARDOT: <https://www.ardot.gov/divisions/local-programs/public-transportation-programs/>

²² Tennessee Department of Transportation. (n.d.). Public Transit Services. Retrieved from TDOT: <https://www.tn.gov/tdot/multimodal-transportation-resources/office-of-public-transportation/public-transit-services1.html>

²³ US Department of Transportation. (22, April 11). The Bipartisan Infrastructure Law will Deliver for Tennessee. Retrieved from Transportation.gov: <https://www.transportation.gov/briefing-room/bipartisan-infrastructure-law-will-deliver-tennessee>

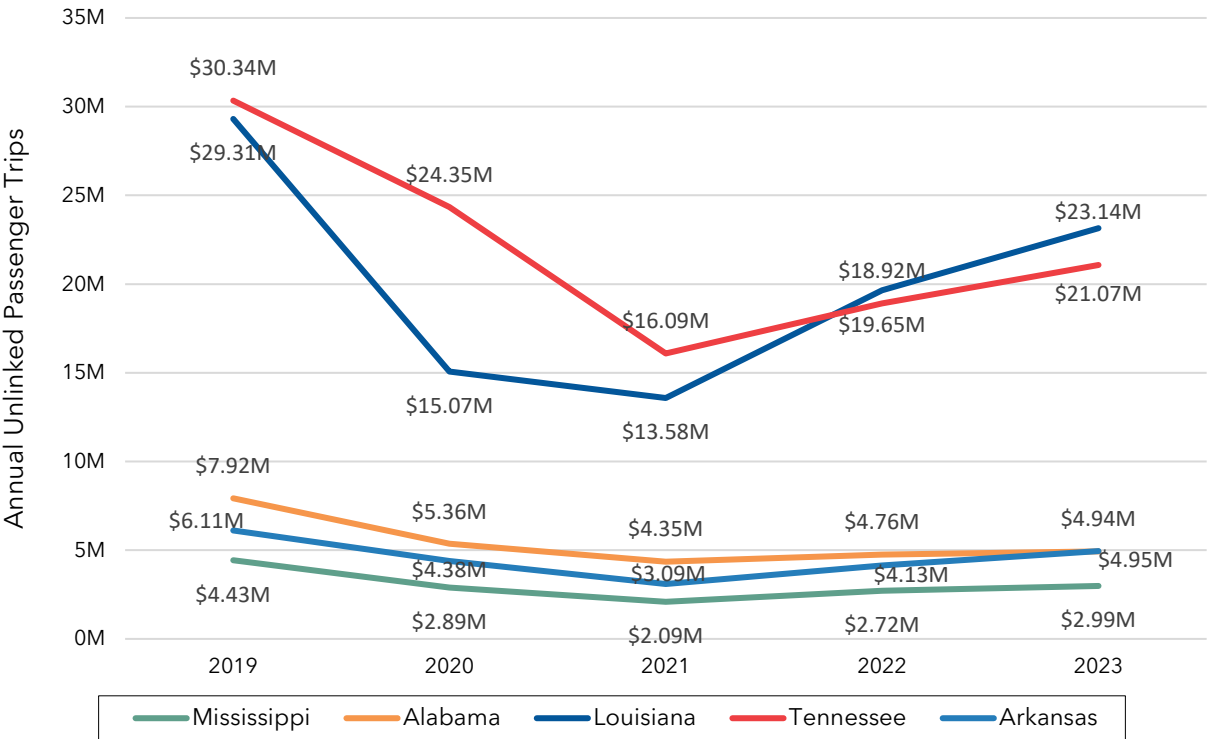
Existing Conditions

One of the major differences in funding for public transit among neighboring states is size and population density as shown in Table 7. States with higher population densities and more urbanized areas, such as Louisiana (\$479M in 5-year BIL funding) and Tennessee (\$651M in 5-year BIL funding), with major urban centers like New Orleans and Nashville, typically require more robust public transit systems to serve the needs of their residents. In contrast, more rural states like Mississippi and Arkansas may see lower overall funding as they have smaller populations and less urgent demand. Table 7 shows that compared to neighboring states, Mississippi falls toward the low- to mid-range for 5-year BIL funding, at \$218M.

Ridership Comparison

Compared to peer states, Mississippi’s transit ridership patterns follow similar trends. The COVID-19 pandemic caused a significant drop in transit ridership in all states in 2020, with gradual improvements seen each year since. By 2023, ridership levels are steadily climbing back to pre-pandemic levels. Mississippi has seen a slightly slower recovery compared to neighboring states but is showing a trend toward improvement as illustrated in Figure 5.

Figure 5. Annual Ridership in Peer States



Sources: Federal Transit Administration, National Transit Database, Service Data and Operating Expenses Time Series, 2019-2023

4.0 Existing Conditions

4.1 Inventory

Transit services are generally categorized as either fixed-route or demand-response service. Fixed-route transit services operate on established schedules along predetermined paths or routes. These services are typically offered by buses, vans, streetcars, subways, and ferries. Demand-response transit services do not follow a set schedule or route and are designed to accommodate passenger requests on an on-call basis. A complete list of all service providers, the service type, and their funding source is included in Appendix A. The following is a summary of the providers offering fixed-route transit systems and those that offer flexible/demand response transit.

4.2 Fixed-Route Systems

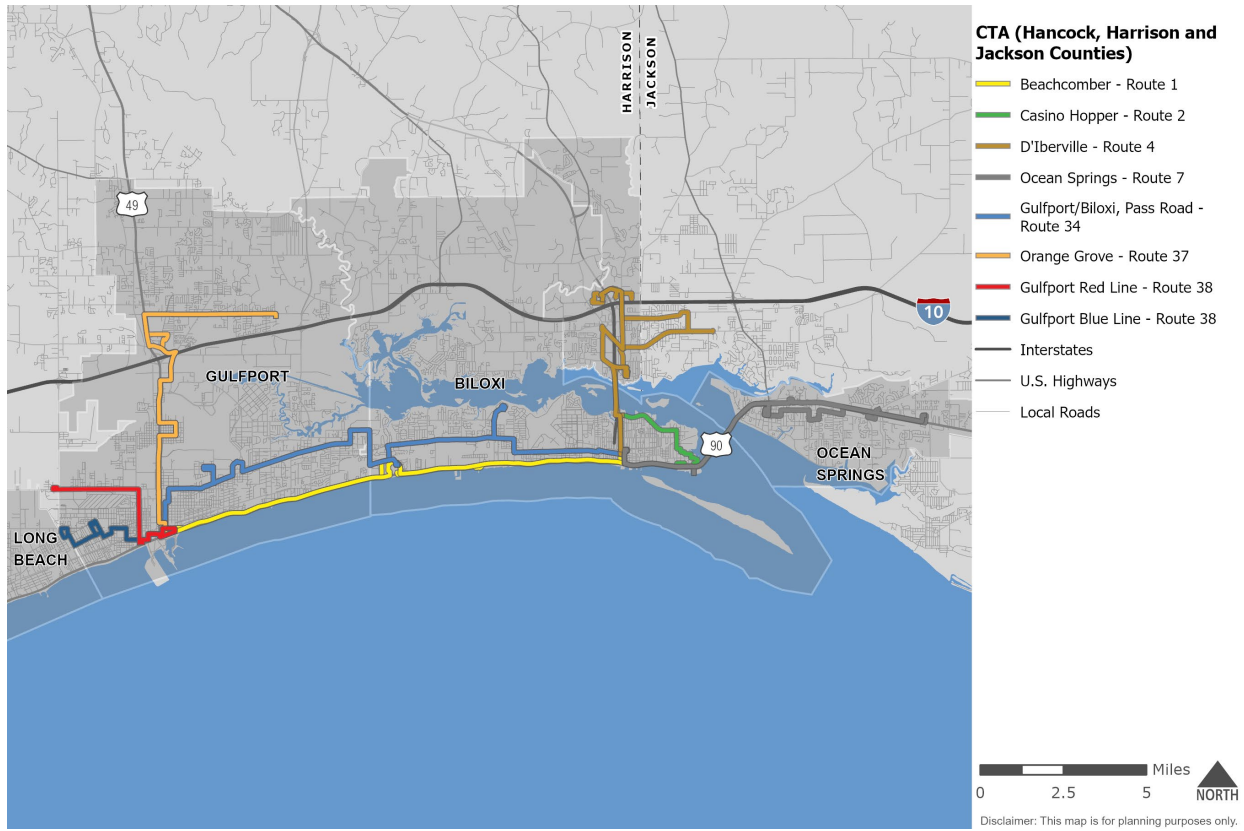
In the most recent MULTIPLAN Plan Update published in 2020, only six providers offered fixed-route service, including JTRAN, CTA, HCT, OUT, SMART, and NRoute. Since then, more providers have begun offering fixed-route service in addition to commuter, vanpool and on-demand services they previously provided. At present, seven fixed-route providers, with the addition of Delta Bus Lines, operate across 27 counties and six major cities in Mississippi. Additionally, intercity bus connections are offered between Memphis, TN and Baton Rouge, LA. Descriptions of each fixed-route provider and the service offered follows.

Coast Transit Authority (CTA)

This service provider offers several types of services to Mississippi Gulf Coast residents and visitors in Hancock, Harrison, and Jackson counties. Services include fixed route, commuter, vanpool, demand response, paratransit, and emergency evacuation transit services. CTA fixed route services formerly included nine routes, but this has been reduced to seven (Figure 6). These routes operate out of three transit centers in Gulfport, Biloxi, and D'Iberville. The remaining routes are described in Table 8.²⁴

²⁴ Coast Transit Authority. (n.d.). Retrieved November 2024, from <https://coasttransit.com>

Figure 6. Coast Transit Authority Map



Source: Coast Transit Authority, accessed from <https://coasttransit.com/routes-schedules/>

Table 8. CTA Fixed Route Transit Routes, 2024

Name	Route Number	Service Area	Service Description
Beachcomber	Route 1	Biloxi and Gulfport	Service every 45 minutes, Monday through Saturday
Casino Hopper	Route 2	Biloxi Loop off of Hwy 90	Service every 25 minutes, 7 days a week
D'Iberville	Route 4	D'Iberville and Jackson Counties	Service every 90 minutes, Monday through Saturday
Ocean Springs	Route 7	Biloxi and Ocean Springs	Service every 90 minutes, Monday through Friday
Gulfport/Biloxi, Pass Road	Route 34	Beachfront	Service every 45 minutes, Monday through Saturday
Gulfport	Route 37	Gulfport	Service every 90 minutes, Monday through Saturday
Gulfport	Route 38	Two lines operating in different areas of Gulfport	Service every 90 minutes, Monday through Saturday

Source: Coast Transit Authority, accessed from <https://coasttransit.com/routes-schedules/>

CTA also offers curb-to-curb ADA Paratransit for those customers that meet certain physical or mental impairments and live within ¾ miles of a fixed-route service. ADA Paratransit Plus services for those who are qualified are ADA Para Transit eligible and that live within Harrison and Jackson counties but are located outside of the mandated ¾ mile service corridors. Senior transit is also available for free to senior citizens. This service is non-emergency, curb-to-curb service to medical appointments, and grocery stores. These programs have not changed since the last MULTIPLAN update, apart from the Handy Ride Transportation Service, which is no longer available. CTA’s curb-to-curb services are detailed in Table 9.

Table 9. CTA's ADA/Curb-to-Curb Services

Service	Service Area	Eligibility	Service Hours	Days
ADA Paratransit	Within ¾ mile of fixed route service	-Have physical or mental disability preventing riding bus alone, -Need a wheelchair lift or other boarding assistance device, or, -Have a specific disability preventing you from travelling to or from bus stop.	8am-5pm	All
ADA Paratransit Plus	Harrison and Jackson counties, outside of ADA Paratransit boundary	-Be ADA Paratransit eligible	8am-5pm	All
Seniors	Harrison County	-Be a senior Citizen in Harrison County. -Going to medical appointment, grocery, or senior center.	9am-2pm	Monday-Friday

Source: Coast Transit Authority, accessed from <https://coasttransit.com/routes-schedules/>

City of Hattiesburg/Hub City Transit (HCT)

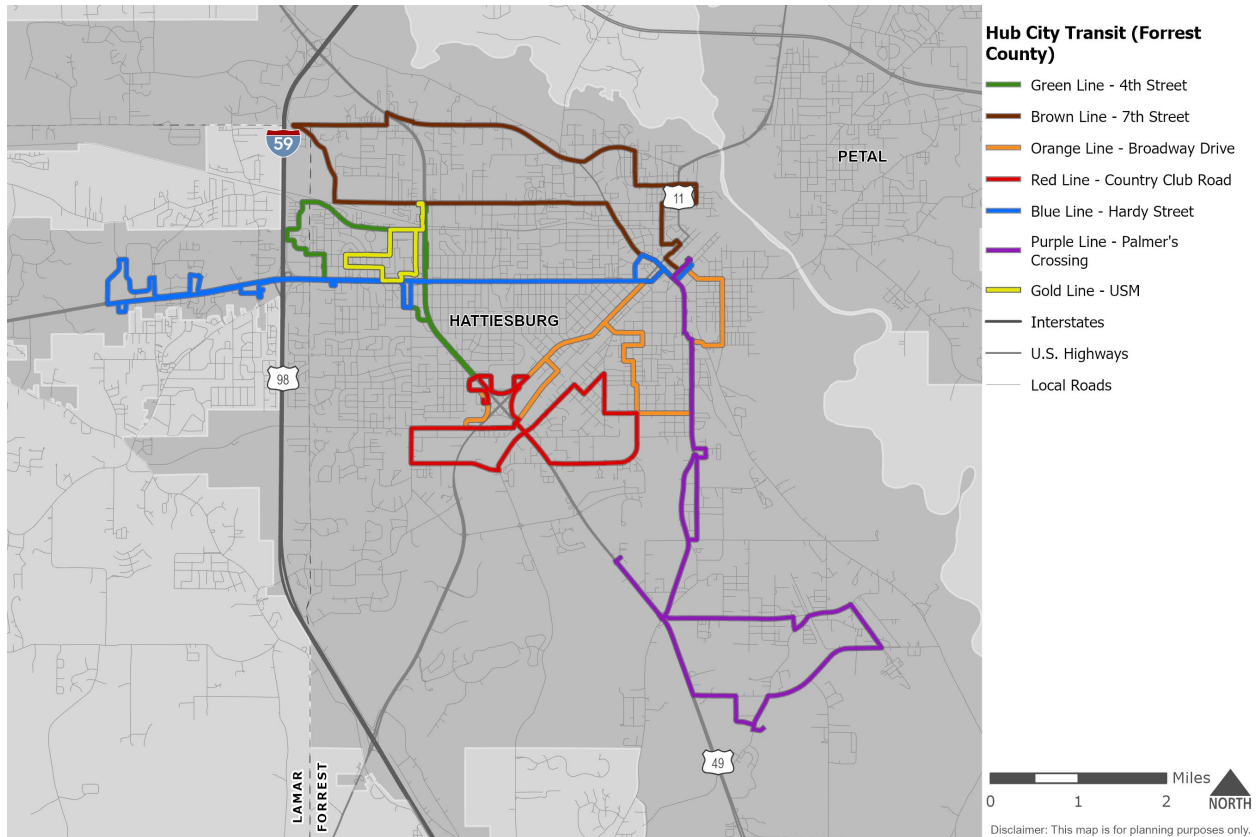
Hub City Transit (HCT) provides fixed route services to the City of Hattiesburg, Mississippi. Service to seven routes is provided between 6AM to 6:30PM on Monday through Friday. Four of the seven routes leave from the Hattiesburg Train Depot, two routes operate out of the Walmart lot on Highway 49, and the final route—the Gold Route—operates on the University of Southern Mississippi Campus (Figure 7).²⁵

HCT provides paratransit services for eligible individuals with mobility impairments who are unable to use the fixed-route services without assistance. This service is provided Monday through Friday from 6AM through 6:30PM, in the area located ¾ of

²⁵ Hub City Transit. (n.d.). Retrieved November 2024, from <https://hubcitytransit.com/map/>

a mile outside of the fixed routes. Visitors who use paratransit in their own cities may access this service for 21 days each year without being certified by HCT as eligible for the service.

Figure 7. Hub City Transit Fixed Route Map



Source: Hub City Transit Route Map, accessed from <https://hubcitytransit.com/map/>

City of Jackson Transit System (JTRAN)

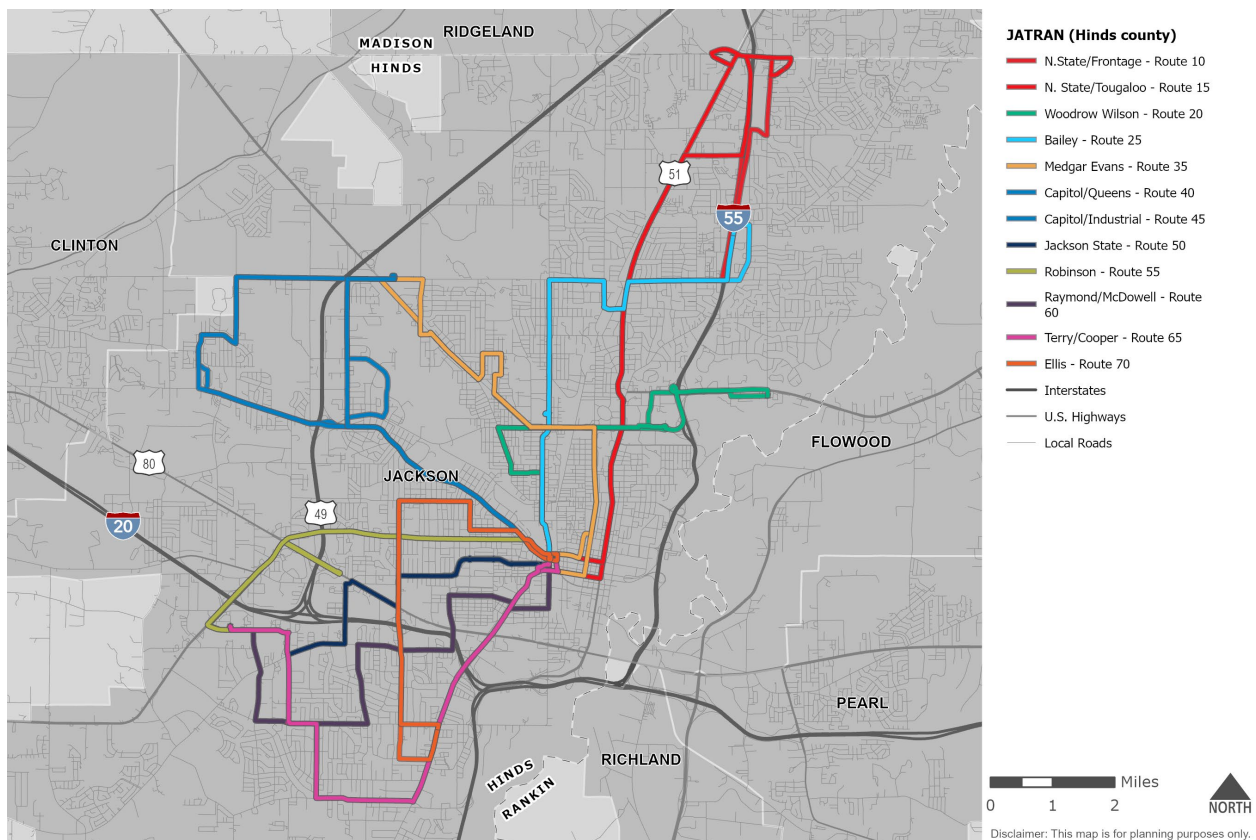
JTRAN provides fixed-route services for the City of Jackson. The system comprises 12 routes that run seven days a week, with some services being limited on weekends (Figure 8). All outgoing routes leave from Union Station daily, with buses arriving hourly and generally between 5AM/6AM to 7PM/8PM.²⁶

Paratransit services are also offered by JTRAN to residents who have a disability and apply for paratransit services. These services are provided for $\frac{3}{4}$ of a mile outside of the fixed routes. Services must be scheduled a day in advance and curb-to-curb service is provided Monday through Friday from 4:50AM to 7:15PM and on Saturday from 5:50AM to 7:15PM. For visitors who use paratransit in their respective cities,

²⁶ JTRAN. (n.d.). Retrieved November 2024, from <https://ridejtran.com>

JTRAN Paratransit services are also available.

Figure 8. JTRAN Fixed Route System Map



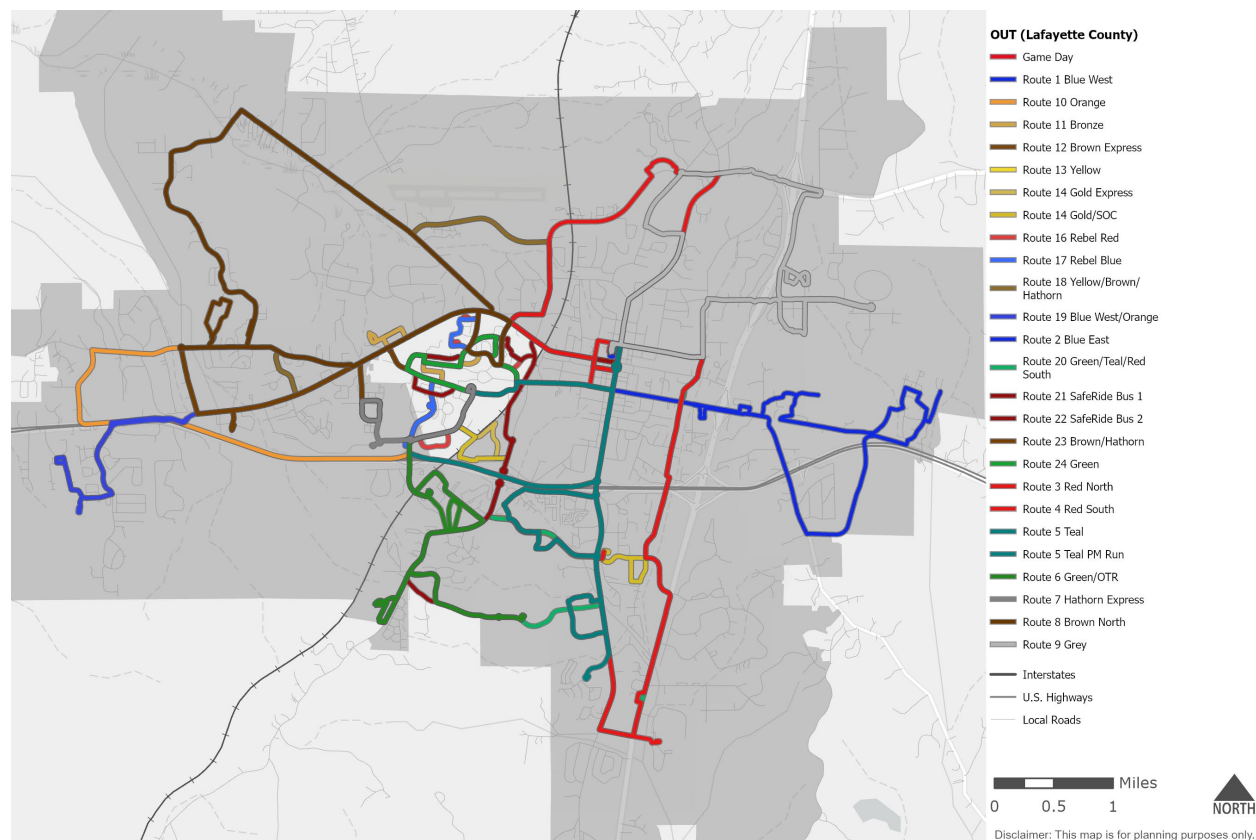
Source: JTRAN, accessed from <https://ridejtran.com/#busmaps>

City of Oxford/Oxford University Transit (OUT)

Oxford University Transit (OUT) provides fixed-route transit for the City of Oxford and Oxford University campus (Figure 9). There are 16 routes offered by this transit organization—11 city routes and five campus routes, in addition to specialty shuttles. Most of these routes provide service every 30 minutes from Monday through Saturday, except for the on-campus routes, which offer service Monday through Friday. OUT caters to Oxford University, which is located at the heart of the city, by providing students with services like the Safe Ride shuttle, which runs Thursday through Saturday from 9PM to 2AM to key areas, and a Game Day Shuttle Park and Ride.²⁷

²⁷ Oxford-University Transit. (n.d.). Retrieved November 2024, from <https://www.outransit.com/routes>

Figure 9: OUT Routes Fixed Route System Map



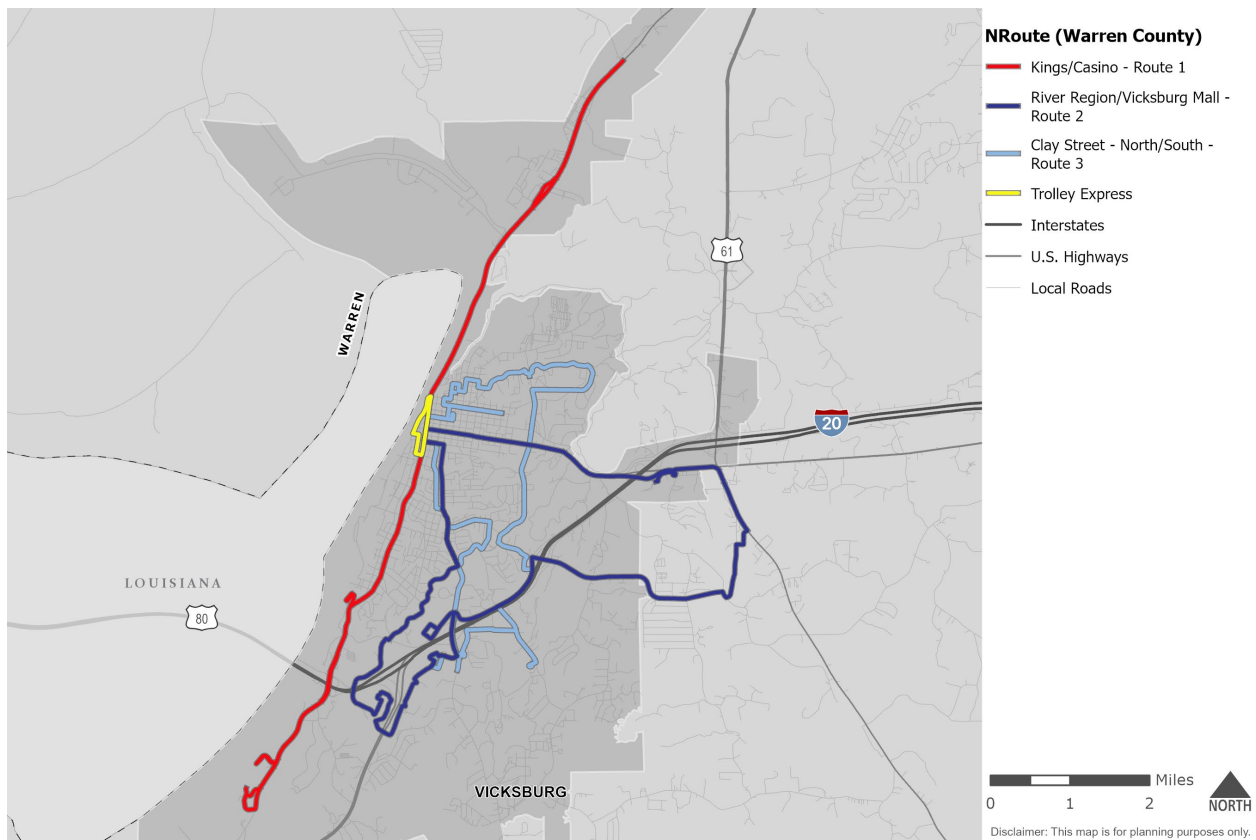
Source: Oxford-University Transit, accessed from: <https://www.outtransit.com/about>

NRoute Transit Commission

NRoute provides fixed-route transit and paratransit services to the City of Vicksburg (Figure 10). This system comprises four fixed routes that take residents from the Central Hub to health and shopping destinations, casinos, and the convention center. The three main routes provide service on Monday through Friday from 8AM to 5:00 PM. Paratransit services are also provided to eligible residents with disabilities who cannot ride the fixed-route service. Visitors may also access the paratransit service for 21 days before they must obtain certification from NRoute.²⁸

²⁸ Public Transportation. (n.d.). Retrieved November 2024, from Vicksburg Mississippi: <https://www.vicksburg.org/publictransportation>

Figure 10. NRoute Transit Routes



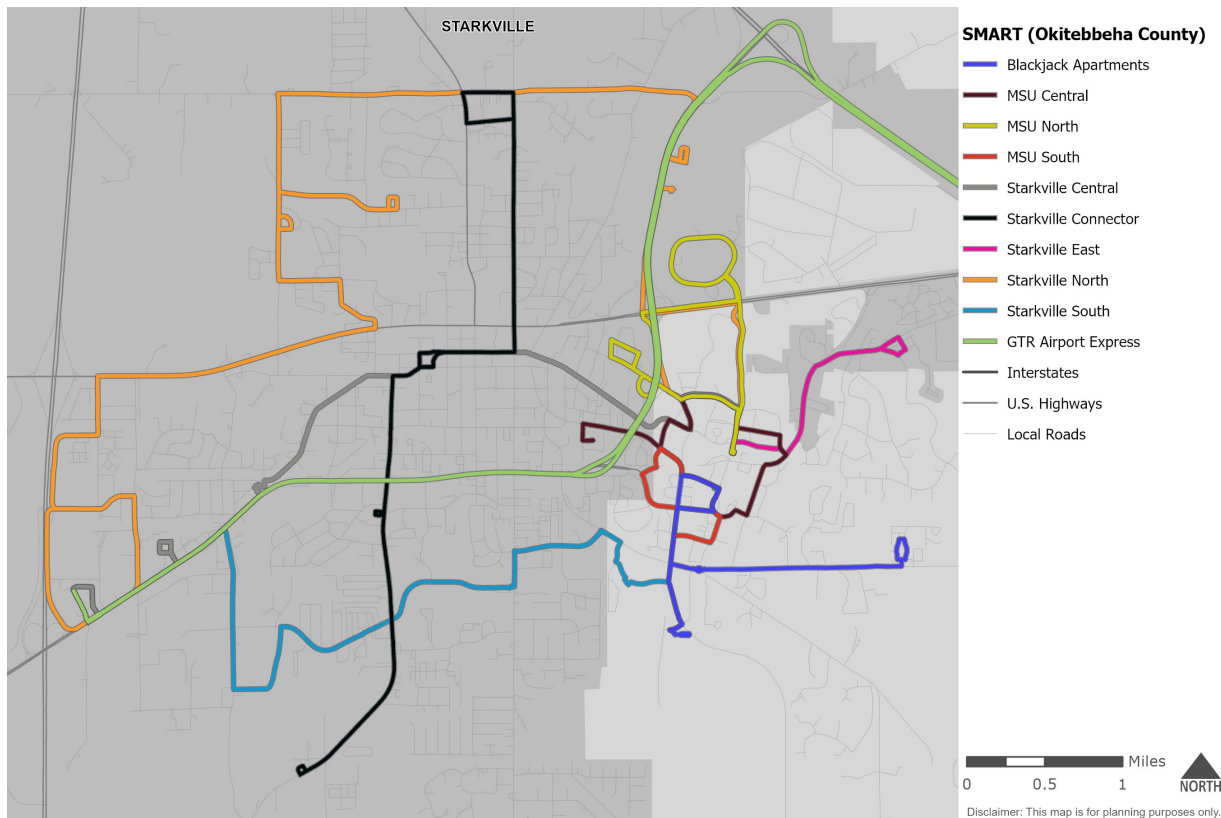
Source: NRoute Transit, accessed from <https://www.vicksburg.org/publictransportation>

Starkville-MSU Area Rapid Transit (SMART)

SMART serves the city of Starkville, Mississippi, and the Mississippi State University campus with 10 fixed routes (Figure 11). This transit provider offers a live map that shows the GPS location of all buses on each route. Five routes serve the Starkville Community providing service on Monday through Saturday, typically between 7AM and 8PM. Services on these routes range from every 30 minutes to every two hours, depending on the line. Another four routes serve the university area from Monday through Friday from 7AM to 6PM, with service running on a continuous loop through campus on all routes. Additionally, the Golden Triangle Regional Airport (GTRA) Express route provides service from two stops—the Highway 12 West and The Mill stops—to the GTR Regional airport. A portion of this route is shown in green on the map in Figure 10.

SMART also provides ADA Paratransit services to eligible residents. The requirements are like other providers listed above and include—physical or mental impairments that prevent you from riding the fixed-route service without assistance, wheelchair need, or the need to travel with respirators, portable oxygen, or life support equipment.

Figure 11. SMART Fixed-Route Transit Map



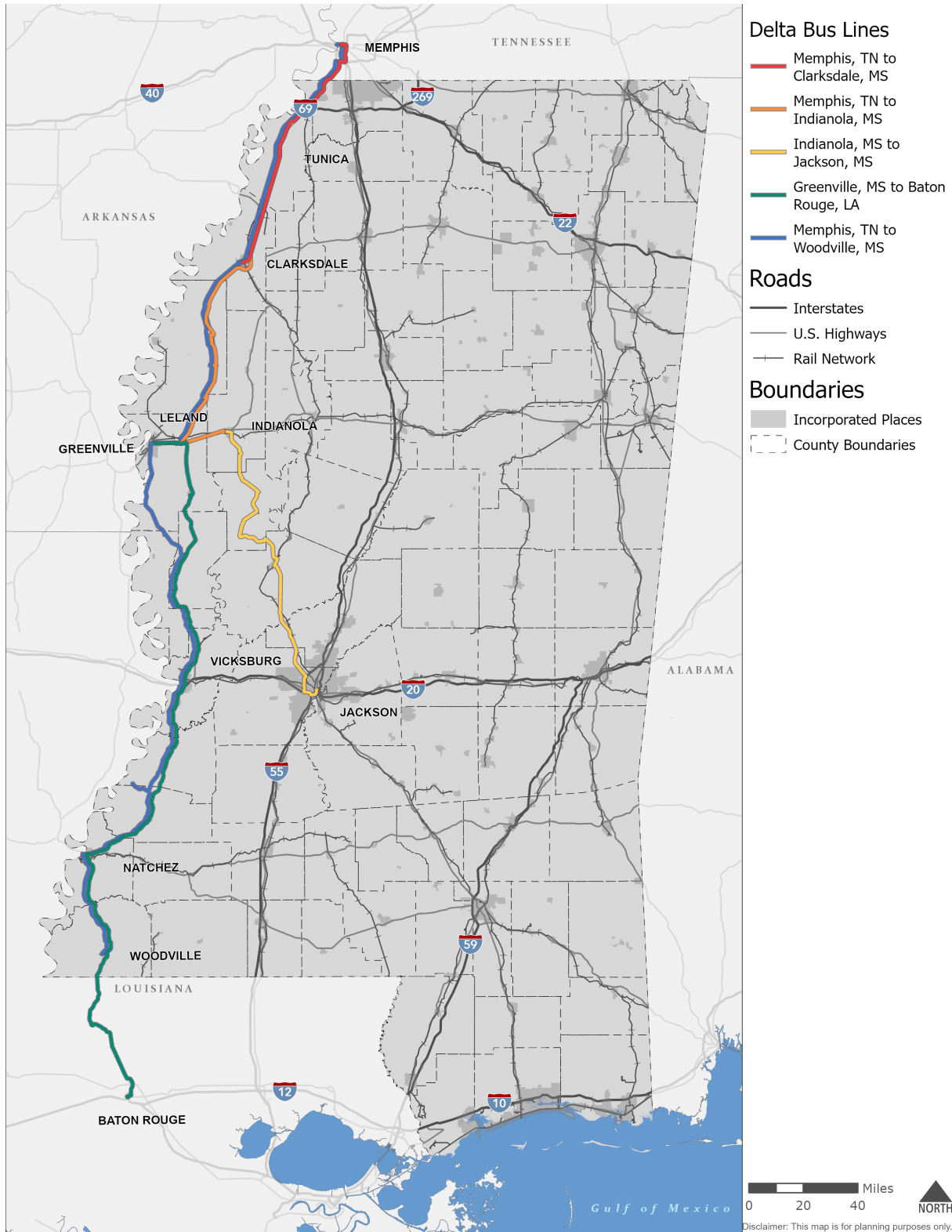
Source: Mississippi State University Starkville-MSU Area Rapid Transit, accessed from <https://www.smart.msstate.edu/schedule-and-routes>

Delta Bus Lines

FTA Formula Grants for Rural Areas Program includes the 5311(f) Intercity Bus Program. Of all 5311 funds, at least 15 percent must be apportioned to develop intercity bus transportation. The purpose is to support transit connections between rural areas of Mississippi to regional or national lines of intercity bus services.

Delta Bus Lines, Inc. provides fixed-route intercity bus service from north to south Mississippi from Memphis to Baton Rouge, while two other carriers—Colonial Trailways and Greyhound—provide services to other cities throughout the state. The Delta Bus Lines service route originates in Memphis, TN and terminates in Baton Rouge, Louisiana. This line has stations in Clarksdale, Cleveland, Greenville, Indianola, Natchez, and Port Gibson. The route also has multiple stops in smaller cities within the western portion of the state (Figure 12).

Figure 12. Delta Bus Lines Intercity Route Map



4.3 Flexible/Demand Response Transit

Mississippi has 57 providers that provide flexible and demand response services. This section details the Sections 5311 and 5310. A detailed list of all providers and their funding sources is included in Appendix A and summaries follow.

Section 5311 - Formula Grants for Rural Areas Program

Section 5311 formula funding is set aside for public transit projects in non-urban areas and is apportioned via a population-based formula. These funds may be employed in planning, capital, operational, the acquisition of public transit services, and job access and reverse commute projects.

There are 24 rural providers that provide flexible and demand response services for residents with disabilities—three of which are new funding recipients that provide new services to nineteen counties since the time that the last MULTIPLAN update was written.

Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program (Specialized Transportation)

5310 formula funding program aims to give elderly people and those with disabilities access to public transit facilities and services. The program supports services planned, designed, and carried out to meet the public transit needs of seniors and people with disabilities when public transit is otherwise “insufficient, inappropriate, or unavailable.” There are 39 providers receiving Section 5310 funding or equipment in Mississippi, which can be seen in Appendix A. Since the last MULTIPLAN there has been 5310 agency services that have been merged into 5311 providers, for example Northeast MS Community Service is now provided the services for Alcorn County HRA and the City of Oxford OUT System is now providing the 5310 services for City of Oxford-City/County Transit. This has resulted in more transportation services being provided to elderly and disabled citizens.

4.4 Transit Facility Subrecipients

The MDOT Public Transit Division has several agencies and organizations that report the use of funds for facility maintenance. Facility types include maintenance and operations, fueling stations, parking areas, and bus transfer centers. Table 10 includes all agencies that reported using transit facility funds.

Table 10. Public Transit Subrecipients, 2023

Subrecipient	Address	Type of Facility
Aaron Henry Health Center Regional Maintenance Facility	510 Hwy 322, Clarksdale, MS, 38614	Combined Administrative and Maintenance Facility: Operations/Regional Maintenance Facility
Bolivar County Council on Aging	Post Office Box 593, 800 S. Davis Avenue, Cleveland MS 38732	Administrative Office/Sales Office: Delta Bus Line Passenger Station/Delta Rides Call Center
City of Hattiesburg/ HUB City Transit	Train Depot Hattiesburg, MS	Combined Administrative and Maintenance Facility: Bus Transfer Center
City of Jackson, MS/ JTRAN	US-80, Jackson, MS 39213	Combined Administrative and Maintenance Facility: Bus Transfer Center, Passenger Facility Vehicle, Fueling Facility
Coast Transit Authority	333 Debuys Rd, Gulfport, MS 39507	Combined Administrative and Maintenance Facility: Bus Transfer Center, Parking Structure, Surface Parking lot
Community Development Incorporation	411 Oak Street Richton, MS 39474	Administration/Operations/Regional Maintenance Facility
Godbold Transportation Center	440 North Railroad Avenue Brookhaven, MS 39603	Passenger Rail/Rural Transit Multimodal Passenger Facility
Mississippi Band of Choctaw Indians	390 Industrial Park, Suite 1, Choctaw, MS 39350	Combined Administrative and Maintenance Facility: Operations/Regional Maintenance Facility
Natchez Transit System	127 Wood Avenue, Natchez, MS 39120	Combined Administrative and Maintenance Facility: Operations/Regional Maintenance Facility

Subrecipient	Address	Type of Facility
Madison County Citizens Service Agency	1005 W. Peace Street, Post Office Box 1358 Canton, MS 39046	Administrative Office/ Sales Office: Operations Facility
Mississippi State University	13 Buckner Lane 20 Buckner Ln, Mississippi State, MS 39762	Administrative/Operations Facility Bus Wash facility
Oxford University Transit System	409 McElroy Drive, Oxford, MS	Combined Administrative and Maintenance Facility: Operations/General Purpose Maintenance
Pine Belt Mental Health	4100 Mamie Street Hattiesburg, MS 39404	Operations Facility
Timber Hills Mental Health	100 Pinehill Road Booneville, MS 38829	Operations/Training/Bus Wash Facility

Source: US DOT. (2023). 2023 Facilities and Stations. Retrieved December 2024, from The National Transit Database: <https://www.transit.dot.gov/ntd/data-product/2023-facilities-and-stations>

4.5 Network Performance and Usage

Different metrics illustrate how public transit is used and operated by both individual providers and across the state. Analysis of trends and current data reveals public usage patterns of the transportation network and provides insights into the types of services available. These statistics are gathered by MDOT and submitted to the National Transit Database (NTD) for providers receiving Section 5307 or Section 5311 funding. This statewide plan outlines four main performance trends:

Ridership: A measure of how many passengers utilize the public transit system. Passengers are counted each time they board a vehicle, regardless of how many transfers they complete or how many times they ride per day. This is also known as Unlinked Passenger Trips (UPT).

Vehicles in Operation: The maximum number of vehicles in operation that provide service on an average day.

Vehicle Revenue Miles: The total miles all vehicles travel while in revenue service plus deadhead miles.

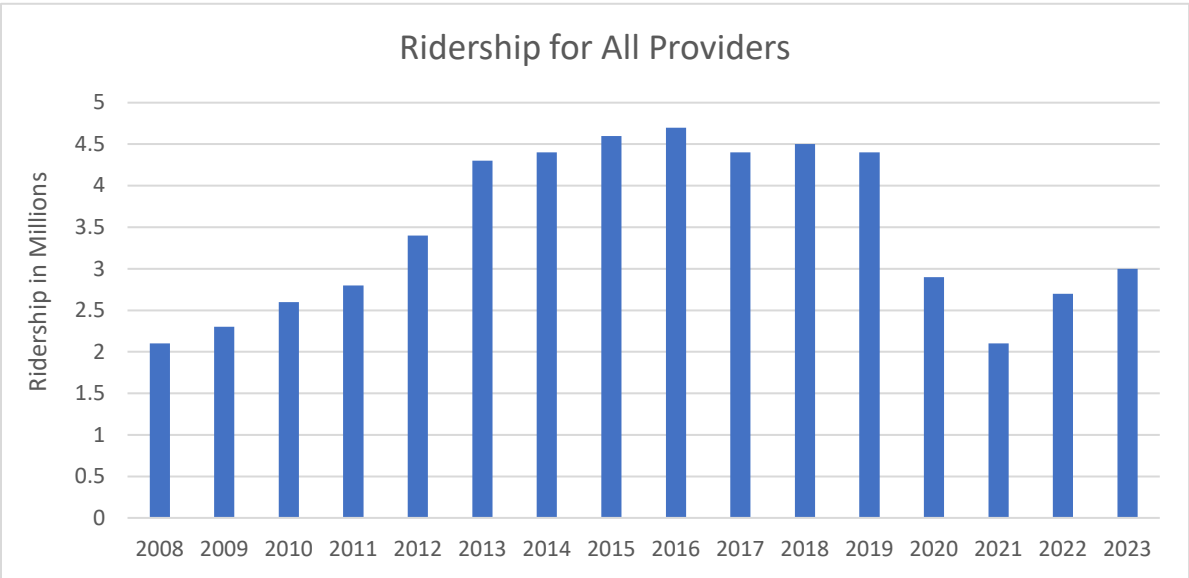
Vehicle Revenue Hours: The total hours all vehicles travel while in revenue service.

Ridership

From 2008 through 2020, ridership of public transit in Mississippi trended upward, and hit a sharp decline during the COVID-19 Pandemic. In 2020, annual usage dropped by 1.5 million users and dropped by nearly another million people in 2021. In 2023, public transit across the state rebounded, but only to the level of usage during 2020 (Figure 13).²⁹

As shown in Figure 14, the decline in ridership has occurred among rural providers (Sections 5310, 5311, and 5339), as ridership in urban areas has remained steady, only experiencing a slight decline during the pandemic. For urban providers (Section 5307), usage initially began to decline in 2014. This was a result of increased ridership during the Great Recession from 2008 through 2013.

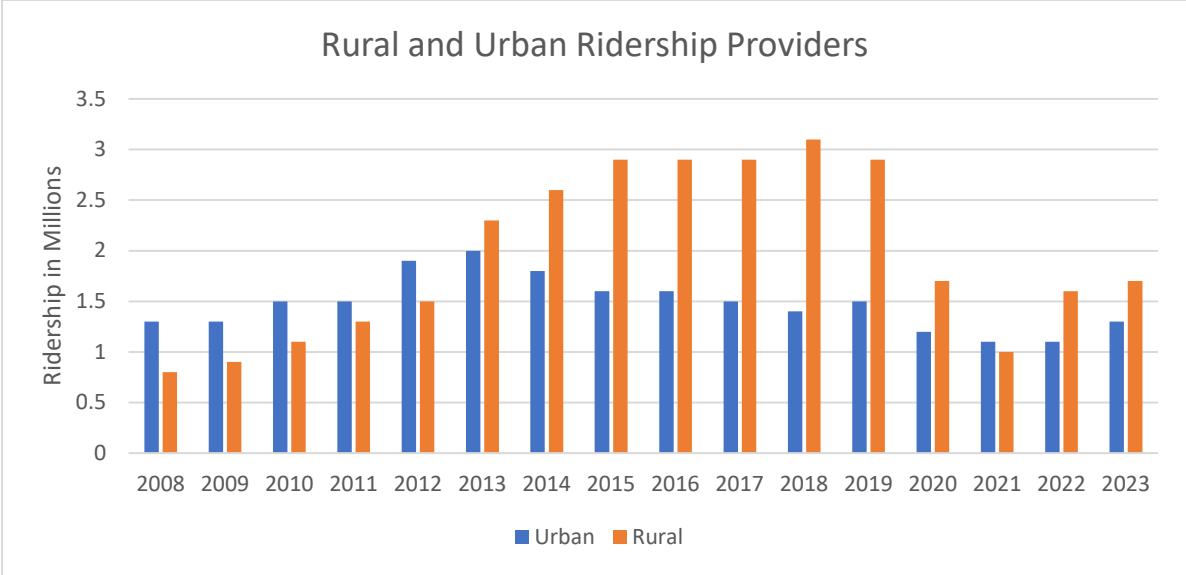
Figure 13. Ridership for All Providers, 2024



Source: Federal Transit Authority, 2024

Figure 14. Ridership for Urban and Rural Providers, 2024

²⁹ Federal Transit Administration. (2024). TS2.2 - Service Data and Operating Expenses Time Series by System. Retrieved December 2024, from The National Transit Database: <https://www.transit.dot.gov/ntd/data-product/ts22-service-data-and-operating-expenses-time-series-system-0>

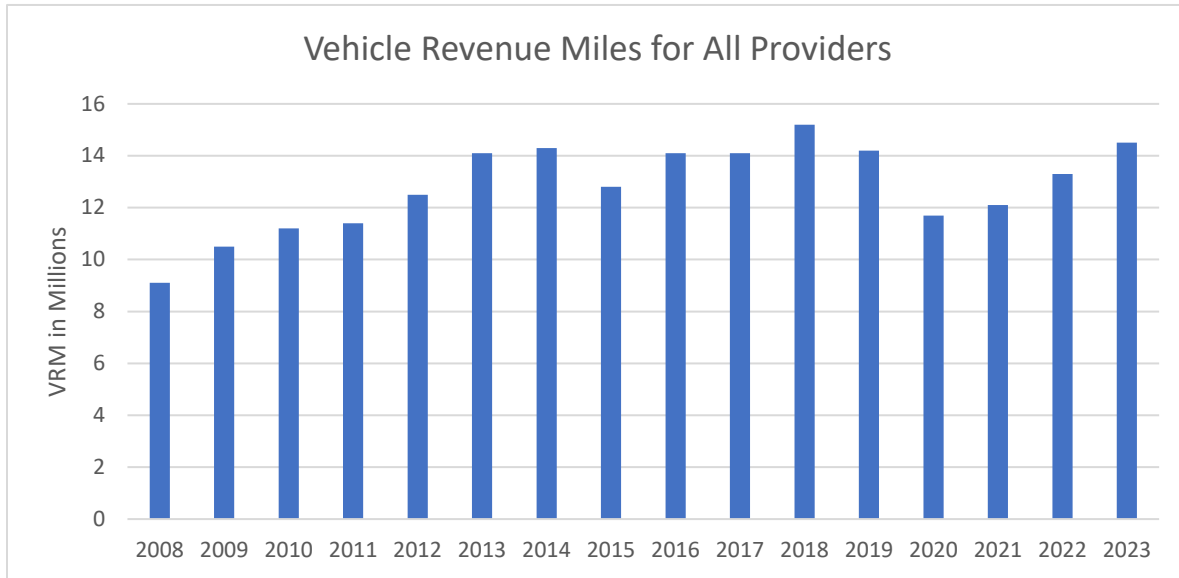


Source: Federal Transit Authority, 2024

Vehicle Revenue Miles

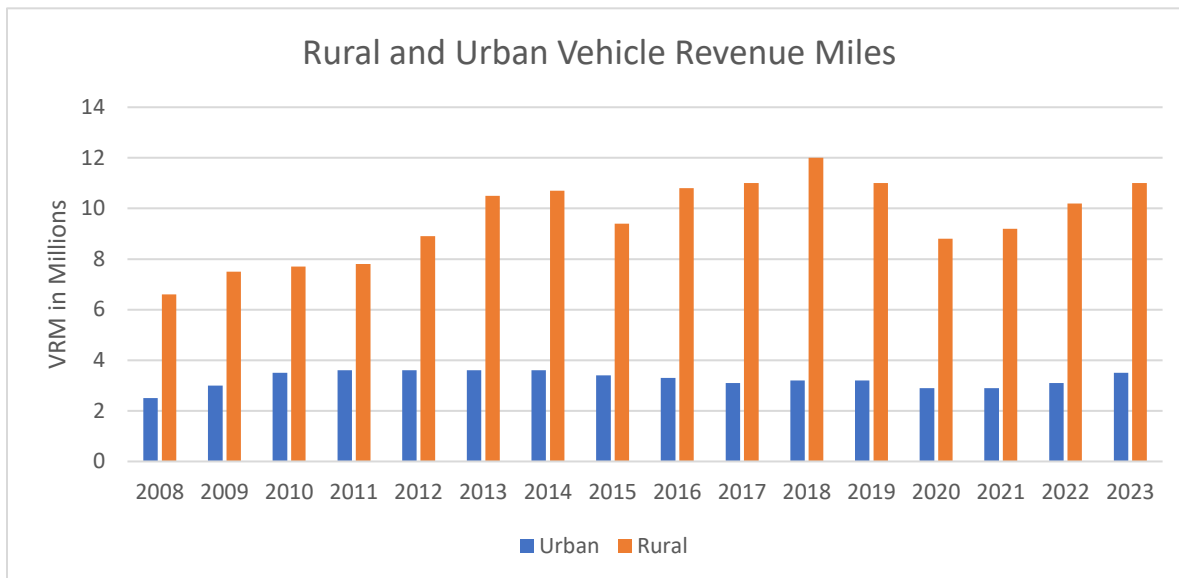
Similar trends can be observed for vehicle revenue miles (VRMs) based on trends associated with the Great Recession and COVID-19. The exception to this is that the urban programs have held relatively steady around 3 million VRMs since 2008 (Figure 15 and Figure 16).

Figure 15. VRM for All Providers, 2024



Source:Federal Transit Authority, 2024

Figure 16. VRM for Urban and Rural Providers, 2024

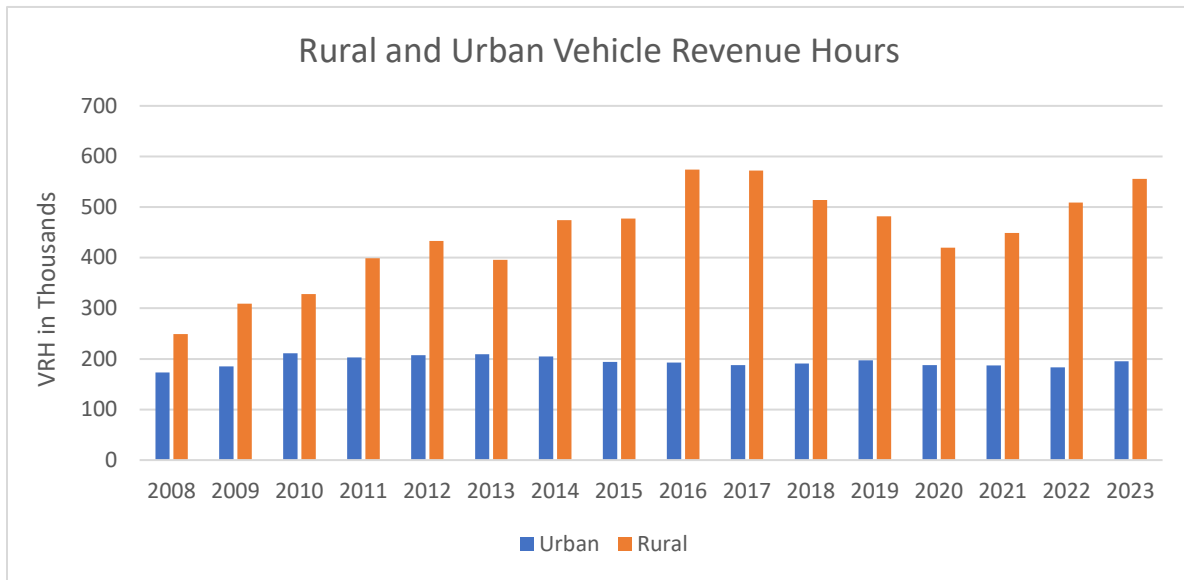


Source:Federal Transit Authority, 2024

Vehicle Revenue Hours

As with VRM, similar trends can be observed for vehicle revenue hours (VRHs) based on trends associated with the Great Recession and COVID-19. Again, the trends for urban and rural providers are similar to that of VRM trends, with urban providers being steady since 2008 and rural providers shifting with national events (Figure 17).

Figure 17. VRH for Urban and Rural Providers



Source: Federal Transit Authority, 2024

5.0 References³⁰

- AL Department of Transportation. (2024). *Public Transportation Program - 5307*. Retrieved from ALDOT: <https://www.dot.state.al.us/programs/PublicTransportationProgram.html>
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6.0 Appendix A

Table 11. Mississippi Transit Providers

Provider	Counties Served	Description of Service	Section Funding	RCTG
Aaron Henry Community Health Services Center, Inc. - DARTS	Coahoma, Desoto, Panola, Quitman, Tallahatchie, Tate, and Tunica Counties	Demand Response, Commuter, Purchase of Service, and Medicaid	5310, 5311, 5339	Delta Rides
Bolivar County Council on Aging, Inc.	Bolivar, Coahoma, Humphreys, Issaquena, Madison, Sharkey, Sunflower, Warren, Washington, and Yazoo Counties	Provides rural general public transportation services to employment, employment related activities, healthcare, social destinations and nonemergency medical transportation to citizens in our service areas.	5310, 5311, 5339	Delta Rides, Trans-Con
Central Mississippi, Inc.	Attala, Carroll, Grenada, Holmes, Leflore, Montgomery, and Yalobusha Counties	Demand Response weekends as requested, hours as needed	5310, 5311, 5339	Delta Rides
City of Hattiesburg/HUB City Transit	City of Hattiesburg, MS	Fixed Route, Para Transit /Demand Response	5307	Southern Connect
City of Jackson/JATRAN	City of Jackson	Fixed Route, Paratransit (HandiLift)	5307	Trans-Con
City of Long Beach	Harrison County	Demand Response	5310, 5339	Southern Connect
City of Lucedale	George County	Demand Response	5310, 5339	Southern Connect

Existing Conditions

Provider	Counties Served	Description of Service	Section Funding	RCTG
City of Oxford - Oxford University Transit Management, Inc.	Lafayette County	Fixed Route Service	5311, 5339	N.I.T.A.
City of Tunica/Tunica County Recreation Commission	Tunica County	Demand Response	5310, 5339	Delta Rides
City of Wiggins	City of Wiggins of Stone County	Demand Response	5310, 5339	Southern Connect
Claiborne County Human Resource Agency	Claiborne, Franklin, and Jefferson Counties	Demand response and Flexible Route Service	5310, 5311, 5339	SMART
Climb-Up, Incorporated Region III	Benton, Chickasaw, Itawamba, Lee, Monroe, Pontotoc, and Union Counties	Demand Response	5310, 5339	N.I.T.A.
Coast Transit Authority (CTA)	Harrison, Jackson, and Hancock Counties	Fixed Route, Demand Response, Paratransit and Emergency Evacuation transit services	5307	Southern Connect
Community Action of South Mississippi	Jackson County	Demand Response	5310, 5339	Southern Connect

Existing Conditions

Provider	Counties Served	Description of Service	Section Funding	RCTG
Community Development, Inc.	Covington, Forrest, George, Greene, Hancock, Jefferson Davis, Jones, Lamar, Marion, Pearl River, Perry, Stone, Wayne Counties and Portions of Louisville & Rankin County	Demand Response, Commuter, and Flexible Route Service	5310, 5311, 5339	Southern Connect
Copiah County Human Resource Agency	Copiah, Hinds, and Lincoln Counties	Demand Response	5310, 5311, 5339	Trans-Con, SMART
Delta Bus Lines, Inc	North to South Mississippi from Memphis to Baton Rouge	Intercity Bus, Fixed Route and Charter Service	5311, 5339	Delta Rides
DJ Transit, Inc	Covington, Jasper, Jefferson Davis, Jones, Lawrence	Demand Response (Limited service on Saturday), Employment commuter routes are available from Lawrence, Jefferson Davis, Covington counties to Collins and Hattiesburg	5311, 5339	EZTAG, Southern Connect, SMART
East Central Planning and Development District, Inc.	Clarke, Jasper, Kemper, Lauderdale, Leake, Neshoba, Newton, Scott, and Smith Counties	Demand Response	5310, 5339	EZTAG

Existing Conditions

Provider	Counties Served	Description of Service	Section Funding	RCTG
Five County Child Development Program, Inc. Community Transportation Program	Covington, Jefferson Davis, Lawrence, Lincoln, Marion & Pike Counties	Demand Response and Flexible Route Service	5310, 5311, 5339	SMART, Southern Connect
Harbor House of Jackson, Inc.	Hinds County	Demand Response	5310, 5339	Trans-Con
Harrison County Senior Resource Agency	Harrison County		5310, 5339	Southern Connect
Hinds County Human Resource Agency	Hinds County	Demand Response and Flexible Route Service	5310, 5311, 5339	Trans-Con
Jackson Medical Mall Foundation	Hinds, Rankin, and Madison	Demand Response	5310, 5339	Trans-Con
Lowndes County Council on Aging	Lowndes County	Demand Response	5310, 5339	EZTAG
Madison County Citizen Service Agency	Madison County	Demand Response and Flexible Route Service	5311, 5339	Trans-Con
Mississippi Band of Choctaw Indians/Choctaw Transit	Leake, Neshoba, Kemper, Newton, Scott, and Winston Counties-City limits of Meridian MS in Lauderdale County	Demand Response, Commuter, and Fixed Route Service	5310, 5311, 5339	EZTAG
Mississippi Christian Family Services, Inc.	Issaquena, Sharkey, Washington, and Yazoo Counties	Demand Response	5310, 5339	Delta Rides

Existing Conditions

Provider	Counties Served	Description of Service	Section Funding	RCTG
Mississippi Valley State University Mass Transit	Carroll, Grenada, Holmes, Humphreys, Leflore, Sunflower, Tallahatchie, and Washington Counties	Demand Response and Flexible Route Service	5311, 5339	Delta Rides
Mount Zion Economic Community Center, Inc.	Amite, Pike, and Walthall	Demand Response	5310, 5311, 5339	SMART
Natchez Senior Citizens-Multi-Purpose Center	Adams, Amite, Claiborne, Franklin, Jefferson, Lincoln, and Wilkinson Counties	Demand Response	5310, 5339	SMART
Natchez Transit System	Adams County while linking to Claiborne, Copiah, Franklin, Hinds, Jefferson, Pike, and Wilkinson Counties	Demand Response and Flexible Route Service	5311, 5339	SMART
North Central Planning and Development District	Attala, Carroll, Grenada Holmes, Leflore Montgomery and Yalobusha Counties	Demand Response	5310, 5339	Delta Rides
North Delta Planning and Development District, Inc./SLA Jones	Coahoma, Desoto, Panola, Quitman, Tallahatchie, Tate, and Tunica Counties	Demand Response	5310, 5339	Delta Rides
Northeast Mississippi Community Services, Inc.	Alcorn, Benton, Desoto, Itawamba, Marshall, Prentiss, Tippah and Tishomingo Counties	Demand Response and Fixed Route Service	5310, 5311, 5339	Delta Rides, N.I.T.A.

Existing Conditions

Provider	Counties Served	Description of Service	Section Funding	RCTG
Noxubee County Human Resource Agency	Noxubee, Kemper and Winston Counties	Demand Response	5310, 5311, 5339	EZTAG
NRoute Transit Commission	Warren County	Fixed Route, Complementary Paratransit, Purchase of Services and Tourism	5311, 5339	Delta Rides
Philadelphia Transit	Neshoba, Lauderdale, Winston, Kemper, Scott and Newton Counties	Demand Response	5311, 5339	EZTAG
Pine Belt Mental Healthcare Resources	Covington, Forrest, Greene, Jefferson Davis, Jones, Lamar, Marion, Perry, and Wayne	Demand Response	5310, 5339	SMART
Quality Mental Health, Inc.	Bolivar, Humphreys, Issaquena, Leflore, Sharkey, Sunflower, and Washington	Demand Response-Flexible	5310, 5339	Delta Rides
River Ridge Mental Health	Warren and Yazoo Counties	Demand Response	5310, 5339	Delta Rides, Trans-Con
Singing River Health System	Jackson County	Demand/Response	5310, 5339	Southern Connect
South Central Community Action Agency	Copiah, Covington, Hinds, Jefferson Davis, Rankin, Smith, and Simpson County	Demand Response and Fixed Route Service	5310, 5311, 5339	Trans-Con

Existing Conditions

Provider	Counties Served	Description of Service	Section Funding	RCTG
Southern Mississippi Planning and Development District	Covington, Forrest, George, Greene, Hancock, Harrison, Jackson, Jefferson Davis, Jones, Lamar, Marion, Pearl River, Perry, and Wayne Counties	Demand Response	5310, 5339	Southern Connect
Starkville-MSU Area Rapid Transit (SMART)	Campus of Mississippi State University and the City of Starkville, MS, and Oktibbeha Co.	Fixed Route and Paratransit Service	5311, 5339	EZTAG
Sunflower/Humphreys Counties Progress, Inc	Sunflower, Holmes and Humphreys Counties	Demand Response	5310, 5311, 5339	Delta Rides
Three Rivers Planning and Development District/AAA	Calhoun, Chickasaw, Itawamba, Lafayette, Lee, Monroe, Pontotoc, and Union Counties	Demand Response	5310, 5339	N.I.T.A.
Timber Hills - Region IV Mental Health Services	Alcorn, Desoto, Prentiss, Tippah, and Tishomingo Counties	Demand Response	5310, 5339	Delta Rides, N.I.T.A.
Warren-Washington-Issaquena Sharkey Community Action Agency	Issaquena, Sharkey, Warren, Washington, and Yazoo Counties	Demand Response	5310, 5339	Delta Rides
Willowood Developmental Center	Copiah, Hinds, Madison, Rankin Counties	Fixed Route	5310, 5339	Trans-Con
Yazoo County Human Resource Agency	Yazoo County	Demand Response	5310, 5339	Delta Rides, Trans-Con

Existing Conditions

Provider	Counties Served	Description of Service	Section Funding	RCTG

Source: Mississippi Department of Transportation. (2025, January) Retrieved from MDOT-Public Transit Division