

<b>UTC Project Information</b>	
Project Title	Assessing the Comparative Efficiency of Urban Mass Transit Systems in Ohio: Longitudinal Analysis (Former title: Assessing the Socio-Economic Impacts of Mass Transit Systems on the Small Regional Community and Improving the Transit Service Quality of the Mass Transit Authority in the Small Urban Areas)
University	Bowling Green State University Mineta National Transit Research Consortium
Principal Investigator	Hokey Min, Ph.D.
PI Contact Information	Department of Management Bowling Green State University Bowling Green, OH 43403 hmin@bgsu.edu 419-372-3442
Funding Source(s) and Amounts Provided (by each agency or organization)	Research and Innovative Technology Administration University Transportation Centers Program (\$60,000)  Bowling Green State University (\$60,000)
Total Project Cost	\$120,000
Agency ID or Contract Number	DTRT12-G-UTC21
Start and End Dates	January 2012 – December 2013
Brief Description of Research Project	A mass transit system not only improves passenger mobility, it also affects the level of economic activities (e.g., working and shopping). Thus, changes wrought by mass transit service planning can heavily influence regional economic growth. This planning requires a careful consideration of conflicting goals (e.g., better utilization of fleets vs. transit services, improved passenger services vs. increased operating expenses, revenue increases vs. tax or fare hikes), which poses a number of problems for policy decision makers. In particular, given the public's growing concerns over government budget deficits, the continuous underutilization of a mass transit system can increase public scrutiny of additional investments in mass transit services. To find ways to better utilize mass transit systems across the state of Ohio and thus make best use of state/federal/municipal government funds and taxpayers' monies, this paper aims to evaluate the operational efficiency of the current mass transit system relative to benchmark standards and then identify the leading causes of mass transit inefficiencies. To meet these goals, window data envelopment analysis (DEA) was conducted on the past three years of time-series data for 24 (out of 27) of Ohio's urban mass transit agencies.

Describe Implementation of Research Outcomes (or why not implemented)	Min, Hokey. "Public-Private Partnerships for Building, Funding, and Improving the Urban Mass Transit System." Presentation at the 12 <sup>th</sup> Hawaii International Conference on Social Sciences, Honolulu, HI, May 28, 2013.
Place Any Photos Here	
Impacts/Benefits of Implementation (actual, not anticipated)	
Web Links <ul style="list-style-type: none"> <li>• Reports</li> <li>• Project Website</li> </ul>	Final report (MNTRC Website): <a href="http://transweb.sjsu.edu/project/1135.html">http://transweb.sjsu.edu/project/1135.html</a>  Final report (TRB Website): <a href="http://trid.trb.org/view/2013/M/1290755">http://trid.trb.org/view/2013/M/1290755</a>