

### Public Transit - Human Services Transportation Coordination Plan



For Missouri's Meramec Region







February 9, 2023

#4 Industrial Drive St. James, MO 65559 573-265-2993 • Meramecregion.org



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In cooperation with the Missouri Highways and Transportation Commission Missouri Department of Transportation

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The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the Missouri Highways and Transportation Commission or Federal Transit Administration.

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## Adoption

The Public Transit - Human Services Transportation Plan for Missouri's Meramec Region was officially approved and adopted Feb. 9, 2023, by the board of Meramec Regional Planning Commission.

Bonnie J. Prigge, Executive Director Meramec Regional Planning Commission

Date

## **1** • Plan Purpose and Requirements

Each of the federal transportation program reauthorizations SAFTEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act), MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century Act), FAST Act (Fixing America's Surface Transportation Act) and the BIL (Bipartisan Infrastructure Law) require that federally funded mobility projects be included in a locally developed, coordinated public transit-human services transportation plan. The plan must be developed and approved through a process that includes seniors and people with disabilities and is coordinated to the maximum extent possible with transportation services assisted by other federal departments and agencies.

A coordinated public transit-human services transportation plan identifies the transportation needs of individuals with disabilities, older adults and people with low incomes, provides strategies for meeting those local needs and prioritizes transportation services for funding and implementation. Local plans may be developed on a local, regional, or statewide level. The decision as to the boundaries of the local planning areas should be made in consultation with the state and the metropolitan planning organization, where applicable. The agency leading the planning process is decided locally and does not have to be the state.

In 2007, the Missouri Department of Transportation (MoDOT) contracted with regional planning commissions and councils of governments to develop public transit-human services plans. In 2012, 2017 and 2022, MoDOT once again contracted with the regional planning organizations to complete five-year updates to the previous plan. MoDOT has a long history of working with regional planning commissions that dates to the mid-1990s. Regional planning commissions— also known as regional planning organizations—have developed transportation advisory committees and have been coordinating transportation planning at the local level for many years.

The Coordinated Public Transit Human Services Transportation Plans Federal transit law requires that projects selected for funding under the Enhanced Mobility for Individuals and Individuals with Disabilities (Section 5310) Program be "included in a locally developed, coordinated public transit-human services transportation plan," and that the plan be "developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private and nonprofit transportation and human services providers and other members of the public" utilizing transportation services. These coordinated plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs and prioritize transportation services for funding and implementation.

The plan must include these three areas:

- Individuals with disabilities
- Older adults
- People with low incomes

All projects funded from Sections 5310 grants must be identified from a locally developed, coordinated public transit-human services plan (the Local Plan). The scope of the plan must address the needs of seniors and individuals with disabilities as well as those with low incomes.

Local Plan must meet the following criteria:

1. An assessment of available services that identifies current transportation providers - public, private, and not-for-profit. The assessment should include the number of vehicles (both accessible and nonassessable), service area, and days and times of operation

2. An assessment of the transportation needs of people with low incomes. The assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts. Gaps in service should be identified.

3. Strategies and activities that would address the identified gaps in service. Applicants are urged to not include specific projects in the plan, as the plan should be based on a higher level of need. Including only strategies and activities will allow the sub-recipients to have more flexibility to meet the changing transportation needs of their riders.

4. Priorities of implementation based on resources. Prioritizing strategies will allow the subrecipient to select the most important projects as funding becomes available. MoDOT recognizes that the highest priority activities may not be the projects that are implemented due to the small amount of federal funding available and/or the availability of local matching funds.

Public Participation - Development of the plan must include an opportunity for all interested parties to participate. The planning process should include human service agencies, local governments, private and public transit providers, and potential riders as well as members of the public. There should be specific methods for outreach to low-income individuals who are not part of the human services delivery system. The Local Plan should document how public participation was solicited, i.e., newspaper ads, public service announcements, direct mail, etc. A lack of public interest in the project will not count against the project if adequate outreach was conducted.

# 2. Overview of Federal Funding

On Nov. 15, 2021, Public Law 117-58 Bipartisan Infrastructure Law (BIL) was signed into law. This replaced the previous 2015 transportation legislation, Fixing America's Surface Transportation Act (FAST Act), which replaced Moving Ahead for Progress in the 21st Century (MAP-21) which replaced SAFETEA-LU.

#### **Bipartisan Infrastructure Law**

Congress establishes the funding for FTA programs through authorizing legislation that amends Chapter 53 of Title 49 of the U.S. Code. On Nov. 15, 2021, President Biden signed the Bipartisan Infrastructure Law (BIL), reauthorizing surface transportation programs through Fiscal Year 2026 and provides advance appropriations for certain programs. The BIL authorizes up to \$108 billion to support federal public transportation programs, including \$91 billion in guaranteed funding – the largest federal investment in public transportation in the nation's history.

#### **Grant Programs:**

- 1. Enhanced Mobility of Seniors & Individuals with Disabilities Section 5310 (49 U.S.C.)
  - a. Provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each state's share of the population for these two groups.
  - b. Formula funds are apportioned to direct recipients
- 2. Formula Grants for Rural Areas 5311
  - a. Provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.
  - b. Provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program.
- 3. Grants for Buses and Bus Facilities Formula Program 5339(a)
  - a. Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, the Grants for Buses and Bus Facilities program (49 U.S.C. 5339) includes two discretionary components: the <u>Bus and Bus Facilities Discretionary Program</u> and the <u>Low or No Emissions Bus Discretionary Program</u>.

#### What's Changed?

- Increases funding to \$4 million for each state and \$1 million for each territory.
- Requires applicants for both the Grants for Buses and Bus Facilities formula and competitive programs to use, to the extent possible, innovative procurement tools authorized under Section 3019 of the FAST Act. If fewer than five buses are purchased through a stand-alone procurement, the recipient must provide a written explanation to FTA of why the authorized procurement tools were not used.
- Allows an applicant to the Grants for Buses and Bus Facilities competitive program who is also applying for the Low or No Emission Grants program to propose partnerships with other entities, which would then be deemed to satisfy the competitive procurement requirements under 49 U.S.C. § 5325.
- Requires that applicants submit a zero-emission fleet transition plan with their applications to both Grants for Buses and Bus Facilities and Low or No Emissions Grants competitive programs for projects related to zero-emission buses.
- Not less than 25% of Low or No Emissions Grants funding must be used for lowemission vehicles and related facilities (excluding zero emission vehicles and facilities).
- Requires that 5% of all Grants for Buses and Bus Facilities or Low or No Emissions competitive grants related to zero emission vehicles or related infrastructure be used for workforce development activities, unless the applicant certifies that less is needed to carry out their zero-emission fleet transition plan.

The legislation will expand public transit options across every state in the country, replace thousands of deficient transit vehicles, including buses, with clean, zero emission vehicles, and improve accessibility for the elderly and people with disabilities.

#### **Enhanced Mobility of Seniors & Individuals with Disabilities:** Section 5310

#### Purpose

The Bipartisan Infrastructure Law continues without changes to the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program, which funds transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas.

#### **Statutory References:**

49 U.S.C. Section 5310

#### **Eligible Recipients**:

- Funding is made available to direct recipients. For rural and small urbanized areas (small UZAs), the state is the direct recipient. For large-urbanized areas (large UZAs), the governor of the state chooses a designated recipient. State or local governmental entities that operate a public transportation service are also eligible recipients.
- Subrecipients can include states or local government authorities, private nonprofit organizations, or operators of public transportation.

#### Features:

- Funds are allocated by formula to the states for capital costs of providing services to elderly persons and persons with disabilities.
- The federal share of eligible capital costs may not exceed 80 %, and 50 % for operating assistance. The 10 % that is eligible to fund program administrative costs including administration, planning, and technical assistance may be funded at 100 % federal share.
- Up to 10 % of funding can be used by State or local government authority for administrative expenses (including planning and technical assistance).
- As in the past, states may sub-allocate funds to private non-profit organizations and to public agencies if they are designated to provide coordinated service.
- Non-federal share can include amounts available for transportation from other federal agencies including Federal Lands Highway Program (Section 204 of Title 23).
- Coordination requirements are increased by requiring that, beginning in FY 2007, projects be on a locally developed human service transportation coordination plan. That planning process includes representatives of public, private, and nonprofit transportation and human services providers and the public.

#### Notice of Funding Opportunity:

- Grant requirements of Section 5307 apply to the extent the Secretary determines appropriate.
- Allocation is made based on the number of elderly and persons with disabilities in each state.

• This grant program helps private, public and non-profit groups in "meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs."

States and designated recipients are direct recipients; eligible sub-recipient includes private nonprofit organizations, states or local government authorities, or operators of public transportation. Section 5310 funds are apportioned among the states by a formula which is based on the number of seniors and people with disabilities in each state according to the latest available U.S. Census data.

#### **Eligible Activities:**

- 1. Purchasing vehicles to support accessible taxi, ridesharing, and/or vanpooling programs. Section 5310 funds can be used to purchase and operate accessible vehicles for use in taxi, ridesharing, and/or vanpool programs provided that the vehicle meets the same requirements for lifts, ramps, and securement systems specified in 49 CFR Part 38, subpart B, at a minimum, and permits a passenger whose wheelchair can be accommodated pursuant to Part 38 to remain in his/her personal mobility device inside the vehicle.
- 2. Supporting the administration and expenses related to voucher programs for transportation services offered by human service providers. This activity is intended to support and supplement existing transportation services by expanding the number of providers available or the number of passengers receiving transportation services. Vouchers can be used as an administrative mechanism for payment of alternative transportation services to supplement available public transportation. The Section 5310 program can provide vouchers to seniors and individuals with disabilities to purchase rides, including: (a) mileage reimbursement as part of a volunteer driver program; (b) a taxi trip; or (c) trips provided by a human service agency. Providers of transportation can then submit the voucher for reimbursement to the recipient for payment based on predetermined rates or contractual arrangements. Transit passes or vouchers for use on existing fixed-route or ADA complementary paratransit service are not eligible. Vouchers are an operational expense which requires a 50/50 (federal/local) match.

#### **Traditional Section 5310 project examples include:**

- Buses and vans
- Wheelchair lifts, ramps, and securement devices
- Transit-related information technology systems, including scheduling/routing/one-call systems
- Mobility management programs
- Acquisition of transportation services under a contract, lease, or other arrangement

#### Non-traditional Section 5310 project examples include:

- Travel training
- Volunteer driver programs
- Building an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features
- Improving signage, or way-finding technology
- Incremental cost of providing same day service or door-to-door service
- Purchasing vehicles to support new accessible taxi, rides sharing and/or vanpooling programs
- Mobility management programs

Note: Under MAP-21, the program was modified to include projects eligible under the former Section 5317 New Freedom program, described as capital and operating expenses for new public transportation services and alternatives beyond those required by the ADA, designed to assist individuals with disabilities and seniors.

Job Access and Reverse Commute (JARC): (Section 5316) has expired and is under FTA's Urbanized Area Formula Grants (Section 5307) and the Formula Grants for Rural Areas (Section 5311) programs.

#### Chapter 53 Section 5311 49 U.S.C. Section 5311 / The Bipartisan Infrastructure Law Section 30006

The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues the Formula Grants for Rural Areas Program, which provides capital, planning, and operating assistance to states and federally recognized Indian tribes to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations. It also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program.

#### **Statutory References:**

49 U.S.C. Section 5311/IIJA Section 30006

#### **Eligible Recipients:**

- States and federally recognized Indian tribes.
- Subrecipients may include state or local government authorities, nonprofit organizations, and operators of public transportation or intercity bus service.

#### **Eligible Activities:**

The Bipartisan Infrastructure Law continues without change the broad range of activities eligible under the formula grants for rural areas program, including:

- Planning
- Public transportation capital projects
- Operating costs of equipment and facilities for use in public transportation
- Job access and reverse commute projects
- Acquisition of public transportation services

#### What's Changed?

Establishes fixed funding percentages for the Public Transportation on Indian Reservations and the Appalachian Development Public Transportation Assistance programs:

- 5 % of Rural Formula (Section 5311) funding is available for the Public Transportation on Indian Reservations program. 20 % of the Public Transportation on Indian Reservations funds must be distributed on a competitive basis, while the remainder must be apportioned by formula.
- 3 % of Section 5311 funding is available for the Appalachian Development Public Transportation Assistance program.

#### **Funding:**

Federal Share:

- Federal share is 80 % for capital projects.
- Federal share is 50 % for operating assistance.
- Federal share is 80 % for Americans with Disabilities Act (ADA) non-fixed-route paratransit service, using up to 10 % of a recipient's apportionment.

#### **Formula Details:**

**BIPARTISAN** 

INFRASTRUCTURE

• Funds are apportioned to states based on a formula that includes land area, population, revenue vehicle miles, and low-income individuals in rural areas.

**BIPARTISAN INFRASTRUCTURE LAW FACT SHEET** 

FORMULA GRANTS FOR RURAL AREAS

#### Other:

Tribal Transit Program and 5311 Rural Formula.<sup>1</sup>

LAW FORMOLA GRANTS FOR RORAL AREAS									
Fiscal Year	2022 (in millions)	2023 (in millions)	2024 (in millions)	2025 (in millions)	2026 (in millions)				
5311 Rural Formula	\$781	\$797	\$818	\$835	\$856				
Public Transportation on Indian Reservations (Formula)	\$35	\$36	\$37	\$37	\$38				
Public Transportation on Indian Reservations (Competitive)	\$9	\$9	\$9	\$9	\$10				
Appalachian Development Public Transportation Assistance Program	\$26	\$27	\$28	\$28	\$29				
Rural Transit Assistance Program (RTAP)	\$17	\$18	\$18	\$19	\$19				
5340 Growing States*	\$112	\$114	\$117	\$120	\$123				

\* Note: Section Growing State (Sec. 5340) funds are determined based on a statutory formula and are added to the Rural formula (Sec. 5311). Amounts shown for FY22-26 are based on the proportion of Growing States (Sec. 5340) funds provided in FY 2021.

<sup>&</sup>lt;sup>1</sup> Federal Transit Administration. <u>https://www.transit.dot.gov/</u>.

#### Grants for Buses and Bus Facilities Formula Program - 5339(a)

Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.<sup>2</sup>

#### **Eligible Recipients:**

Eligible Recipients include designated recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; and State or local governmental entities that operate fixed route bus service that are eligible to receive direct grants under 5307 and 5311.

Subrecipients: An eligible recipient that receives a grant under the formula or discretionary programs may allocate amounts from the grant to subrecipients that are public agencies or private nonprofit organizations engaged in public transportation.

#### **Eligible Activities:**

Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

#### **Statutory References:**

49 U.S.C. Section 5339 / FAST Act Section 3017

<sup>&</sup>lt;sup>2</sup> Federal Transit Administration. <u>https://www.transit.dot.gov/</u>.

# **3** • Assessment of Needs Groups and

### **Demographics of the Meramec Region**

The plan area is the area served by the Meramec Regional Planning Commission, which includes the counties of Crawford, Dent, Gasconade, Maries, Osage, Phelps, Pulaski and Washington in south-central Missouri. A map of the planning area is located on the following page. The updated data for the demographics in this report is pulled from the 2016-2020 5-Year American Community Survey Census estimates. While 2017-2021 data was released Dec. 8, 2022, the report was completed a few days later and all statistics and maps in this chapter reflect data availability at the time of report writing.

#### **POPULATION TRENDS**

In 2020, the eight-county Meramec Region was home to 198,344 people, reflecting a decrease of 2,910 people from the 2010 decennial census. Individual 2020 estimates depict county populations ranging from a low of 8,791 in Maries County to 52,395 in Pulaski County. Pulaski County saw a decrease of 1.8 % in the 2016-2020 American Community Survey (ACS) from the 2012-2016 ACS. However, all counties in the region, except for Pulaski, showed a decrease in population as reported in the 2016-2020 ACS compared to 2010 census data. From 2016 to 2020, the state of Missouri is estimated to have grown only 1 %.

#### DEMOGRAPHICS 2020

Population	.198,344
Male	.50.3%
Female	49.7%
White	91%
Black	2%
Asian	2%
American Indian	.0.5%
Native Hawaiian and other Pacific	0.2%
Some Other Race	1%
Two or More Races	4%
Source: 2016-2020 ACS 5 Year Estimate	

The largest city in the region continues to be Rolla, the county seat of Phelps County. It has 20,273 people by 2020 estimates, up from 19,904 in 2016. The smallest city is Morrison in Gasconade County with 93 residents.

The region's population in 2020 showed slightly more males than females, just as it did in 2016. The region's median age in 2020 was 40.7 years, which is slightly older than the median age in the state and nation.

The region is predominantly white with a 7.3% minority population. This is down from 10.3% in 2016. Pulaski County is the region's most racially diverse county. It is home to the Department of Defense's Fort Leonard Wood.



Miles

**Population Dot Density** 

12

#### **Population Density**

Population density is the number of people per unit of area usually per square mile (which may include or exclude bodies of water). Population density provides comparable information on how densely populated an area is. For the purpose of this document, population density is created by utilizing the 2016-2020 5-Year American Community Survey Census estimates for census block groups and ArcGIS. Each point represents 100 individuals within the Meramec Region.

Based on 2020 Census information, the Meramec Region has a low population density of 39.3

persons per square mile compared to the state and national density which is 89.5 and 93.8 respectively. Pulaski County is the most densely populated county within the region with 96.3 persons per square mile, followed by Phelps County with 66.1. Maries and Dent counties have the lowest population densities within the region with 16.69 and 20.6 persons per square mile respectively. While the numbers have shifted slightly, all population density remains relatively close to 2010 Census numbers.

<b>POPULATION BY AGI</b>
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Under 5	5.78%
0-17	21.95%
18 & Over	
65+	15.89%
Median Age	40.8 Years
Source: 2020 ACS 5 Year Estimates and N	IRPC Analysis

As expected, the highest rates of density appear around city centers and county seats within the region. Additionally, I-44 is a focal point of density which is consistent with development patterns across the state. More surprisingly, outside of city centers, population density appears to be evenly scattered across each county. This is a visual representation of the difficulty in planning for future public transit. While many discussions center on transit providers and needs in urban settings, servicing the rural population is increasingly complicated based on the dispersed population. Consideration of public transit availability to low-income, elderly, and/or disabled individuals in rural areas, especially, must be a priority in the development of a public transit plan.

#### **Commute to Work**

A majority of workers, 16 and over, in the Meramec Region commute to work in single-occupant vehicle (72.3%). Only 0.3% of workers utilize public transit for their daily commute which is significantly lower than the United States average of 4.6% for 2020.

Commuting to Work, 2020				
	<b>Custom Region</b>	Pct. Of Total	U.S.	Pct. Of Total
Workers 16 years and over	88,567	100.0%	153,665,654	100.0%
Car, truck, or van –drove alone	65,777	72.3%	115,095,574	74.9%
Car, truck, or van-carpooled	8,541	11.0%	13,676,243	8.9%
Public transportation (excluding	237	0.3%	7,068,620	4.6%
taxicab)				
Walked	7,083	8%	3,995,307	2.6%
Other means	857	1%	1,997,653	1.3%
Worked at home	5,937	6.7%	11,217,592	7.3%
Mean travel time to work (minutes)	25		27	
Source: U.S. Census Bureau, American Con	nmunity Survey, latest :	5-year Estimates		

Additionally, workers commute almost half an hour (approximately 26 minutes) to work each way. Inflow/Outflow analysis from 2021 ACS Missouri Census Data Center also shows that almost twice as many Meramec Region residents commuted outside of the region for work as compared to those that commute into the region.



#### Household Car Availability

The following table provides an overview of household car availability for each county in the region. While a majority of households have access to at least one vehicle, a range of 1.9 - 3.4% has no vehicle availability at all within the Meramec Region.

		Meramec Region Counties									
	Crawford	Dent	Gasconade	Maries	Osage	Phelps	Pulaski	Washington			
Total Households:	9,798	6,355	6,154	3,808	5,273	18,213	15,061	9,278			
No vehicle available	555	365	266	295	216	1178	604	585			
1 vehicle available	3188	1721	1483	1011	989	6209	4724	2403			
2 vehicles available	3403	2670	2203	1241	1773	6246	5829	3373			
3 + vehicles available	2652	1599	2202	1261	2295	4580	3904	2917			

#### **ELDERLY POPULATION**

The ability to "age in place" is important for seniors as it means they can continue to live in the same location and have access to services that allow older populations to live independently. Public transportation options continue to be an important need for seniors to ensure they maintain a high quality of life. Approximately 28% of the senior population does not drive over the age of 65 and instead rely on family members, walking, or public transportation to meet their daily needs.

2012 - 2016	Ν	Meramec Region Counties – Elderly/Senior Populations (65+)								
Subject	Crawford	Dent	Gasconade	Maries	Osage	Phelps	Pulaski	Washington		
Total Population	24,545	15,578	14,875	8,987	13,704	44,833	53,302	25,002		
Selected Age Category - 65 years and over	17.9%	20.1%	21.4%	19.5%	16.6%	14.9%	7.5%	15.2%		
Summary Indicators - Median Age (yrs)	40.2	42.9	45.1	43.1	39.2	34.0	26.6	40.1		

\*2012-2016 ACS Estimates

2016 - 2020	Ν	<b>Meramec Region Counties – Elderly/Senior Populations (65+)</b>								
Subject	Crawford	Dent	Gasconade	Maries	Osage	Phelps	Pulaski	Washington		
<b>Total Population</b>	23,984	15,518	14,673	8,791	13,613	44,587	52,359	24,819		
Selected Age Category - 65 years and over	19.5%	21.9%	22.8%	21.7%	17.4%	16.2%	8.6%	16.6%		
Summary Indicators - Median Age (yrs)	42.2	45.6	47.5	45.3	41.3	35.8	27.8	40.5		

\*2016-2020 ACS Estimates

Between 2016 and 2020 ACS 5-year estimates, all counties had a decrease in population. While the total population generally decreased across the region, the % of persons aged 65 plus increased in every county. This is likely attributed to "brain drain" or the younger population leaving home for jobs or school and not returning after graduation. The median age for each county has also increased. As the senior population continues to grow in the region and across the country, cities and counties will need to plan for the increased number of services (transportation included) that will be required to maintain the quality of life.

The following map provides a visual depiction of where the highest percentages of elderly populations live across the region. The dark blue indicates younger populations, by census block group, which is consistent with the location of Missouri S&T in Rolla and the location of Fort Leonard Wood in Pulaski County. The red shows the highest percentage (30% plus) of elderly individuals in a given county. It is apparent that the census block groups farthest from city centers and metropolitan areas have higher percentages of elderly populations. This can create difficulties in providing sufficient transit services in rural areas where routes are not currently available.



#### **Elderly as Percent of Total Population**

#### INCOME

#### Income, Poverty, and Unemployment

Incomes in the Meramec Region continue to be lower than the state or nation. The region's median income, based on 2020 Census information, was \$50,012.38. The state median income was \$57,290 while the U.S. median income was \$64,994. The region's median income is 87.3% of the state's rate and only 76.9% of the nation's rate.

The majority of families in Missouri and families in the nation make \$40,000 or more a year, as well as the majority of the families in the Meramec Region, according to 2020 ACS data. The region's poverty rate also runs higher than the state and nations. Meramec residents living in poverty in 2020 numbered 29,397, which represents 15% of the population. Some 13% of all Missouri residents live in poverty, while 12.8% of all U.S. residents were living in poverty in 2020. Washington County had the highest poverty rate in the region with 20.3%. The lowest was Osage County with 8.3%.

Income and Poverty Rates for the Meramec Region								
Location	Median Household Income	Poverty Rate	Individuals 65+ below Poverty Level					
Crawford County	\$44,380	17.8%	12.3%					
Dent County	\$42,714	18.0%	13.2%					
Gasconade County	\$56,380	9.5%	8.3%					
Osage County	\$62,087	8.3%	7.9%					
Maries County	\$48,276	17.6%	9.9%					
Phelps County	\$44,987	19.6%	10.9%					
Pulaski County	\$58,426	14.4%	17.5%					
Washington County	\$42,849	20.3%	8.3%					
State of Missouri	\$57,290	13.0%	8.6%					
United States	\$64,994	12.8%	9.3%					
*2016-2020 ACS 5-year es	timates							

The 2020 unemployment rate for the region was 5%, slightly higher than the state average at 4.5 %, and up from the 4.25% in 2017. The U.S. average for 2020 was 5.4%. The unemployment rates for 2020 increased slightly to return to 5.4% for the Meramec Region.

#### UNEMPLOYMENT

Employed	79,638
Unemployed	4,193
Total Labor Force	83,831
Meramec Region	
Missouri	4.5%
United States	5.4%
Source: Missouri Department of Economic Develop Utilizing 2020 Numbers	ment, MRPC



#### **Poverty as Percent of Total Population**

#### **DISABLED POPULATION**

#### **Disabled Population in Meramec Region**

The average percentage of disabled individuals within the Meramec Region has increased slightly since the 2017 Plan was completed. The following tables provide disabled population percentages by each age cohort. For example, using 2020 ACS data, 44.6% of individuals aged 65 and over have a disability in Pulaski County. Comparing the two tables shows that the total percentages of disabled, non-institutionalized individuals has decreased in almost all counties since 2016. However, it should be noted that in the last 5-10 years several institutional organizations geared towards individuals with disabilities have been moving away from the traditional methods of long-term care (nursing homes, etc.). Several organizations now provide disabled individuals with daily in-home care to allow people to live in their own homes or within group homes rather than live in an institutional setting.

2012 - 2016	Mera	Meramec Region Counties – Disabled Population (%) by Age Cohort								
Subject	Crawford	Dent	Gasconade	Maries	Osage	Phelps	Pulaski	Washington		
Total Non-										
Institutionalized	24,253	15,400	14,608	8,879	13,566	43,958	39,900	23,888		
Population										
Total Disabled by	21.6%	24.8%	19.0%	21.3%	15.7%	16.4%	17.4%	26.1%		
Percentage	21.070	24.070	19.070	21.370	13.770	10.470	1/.4/0	20.170		
Under 5 years	0.0%	1.6%	1.3%	0.0%	0.0%	2.0%	0.3%	0.0%		
5 to 17 years	10.4%	4.9%	8.5%	5.5%	6.5%	7.7%	7.3%	10.5%		
18 to 34 years	23.4%	28.2%	19.9%	24.8%	17.3%	19.4%	24.3%	34.1%		
35 to 64 years	19.7%	27.6%	16.1%	20.4%	14.5%	14.3%	17.8%	27.5%		
65+ years	47.1%	41.7%	40.8%	43.0%	36.8%	41.2%	53.2%	49.9%		

\*2012-2016 ACS Estimates

2016 - 2020	Meramec Region Counties – Disabled Population (%) by Age Cohort							
Subject	Crawford	Dent	Gasconade	Maries	Osage	Phelps	Pulaski	Washington
Total Non-								
Institutionalized	23,587	15,354	14,430	8,723	13,551	43,885	39,456	23,794
Population								
Total Disabled by	22.1%	21.7%	17.8%	17.9%	11.3%	16.6%	18.0%	25.5%
Percentage	22.170	21.770	17.870	17.970	11.370	10.070	10.070	23.370
Under 5 years	0.0%	4%	1.2%	0.0%	0.0%	1.4%	0.2%	0.0%
5 to 17 years	4.5%	6.8%	5.4%	4.9%	2.2%	9.6%	7.7%	16.9%
18 to 34 years	11.7%	10.0%	10.0%	9.5%	7.0%	7.7%	9.7%	10.7%
35 to 64 years	23.4%	28.2%	19.9%	24.8%	17.3%	19.4%	24.3%	34.1%
65+ years	36.5%	34.3%	30.1%	35.0%	25.3%	31.0%	44.6%	41.7%

\*2016-2020 ACS Estimates



## Percent of Households with One or More Residents with a Disability

The attached map, on page 20, depicts areas with high percentages of disabled individuals in most of Washington County, portions of Crawford, Phelps and Pulaski Counties. To find more specific reasons as to the distribution of disabled individuals in the region, further analysis of the area's demographic distribution would have to be completed.

While income and poverty levels have slightly improved in the Meramec Region, they continue to remain lower than the nation. Though the percentage of disabled people appears to have decreased since 2016, there is still a continuing need for public transportation both now and in the future. Changes to the demographics of the elderly population have also occurred since the baby boomer generation has aged. Since many older Americans continue to age-in-place and maintain driver's licenses, the older population utilizing transit has an average age closer to 80, which also increases the number of riders with a potential for disabilities.

Low-income, elderly and disabled individuals tend to be at a higher risk for poor health and live in areas where quality infrastructure may be limited. As noted by the survey responses in Chapter 6, unemployed and elderly residents have a lack of access to various modes of private and public transportation. It is imperative that the Public Transit-Human Service Transportation Coordination Plan (PT-HSTCP) address the equitable distribution of transportation options for all residents in the region.

#### **VULNERABLE POPULATION**

#### **Vulnerable Population in Meramec Region**

After review of the affected populations, an analysis was completed using data from each of the maps to identify the most vulnerable census block groups in the Meramec Region. A rating from low to high was assigned to each of the categories. High vulnerability indicates areas that have higher concentration of increased rates of poverty, disabilities, and elderly populations. Focus on these areas should be considered when establishing new routes for public transit to better serve each community. After review of the census block groups indicated in red on the map, staff analyzed the clusters of vulnerable areas in Maries, Dent, Phelps, Pulaski and Washington Counties. No consistent correlations could be determined between the high vulnerability areas of these counties, especially since some of the areas are situated in and around cities and others are in the region's most rural areas. Additional analysis would be required to assess other social and health-related determinants to identify the concentrations of vulnerable populations.

A review of existing OATS and SMTS transit routes was conducted to assess availability in the most vulnerable areas. Typically, the most vulnerable populations would have the greatest need for transit services. While some counties only have service two times per week, other counties established deviated routes pass through underserved areas which increase the availability and visibility of public transit to a larger audience.

Crawford County – Most vulnerable populations are concentrated around Cuba, Bourbon, and Steelville. SMTS has seven vans running from the county to Steelville (Thursday), to Sullivan (Wednesday), to Rolla (Tuesday), and to Cuba two days per week (Monday and Friday). A bus also travels through Crawford County on its way to Columbia from Dent County every Monday and to St. Louis from Dent County four days per month.

Dent County – Most vulnerable populations are located in Salem and to the west of Salem. SMTS has nine vans running in the county including five days a week to areas around Salem. Rural Dent County areas have dedicated days assigned to come into Salem so that each section of the county is being served. A bus travels four days a month to St. Louis, four days a month to Columbia and four days a month to Rolla. Each bus will pick up riders in Dent, Crawford and Phelps Counties on an as requested basis.

Gasconade County – The most vulnerable populations are located between Owensville and Hermann and in the southwest corner of the county near Bland. OATS operates four busses which include a Monday through Friday run for the Owensville/Hermann Workshop and a Monday, Wednesday, Friday route for the Hermann Express. Owensville Transit runs Tuesday and Friday locally. In addition, OATS runs a route one time per month between Gasconade County and Rolla and Gasconade County and Washington.

Maries County – The most vulnerable population is situated in the south-central portion of the county near the Phelps County line. OATS operates on demand service for Medicaid appointments as availability permits.

Osage County – While the county has relatively low vulnerability, OATS operates on demand service for Medicaid appointments as availability permits.

Pulaski County – The most vulnerable populations are situated in the north central portion of the county, just north of Waynesville and St. Robert toward the Crocker and Dixon areas. OATS operates four vans in the county. The Pulaski County Workshop operates four days per week from Monday through Thursday from 6:30 a.m. to 6:00 p.m. daily. They also operate a Pulaski County to St. Robert route one day per week on Wednesday and a Waynesville to St. Robert route one day per week on Friday.

Phelps County – The highest concentration of vulnerable populations is situated in the southwest corners of the county and around Rolla and St. James. SMTS has 12 drivers and 11 vans running with plans for one additional van in the county. Vehicles run throughout the county six days a week with dialysis patients on Saturday. Vans operate in Rolla three days a week, St. James two days a week, Newburg one day per week, and Edgar Springs one day per week. Phelps County residents can utilize the Dent County buses that pass through Phelps County, including four days a month to St. Louis and four days a month to Columbia. In the Spring of 2023, SMTS will implement a new Deviated Fixed Route Service in Rolla, MO that will operate five days per week and have regularly scheduled stops along the route every hour throughout the day, Monday – Friday.

Washington County – The most vulnerable populations are situated in the southwest corner of the county and to the north and east of Potosi towards the Old Mines and Mineral Point area. SMTS operates nine vans in the county which includes routes around Washington County to Potosi five days per week. A medical route runs to St. Louis two days per week and includes riders from Madison, St. Francois, and Iron County. To accommodate requests to access larger medical centers in the area, Washington County has a scheduled route into St. Francois County each Tuesday and Jefferson County each Thursday.

#### Meramec Region Vulnerability Assessment



## **4** • Overview and Methodology

A list of stakeholders was compiled using the database of stakeholders from the 2018 plan, as well as the MRPC Annual Report and other elected officials. That list had been developed using contacts of past transit grant recipients obtained from the Missouri Department of Transportation. In addition, MRPC identified interested persons, agencies and organization, including senior citizen centers and nutrition sites, county developmentally disabled boards, sheltered workshops, special learning centers, senior citizen organization, hospitals, independent living centers, nursing homes, local elected officials, transportation advisory committee members, veterans service representatives, public transit providers, private transit providers, private industry council and others who were associated with transit, the elderly, persons with disabilities and low-income clients.

#### **First Meeting**

The first meeting was held on Aug. 26, 2022. Emails were sent to 165 persons and agencies. A public notice was posted on MRPC's website.

A total of 22 people (9 in person and 13 via Zoom) attended the Aug. 26, 2022, meeting. MRPC staff provided a presentation on the transit planning process and had the group to review the 2018 list of the region's existing public transit-human services transportation services and provide any updates back to staff. Additionally, participants reviewed and updated the 2018 list of public transit-human services needs in the following areas:

- Funding issues
- Gaps in service
- Coordination issues
- Education and marketing

A survey to prioritize public transit-human services needs was emailed to stakeholders mid-September. Copies of the August meeting promotion and results documentation can be found in Appendix A.

#### **Needs Survey**

Based on previous years' surveys and recommendations for changes by the advisory group, MRPC updated the three previous needs surveys for 2023. Surveys included client survey, transportation provider, and non-transportation service provider. MRPC staff also issued a press release to local newspapers to encourage participation and created online survey opportunities through the MRPC website and provided surveys at senior citizens. MRPC received 188 responses from the client, five responses from the transit providers and eight responses from the non-transit providers of the Meramec region.

Copies of the client survey, transportation provider survey and non-transportation service provider may be found in Appendix B.

The needs identified in the focus groups meeting on Aug. 26, 2022, were combined with the needs identified through surveys, and a complete list of needs was compiled. The stakeholders were requested to vote on their top 10 most important needs for public transit as they see them affecting the Meramec region. The results were shared at the September 2022 meeting.

#### **Second Meeting**

The second stakeholder meeting was held on Sept. 30, 2022. A total of nine stakeholders and two MRPC staff persons attended the meeting. At the meeting, the needs were reviewed to ensure the list was complete. The group then prioritized the list of needs and began developing strategies to address the needs. MRPC staff shared the method used to divide the high, medium, and low priorities. Based on the number of votes for each priority, MRPC staff assigned five plus votes as high priorities, three to four votes as medium priorities, and zero to two votes as low priorities. During the meeting, MRPC staff and group then reviewed the prioritization list and strategies from the high priority items that were previously identified in the previous plan.

MRPC staff continued reviewing, consolidating, and clarifying the prioritization list of needs into a final list. MPRC asked the stakeholders to review the edited list of needs on Oct. 12, 2022, and vote on their top ten needs. MRPC received 19 survey responses from the 186 survey recipients. Copies of the October meeting promotion and documentation are found in Appendix C.

#### **Third Meeting**

The third stakeholder meeting was held on Oct. 28, 2022. A total of 10 participants and three staff members identified strategies for addressing the remainder of the needs. The resulting list of prioritized needs and strategies are located in Chapter 6. Copies of the October meeting promotion and documentation are found in Appendix D.

#### **Fourth Meeting**

The fourth stakeholder meeting was held on Dec. 15, 2022. A total of 5 participants and two staff members attended. Participants reviewed a draft of the plan and offered feedback on goals and strategies and demographic information. Copies of the December [meeting documentation may be found in Appendix E.

## **5**. Service Assessment

#### **Private Transportation**

Residents of the United States primarily rely on personal automobiles to move them from one place to another. According to 2020 ACS data, of the 88,567 workers 16 and over in the Meramec Region, 69% drove alone to work. Only 0.3% utilized public transportation (excluding taxicabs), while more than 4% walked to work.

Regardless of the number of workers utilizing a vehicle to travel to work, there is still a need for other forms of transportation, both for households with automobiles and for those without. The needs of families and individuals who do not have direct access to a vehicle are obvious; however, those with automobiles also need alternative forms of transportation. For example, family members may go multiple places, leaving other family members with transportation needs when the family vehicle is not available. Another example would be when health prevents the use of the personal vehicle.

Other forms of transportation may be necessary due to growing concerns about energy consumption, the soaring price of fuel and the increasing cost of insurance. Additionally, certain trips—those over long distances as well as those involving larger groups of people—may not be suited to the personal vehicle. While personal vehicles are available to most residents, other forms of transportation are desired and needed.

#### **Commercial Transportation**

Commercial forms of transportation include air, trains, buses/vans, and taxis. These types of transportation may be public subsidized but typically operate to make a profit. Services may also operate on a regional or statewide basis and are aimed at providing access to more distant destinations.

In the Meramec Region, only the Waynesville-St. Robert Airport at Forney Field on Fort Leonard Wood offers commuter air services. Most every county in the region is home to at least one airport, but these are used primarily by hobby pilots and industry executives.

The only commuter train in Missouri is Amtrak. It provides rail service along four routes. The Southwest Chief national route with Missouri stops in LaPlata and Kansas City. The Texas Eagle national route with Missouri stops in St. Louis, Arcadia Valley and Poplar Bluff. The Missouri River runner with stops in Kirkwood, Washington, Hermann, Jefferson City, Sedalia, Warrensburg, Lee's Summit and Independence.

Private transportation providers in the region include USA Express, Ability Express LLC and Cardinal Transport Services, LLC. USA Express offers an airport shuttle service to St. Louis Lambert Airport from most locations in central Missouri, including Fort Leonard Wood and Rolla. Services are offered several times daily. Cardinal Transport, serving Rolla and surrounding communities, offers non-emergency medical transportation as well as airport shuttle service. Reservations may be made via the 24-hour reservation services. Various taxi, van and limousine services also serve the region. These private services come and go as the demand in rural areas is sometimes not enough to support a for-profit transportation business.

Since the 2018 plan, for-profit entities such as Uber and Lyft have become important parts of the private transportation fabric, specifically in larger urban areas. While larger towns in the Meramec Region, such as Rolla, have Uber listed as a transportation option, the number of drivers is limited. Long-term expansion will depend on demand, availability of drivers and further education of the rural public that may have limited knowledge of the transportation options in their area.

#### **Public Transportation**

Four public transportation systems serve the Meramec Region. OATS, Inc. is a private, not-forprofit transportation service provider serving 87 of Missouri's 114 counties. They also provide city services in six areas and four weekly express routes, all outside the Meramec Region. OATS provides service to those people who may have little or no alternative means of transportation. Transportation is provided for medical, shopping, business, and nutrition purposes. OATS' corporate offices are in Columbia, Missouri. The mid-Missouri operation, serving Osage, Gasconade, Maries and Pulaski counties in the Meramec Region, is located at the same address. OATS' door-to-door services are prioritized for seniors and persons with disabilities. Since 2013, OATS has added a Hermann Express (in Hermann Area Only) and the Owensville Transit (intown Owensville & southern Gasconade County) in the region.

Southeast Missouri Transportation Systems (SMTS), located in Fredericktown, MO, provides services throughout south central and southeast Missouri. SMTS is a non-governmental, non-profit organization governed by an elected board and administered by a full-time executive director. SMTS has 12 drivers and 12 vans running with plans for additional vans in the future. Vehicles run throughout the county six days a week with dialysis patients on Saturday. Vans operate in Rolla five days a week, St. James two days a week, Newburg/Doolittle one day per week, and Edgar Springs one day per week. Phelps County residents can also utilize the Dent County buses that pass through Phelps County, including four days a month to St. Louis and four days a month to Columbia. In the Spring of 2023, SMTS will implement a New Deviated Fixed Route Service in Rolla, MO that will operate five days per week and have regularly scheduled stops along the route every hour throughout the day, Monday – Friday. There are still a limited number of drivers, and it has not become a consistent/reliable option for public transportation.

The Hermann Trolley is the latest public transportation option which provides in-town transit for visitors to the area's many tourist attractions. Hermann Trolley provides seven trolleys and two vans called "The Bullet" and "The Beast." The vans are an out-of-town option for motel and bed

and breakfast guests that picks people up from their original location and brings them to their destination in Hermann.

The Getaway Trolley is the only transportation service that lets the public experience St. James, Missouri by transporting guests to area wineries, breweries, restaurants, and venues.

#### **Client-Specific Transportation**

Several entities in the Meramec Region provide transportation services for their clients. Public schools own buses or contract transportation services to move students from home to school, or school-related activities, and back.

Many churches have their own church vans to transport parishioners to and from church, largely on Wednesdays and Sundays. Some Senate Bill 40 boards, Sheltered Workshops and other special needs facilities, developmentally disabled group homes and nursing homes operate vans to provide transportation to their workers and residents.

A few hospitals operate or support vans/shuttles to transport patients to other hospitals and doctors with which the hospital is associated.

#### Service Assessment of Public, Private and Non-Profit Transit Providers

CRAWFORD COUNTY	MARIES COUNTY
Crawford County R-I Vehicles Used: 18 Buses, 1 truck	Maries County R-I Vehicles Used: 5 buses, 15 passenger vans
Crawford County R-II Vehicles Used: NA	Maries County R-II Vehicles Used: Own 11 buses, 1 van, 1 car, 1 truck
Steelville R-III Vehicles Used: 20 school buses, 2 maintenance trucks, 1 FFA truck	OSAGE COUNTY
Sullivan School District Vehicles Used: 23 buses, 2 trucks, 1 van	Osage County R-I Vehicles Used: N/A
DENT COUNTY	Osage County R-II Vehicles Used: Own 1 passenger car, 1 van, 1 truck, and contract for buses
Dent/Phelps RIII Vehicles Used: 9 buses	Osage County R-III Vehicles Used: 8 trucks/vans, 4 buses
Green Forest R-II Vehicles Used: 8 buses	PHELPS COUNTY

#### PUBLIC TRANSIT PROVIDERS 2023 PUBLIC SCHOOLS

North Wood R-IV	St. James R-I
Vehicles Used: 8 buses	Vehicles Used: 21 leased buses and 2 leased
	vans; own 2 cars, 2 vans, 1 SUV, 2 pickups
Oak Hill R-I	Newburg R-II
Vehicles Used: 6 buses	Vehicles Used: 1 Truck, 1 car, 12 Buses
Salem R-80	Phelps County R-III
Vehicles Used: NA	Vehicles Used: Lease 6 buses
	Rolla School District 31
GASCONADE COUNTY	Vehicles Used: 4 Vans, 63 Buses, 18 trucks
Gasconade County R-I	
Vehicles Used: NA	
Gasconade County R-II Vehicles Used: NA	
venicies Used: NA	
PULASKI COUNTY	WASHINGTON COUNTY
Crocker R-II	Green Forest R-II
Vehicles Used: N/A	Vehicles Used: 8 buses
Dixon R-I	Vinceton V 14
Vehicles Used: N/A	Kingston K-14 Vehicles Used: NA
venicies useu. IVA	venicits used. INA
Laquey R-V	Potosi R-III
Vehicles Used: 9 buses, 8 other vehicles	Vehicles Used: NA
Diskland D W	Dishwaada D VII
Richland R-IV Vehicles Used: NA	Richwoods R-VII Vehicles Used: 7 buses, 1 suburban
venicies Used. NA	venicies Used. / buses, i suburban
Swedeborg R-III	Valley R-VI
Vehicles Used: N/A	Vehicles Used: Owns 2 private vehicles (1
	caravan, 1 SUV, 1 light truck, 1 medium
	truck, and 10 buses
Waynesville R-VI School	
<b>Vehicles Used:</b> 40 vehicles (includes trucks,	
vans and the ford expeditions), 63 school buses	

Source: Phone calls to each public school in Meramec Region's eight counties.

#### PUBLIC TRANSIT PROVIDERS 2023 PUBLIC/PRIVATE TRANSPORTATION BY COUNTY Taxis, Flight, Buses, and Limousines<sup>3</sup>

#### **CRAWFORD COUNTY Transportation Providers:**

Ability Express, LLC	<u>H &amp; H Transportation</u>
ACC Medlink	LogistiCare
Aging Best	Lyft
American Cancer Society	<u>MTM ~ Medical Transportation Management,</u> Inc.
Angel Flight Central	<u>Phelps County Regional Medical Center –</u> <u>PCRMC Courtesy Van</u>
Angel MedFlight	Shuttle 'R' Us, LLC
Cardinal Transport Services, LLC	<u>SMTS, INC. ~ Southeast Missouri</u> <u>Transportation Service</u>
DAV ~ Disabled American Veterans	<u>360 Quality Care + Transport Services</u>
<u>DCAI ~ Disabled Citizens Alliance for</u> <u>Independence</u>	<u>Uber</u>
Disabled American Veterans	Veterans Transportation Services (VTS)
Eastern Royal Medical Transport, LLC (Eastern Royal)	

<sup>&</sup>lt;sup>3</sup> Underlined Transportation Providers are hyperlinks to MORIDES.org website with additional information for hours of operation, etc. Ctrl+Click to follow links as of November 2022.

Green Light Taxi Services, LLC

#### **DENT COUNTY Transportation Providers**:

ACC Medlink	LogistiCare
Aging Best	Lyft
American Cancer Society	<u>MTM ~ Medical Transportation Management,</u> Inc.
Angel Flight Central	Next Generation Taxi
Angel MedFlight	Phelps Health
Cardinal Transport Service, LLC	Post Cab Company
DCAI ~ Disabled Citizens Alliance for Independence	<u>SMTS, Inc. ~ Southeast Missouri</u> <u>Transportation Service</u>
Eastern Royal Medical Transport, LLC (Eastern Royal)	<u>360 Quality Care + Transport Services</u>
Green Light Taxi Services, LLC	<u>Uber</u>
	Veterans Transportation Services (VTS)
**GASCONADE COUNTY Transportation Providers:** 

Ability Express, LLC	Good Times Bus Service
ACC Medlink	Gray Taxi and Courier Service
Aging Best	Green Light Taxi Services, LLC
American Cancer Society	Hermann Express operated by OATS, Inc., Mid-MO Region
<u>Amtrak @ Hermann</u>	LogistiCare
Angel Flight Central	Lyft
Angel MedFlight	<u>MTM ~ Medical Transportation Management,</u> <u>Inc.</u>
Burger Park Limousine	OATS Inc., Mid-Mo Region
Cardinal Transport Services, LLC	Owensville Transit
Disabled American Veterans	<u>360 Quality Care + Transport Services</u>
Eastern Royal Medical Transport, LLC (Eastern Royal)	<u>Uber</u>
<u>Fulton Taxi</u>	Veterans Transportation Services (VTS)

### **MARIES COUNTY** Transportation Providers:

ACC Medlink	Lyft
Aging Best	<u>MTM ~ Medical Transportation Management,</u> <u>Inc.</u>
American Cancer Society	OATS Inc., Mid-Mo Region
Angel Flight Central	<u>Phelps County Regional Medical Center –</u> <u>PCRMC Courtesy Van</u>
Angel MedFlight	Post Cab Company
Cardinal Transport Services, LLC	The Trolley Company
Disabled American Veterans (DAV)	<u>360 Quality Care + Transport Services</u>
<u>Eastern Royal Medical Transport, LLC</u> (Eastern Royal)	<u>Uber</u>
LogistiCare	Veterans Transportation Services (VTS)

### **OSAGE COUNTY** Transportation Providers:

ACC Medlink	LogistiCare
Aging Best	<u>Lyft</u>
American Cancer Society	<u>MTM ~ Medical Transportation Management,</u> Inc.
Angel Flight Central	OATS Inc., Mid-Mo Region
Angel MedFlight	Phelps Health
Disabled American Veterans (DAV)	The Trolley Company
<u>Eastern Royal Medical Transport, LLC</u> (Eastern Royal)	<u> 360 Quality Care + Transport Services</u>
<u>Fulton Taxi</u>	<u>Uber</u>
	Veterans Transportation Services (VTS)

### PHELPS COUNTY Transportation Providers:

AAA Cab	Gray Taxi and Courier Service
Ability Express LLC	Green Light Taxi Services, LLC
ACC Medlink	Greyhound @ Rolla
Aging Best	LogistiCare
American Cancer Society	<u>Lyft</u>
Angel Flight Central	MTM ~ Medical Transportation Management, Inc.
Angel MedFlight	<u>Phelps County Regional Medical Center –</u> <u>PCRMC Courtesy Van</u>
Burger Park Limousine	Post Cab Company SMTS, Inc. ~ Southeast Missouri Transportation Service
Cardinal Transport Services, LLC	STL Shuttle Service
DCAI ~ Disabled Citizens Alliance for Independence	<u> 360 Quality Care + Transport Services</u>
Disabled American Veterans (DAV)	<u>Uber</u>
Eastern Royal Medical Transport, LLC (Eastern Royal)	USA Express
Good Times Bus Service	Veterans Transportation Services (VTS)

### **PULASKI COUNTY Transportation Providers**:

Ability Express LLC	LogistiCare
ACC Medlink	Lyft
Aging Best	Monarch Transportation LLC
American Cancer Society	<u>MTM ~ Medical Transportation Management,</u> Inc.
Angel Flight Central	OATS Inc., Mid-Mo Region
Angel MedFlight	<u>Phelps County Regional Medical Center –</u> <u>PCRMC Courtesy Van</u>
Cardinal Transport Services, LLC	Post Cab Company
Checker Cab	STL Shuttle Service
Disabled American Veterans (DAV)	Show-Me Cab
<u>Eastern Royal Medical Transport, LLC</u> (Eastern Royal)	<u>Uber</u>
Gray Taxi and Courier Service	Union Cab Company
Green Light Taxi Services LLC	Veterans Transportation Services (VTS)
Greyhound @ Fort Leonard Wood	<u>Yellow Cab</u>
<u>Checker Cab</u> <u>Disabled American Veterans (DAV)</u> <u>Eastern Royal Medical Transport, LLC</u> <u>(Eastern Royal)</u> <u>Gray Taxi and Courier Service</u> <u>Green Light Taxi Services LLC</u>	STL Shuttle Service   Show-Me Cab   Uber   Union Cab Company   Veterans Transportation Services (VTS)

### WASHINGTON COUNTY Transportation Providers:

ACC Medlink

Inc. Quality Transportation Services, Inc. Aging Best SMTS, Inc. ~ Southeast Missouri American Cancer Society Transportation Service Angel Flight Central The Pam Dudley Center Angel MedFlight <u>360 Quality Care + Transport Services</u> DAV ~ Disabled American Veterans <u>Uber</u> Eastern Royal Medical Transport, LLC Veterans Transportation Services (VTS) (Eastern Royal) Washington County Memorial Hospital **LogistiCare** 

Transportation

MTM ~ Medical Transportation Management,

Lyft

## 6. Transit Needs Assessment

In the first stakeholders meeting, the participants discussed the status of transit in the Meramec Region and reviewed the list of needs from the 2018 Public Transit—Human Service Transportation Coordination Plan and identified additional needs. That discussion was followed by surveys of providers, potential and existing public transit clients, and non-transportation service providers. Needs and gaps in service identified in the surveys were also added to the list. The survey opened Sept. 12, 2022, and closed Sept. 26, 2022. MRPC received four survey submissions from the 30 transit survey recipients, eight submissions from the 150 survey non-transit providers, and 188 submissions from transit users.

### Public Transit Customer Survey Results - Transit Survey:

A total of 188 potential and existing transit clients completed surveys. All counties in the region, except Pulaski County, had respondents. The most responses—93—came from Phelps County. About 92% of respondents were age 50 and over, while there were no responses submitted from anyone under the age of 18.



Source: 2022 MRPC Public Transit Survey

Approximately 72% (135) respondents have driver's licenses. Of those responding, 107 people—57%—used a personal vehicle as their primary mode of transportation. Another 19% listed walking as a mode of transportation which is understandable due to the limited number of affordable services in each county. Some 32.6% relies on family and friends to get to work. Of those responding, only 9.6% had used public transit such as OATS or SMTS. Of those, most used it for medical/health and other destinations. Another 19.8% currently pay for the service.

Question 15 of the survey asked respondents what changes in transit would allow them to use a transit service more or for the first time. Twelve options were given, and the respondent was to rate each option as not important, desirable, important, or very important. The 12 options were:

- More flexible in scheduling rides
- Increased service from a park-and-ride lot to work
- Increased service hours
- Increased weekend service
- More express service (very few stops)
- Employer pays part of the cost
- Guaranteed ride home
- Service close to my home
- Accept different form of payment
- Cleaner buses/vans
- More attractive buses/vans
- Other

According to respondents, the changes most likely to increase their personal usage are:

- Guaranteed ride home
- Service closer to home
- More flexibility in scheduling rides
- Increased weekend service
- Increased hours of service
- Accept different forms of payment
- Increased service from a park-and-ride lot to work
- Cleaner buses/vans
- Employer pays part of the cost
- Other

Respondents also noted that they would like to know the rules of the transit providers, reliability, low cost, and accessibility were also important options to increase transit usage. Survey results indicate that the need for transit services exists across the region, but those services are not always available for on-demand needs.



Source: 2022 MRPC Public Transit Survey

### **Regional Public Transit Needs:**

A list of transit needs and gaps in services was compiled, using survey results as well as input from the stakeholders. The list of transit needs was reviewed from the items identified in the 2018 plan, as well as newer needs addressed in 2022. The following items are not listed in priority order:

### **Funding:**

- 1. Increase funding for public transit
- 2. Provide more options for matching federal funds to assist local agencies with van/bus purchases (20% match for vehicles), including more buy-in from local communities to support transit efforts. Match requirement on handicap accessible vehicles is lower.
- 3. Secure funding that allows for job-related transportation services. Limited funding is available for work-related transportation. There is also a lack of funding for vehicles to provide timely transit, making it problematic to guarantee participation.
- 4. Increase funding to replace older buses/higher mileage vehicles and replacement of, and upgrades to existing facilities including security, parking lot, maintenance shops, etc.
- 5. Provide more funding for transportation in the larger towns of the region
- 6. Increase funding for vehicle repair services for individuals that have transportation but cannot afford to fix their vehicle (state tech, RTI, church services, MOCA).
- 7. Secure funding for gas purchases for individuals with their own transportation
- 8. Increase funding for additional for-profit transportation options
- 9. Provide additional funding to pay individuals for their training and certification to become school and transit bus drivers and dispatch staff

### Gaps in Service:

- 1. Remove barriers to services. Funding and accessibility sometimes restrict who can be served.
- 2. Provide more medical transportation options and accessible vehicles for vulnerable populations
- 3. Provide services closer to clients' homes to increase usage
- 4. Prepare for increase in baby boomer population producing more need for services. (State statistics expect that 7 out of 10 will have a chronic disease).
- 5. Remove barriers to services. Funding and accessibility sometimes restrict who can be served
- 6. Improve rides with fewer stops
- 7. Expand hours of public transit operations (days and hours/weekends and evenings) for all transit users
- 8. Increase in new/used rental car options (especially on weekends)
- 9. Consider use of deviated-fixed routes as a service in each community
- 10. Work towards support of private sector
- 11. Improve rides with fewer stops
- 12. Provide more medical transportation options and accessible vehicles for vulnerable populations
- 13. Increase the number of deviated fixed routes (like cities' local bus routes) in larger communities in the region, such as Rolla, Waynesville/St. Robert, etc.

### **Coordination:**

- 1. Improve coordination effort between services and communities
- 2. Increase private partnerships to support transit services with employers and retailers
- 3. Provide more flexible scheduling for clients
- 4. Resolve insurance/liability issues to allow for sharing of vehicles between transit agencies, local nonprofits, etc.
- 5. Sustain programs once an initial grant is obtained

### **Education & Marketing:**

- 1. Increase the public's education on how to utilize existing transportation providers where transit to recreation, shopping and other non-medical facilities is already provided
- 2. Consider changes to legislation that allow for outside advertisement on buses and vans
- 3. Provide additional funding to pay individuals for their training and certification to become school and transit bus drivers and dispatch staff

A brief discussion of the four main areas of concern: Funding, Gaps in Service, Coordination and Marketing are as follows.

### **Funding Issues:**

A large portion of the dollars that fund public transit in rural Missouri is federal grant dollars or contracts that are paid using federal dollars. Based on MoDOT's Citizen's Guide to Funding, only 3% of the total funding in Missouri is set aside for multi-modal transportation. Of the \$92 million, the largest portion (\$65 million) comes from federal funding. As discussed at the 2022 Public Transit meetings, public-private partnerships—especially those with potential employers—may provide a solution to expanding job-related transportation. The group also

discussed the possibility of a dedicated state source for funding, such as a public transit tax. Missouri ranks 48<sup>th</sup> in transportation funding, despite having the 7<sup>th</sup> largest system in the United States.

Other factors relating to the need for increased funding for transit include:

- Funding to pay individuals for training and certification to become drivers
- Funding for vehicle repair services and gas purchases
- Funding for additional for-profit transportation options

### **Gaps in Services Issues:**

The more densely populated parts of the region have more public transit options than the lesser populated. All counties are extremely limited in evening and weekend services. There is a need to provide for more trips of all kinds. Greater access would make scheduling more flexible as more trips would be available. There is a need for job-related transportation services and additional medical transportation with reduced waiting times. As a part of the 2022 update, the advisory committee and planning staff have identified a number of gaps in service that have become more important to the Meramec Region.

The biggest issues transit providers have come across are (1) a shortage in operators influencing service capabilities, (2) inflation has caused vehicle prices to double as well as insurance rates, and (3) new vehicles are not readily available to purchase. Supply chain, microchip issues and buy America requirements are exacerbating wait times for new vehicles even when funding is available. It takes two to five years from the time of ordering to the time for delivery, regardless of vehicle type.

### **Coordination Issues:**

In the Meramec Region, there are several client-specific transportation services, largely privately owned and operated. This would include church buses, school buses and the like. Even public transit providers provide extremely limited evening and weekend services. One of the bigger obstacles for coordinating transportation—and sharing vehicles between agencies—is insurance coverage and liability. Most insurance companies do not have affordable and flexible coverage that allows the sharing of vehicles and the use of volunteer drivers. This is most likely an area that will require state intervention to resolve. Additionally, the funds by which a vehicle is purchased can place limits on usage and ridership. Again, it may require state intervention to work with the federal government to allow federally purchased vehicles to serve other clients if they are being used in a coordinated system. With fewer restrictions, more people could be served, and services could be expanded to include more life enhancement trips. The plan process also identified issues with public transit companies that are able deliver people to counties outside their jurisdiction but cannot pick up from that same county due to restrictions.

### **Education and Marketing Issues:**

While additional transit services are needed, there is a large portion of the population that does not use public transit services—even though they meet the criteria set forth by the various services. Persons in the Meramec Region—like the rest of Missouri—are fiercely independent and want to maintain their independence by driving themselves. However, gasoline costs,

increasing insurance costs and health concerns sometimes restrict a person's ability to continue to drive their personal vehicle. Some who would use a given service simply do not know that it is available or how to schedule a ride.

Education is needed to help make potential users aware of transit services, their availability and how to use them while marketing promotes those services and shows potential users and prospective donors about the success of the system and efforts to support the system. Education of transit availability and resources has continued to be the one of the greatest needs since 2018.

### **Progress since the 2018 Plan:**

Since the 2018 Public Transit—Human Services Transportation Coordination Plan was completed, some progress has been made in the implementation of strategies related to transit needs in the region. Progress in support of transit include:

- A feasibility study for a deviated fixed route was conducted and completed by the Meramec Regional Planning Commission for SMTS to help identify what public transit needs that currently exist in Rolla and the surrounding area.
  - With guidance from SMTS, MRPC developed, reviewed, modified, revised, and then finally established a route map that will facilitate the transportation need of Rolla residents.
  - SMTS plans to implement a Deviated Fixed-Route service in Rolla for the spring of 2023.
  - SMTS will be looking for local buy-in from Phelps County, the City of Rolla, Missouri S&T and other entities who will benefit from this service being available within the community.
  - SMTS will establish designated drop-off/pick-up points along the route but will also be able to "Deviate" up to one fourth of a mile along this route to accommodate any special requests.
  - SMTS hopes to designate two (2) vehicles for this service, which is pending availability and demand.
  - There will be a nominal fee for this service, but SMTS plans to keep the cost affordable for all passengers, especially the area students, elderly and those living with a confirmed disability.
- Ability Express increased their fleet and number of drivers to service more passengers and purchased a new larger business location for parking with an automotive garage to service the fleet vehicles.

# **7** • Transit Prioritized Needs and Strategies

At stakeholder meetings, and through surveys, the following list of needs, along with recommended strategies to address the needs, were identified and prioritized.

### **High Importance:**

- 1. Secure funding that allows for job-related transportation services. Limited funding is available for work-related transportation. There is also a lack of funding for vehicles to provide timely transit, making it problematic to guarantee participation.
  - Look at structure of funding to make sure it meets rural needs for job-related transportation
  - Encourage employers to offer employees incentives to van-pool/car-pool
  - Encourage private partnerships to create transit
  - Work toward a state initiative to get dedicated funding for transit funds
- 2. Provide more medical transportation options and accessible vehicles for vulnerable populations.
  - Explore collaborative efforts and build partnerships with SB40 boards and vocational rehabilitation offices, etc.
  - Consider working on community-based employment for mental health
  - Explore other potential transit providers
  - Research limits on transit for people with intellectual and physical disabilities
  - Work on feeder routes to get people to a pick-up/drop-off location
  - Educate elected officials on how funding can be allocated
- 3. Improve coordination effort between services and communities
  - Hold meetings to improve education and awareness of transit availability in communities
  - Investigate and maintain Mobility Management and TDM (Transit Demand Management)
  - Maintain a central location for transit provider information
  - Establish Greyhound bus stops and provide regularly scheduled bus routes

- 4. Increase the public's education on how to utilize existing transportation providers where transit to recreation, shopping and other non-medical facilities is already provided
  - Create a social media campaign to let the public know anyone can ride
  - Gain riders' trusts in public transit by ensuring rides show up on time and reducing wait times
  - Work with senior centers and other existing rider groups to spread the word on public transit
- 5. Increase funding for public transit
  - Work toward a dedicated state source for public transit
  - Consider changes to legislation that allow for outside advertisement on buses and vans
  - Consider cost control, efficiencies in scheduling, etc.
  - Educate elected officials of the public transit funding need
- 6. Provide additional funding to pay individuals for their training and certification to become school and transit bus drivers and dispatch staff
  - Research RTAP training opportunities for transit drivers
  - Market toward school bus drivers during off-school time
  - Market toward retired population
  - Promote available training opportunities
- 7. Sustain programs once an initial grant is obtained
  - Work towards private sector support
  - Encourage transit providers to complete sustainability action plans
- 8. Remove barriers to services. Funding and accessibility sometimes restrict who can be served
  - Maintain mobility managers for more coordinated approach
  - Encourage more flexibility in legislation to provide transit not restricted to certain clientele. (Share information/request with legislators)
- 9. Prepare for increase in baby boomer population producing more need for services. (State statistics expect that 7 out of 10 will have a chronic disease)
  - Identify pockets of retiree populations as they expand
  - Continue to monitor
  - Identify opportunities to establish new routes based on where baby boomers are traveling
- 10. Increase the number of deviated fixed routes (similar to cities' local bus routes) in larger communities in the region, such as Rolla, Waynesville/St. Robert, etc.
  - Conduct feasibility studies to determine need
  - When funding allows, expand evening and weekend services
  - Pinpoint specific times outside of the traditional 9-5 and work on designated routes

### **Moderate Importance:**

- 1. Increase funding to replace older buses/higher mileage vehicles and replacement of, and upgrades to existing facilities including security, parking lot, maintenance shops, etc.
  - Search for local matching funds
  - Support decreases to match requirements
- 2. Increase funding for vehicle repair services for individuals that have transportation but cannot afford to fix their vehicle (state tech, RTI, church services, MOCA).
  - Explore programs with high schools and technical schools
  - Expand funding to community action agencies and workforce development boards
- 3. Secure funding for gas purchases for individuals with their own transportation
  - Work with local churches and other social service organizations
- 4. Increase private partnerships to support transit services with employers and retailers
  - Partner with retailers or large employers to provide transit to employees as well as shoppers
  - Work on carpooling efforts for all companies
  - Approach corporations with the idea of sustainability with partnering
- 5. Provide more flexible scheduling for clients
  - Work toward increase in funding for smaller vehicles for more transit coverage
  - Encourage providers to coordinate with employers for scheduling
- 6. Provide services closer to clients' homes to increase usage
  - Establish transit routes based on high need population
    - Low-income housing
    - Assisted living
    - Student housing
    - Senior centers
    - Employment opportunities
  - Consider use of deviated-fixed routes as a service in each community
  - Look at opportunities to expand transit in underserved communities and counties

### Low Importance:

- 1. Increase funding for additional for-profit transportation options
  - Explore programs and grants to bring additional transit options to more rural areas
- 2. Expand hours of public transit operations (days and hours/weekends and evenings) for all transit users
  - Utilize more on-demand services

- 3. Provide more options for matching federal funds to assist local agencies with van/bus purchases (20% match for vehicles), including more buy-in from local communities to support transit efforts. Match requirement on handicap accessible vehicles is lower.
  - Continue local fundraising, grant requests etc.
  - Sell advertising on and in transit vehicles
  - Develop partnerships with large employers and civic organizations
  - Build vehicle replacement into service contracts
  - Work toward a state initiative to get dedicated transit funds for replacement vehicles
- 4. Provide more funding for transportation in the larger towns of the region
  - Explore cost-share and other funding opportunities
- 5. Increase in new/used rental car options (especially on weekends)
  - Work with companies to increase availability
- 6. Resolve insurance/liability issues to allow for sharing of vehicles between transit agencies, local nonprofits, etc.
  - Explore insurance providers which can/will insure multi-jurisdictional agencies
  - Focus on vehicles purchased with Federal funds first
- 7. Improve rides with fewer stops
  - Continue to track requests for stops. These stops demonstrate the need for the service.
  - Initiate additional stops as demand dictates and route allows.

### **8** Transit Plan Correlation to State Long Range Transportation Plan

In developing its 2018 State Long-Range Transportation Plan (LRTP), the Missouri Department of Transportation provided draft information for the proposed funding of all transportation needs. The complete LRTP was completed during the latter part of fiscal year 2018.

### MULTIMODAL FUNDED NEEDS

Multimodal refers to non-highway modes of transportation including transit, aviation, railroads and waterways. The majority of transportation revenue is constitutionally required to be spent on state roads and bridges, leaving limited funds to support these services and facilities. Unlike roads and bridges, the state does not own the multimodal facilities, but instead administers the funding and provides oversight for multimodal investments. Many of the multimodal entities receive local tax revenue and direct federal funding, which are not included in these amounts.

From 2018-2045, MoDOT anticipates administering annual investments for multimodal averaging \$106 million. The following chart illustrates the distribution of the total anticipated investments for each of the non-highway modes of transportation.



Source: Citizen's Guide to Transportation Funding in Missouri

MoDOT administers transit programs that invest an average of \$27 million annually. Transit funds support operating costs and bus purchases for transit agencies across the state.

Missouri has dedicated state taxes on aviation fuel to fund improvements to public use airports.

MoDOT also administers federal aviation funding to improve airfield pavement conditions and lighting systems, to eliminate obstructions and for expansion projects. Aviation investments are expected to average \$47 million annually.

MoDOT administers rail programs averaging \$12 million per year. These funds are used to support two programs – the Amtrak passenger rail service between St. Louis and Kansas City, and safety improvements at railroad crossings. The Amtrak funding is from Missouri's General Revenue Fund and safety improvements are funded from a combination of federal and state sources.

Waterways funding averages \$12 million annually and provides operating and capital assistance to Missouri's river ports and ferry boat operators. MoDOT also administers a \$1 million freight enhancement program that provides assistance to public, private or not-for-profit entities for non-highway capital projects that improve the efficient flow of freight in Missouri.

### **MULTIMODAL UNFUNDED NEEDS**

Missouri's four transportation goals were identified in the 2014 plan through extensive public input. These four goals have been confirmed in this 2018 public engagement process with the addition of a fifth, new goal.

- ► Take care of the transportation system and services we enjoy today
- ► Keep all travelers safe, no matter the mode of transportation
- ► Give Missourians better transportation choices
- ► Invest in projects that spur economic growth and create jobs
- ▶ Improve reliability and reduce congestion on Missouri's transportation system

Given the current funding resources, most of the anticipated revenue will address maintaining and preserving the existing system in the current condition. Working with planning partners and stakeholders across the state, these needs and projects have been categorized into groupings of unfunded, high- priority transportation needs.



Source: Citizen's Guide to Transportation Funding in Missouri

Many Missourians depend on non-highway modes of transportation; however, the state currently invests very little money towards those needs. Multimodal investments can improve economic development, safety and provide improved mobility and access to opportunities for all Missourians and businesses. Missouri's transit systems, railroads, waterways, airports and bicycle/pedestrian facilities could begin seeing much needed improvements with an annual investment of \$80 million.

### **Multimodal Transportation**

### **Transit and Intercity Bus**

Public transportation are those shared passenger services that are used by the public as an alternative to driving, and in some cases, owning a personal vehicle. There are a variety of public transit methods in Missouri, including buses, vans, light rail and streetcars. Larger cities in Missouri offer the public a wider variety of public transit options with greater frequency. Smaller communities and rural areas in the state tend to rely more on less frequently scheduled trips or on-demand services that are scheduled in advance.

MoDOT's Transit Section provides financial and technical assistance to public transit and specialized mobility providers statewide. MoDOT administers state and federal programs related to public transportation and specific transit programs for agencies serving senior citizens and/or persons with disabilities.

### **Urban Transit**

For funding purposes, the Federal Transit Administration (FTA), classifies urban systems as those serving areas of 50,000 or more. In Missouri, there are nine urban areas with local transportation systems that include the following:

- St. Joseph "Go St. Joe" operates eight fixed routes within the city limits of St. Joseph, Missouri and Elwood, Kansas. Curb-to-curb route deviations are available on a scheduled or walk-on basis for all users, regardless of ability. Services are offered Monday through Friday from 8:00 am to 4:30 pm and Saturday from 9:00 am to 1:10 pm. In 2022, annual ridership was 266,377 down from 414,098 in 2016.
- Kansas City The Kansas City Area Transportation Authority (KCATA) operates a variety of public transit options. The Metro (which has recently been rebranded RideKC) operates 68 bus routes with two bus rapid transit routes. In 2016, the ridership was 14.5 million trips and in 2022, ridership was 8,894,636. The KC Streetcar, a free service operated by the Kansas City Streetcar Authority, is a two-mile long route with 16 stops. In 2022, ridership for the KC Streetcar decreased from 1.4 million in 2016 to 1.3 million in 2022. Ride KC Freedom offers two types of services via minibuses or sedans, ADA paratransit and non-ADA demand response.
- ▶ Joplin The City of Joplin began operating a demand response transit system known as Metro Area Public Transit System (MAPS) in 1997. In late 2007, the Sunshine Lamp Trolley was added in response to increased service needs. The trolley operates on a deviated fixed route system. The Sunshine Lamp Trolley hours are Monday through Friday from 9:00 a.m. to 6 p.m. Paratransit and limited mobility services are also offered through MAPS. Combined ridership of MAPS and the Sunshine Lamp Trolley was 134,784 in 2016 compared with 79,383 in 2022.
- Springfield City Utilities Transit operates bus service in Springfield. There are 12-day routes, seven Saturday and evening routes, and four Sunday and holiday routes. Service is offered from 6 am to 11:10 pm. City Utilities Transit also offers Access Express as an origin-to-destination service for certified riders who are unable to use the regular fixed route bus due to a disability or health condition. Riders must be pre-approved for this service. Combined ridership in 2016 was over 1.5 million for both fixed-route and paratransit service compared with 887,303 in 2022.
- Columbia Transit services in Columbia are offered through COMO Connect. Columbia has 7 bus routes that follow a fixed course and schedule. Operating hours are Monday through Friday from 6:25 a.m. to 6:40 p.m. and Saturdays from 10:00 a.m. to 6:40 p.m. There is no service on Sundays. COMO Connect has routes that service all four public high schools and students ride free. There is also the Tiger Line which is the University of Missouri at Columbia's free shuttle service and serves special routes for football games. This service provides over 880,000 annual trips. Paratransit is provided through scheduled origin to destination service for qualified individuals. Columbia Paratransit provides approximately 41,000 annual trips. Combined transit ridership was a little more than 1.3 million in 2016 compared with 525,816 in 2022.

- ► St. Louis Metro is the St. Louis transit service provider. MetroBus operates 59 routes on the Missouri side of the metropolitan area. Service is offered seven days a week from 8:00 a.m. to 8:00 p.m. MetroLink operates light rail service with two lines running parallel to one another. The blue MetroLink line operates between the Shrewsbury Lansdowne I-44 and Forest Park DeBaliviere stations in Missouri. The red MetroLink line operates between St. Louis Lambert Airport and Shiloh-Scott MetroLink Stations. Call-A-Ride provides ondemand, curb to curb services for those that qualify for paratransit. Annual transit ridership in urbanized St. Louis was approximately 37.9 million in 2016. In 2012, ridership was slightly higher at 40.4 million trips.
- ▶ Jefferson City The JEFFTRAN bus system in Jefferson City offers weekday fixed route services along with Handi-Wheels, an origin-to-destination transit service for special needs populations. From 6:40 am to 6:00 pm. JEFFTRAN operates six routes and three tripper routes. Handi-Wheels is a paratransit service which operates during regular business hours and is an origin to destination service offered anywhere within the city limits. Riders must apply based on disability or limited mobility. Based on the 2017 Update to the Capital Area Metropolitan Planning Organization 2013-2035 Metropolitan Transportation Plan, Handi-Wheels reports 1,930 ADA qualified passengers with daily transport of as many as 300 riders. Transit ridership in Jefferson City was 253,895 in 2016 and slightly down to 250,535 in 2022.
- Cape Girardeau The Cape Girardeau County Transit Authority offers fixed bus route services Monday through Friday from 8:00 am. To 4:00 p.m. and closed on holidays. On-Demand Cab service hours are also offered Monday through Thursday from 5:00 a.m. to Midnight and from Friday at 5:00 a.m. until Sunday at 2:00 p.m. Transit ridership in Cape Girardeau was 110,877 in 2016 and slightly down to 90,086 in 2022.

### **Rural Transit**

Missouri's nonurban areas, which include rural areas and small communities of less than 50,000 people, are served by numerous public transportation systems. OATS, Inc. serves 87 Missouri counties, including four Meramec counties, via demand-response service providing door-to-door transportation. OATS provided 824,591 trips in 2021.

Southeast Missouri Transportation Service (SMTS) provides Rural Public Transportation on a scheduled bases in 21 Missouri counties, including Crawford, Dent, Phelps, and Washington which are in the MRPC service area. door-to-door transportation to anyone in 20 Missouri counties, including four Meramec counties. In addition, there are 25 other city, county, and not-for-profit service providers plus two university systems within the SMTS service area.

Public transportation is available throughout the state but, depending on the county, service may be limited in days and hours of operation. State and local social service programs also offer transit services for riders with financial or physical needs. Assistance can include cash reimbursements, contracts with service providers or agency-operated transportation services. Services offered vary and include local buses, intercity bus services and paratransit. The rural transit program is instrumental in providing needed transportation to citizens across Missouri. Without this service, many citizens would not have a ride to work, a medical appointment or to shop. The following graph shows rural transit ridership and funding trends from 2015 to 2020.



FIGURE 2. MISSOURI RIDERSHIP & FUNDING TRENDS

Source: Missouri Statewide Transit Needs Assessment, MO transit needs assessment FINAL 05232022.pdf (mopublictransit.org)

### **Intercity Bus**

Intercity bus provides public transportation between smaller towns and communities as well as with larger urban areas that offer additional services. There are several intercity bus providers that operate in Missouri: Burlington Trailways, Greyhound, Jefferson Lines, OATS, and SMTS. Table 2-1 identifies those Missouri communities currently served by the Burlington Trailways, Greyhound, and Jefferson Lines. OATS and SMTS serve 87 and 20 counties respectively.

Missouri has extensive public transportation coverage across the state through providers such as OATS. Founded in 1971, OATS is now one of the largest systems of its kind in the country. In 2021, 824,591 trips were provided. These private intercity bus companies help reduce congestion, pollution, and energy consumption throughout the state.

### Intercity Bus Service in Missouri

Location	Burlington Trailways	Greyhound	Jefferson Lines
Belton			
Bethany		Х	Х
Bolivar		Х	Х
Bowling Green	Х	Х	
<b>Branson/Hollister</b>		Х	Х
California		Х	
Cameron		Х	Х
Canton	Х	Х	
Cape Girardeau		Х	
Clinton		Х	Х
Collins		Х	Х
Columbia		Х	
Concordia			
Festus			
Fulton		Х	
Hannibal	Х	Х	
Harrisonville		Х	Х
Humansville		Х	Х
Jefferson City		Х	
Joplin		Х	Х
Kansas City		Х	Х
Kearney			
Lake Ozark			
Lonedell			
Macon		Х	
Maryville		Х	Х
Matthews		Х	
Moberly		Х	
Monroe City			
Neosho			Х
Nevada		Х	Х
Osceola		Х	Х
Perryville			
Poplar Bluff			
Rich Hill			Х
Rock Port			Х
Ste. Genevieve			
Saint Joseph		Х	Х
St. Louis	Х	Х	
St. Louis – Lambert	Х	Х	
Sikeston		Х	
Springfield		Х	Х
Trenton			
Troy	Х	Х	
Warrensburg		Х	Х

SOURCE: <u>http://locations.greyhound.com/us/missouri;</u> <u>https://burlingtontrailways.com/locations/missouri/;</u> https://www.jeffersonlines.com/bus-stops/missouri/

### **Public Transit**

Less than 2% of Missourians use public transit for commuting compared to the national average of 5%. A well-functioning public transit system is vital to those segments of the population who do not have an automobile and rely on public transportation to get to work, school, shopping, or other locations. The latest ACS data for Missouri reported 6.6% of the households in the state have no automobile available.

After averaging 59.1 million transit passengers statewide in 2016, ridership in Missouri dropped to 30 million in 2022. Ridership fell by 50% in urban areas, which compose 95% of the total number of passenger trips. Transit trips with rural carriers dropped by almost 2%.

Interest in public transit across the entire state is likely to increase over the next 20 years. The increasing population in urbanized areas, added number of citizens over 65 years of age, and desire of younger travelers to have transportation options, are indicators that ridership gains are possible. Citizens in rural areas, particularly the increasing number of citizens over 65 years of age and those living at or below the poverty line, will have interest in expanded public transit availability.

## **9**. Plan Approval, Adoption and Implementation

The stakeholders were provided a draft of the 2023 Public Transit-Human Service Transportation Coordination Plan, and their suggestions were incorporated into the document. In February 2023, the final draft of the coordinated plan goals and objectives was presented to MRPC's Transportation Advisory Committee for consideration. The TAC adopted the goals and objectives and recommended them to the Meramec Regional Planning Commission Board for approval on Feb. 9, 2023. The board acted on that recommendation and authorized staff to submit the plan to the Missouri Department of Transportation, as the approved Public Transit-Human Service Transportation Coordination Plan for the Meramec Region.

This adoption process was used primarily because of the planning relationship that was established in the early 1990s between the Meramec Regional Planning Commission and the Missouri Department of Transportation and continues today. As a part of its planning work with MoDOT, MRPC—and other regional planning commissions across the state—formed Transportation Advisory Committees—to identify transportation needs, study issues and recommend transportation priorities in the Meramec Region. The TAC—with three representatives from each county—reports to the MRPC board and advises it on transportation decisions. In addition to county-appointed representatives, Meramec's TAC also includes exofficio members including the MoDOT district engineers and representation from the two largest public transit agencies in the region—OATS and SMTS. The TAC meets every other month and meetings are open to the public. This is a very grassroots approach to planning and ensures that those most impacted by transportation decisions are a part of the planning and decision-making process.

While the work of the TAC and MRPC has primarily been related to roads and bridges, there has been a growing emphasis at the state level to include other modes of transportation—including public transit—in the need's identification and prioritization process. A recent statewide Investment Priorities process included other modes of transportation, including transit, ports, airports, and rail.

It is recommended that the public transit providers and referral agencies continue to be involved with local TACs and, in turn, regional planning commissions in order to facilitate implementation.

Most recommended strategies in the coordination plan could benefit from a grassroots effort. The majority of residents are unaware of the issues facing public transit, such as limited schedules and funding and the lack of a coordinated effort between providers. Increased awareness begins with educating citizens—including the TAC members—on issues and encouraging their involvement in implementing strategies that will solve the problems.

The highest priority need in the coordination plan—a need for funding—is something that is facing all modes of transportation. Public transit strategies need to be presented along with road and bridge strategies, if it is to be considered part of Missouri's total transportation infrastructure.

As road construction costs continue to escalate and as Missouri's population continues to grow and live and work longer, it is imperative that the state considers every possible mode of transportation for cost-effective solutions. Given the state's transportation planning process, that message will be better received and more likely heard if it comes from the grassroots level, through transportation advisory committees and regional planning commissions.

### **10.** Appendices

### Appendix A

August 26, 2022, Meeting #1

Promotion and Results Documentation

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	greenlighttaxillc@gmail.com; griffindanyl6@gmail.com; groeback@gmhcenter.org; hbales@waynesville.k12.mo.us; help4u@agingbest.org; hermanncityclerk@centurytel.net;
	hermannmayor@centurytel.net; hermantrolley@yahoo.com; hkreienkamp@abilityexpresslic.com;
	hwaters@crockerschools.org: info@angelmedflight.com; info@easternrovalmedicaltransport.com; info@hred
	info@medic-trans.com; info@russellhousemo.org; info@thetrollevcompanv.net; info@usaxonline.com;
	info@wsrchamber.com; isl@choicesforpeople.org; j.cartwright@crawfordelec.com; jamesb@linn.k12.mo.us;
	jamie@nreventionconsultants.org; jana@sullivaneanles.org; Jason.Chinman@house.mo.oov;
	jason, samples (Rvalley, k12, mo.us; blount (Rpotosicity hall, org; butz (Rvollacity, org; jean, damell (Rthecommunity partnership, org; JEFFDODSON(R)NORTHWOOD, K12, MO.US;
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	lisa@pamdudlevcenter.org; LNL94@centurvtel.net; ltavlor@pci-solutions.net; lvnne.reed@salem:80.org;
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	mgruenberg@smdh.net; Mike.Bernskoetter@senate.mo.gov; Mike.McGirl@house.mo.gov;
	missionsnana1@mac.com; modavchapter65@hotmail.com; monarchtransportationservices@gmail.com; moosafaye@gmail.com; Nate.Tate@house.mo.gov; newburg.mayor@gmail.com;
	nextgenerationtaxi@hotmail.com; pchambers@heartlandic.org; pcswmanager@gmail.com;
	pheloscc@cmaaa.net; preston.kramer@modot.mo.gov; gualitycabrolla@gmail.com;
	randy.verkamp@phelpscounty.org; rbi@centurytel.net; rcaffey@newburg.k12.mo.us; readytrans@ready-
	transportation.com; rkrawiecki@stjamesmo.org; Robertsdp@mst.edu; rollaecondev@gmail.com;
	Ron.Copeland@house.mo.gov: risdiana@centurytel.net; sandersccc@gmail.com; soipson@fourrivers.org;
	sharqis@rollacity.org; showmecab@qmail.com; stv@misn.com; sullivantaxi@qmail.com; tbohrer@dixonr1.co
	tailadsihs@gmail.com; tmessersmith@viennaeagles.org; tourism@hermannmo.com; tooepsel@empacoroupinc.com; twebster@stischools.org; unioncabcompanv@gmail.com;
	vbrooker@dentphelps.k12.mo.us; vicstratman@yahoo.com; wallace.leeann@kingston.k12.mo.us;
	westphaliamo@gmail.com; wings@angelflightcentral.org; woodyc@fatimacomets.org;
	yleuthauser.scp@gmail.com
Cc:	Linda Carroll
Subject:	You"re invited! Please RSVP to participate in the Public Transit Human Services Transportation Coordination
	Update on Aug. 26, 2022 at 10:00 a.m.
Date:	Thursday, August 18, 2022 11:27:00 AM
Attachments:	image001.png
	image002.png
	Public transit notice.pdf

Good morning,

It has been nearly five years since the Meramec Regional Public Transit – Human Services Transportation Plan (PT-HST) was completed and approved, and it is time for an update. The Missouri Department of Transportation has contracted with the Meramec Regional Planning Commission to update this plan for the 2023-2028 timeframe. It is extremely important all transit needs in the region are identified as some federally funded mobility grant programs require funded projects be part of a locally developed transit plan.

To begin the update process, we have scheduled a meeting for 10:00 a.m. on Friday, August 26, 2022, at MRPC, 4 Industrial Drive, St. James, MO 65559. We want to invite you to participate either

in person, via Zoom or conference call. Please RSVP to Eva Voss or Linda Carroll at 573-265-2993 or email <a href="mailto:evoss@meramecregion.org">evoss@meramecregion.org</a> so we can ensure enough materials are provided for those attending in person. If you need special accommodations to participate in the meeting, please contact our office at least one week in advance.

The information to join via Zoom or conference call:

https://us02web.zoom.us/j/89750223348?pwd=b2d0OUdhL0g0NnlaamJwNIEvL2w5dz09 Meeting ID: 897 5022 3348 – Passcode: 510108 – To call in: +1-312-626-6799

At least three meetings are planned, and our goal is to have the plan in draft form and available for review by Dec. 30, 2022. At this first meeting, we will review the planning process, discuss your involvement and assistance, and begin the service inventory and needs identification process. Identifying the needs will be a critical part of the process, and we want to include all transit providers as well as those who utilize local transit services. Please feel free to share this meeting notice with other organizations providing transit services to the elderly, handicapped and low-income residents of the Meramec region, as well as clients who use these services.

It is extremely important we have good representation and active participation from across our region to ensure all needs and planned endeavors are incorporated into the transit plan. The Meramec Region includes Crawford, Dent, Gasconade, Maries, Osage, Phelps, Pulaski, and Washington counties. The 2018-2023 plan is available online at www.meramecregion.org/wp-content/uploads/2018/06/Transit-Plan2017-Final-06282018.pdf. We look forward to working with you in developing a comprehensive and effective public transit – human services transportation plan for our region. If you have any questions or would like to discuss the planning process in more detail, please feel free to call Eva Voss at 573-265-2993, Ext. 150 or via e-mail at evoss@meramecregion.org.

Thank you!

Eva Voss Meramec Regional Planning Commission 4 Industrial Drive St. James, MO 65559 573-265-2993 FAX 573.265.3550

evoss@meramecregion.org





From:	Eva Voss
To:	acoleman@wcmhosp.org; admin@mocacaa.org; admin@rollacity.org; aholland@oakhillr1.k12.mo.us;
	aivey@saintrobert.com; alex.mccaul@potosir3.org; amy.sublett@cwib.us; Anne Freand; argyle.missouri@gmail.com; bccoper@plato.k12.mo.us; Bennie.Cook@house.mo.gov; bestl@osageR1.com;
	argyle,missouniagmail.com; bcoopenablato.kt2.mo.us; Bennie.Cookianouse.mo.gov; bestiaosagek1.com; Bill Hardwick@bouse.mo.gov; blee@vichlandbaars.us; Bennie.Dione; bookings@360careandtransport.com;
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	BrownHen@missouri.edu: Bruce.Sassmann@house.mo.gov: burgerlimo@gmail.com: cab222000@vahoo.com
	cbutlen@oheloshealth.org; ceococ@fidmail.com; cgraves@ccr2.org; chess@steelville.k12.mo.us;
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	cityadmin@cityofowensville.com; cityadministrator@salemmo.com; cityclerk@cityofbellemo.org; cityofrosebud@gmail.com; crockercitymayor@yahoo.com; customerservice@cardinaltransportservices.com;
	cityofrosebud@gmail.com; crockercitymayor@yahoo.com; customerservice@cardinaltransportservices.com;
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	debarah balasitischools on denvisideents on dischools adopted and the source on the
	deborah.hale@stjschools.org; denny@ridesmts.org; diacobson@swedeborgpanthers.org; dknipp@oatstransit.org; Don.Mayhew@house.mo.qov; Donald Keeney; Dougsmith0806@gmail.com;
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	hbales@waynesville.k12.mo.us; help4u@agingbest.org; hermanncityclerk@centurytel.net; hermannmayor@centurytel.net; hermantrolley@yahoo.com; hkreienkamp@abilityexpresslk.com;
	hemanningorgeencevenes nemandoleggganoocong inceenanpgaoingestessic.com hwaters@crockerschools.org; info@angelmedflight.com; info@easternrovalmedicaltransport.com; info@hred.
	info@medic-trans.com; info@russellhousemo.org; info@thetrolleycompany.net; info@usaxonline.com;
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	lisa@pamdudlevcenter.org: LNI 94@centurytel.pet: Itaylor@pci-solutions.pet: lynne.reed@salemr80.org:
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	mgruenberg@smdh.net; Mike.Bernskoetter@senate.mo.gov; Mike.McGirl@house.mo.gov;
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	nextgenerationtaxi@hotmail.com; pchambers@heartlandilc.org; pcswmanager@gmail.com;
	phelpscc@cmaaa.net; preston.kramer@modot.mo.gov; gualitycabrolla@gmail.com;
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	tcilcdsihs@gmail.com; tmessersmith@viennaeagles.org; tourism@hermannmo.com; tpoepsel@empacgroupinc.com; twebster@stjschools.org; unioncabcompany@gmail.com;
	tpoepsel@empacgroupinc.com; twebster@stpschools.org; unioncabcompany@gmail.com;
	vbrooker@dentphelps.k12.mo.us; vicstratman@yahoo.com; wallace.leeann@kingston.k12.mo.us; westphaliamo@gmail.com; wings@angelflightcentral.org; woodyc@fatimacomets.org;
	vleuthauser.sco@dmail.com
Cc:	Caitlin Jones: Linda Carroll
Subject:	REMINDER You're invited! Please RSVP to participate in the Public Transit Human Services Transportation
oubjecu	Coordination Plan Update on Aug. 26, 2022 at 10:00 a.m.
Date:	Wednesday, August 24, 2022 9:08:00 AM
Attachments:	image001.png
- Caroline Charles	image002.png
	Public transit notice.pdf
	Agenda Aug 2022.pdf

### REMINDER -

Please RSVP to Eva Voss or Linda Carroll at 573-265-2993 or email evoss@meramecregion.org if you plan to participate (in person, via Zoom or conference call) at the Public Transit Services Transportation Coordination Plan Update on Fri., August 26, 2022, at 10:00 a.m. located at the MRPC, 4 Industrial Drive, St. James, MO 65559.

Also, please start thinking about your top public transit needs in your region as we

begin the service inventory and needs identification process at the meeting.

Thank you!

Eva Voss

Eva Voss Meramec Regional Planning Commission 4 Industrial Drive St. James, MO 65559 573-265-2993 FAX 573.265.3550

evoss@meramecregion.org



August 18, 2022

- TO: Public Transit Human Service Transportation Providers serving the Meramec Region
  - Elderly, Persons with Disabilities and Low-Income Clients of Public Transit Systems in the Meramec Region
  - Persons/Organizations interested in providing transit services in the Meramec Region

From: Anne Freand, Planning Manager

Subject: Upcoming transit planning coordination meeting on August 26, 2022

It has been nearly five years since the Meramec Regional Public Transit – Human Service Transportation Plan (PT-HST) was completed and approved, and it is time for an update. The Missouri Department of Transportation has contracted with the Meramec Regional Planning Commission to update this plan for the 2023-2028 timeframe. It is extremely important all transit needs in the region are identified as some federally funded mobility grant programs require funded projects be part of a locally developed transit plan.

To begin the update process, we have scheduled a meeting for 10:00 a.m. on Friday, August 26, 2022, at MRPC, 4 Industrial Drive, St. James, MO 65559. We want to invite you to participate either in person, via Zoom or conference call. Please RSVP to Eva Voss or Linda Carroll at 573-265-2993 or email evoss@meramecregion.org so we can ensure enough materials are provided for those attending in person. If you need special accommodations to participate in the meeting, please contact our office at least one week in advance.

The information to join via Zoom or conference call: https://us02web.zoom.us/j/89750223348?pwd=b2d0OUdhL0g0NnlaamJwNlEvL2w5dz09 Meeting ID: 897 5022 3348 – Passcode: 510108 – To call in: +1-312-626-6799

At least three meetings are planned, and our goal is to have the plan in draft form and available for review by Dec. 30, 2022. At this first meeting, we will review the planning process, discuss your involvement and assistance, and begin the service inventory and needs identification process. Identifying the needs will be a critical part of the process, and we want to include all transit providers as well as those who utilize local transit services. Please feel free to share this meeting notice with other organizations providing transit services to the elderly, handicapped and low-income residents of the Meramec region, as well as clients who use these services.

It is extremely important we have good representation and active participation from across our region to ensure all needs and planned endeavors are incorporated into the transit plan. The Meramec Region includes Crawford, Dent, Gasconade, Maries, Osage, Phelps, Pulaski, and Washington counties. The 2018-2023 plan is available online at www.meramecregion.org/wp-content/uploads/2018/06/Transit-Plan2017-Final-06282018.pdf. We look forward to working with you in developing a comprehensive and effective public transit – human service transportation plan for our region. If you have any questions or would like to discuss the planning process in more detail, please feel free to call Eva Voss at 573-265-2993, Ext. 150 or

via e-mail at evoss@meramecregion.org.

### PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION COORDINATION PLAN: UPDATE

### **MEETING 1 AGENDA**

Friday, August 26, 2022, 10:00 a.m.

Location: Meramec Regional Planning Commission 4 Industrial Drive, St. James, MO 65559

Or

Via Zoom @

https://us02web.zoom.us/j/89750223348?pwd=b2d0OUdhL0g0NnlaamJwNlEvL2w5dz09

Meeting ID: 897 5022 3348 -- Passcode: 510108

Or

One tap mobile: +1 (312) 626-6799 -- 89750223348# -- 510108#

### AGENDA

### 1. Welcome and Introductions – Bonnie Prigge, MRPC Executive Director

 Overview of Transit Planning Process – Anne Freand, MRPC staff Staff will review the transit planning process from 2022-2023 and discuss how and why the plan will be updated in the coming months.

### 3. Review of Existing Services

The group will review a list of existing public transit-human services transportation services in the region.

### 4. Needs Identification

The group will review the previously identified public transit-human services needs within specific issue areas (funding, gaps in service, coordination or education and marketing) and discuss changes or additions to the list.

5. Adjournment

Name	Organization Represented	Mailing Address	Phone Number	Email Address	
Tim Poepsel	Empac Group Employment Resources	1600 W. Main St., Washington, MO 63090	(573) 503-000 Ext. 103; cell: 314-330- 0492	tpoepsel@empacgroupinc.com	
Kevin Stadler	Central Workforce Development Region	1107 Kingshighway, Rolla, MO 65401	<u>(573) 426-2946</u>	kevin.stadler@cwib.us	
Jim Fleming	Rolla City Administrator	100 S. Jefferson St. James, Missouri 65559	537-265-7013 Ext. 110	jfleming@stjamesmo.org	
Body Fulk	The Rolla Mission	708 N Main St, Rolla, MO 65401	<u>(573) 308-5474</u>	brody@therollamission.org	
Melyssa McEachern	Russell House	PO Box 2259, Rolla, MO 65402	(573) 364-0579	melyssam@russellhousemo.org	
Kathleen Croker	Russell House	PO Box 2259, Rolla, MO 65402	(573) 364-0579	info@russellhousemo.org;	
Kristyn Young	Russell House	PO Box 2259, Rolla, MO 65402	(573) 364-0579	kristyny@russellhousemo.org	
Maureen McKeage	Central Mo Area Agency on Aging	1008 Holloway St, Rolla, MO 65401	(573) 364-8238	mmckeage@agingbest.org;	
John Doyle	Waynesville City Administrator	100 Tremont Center, Waynesville, MO 65583	(573) 774-6171	john.doyle@waynesvillemo.org	
Doug Potts	Waynesville Economic Development Coordinator	508 Historic Route 66, Waynesville, MO 65583	573.774.6171	economic.development@waynesvillemo.org	
Sally Burbridge	Salem Economic Dev. Director	400 N Iron St. Salem, Mo 65560	573-729-2428	cityadministrator@salemmo.com	
Jason Stempin	360 Quality Care + Transport Services	929 Fee Rd Suite 102, Maryland Heights, MO 63043	(636) 735-3860, ext. 108	jason@360careandtransport.com	
Hilary Bales	Waynesville R-VI School	200 Fleetwood Drive, Waynesville, MO 65583	573-842-2097	hbales@waynesville.k12.mo.us	

	Name	Organization Represented	Mailing Address	Phone Number	Email Address
	Craig Hounson	Rolla 31 Schools	Kille, NO 65401 SODA Fosum Ds.	573-458-0100	choursom @ solla 31.019
	Marissa Peterson	Agung Best	ILE ILE Southindae Dr. Ste 203 J.C. MO 65109	(573)476-5600	mpeterson@agingbest.or.
	Alice Pearce	Aging Best	201 W Broadway state Columbia, MO 105203	573-540-1713	apearce@agingbest.org
(	baniter Mahunn	Lang Best	Hell South roge Rive Duil 1203 JC 110 15109	573.245.06elle	Inchurine againgbest, org
ign Steel	JARB HESS	Steelville R. 3scha	8/7W. Main Polo. Stechnile. Mo 65555	573-775-2175	Chesse steelville, Ky20 mis
/	Helly Kreich Komp	Ability Express	P.O. Box 883 Bourbon, MO6540	1 573-259-3512	holy@ability expressille.
	EUR VOSS	MAC	4 Industrial Q.		evous @ meranares, m.2
	Bonnie Inisje	MRAC	4 Thdustovil Dr., St. Jones	,	bprisse & munimetres
	Anne Treaml	MRIC	4 Industrie Dr. St-Tims 65579		bpriss c. & Munipris afreand emerance of
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### Transit Plan Update, Meeting 1 August 26, 2022 – 10:00 A.M. MRPC Conference Room
# **Crawford County**

**Transportation Providers** 

**Ability Express, LLC** ACC Medlink Aging Best **American Cancer Society Angel Flight Central** Angel MedFlight **Cardinal Transport Service, LLC Disabled American Veterans (DAV) Disabled Citizens Alliance for Independence (DCAI) Eastern Royal Medical Transport Green Light Taxi Services LLC H** & H Transportation **LogistiCare** <u>Lyft</u> Medical Transportation Management, Inc. (MTM) **Phelps Health SMTS (Southeast Missouri Transportation Service)** 360 Quality Care + Transport Services Uber Veterans Transportation Service (VTS)

# **Dent County**

**Transportation Providers** 

Ability Express, LLC ACC Medlink Aging Best American Cancer Society Angel Flight Central Angel MedFlight Cardinal Transport Service, LLC Disabled American Veterans (DAV) Disabled Citizens Alliance for Independence (DCAI) Eastern Royal Medical Transport Green Light Taxi Services LLC LogistiCare Lyft Medical Transportation Management, Inc. (MTM) Next Generation Taxi Phelps Health Post Cab Company SMTS (Southeast Missouri Transportation Service) 360 Quality Care + Transport Services Uber Veterans Transportation Service (VTS)

## **Gasconade County**

**Transportation Providers** 

Ability Express, LLC ACC Medlink Aging Best American Cancer Society Amtrak Angel Flight Central Angel MedFlight Burger Park Limousine Cardinal Transport Service, LLC Disabled American Veterans (DAV) Eastern Royal Medical Transport Fulton Taxi Good Times Bus Service Gray's Taxi Green Light Taxi Services LLC

## Hermann Express LogistiCare Medical Transportation Management, Inc. (MTM) OATS Mid-Mo Region Owensville Transit

360 Quality Care + Transport Services

<u>Lyft</u>

<u>Uber</u>

Veterans Transportation Service (VTS)

# **Maries County**

**Transportation Providers** 

**Ability Express, LLC** ACC Medlink Aging Best **American Cancer Society Angel Flight Central Angel MedFlight Cardinal Transport Service, LLC Disabled American Veterans (DAV) Eastern Royal Medical Transport LogistiCare** Lyft Medical Transportation Management, Inc. (MTM) **OATS Mid-Mo Region Phelps Health Post Cab Company The Trolley Company** 360 Quality Care + Transport Services Uber Veterans Transportation Service (VTS)

## **Osage County**

**Transportation Providers** 

**Ability Express, LLC ACC Medlink Aging Best American Cancer Society Angel Flight Central Angel MedFlight Disabled American Veterans (DAV) Eastern Royal Medical Transport Fulton Taxi LogistiCare** Lyft Medical Transportation Management, Inc. (MTM) **OATS Mid-Mo Region Phelps Health The Trolley Company** 360 Quality Care + Transport Services Uber Veterans Transportation Service (VTS)

# **Phelps County**

**Transportation Providers** 

AAA Cab Ability Express LLC Aging Best ACC Medlink American Cancer Society Angel Flight Central Angel MedFlight Burger Park Limousine Cardinal Transport Service, LLC

## Disabled American Veterans (DAV) Disabled Citizens Alliance for Independence (DCAI) Eastern Royal Medical Transport Good Times Bus Service Gray's Taxi Green Light Taxi Services LLC Greyhound LogistiCare Lyft Medical Transportation Management, Inc. (MTM) Phelps Health Post Cab Company SMTS (Southeast Missouri Transportation Service)

STL Shuttle Service <u>360 Quality Care + Transport Services</u> <u>Uber</u> <u>USA Express</u>

Veterans Transportation Service (VTS)

# **Pulaski County**

**Transportation Providers** 

Ability Express, LLC ACC Medlink Aging Best American Cancer Society Angel Flight Central Angel MedFlight Cardinal Transport Service, LLC Checker Cab Disabled American Veterans (DAV) Eastern Royal Medical Transport Gray's Taxi Green Light Taxi Services LLC Greyhound LogistiCare Lyft Medical Transportation Management, Inc. (MTM) Monarch Transportation, LLC OATS Mid-Mo Region Phelps Health Post Cab Company STL Shuttle Service Show-Me Cab Uber Union Cab Company

Veterans Transportation Service (VTS) Yellow Cab

# **Washington County**

**Transportation Providers Aging Best** ACC Medlink American Cancer Society Angel Flight Central **Angel MedFlight Disabled American Veterans (DAV) Eastern Royal Medical Transport LogistiCare** Lyft Medical Transportation Management, Inc. (MTM) **Quality Transportation Services, Inc.** SMTS (Southeast Missouri Transportation Service) The Pam Dudley Center360 Quality Care + Transport Services Uber Veterans Transportation Service (VTS) Washington County Memorial Hospital Transportation

# **Transit Needs in the Meramec Region**

- 1. Need increase in funding for public transit
- 2. Need coordination effort between services and communities
- 3. Need to prepare for increase in aging population producing more need for services. (State statistics expect that 7 out of 10 will have a chronic disease)
- 4. Lack of emergent transit opportunities that would allow expanded hours of operation (days and hours) for all uses including employment, more flexible scheduling, and rides with fewer stops
- 5. Need to expand public transit services to include life enhancement, such as recreational activities, educational and lifelong learning needs; visits to nursing homes and shopping as well as increased weekend/evening hours.
- 6. Need funding that allows for job-related transportation services. Limited funding is available for work-related transportation. There is also a lack of funding for vehicles to provide timely transit, making it problematic to guarantee participation.
- 7. Need to remove barriers to services. Funding and accessibility sometimes restrict who can be served.
- 8. Need more service for medical calls/rides for people with intellectual and physical disabilities
- 9. Need more private partnerships to support transit services with employers and retailers, or large employers.
- 10. Need to resolve insurance/liability issues to allow for sharing of vehicles between agencies.
- 11. Need more options to assist with van purchases and to assist local agencies with 20% match for vehicles. (Match requirement on handicapped vehicles higher).
- 12. Need city transportation
- 13. Need expansion of service boundaries for service providers
- 14. Need funding for vehicle repair services for individuals that have transportation but cannot afford to fix their vehicle (state tech, RTI, church services, MOCA)
- 15. Need services closer to clients' homes and guaranteed ride home to increase usage.
- 16. Need available, trained drivers.
- 17. Need to consider location of essential services (DFS/jobs/dialysis) in-town (in-county trips more costly)
- 18. Need to utilize private sector to create workforce of private transit providers
- 19. Need more flexible scheduling for clients.
- 20. Need to be able to sustain programs once an initial grant is obtained.
- 21. Need funding for gas purchases for individuals with their own transportation
- 22. Need more medical transportation; especially need an increase in frequency and no-wait time
- 23. Need additional for-profit transportation options (i.e., Uber, etc.)
- 24. Need funding for additional for-profit transportation options (i.e., Uber, etc.)
- 25. Need more funding for transportation in the larger towns of the region.
- 26. Need increase in new/used rental car options (especially on weekends)
- 27. Need more service to Maries County. There are only three days of service a month.
- 28. Need additional Greyhound bus stops
- 29. Need larger vehicles to accommodate size of person/wheelchair
- 30. Need for long distance transportation
- 31. Need funding to pay individuals for their training and certification to become school bus drivers
- 32. Need transportation to bring people from the rural to larger cities for access to transportation options



### Logistical Details

oWelcome Restrooms Refreshments oQuestions?

#### **Abbreviations**

- COG Council of Government,
- o FFY Federal Fiscal Year o FTA – Federal Transit Administration – USDOT

- JARC Job Access & Reverse Commute
   MoDOT Missouri Dept. of Transportation,
   MPO Metropolitan Planning Organization,
- o RPC Regional Planning Commission,
- o FAST Act Fixing America's Surface Transportation Act

## Why?

• FAST Act federal reauthorization law -December 4, 2015, President Obama signed the <u>Fixing America's Surface Transportation</u> (<u>FAST) Act</u> (Pub. L. No. 114-94) into law

#### FTA Section 5310 Program

- Funding for <u>Enhanced Mobility of Seniors and Individuals with</u> <u>Disabilities</u>
   Special needs of transit-dependent populations beyond traditional public transportation services
   In Missiouri, public agencies are responsible for coordinating
- services
- services © Ergible spending: at least 55 % <u>capital projects</u> which meet special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- unavailable. © Remaining 45 % for projects that <u>exceed</u> the requirements of the Americans with Disabilities Act (ADA), public transportation projects that improve access to fixed-oute service and decrease refarace by individuals with disabilities on complementary paratransi, rad/or alternatives to public transportation that assist seriors and individuals with disabilities. Junding available in fiscal year it is appropriated plus two years = three <u>years</u>.

#### FTA Sec. 5311 Program

Provides capital, planning, job access/reverse commute, operating, and acquisition of public transportation services funding to states for public transportation in rural areas with populations less than 50,000.

- State-level administration costs are eligible expense
- State-level administration costs are eligible expense.
   Funding for transportation services which are open to all
   Spacified percentage of funds reserved for support of Intercity Bus Assistance Program, unless Governor certifies that intercity bus needs in state are being met.
   Develop and maintain basic levels of general public transportation in all rard areas.
   Create opportunity to experiment with new and innovative arganizational structures and funding packages.
   Funding available in fiscal year appropriated plus two years = three years.



#### 2



#### Where?

o In rural Missouri, plans funded along regional planning commission (RPC) boundaries,

 Also, areas along urban metropolitan planning organization (MPO) boundaries

#### 11



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#### Who?

- Transportation partners-providers,
- Passengers and advocates,
- Human service partners-funders,
- Other interested agencies and persons

#### Hows

Community planning session(s)
 Self-assessment groups
 Focus groups
 Surveys
 Detailed study and analysis
 Public meetings
 Public outreach
 Public participation

#### When?

 Plans developed at least every 5 years
 MRPC enters into contract to complete the plan in the year prior to deadline

#### Plan Document - Overview

- Identifies (minimally) transportation services available, and needs of:
   Individuals with disabilities,
   Older adults,
- •People with low incomes,

#### Plan Document - Overview

- Provides strategies for meeting local needs,
- Prioritizes transportation service strategies for funding and implementation,
- Should maximize program's collective coverage by minimizing duplication,

#### Plan Document - Overview

- Plan <u>must</u> be developed through a process that includes representatives of transportation and human services transportation providers:
- o Public
- o Private
- Non-profit providers

#### Plan Document - Overview

- Participation by members of the public
- should include: o Individuals with disabilities,
- o Older adults,
- People with low incomes,
- o Transit providers

#### Plan Document - Overview

- Plan only required in communities seeking funding in one or more of the specified FTA programs,
- To strengthen impact, plan should incorporate activities offered under programs of federal, state and local agencies

#### **Required Plan Elements**

 The Public Transit – Human Service Transportation Coordination Plan must minimally include the following elements at a level consistent with available resources and the complexity of the local institutional environment.

#1 – Assessment of Available Services,

#2 - Assessment of Transportation Needs/Gaps in Service

#3 - Identify Strategies and/or Activities,

#4 – Priorities for Implementing Strategies

#### Plan Elements – #1 - Service Assessment

- An assessment of available services that identifies current providers:
- o Public o Private
- o Non-profit

#### Plan Elements – #2 - Needs Assessment

- An assessment of transportation needs: • For individuals with disabilities,
- o For older adults,
- For people with low incomes
- Basis of assessment may be from:
   Experiences & perceptions of planning
- partners,
- More sophisticated data collection efforts,
- o Gaps in service

#### Examples of Assessment Techniques

- Responses by participants in publicly held coordination planning meeting(s),
- Analysis of Census population data,
- Inventory of local mobility services,
- Focus group responses,
- Statistically representative sample of local area residents to identify mobility needs,

#### Plan Elements –

#### #3 – Strategies or Activities

- Identify strategies and/or activities that:
- Address the identified gaps in service
- Achieves efficiencies in service delivery

#### Examples of Coordination Activities & Strategies

- Actions that support eligible projects in FTA Section 5310, 5316 & 5317 programs,
- Proposals that address service gaps by: Time (Days of week; hours of the day),
  Space (locations un-served/underserved),
- Techniques to address efficiencies in
- Combining trips, single point for information, joint purchasing, vehicle/driver sharing, etc.

#### Strategies/Activities vs. Projects – Example #1

- Strategies define a mobility goal • Example: Increase utilization of vehicles,
- <u>Activities</u> describe a tactic to address a function of providing mobility service • Example: Improve the call-taking process,
- Projects implement actions in support of a strategy, e.g. – Obtain trip scheduling software

#### Strategies/Activities vs. Projects – Example #2

- <u>Strategies</u> define a mobility goal, • Example: Sustain current mobility services,
- <u>Activities</u> describe a tactic to address a function of providing mobility service • Example: Replace vehicles at end of useful life
- Projects implement actions in support of a strategy, e.g. – Replace vehicle at Agency X

#### Plan Elements – #4 Prioritize Strategies **Examples of Prioritization** • Relative priorities for implementing specific strategies / activities identified based on: o Second o Third, etc. o Resources, o Time, o Feasibility o High

# Numerical descending priority of strategies: First

- General grouped priority of strategies:
- o Medium o Low

#### Planning Participation Issues

• NOTE – Participation in the planning process will not bar providers (public or private) from bidding to provide services identified in the coordinated planning process.

#### Levels of Participation

- Participation not limited; nor required of all,
- Participants will have an active role in:
   Development of the plan,
- Adoption of the plan,
- Implementation of the plan,
   Lead agency convening the planning should <u>document efforts</u> utilized to attract participation

# Participants should identify the process for adoption of the plan. Grant administrators (designated recipients) should include a strategy for adopting plans. FTA will not formally review & approve. Grant administrators will document the plan from which each project funded is derived



From:	Eva Voss
To:	acoleman@wcmhosp.org; admin@mocacaa.org; admin@rollacity.org; aholland@oakhillr1.k12.mo.us;
	aivey@saintrobert.com; alex.mccaul@potosir3.org; amy.sublett@cwib.us; Anne Freand; argvle.missouri@gmail.com; bccoper@plato.k12.mo.us; Bennie.Cook@house.mo.gov; bestl@osageR1.com;
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	BrownHen@missouri.edu: Bruce.Sassmann@house.mo.gov; burgerlimo@gmail.com; cab222000@yahoo.com; cbutler@phelpshealth.org; ceocpc@fidmail.com; cgraves@ccr2.org; chess@steelville.k12.mo.us;
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	citvadmin@citvofowensville.com; citvadministrator@salemmo.com; citvclerk@citvofbellemo.org;
	cityofrosebud@gmail.com; crockercitymayor@yahoo.com; customerservice@cardinaltransportservices.com;
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	hwaters@crockerschools.org: info@angelmedflight.com; info@easternroyalmedicaltransport.com; info@hred./ info@medic-trans.com; info@russellhousemo.org; info@thetrolleycompany.net; info@usaxonline.com;
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	<u>yleuthauser.scp@qmail.com</u>
Subject:	Public Transit Human Services Transportation Coordination Plan Update
Date:	Wednesday, September 7, 2022 3:42:00 PM
Attachments:	Public Tranist Meeting 1 Summary Aug 26 2022.pdf
	Public Transit Needs 2022.pdf
	image001.png
	image002.png

Hello,

Thank you to those that participated at the August 26, 2022, Public Transit Human Services Transportation Coordination Plan Update Meeting #1. The meeting summary and list of the transit needs discussed at the meeting are attached.

As shared at the public transit plan meeting, the Meramec Regional Planning Commission has been contracted by MoDOT to update the Public Transit Human Services Transportation Coordination Plan. Our plan must be completed and adopted

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by February 2023, so we have a lot of work in a short timeframe.

To each of you receiving this email: Please take a look at the attached Transit Needs list and provide any additional unmet needs that you are aware of. You can email me or call.

As discussed, we will be conducting surveys to gather additional information from transit users, transit providers and human services agencies who work with clients and providers. These surveys will be distributed no later than Sept. 12 with a deadline of Sept. 26, so there will be a short turnaround to respond quickly. The plan is to review the survey results at our next meeting on Friday, September 30, 2022, 10:00 a.m. at the MRPC, 4 Industrial Drive, St. James, MO 65559 and via Zoom or conference call. However, if we don't receive a sufficient amount of survey responses, we may push it back one week. When you receive the survey, please complete it, and please share it out with your clients.

If there are any questions, please contact me at 573-265-2993 or evoss@meramecregion.org.

Thank you!

Eva Voss

Eva Voss Meramec Regional Planning Commission 4 Industrial Drive St. James, MO 65559 573-265-2993 FAX 573.265.3550

evoss@meramecregion.org





#### PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION COORDINATION PLAN: UPDATE MEETING 1 SUMMARY

Fri., August 26, 2022, 10:00 a.m.

Advisory Members Present: Craig Hounsom, Marissa Peterson, Alice Pearce, Jennifer Mahurin, Christina Hess, Holly Kreienkamp

Via Zoom: Tim Poepsel, Kevin Stadler, Jim Fleming, Brody Fulk, Melissa McEachern, Kathleen Croker, Kristyn Young, Maureen McKeage, John Doyle, Miriam Jones, Doug Potts, Kathleen Croner, Sally Burbridge, Jason Stempin, Hilary Bales

Staff Present: Bonnie Prigge, Anne Freand, Eva Voss

**Welcome and Introductions** – Bonnie Prigge, MRPC Executive Director, introduced staff and had everyone go around the room to give a brief overview of their purpose for attending the meeting.

**Overview of Transit Planning Process** – Anne Freand, MRPC, gave a presentation on the overview of what changes have happened since the previous PTHSTCP and discussed the process for the current update. The importance of including representatives from the elderly, disabled and lower income populations was discussed and noted that the plan is required to address their needs for public transportation.

**Review of Existing Services** – Staff provided the group with copies of the previous list of services and asked each group to review the list and provide any updates back to staff. Staff noted that we needed to find additional providers such as churches that have buses and other modes of transportation. The group discussed how it would be nice if these organizations were able to overcome insurance hurdles on their vehicles which hold them back from providing other types of transportation outside of moving individuals back and forth to the church for their services only.

Survey will go out soon and will discuss survey updates at the next meeting.

**Needs Identification -** The group reviewed the previously identified public transit-human services needs within specific issue areas (funding, gaps in service, coordination or education and marketing) and discussed any potential changes or additions to the list of needs. Staff will combine all information from today's discussion and email it to those that participated and who did not participate at today's meeting for review and comment.

Adjournment – Meeting adjourned at Noon

Next meeting: Fri., Sept. 30, 10:00 a.m. at the MRPC, 4 Industrial Dr., St. James, MO 65559

Appendix B

**Survey Documentation** 

#### From: Eva Voss

To: acoleman@wcmhosp.org; admin@mocacaa.org; admin@rollacity.org; aholland@oakhillr1.k12.mo.us; aivey@saintrobert.com; alex.mccaul@potosir3.org; Alice Pearce; amy.sublett@cwib.us; Anne Freand; argyle.missouri@gmail.com; bcooper@plato.k12.mo.us; Bennie.Cook@house.mo.gov; bestl@osageR1.com; Bill.Hardwick@house.mo.gov; blee@richlandbears.us; Bonnie Prigge; bookings@360careandtransport.com; bourbonecondev@gmail.com; bridget.jones@dese.mo.gov; brody@therollamission.org; BrownHen@missouri.edu; Bruce.Sassmann@house.mo.gov; burgerlimo@gmail.com; cab222000@yahoo.com; cbutler@phelpshealth.org; ceocpc@fidmail.com; cgraves@ccr2.org; chess@steelville.k12.mo.us; chounsom@rolla31.org; Chris.Dinkins@house.mo.gov; christopher.jeffrey@bjc.org; city029@centurytel.net; cityadmin@cityofowensville.com; cityadministrator@salemmo.com; cityclerk@cityofbellemo.org; cityofrosebud@gmail.com; crockercitymayor@yahoo.com; customerservice@cardinaltransportservices.com; czika@phelpshealth.org; darrellskiles@hotmail.com; darryl.haller@yahoo.com; datkins@misn.com; dave.lafferty@cityofbourbon.com; dcruise@missourienterprise.org; ddoyle@dixonr1.com; deborah.hale@stjschools.org; denny@ridesmts.org; djacobson@swedeborgpanthers.org; dknipp@oatstransit.org; Don.Mayhew@house.mo.gov; Donald Keeney; Dougsmith0806@gmail.com; dsansegraw@yahoo.com; dwight.massey@statetechmo.edu; edgarspringsmayor@gmail.com; Elaine.Gannon@senate.mo.gov; elise.brochu@outlook.com; enhancements.workshop@gmail.com; Eva Voss; gcd@oa.mo.gov; gcss@fidnet.com; genenewkirk@cablemo.net; gercindy5@outlook.com; gmayor18@yahoo.com; gneill@hermann.k12.mo.us; graystaxiandcourierservices@yahoo.com; greenlighttaxillc@gmail.com; griffindarryl6@gmail.com; groeback@gmhcenter.org; hbales@waynesville.k12.mo.us; help4u@agingbest.org; hermanncityclerk@centurytel.net; hermannmayor@centurytel.net; hermantrolley@yahoo.com; hkreienkamp@abilityexpressllc.com; hwaters@crockerschools.org; info@angelmedflight.com; info@easternroyalmedicaltransport.com; info@hred.org; info@medic-trans.com; info@russellhousemo.org; info@thetrolleycompany.net; info@usaxonline.com; info@wsrchamber.com; isl@choicesforpeople.org; j.cartwright@crawfordelec.com; jamesb@linn.k12.mo.us; jamie@preventionconsultants.org; jana@sullivaneagles.org; Jason.Chipman@house.mo.gov; jason.samples@valley.k12.mo.us; jason@360careandtransport.com; jblount@potosicityhall.org; jbutz@rollacity.org; jean.darnell@thecommunitypartnership.org; JEFFDODSON@NORTHWOOD.K12.MO.US; jennieames@hotmail.com; jfleming@stjamesmo.org; jfluhrer@pcr3.k12.mo.us; jhardy@dutchmen.us; jli123@fidnet.com; jmahurin@agingbest.org; joan.elwing@mvc.dps.mo.gov; joeb@scenicriversind.org; john.doyle@waynesvillemo.org; Justin.Brown@senate.mo.gov; kevin.stadler@cwib.us; kgregory@agingbest.org; kmiller@centralozarks.org; kprugh@gfr2.k12.mo.us; kristyny@russellhousemo.org; ksnyder@washingtoncomo.com; lbasham@mariesr2.org; lconway@richwoods.k12.mo.us; lisa@pamdudleycenter.org, LNL94@centurytel.net; ltaylor@pci-solutions.net; lynne.reed@salemr80.org; mabelhx@yahoo.com; mail@pcbh.net; matthew.z.williams@edwardjones.com; mayor@ci.cuba.mo.us; mayor@cityofdixonmo.org; mayor@salemmo.com; mayor@waynesvillemo.org; melinda@ilrcjcmo.org; melissam@russellhousemo.org; mgruenberg@smdh.net; Mike.Bernskoetter@senate.mo.gov; Mike.McGirl@house.mo.gov; missionsnana1@mac.com; mmckeage@agingbest.org; modavchapter65@hotmail.com; monarchtransportationservices@gmail.com; moosafaye@gmail.com; mpeterson@agingbest.org; Nate.Tate@house.mo.gov; newburg.mayor@gmail.com; nextgenerationtaxi@hotmail.com; pchambers@heartlandilc.org; pcswmanager@gmail.com; phelpscc@cmaaa.net; preston.kramer@modot.mo.gov; qualitycabrolla@gmail.com; randy.verkamp@phelpscounty.org; rbi@centurytel.net; rcaffey@newburg.k12.mo.us; readytrans@readytransportation. com; rkrawiecki@stjamesmo.org; Robertsdp@mst.edu; rollaecondev@gmail.com; Ron.Copeland@house.mo.gov; rrsdiana@centurytel.net; sandersccc@gmail.com; sgipson@fourrivers.org; shargis@rollacity.org; showmecab@gmail.com; stv@misn.com; sullivantaxi@gmail.com; tbohrer@dixonr1.com; tcilcdsihs@gmail.com; tigger.2004@sbcglobal.net; tmessersmith@viennaeagles.org; tourism@hermannmo.com; tpoepsel@empacgroupinc.com; twebster@stjschools.org; unioncabcompany@gmail.com; vbrooker@dentphelps.k12.mo.us; vicstratman@yahoo.com; wallace.leeann@kingston.k12.mo.us; westphaliamo@gmail.com; wings@angelflightcentral.org; woodyc@fatimacomets.org; yleuthauser.scp@gmail.com Cc: Linda Carroll Subject: Public Transit Human Services Transportation Coordination Plan Update -- Surveys Date: Monday, September 12, 2022 1:36:00 PM Attachments: Flyer.pdf PT\_HS human service Non-Transportation provider survey 2022.pdf PT\_HS human service Transit Provider Survey 2022.pdf PT\_HS User survey hard copy 2022.pdf image001.png image002.png

Hello,

As part of the development of the 2023 Coordinated Public Transit-Human Services Plan for the Meramec Region (Crawford, Dent, Gasconade, Maries, Osage, Phelps, Pulaski, and Washington Counties), we are sending out public transit surveys to help identify unmet transit needs and develop strategies for improving the coordination among transportation providers. Please take time to complete the survey that is appropriate for you and your organization and return by close of business, **Monday, September 26, 2022**. The surveys can also be accessed on MRPC's website, Surveys - Meramec Regional Planning Commission. Attached is a flyer to post on social media and share with others by placing it on bulletin boards in the Meramec region that includes the QR codes.

The on-line surveys are available below. Please click on the corresponding link to complete the survey that best represents your involvement in this plan. Please complete and return the survey by close of business, **Monday, September 26, 2022.** 

- Transit User Survey: https://mrpcsurveys.typeform.com/TransitUser
- Transit Provider Survey: <u>https://mrpcsurveys.typeform.com/TransitProvider</u>
- Non-Transit (Human Services) Provider Survey:

#### https://mrpcsurveys.typeform.com/ServiceProvider

We encourage you to distribute this survey to other organizations involved with public transit in the Meramec region. As a reminder, it's extremely important all transit needs in the region are identified as some federally funded mobility grant programs require funded projects to be part of a locally developed transit funds.

The next transit meeting will be Fri., Sept. 30, 2022, 10:00 a.m. at the MRPC, 4 Industrial Drive, St. James, MO 65559 and via Zoom or conference call. Please RSVP to Eva Voss or Linda Carroll at (573) 265-2993 or email evoss@meramecregion.org if you plan to participate (in person, via Zoom or conference call). The plan is to review the survey results at the meeting and begin prioritizing needs.

The information to join via Zoom or conference call:

https://us02web.zoom.us/j/84705968275?

pwd=d1RTMEc5UW80T3I4ak1RWTY1UVVIQT09

Meeting ID: 847 0596 8275 -- Passcode: 458681 – To call in: 1-312-626-6799 If there are any questions, please feel free to contact me at 573-265-2993 or email, evoss@meramecregion.org.

Thank you! Eva Voss Meramec Regional Planning Commission 4 Industrial Drive St. James, MO 65559 573-265-2993 FAX 573.265.3550 evoss@meramecregion.org For immediate release September 12, 2022

For additional information, contact: Eva Voss or Anne Freand (573) 265-2993

## MRPC seeking input from transit providers, users

Meramec Region's public transit plan to be updated

ST. JAMES—Users of public transportation in the Meramec Region (Crawford, Dent, Maries, Osage, Phelps, Pulaski and Washington counties and their respective cities) are being asked to help update the region's transit plan by completing a short survey.

The region's public transportation plan was initially created in 2008, and Meramec Regional Planning Commission (MRPC) has been contracted by the Missouri Department of Transportation (MoDOT) to update the original plan every five years. The last plan was created in 2018 and expires in February 2023.

The plan identifies transit needs of individuals with disabilities, older adults and people with low incomes and then provides strategies for meeting those needs.

One tool used to determine those needs is a survey that is available on the MRPC website, <u>https://www.meramecregion.org/surveys/</u>. Users of the transit system and those with transit needs are encouraged to complete the survey by Sept. 26, 2022, at 5:00 p.m., as their input is an important part in reshaping this plan.

Paper versions of the survey are also available at senior centers in the region or by calling MRPC at 573-265-2993. A separate survey was sent to providers of public transportation in the region. All completed surveys from the public are anonymous.

Once surveys have been completed, MRPC staff and the plan's advisory committee will meet in late 2022 to examine the results and prioritize needs. In January 2023, the plan will be available for public review and will be presented to the MRPC board in February 2023 for adoption.

Formed in 1969, MRPC is a voluntary council of governments serving Crawford, Dent, Gasconade, Maries, Osage, Phelps, Pulaski and Washington counties and their respective cities. Steve Vogt, representing the city of Belle, serves as chairman of the board. A professional staff of 34 offers technical assistance and services, such as grant preparation and administration, housing assistance, transportation planning, environmental planning, ordinance codification, business loans and other services to member communities.

To keep up with the latest MRPC news and events, visit the MRPC website at www.meramecregion.org or on Facebook at <u>www.facebook.com/meramecregion/</u>.

## Do you use transit services? Do you want to use transit services? Are you a transit provider? Do your clients use transit services?

## We Want To Hear From You!

MRPC is currently updating the regional transit plan and wants to hear about your transit needs in Crawford, Dent, Gasconade, Maries, Phelps, Osage, Pulaksi, and Washington Counties. Please complete a survey today!



- TRANSIT USERS complete this survey. <u>https://mrpcsurveys.typeform.com/TransitUser</u>

SCAN ME

TRANSIT PROVIDERS complete this survey: <u>https://mrpcsurveys.typeform.com/TransitProvider</u>





Survey is open Sept. 12 - Sept. 26, 2022.



Meramec Regional Planning Commission 4 Industrial Drive St. James, MO 65559 573-265-2993



Meramec Region Public Transit Customer Survey

## We need your input!

The Meramec Regional Planning Commission has been contracted by the Missouri Department of Transportation to conduct this public transit user survey as part of the development its 2023 Coordinated Public Transit-Human Services Plan for Crawford, Dent, Gasconade, Maries, Osage, Phelps, Pulaski, and Washington Counties.

We'd love to hear about your public transit experiences, needs, and ideas on how to improve the public transit services in your area so we can coordinate them into the updated plan.

Please complete the transit user survey by close of business Monday, September 26.

We really appreciate your input! If you have any questions, please contact Eva Voss at (573) 265-2993 or evoss@meramecregion.org.

Thank you!

1.	If employed, in what city and county do you work? City:			Cou	nty:		
2.	In what city and co	unty do you live	? City: _			County:	
3.	What is your gende	er?			🗆 Male 🗆 Fer	nale 🗆 Other	
4.		□ 19 to 29 □ 70 to 79				□ 50 to 59	
5.	Do you have a vali	d driver's licens	e?		□ Yes	🗆 No	
6.	Are you able to driv	ve			□ Yes	🗆 No	
7.	What is your occup Homemaker Managerial/ Technical/ac Unemployed	r professional dministrative/su	pport	D Pr D Se	ervice Worker oduction/craft/rep condary student her, please speci		-

8. What means of transportation do you use at this time? Select all that apply.

Personal vehicle	🗆 Taxi
Walk	Bicycle
Other:	

Public transit
 Human service agency vehicle
 Friend/family vehicle
 Rideshare company (e.g. Uber)

9.	Do you currently us	se transit service	es such as OATS	or SMTS?	Yes	□ No	
10.	If you answered ye that apply.	s to the previou	s question, what	are your reason	s for using tran	sit service	s? Select all
	Work	School	Medical/hea	Ith care	Child care		Shopping
	Church/relig	ious services	Banking/fina	incial services	Social even	ents	Dining
	Recreational	l events	Other destin	ations:			
11.	If you answered the □ Daily	e previous ques □ Weekly	tion, how often de □ Monthly	o you use transit Add choice	t services?		
12.	Do you currently pa	ay for the transit	service?				
	□ Yes	□ No					

- 13. How much do you currently pay for transit service? If you do not pay for a transit service, answer "n/a."
- 14. What changes could be made in public transit services that would allow you to use the service for the first time or to use the service more often? Please choose one per items.

	Not			Very
	important	Desirable	Important	important
More flexibility in scheduling rides				
Increased service from a park-and-ride lot to work				
Increased hours of service				
Increased weekend service				
Fewer stops per route				
Employer pays part of the cost				
Guaranteed ride home				
Service closer to home				
Accept different forms of payment				
Cleaner buses/vans				
More attractive buses/vans				
Other				

15. What changes listed previously, which one, if implemented would improve public transit service the most and increase your personal usage?

16. What changes other than those listed in the previous question would allow you to use a transit service more or for the first time?

#### Thank you for completing this survey!

Please return completed survey by Mon., Sept. 26 to Eva Voss, Meramec Regional Planning Commission, by email at: <u>evoss@meramecregion.org</u> or by US mail to: #4 Industrial Drive, St. James, MO 65559. Surveys will also be posted on our website <u>www.meramecregion.org</u> and our Facebook



MERAMEC REGIONAL PLANNING COMMISSION PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN TRANSPORTATION PROVIDER SURVEY

## We need your input!

The Meramec Regional Planning Commission is contracted by the Missouri Department of Transportation to coordinate and develop a 2023 Coordinated Public Transit-Human Services Plan for Crawford, Dent, Gasconade, Maries, Osage, Phelps, Pulaski, and Washington Counties. Future federal funding decisions will be based on this plan, so it is important we have good representation from across our region to ensure all needs and planned endeavors are incorporated into the plan.

You play an important role in providing transit services. The purpose of this survey is to help identify existing transportation providers identify unmet transit needs and develop strategies for improving the coordination among transportation providers.

Please take a few minutes to complete the transit provider survey by close of business Monday, September 26.

We thank you advance for helping us with this important study update!

If you have questions, please contact Eva Voss at (573) 265-2993 or evoss@meramecregion.org.

#### Section 1: Transportation Provider Information

Organization		
Street Address		
City		
State	Zip Code	
Phone	Fax	
Contact Person for the organization		
Title/Department		
Email Address		
Name of Person completing this survey		

Does your agency have any digital files of your service area and/or client location?

🗌 Yes 📃 No

Please describe the geographic area you serve.

#### What type of agency are you?

- C Public Transit System
- C Government Human Services Agency
- C Private Non-Profit Human Services Agency
- C Private Non-Profit Transportation Provider
- C Private For-Profit Provider
- C Other
- Add choice

#### Who is eligible for transportation services with your agency? (Select all that apply)

Elderly (60+) Non-Disabled Elderly Disabled [Non-Elderly Disabled (mental/physical)

0.1

[ Youth

C Other

Please provide the number of clients that your agency serves with transportation services (by category):

General Public

Both FR and DR

	Average Daily	Average Weekly	Average Monthly	Peak	Low
Elderly (60+)					
Non-Disabled					
Elderly					
Disabled					
Non-Elderly					
Disabled					
(mental/physical)					
Low-Income					
Youth					
General Public					
Other					

What type of service does your agency provide? (Select all that apply)

Fixed-Route (FR) Demand-Response (DR)

Route Deviation

Does your agency provide contract transit service?

Yes - FR No

Yes - DR Add choice

Does your agency coordinate with any other transit providers?

CYes CNo Add choice

If you answered yes to the previous question, please describe those coordination activities and with which agencies. Which days per week do you regularly provide transit service? (Select all that apply)

🗌 Sunday	□ Monday
Thursday	Friday

Tuesday
Saturday

Wednesday

What are your peak periods of operation? (Please provide multiple periods of time using AM and PM (e.g., 8:30 AM to 2:30 PM)

	From	То
Peak Period 1		
Peak Period 2		
Peak Period 3		
Peak Period 4		

How many weeks per year do you regularly provide transit service?

If you serve specific program clients, please indicate the number of clients in each program (Please provide the program (e.g., Head Start, Senior Nutrition, etc.) and the number of one-way trips.)

	Program	Number of "UNITS"
1		
2		
3		
4		
5		
6		
7		
8		

How many cars do you operate? (Indicate number of vehicles, passenger capacity, and average age of vehicles.)

Туре	# of vehicles	# of passenger (capacity)	Annual Ave Age
Cars			
Trucks			
Vans			
Buses			

#### Section 2: Transportation Cost Information

Please provide your agency's annual passenger transportation costs for fixed-route and demandresponse services. Use Calendar Year 2021 information. If the information for 2021 is not available, use your agency's most current fiscal year information, and identify the fiscal year. (Please provide the time period, annual operating budget, and annual capital expenditure budget.)

Time Period	Annual Operating Budget	Annual Capital
		Expenditure Budget

#### Section 3: Revenue Information

Please provide your agency's annual transportation revenues. (This should include \$ amount from fares/donations and grants (such as FTA 5310, FTA 5317, 5316).)

Source	Amount	Source name (if necessary)
Fares/Donations		
Grants-FTA 5310		
(elderly and disabled)		
Grants - 5316 (Job		
Access and Reverse		
Commute)		
Grants - FTA 5317		
(New Freedom)		

Other #1 (Include	
name)	
Other #2 (Include	
name)	

#### Section 4: Transportation Condition

The following questions will help measure existing conditions. The information is also needed to determine current deficiencies, future needs, and project costs for the planning horizon. Please be as specific as possible when answering the questions.

What are the major transportation needs of your agency in the short term (1 to 6 years)? Please list specific projects.

(Some examples include the following: Replacement of 4 large buses at a cost of \$250,000 each; 2 mini-buses at \$50,000 each; new service to the shopping mall with 30 minute headways at a cost of \$400,000 annually; 1-day per week demand-response service to the elderly apartments at a cost of \$20,000 annually; 4 new bus shelters at \$1,000 each; new schedules printed, estimated cost with labor and materials \$5,000; hire 1 dispatcher at \$18,000 annually.)

What are the major transportation needs of your agency in the long term (7 to 20 years)? Please list specific projects.

Thank you for completing this survey!

Please return completed survey by Mon., Sept. 26 to Eva Voss, Meramec Regional Planning Commission, by email at: <u>evoss@meramecregion.org</u> or by US mail to #4 Industrial Drive, St. James, MO 65559. Surveys will also be posted on our website <u>www.meramecregion.org</u> and our Facebook page.



#### PUBLIC TRANSIT – HUMAN SERVICES TRANSPORTATION PLAN HUMAN SERVICES NON-TRANSPORTATION PROVIDER SURVEY

## We need your input!

The Meramec Regional Planning Commission is contracted by the Missouri Department of Transportation to develop and coordinate a 2023 Coordinated Public Transit-Human Services Plan for Crawford, Dent, Gasconade, Maries, Osage, Phelps, Pulaski, and Washington Counties. Future federal funding decisions will be based on this plan, so it is important we have good representation from across our region to ensure all needs and planned endeavors are incorporated into the plan.

You play an important role because public transit is necessary for those you serve in your business. The purpose of this survey is to help identify existing transportation providers identify unmet transit needs and develop strategies for improving the coordination among transportation providers.

Please feel free to distribute this survey to other organizations to complete. Please take a few minutes to complete the non-transit provider survey by close of business Monday, September 26.

We thank you advance for helping us with this important study update!

If you have questions, please contact Eva Voss at (573) 265-2993 or evoss@meramecregion.org.

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September 2022

#### Section 1: Non-Transportation Provider Information

Organization		
Street Address		
City		
State	 -	
Zip Code	 -	
Phone Fax	 -	
Contact Person		
Title/Department		
E-Mail Address		
Name of Person Completing This Survey		

Please describe the geographic area you serve.

What type of agency are you?

- Public Transit System
- Government Human Services Agency Private
- Non-Profit Human Services Agency Private
- Non-Profit Transportation Provider Private For 

   Profit Transportation Provider

2

- Other

PT-HST

September 2022
#### Section 2: Service Information

Which clients does your agency serve? (Select all that apply)

- Elderly (60+) Non-Disabled
- Elderly Disabled
- Non-Elderly Disabled (mental/physical) Low
- Income
- Youth
- General Public
- Other

What type of primary services does your agency provide? (Select all that apply)

- Alcohol, Tobacco, or Drug Education & Treatment
- Diagnosis and Early Evaluation
- Education/Training
- Employment Opportunities/Job Placement
- Health Care
- Housing Child
- Care
- Community Support Networks
- Family Support & In-Home Assistance
- Family Safety and protection Housing
- Nutrition
   Life Skills Development & Assistance
- Transportation
- Residential Care
- Other

What age group are your services are designed for? (Select all that apply)

- Under 18
- □ 18 to 54
- 55 to 59
- 60 to 64
- 65 to 74
- 75 and older
- Any age
- Other

Which days per week do your clients regularly need transit service? (Select all that apply)

- Sunday
- Monday
- Tuesday
- Wednesday
- Thursday
- Friday
- Saturday

PT-HST

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### Do you operate 24 hours a day?

🗌 Yes 🔄 No

If you do not operate 24 hrs., please indicate operating hours using AM and PM for each day of the week. (e.g., Monday: 8:30 AM to 6:30 PM)

	From	То
Sunday		
Monday		
Tuesday		
Wednesday		
Thursday		
Friday		
Saturday		

What hours of the day do your clients need access to transportation services? (e.g., Monday: 8:30 AM to 6:30 PM

	From	То
Sunday		
Monday		
Tuesday		
Wednesday		
Thursday		
Friday		
Saturday		

4

How many weeks per year do your clients regularly need transit services?

How many people at your agency are involved in transportation services?

\_\_\_\_\_# of Full-Time Employees

\_\_\_\_\_ # of Part-Time Employees

\_\_\_\_\_ # of Administrative Employees

\_\_\_\_\_ # of Volunteers

PT-HST

Does your agency serve people with mobility limitations? (Mobility limitations are physical, mental, or other conditions that limit their agility or cause difficulty in getting to places they need or want to go.)

Yes

No

If you answered yes to previous question, please identify the types of mobility limitations: (Select all that apply)

Age-related

Physical

Cannot afford motor vehicle

Lack of motor vehicle (for reasons other than income)

Cognitive

Vision

Remote Location

Other

What percentage of your participants and/or residents do you estimate have mobility limitations?

Please provide the number of clients that your agency serves with transportation services (by category):

	Average Daily	Average Weekly	Average Monthly	Peak	Low
Elderly (60+)		<u>í</u>			
Non-Disabled Elderly					
Disabled					
Non-Elderly Disabled					
(mental/physical)					
Low-Income					
Youth					
General Public					
Other					

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PT-HST

Which of the following transportation methods do your participants use to access your services? (Select all that apply)

- Fixed-route bus service
- Dial-a-ride service
- Van services for specific participants (for veterans, church members, senior centers, etc.)
- Private Taxi
- Rideshare services (e.g., Uber, Lyft)
- Medical transportation (e.g., ambulance)
- Medical courtesy van
- Private vehicle driven by agency employee or volunteer
- Family
- Friends or neighbor
- Drive themselves
- Other

Does your agency coordinate with any transit providers?

Yes No

If you answered yes to the previous question, please describe those coordination activities and with which agencies.

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PT-HST

### Section 3: General Transportation Service Questions

Listed below are a number of possible strategies for improving the coordination among transportation providers. Please indicate your interest in each strategy.

	Not		Very	Does Not
D IN A AGE I A	Interested	Interested	Interested	INOL
Providing transportation services/more				
transportation services under contract to				
another agency				
Purchasing transportation services from another				
organization, assuming that the price and quality				
of service met your needs				
Coordinating schedules and vehicle operation				
with nearby transit providers so that riders can				
transfer from one service to another				
Joining together with another municipality or				
agency to consolidate the operation of				
transportation services				
Joining together with another municipality or				
agency to consolidate the purchase (or				
contracting) of transportation services				
Highlighting connections to other fixed-route or				
demand-responsive services on your schedules				
or other information materials				
Adjusting hours or frequency of service				
Coordinating activities such as procurement				
training, vehicle maintenance, and public				
information with other providers				
Participating in an organized area-wide				
transportation marketing program				

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PT-HST

Please rate importance of the following service improvements for public transportation for seniors and people with disabilities in your community:

	Urgent	Not Important	Important	Would be Nice	Not Important
Greater number of door-to-door rides					
More fixed-route service					
Service easier to use for seniors and people with disabilities					
Longer hours of operation					
More days of operation					
More reliable service					
Vehicles in better condition					
Lower rates					
Easier trip scheduling over the phone					
Printed schedules easier to read and understand					
More reliable on-time pick-ups					
Easier to identify vehicles					
More wheelchair accessible vehicles					
Better/easier wheelchair securements within the vehicles					
Better/more convenient connections with other transit services					

8

In your opinion, how much would people in your community support an increase in taxes or fees for improvements to public transportation for seniors and people with disabilities?

- Strongly oppose
- Somewhat oppose
- Impartial
- Somewhat support
- Strongly support
  - Add choice

In your opinion, how much would people in your community support increased state funding for improvements to public transportation for seniors and people with disabilities?

- Strongly oppose
- Somewhat oppose
- Impartial
- Somewhat support
- Strongly support
  - Add choice

Do you feel there are any real or perceived barriers to the coordination of existing transportation services in your area? (e.g., statutory barriers to pooling funds, liability concerns, "turf issues," unique client characteristics, etc.)

More specifically, for those participants who have trouble obtaining public transportation to your services, why do you think their options are limited? (Select all that apply)

- No existing service
- No service to our location
- Service does not run during hours when rides are needed
- Accessing service is too difficult (e.g., waiting, reservation requirements, etc.)
   Do not qualify for the services available

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- Lack of money for fares
- Do not know how to access the system
- Live too far away
- They have been turned away in the past and have given up asking
- Other factors
  - Add choice

PT-HST

More specifically, for those participants who have trouble obtaining public transportation to your services, why do you think their options are limited? (Select all that apply)

- No existing service
- No service to our location
   Service does not run during hours when rides are needed
- Accessing service is too difficult (e.g., waiting, reservation requirements, etc.)
- Do not qualify for the services available
- Lack of money for fares
- Do not know how to access the system
- Live too far away
- They have been turned away in the past and have given up asking
- Add choice
- For what types of trips do your participants have difficulty obtaining transportation? (Select all that apply)
  - Education
  - Nutrition/Meal Programs
  - Shopping
  - Work
  - Medical
  - Personal business (e.g., banking, post office, etc.)
  - Social/Recreational
  - Other
    - Add choice

If you serve specific program clients, please indicate the number of clients in each program. (e.g., Head Start, Senior Nutrition, etc.)

Program	# of Participants

10

### Section 4: Transportation Conditions

The following questions will help measure existing conditions. The information is also needed to determine current deficiencies, future needs, and project costs for the planning horizon. Please be as specific as possible when answering the questions.

What are the major transportation needs of your agency in the short term (1 to 6 years)? Please list specific projects.

(Some examples include the following: replacement of 4 large buses at a cost of \$250,000 each; 2 mini-buses at \$50,000 each; new service to the shopping mall with 30 minute headways at a cost of \$400,000 annually, 1-day per week demand-response service to the elderly apartments at a cost of \$20,000 annually; 4 new bus shelters at \$1,000 each; new schedules printed, estimated cost with labor and materials \$5,000; hire 1 dispatcher at \$18,000 annually

What are the major transportation needs of your agency in the long term (7 to 20 years)? Please list specific projects.

What do you see as the major unmet transportation needs in the Meramec Region (Crawford, Dent, Gasconade, Maries, Osage, Phelps, Pulaski, and Washington Counties) within the next 5 to 10 years?

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PT-HST

### Section 5: Trip Information

Please list the most popular destinations for your customers/clients. (Be as specific as possible, listing in descending order of popularity.)

Please list the most popular types of trips for your customers clients (e.g., Medical, shopping, etc.) Please list in descending order of popularity.)

What destinations/types of trips do you see as gaps for your clients/customers?

### Thank you for participating in this survey!

Please return completed survey by **Mon., Sept. 26** to Eva Voss, Meramec Regional Planning Commission, by email at: <u>evoss@meramecregion.org</u> or by US mail to: #4 Industrial Drive, St. James, MO 65559. Surveys will also be posted on our website <u>www.meramecregion.org</u> and our Facebook page.

PT-HST

Appendix C

September 30, 2022, Meeting #2

**Survey Results** 

#### From: To:

F	Fue Mare
From:	Eva Voss
To:	acoleman@wcmhosp.org; admin@mocacaa.org; admin@rollacity.org; aholland@oakhillr1.k12.mo.us; aivev@saintrobert.com; alex.mccaul@ootosir3.org; Alice Pearce; amv.sublett@cwib.us; Anne Freand;
	argyle.missouri@gmail.com; bcooper@plato.k12.mo.us; Bennie.Cook@house.mo.gov; bestl@osageR1.com;
	Bill.Hardwick@house.mo.gov; blee@richlandbears.us; Bonnie Prigge; bookings@360careandtransport.com;
	bourbonecondev@gmail.com; bridget.jones@dese.mo.gov; brody@therollamission.org;
	BrownHen@missouri.edu: Bruce.Sassmann@house.mo.gov; burgerlimo@mail.com; cab222000@vahoo.com;
	cbutler@phelpshealth.org; ceocpc@fidmail.com; cgraves@ccr2.org; chess@steelville.k12.mo.us;
	chounsom@rolla31.org; Chris.Dinkins@house.mo.gov; christopher.jeffrey@bjc.org; city029@centurytel.net;
	citvadmin@citvofowensville.com; citvadministrator@salemmo.com; citvclerk@citvofbellemo.org;
	cityofrosebud@gmail.com; Conrad Prugh; crockercitymayor@yahoo.com;
	customerservice@cardinaltransportservices.com; czika@phelpshealth.org; darrellskiles@hotmail.com;
	danyl.haller@yahoo.com; datkins@misn.com; dave.lafferty@cityofbourbon.com; dcruise@missourienterprise.org;
	ddoyle@dixon1.com; deborah.hale@stjschools.org; denny@ridesmts.org; djacobson@swedeborgpanthers.org;
	dknipp@oatstransit.org: Don.Mayhew@house.mo.gov: Donald Keeney: Dougsmith0806/@gmail.com; dsansegraw@yahoo.com; dwight.massey@statetechmo.edu; edgarspringsmayor@gmail.com;
	dsansegraw@yahoo.com; dwight.massey@statetechmo.edu; edgarspringsmayor@gmail.com;
	Elaine.Gannon@senate.mo.gov; elise.brochu@outlook.com; enhancements.workshop@gmail.com;
	gcd@oa.mo.gov; gcss@fidnet.com; genenewkirk@cablemo.net; gercindy5@outlook.com; gmavor18@vahoo.com; gneill@hermann.k12.mo.us; gravstaxiandcourierservices@vahoo.com;
	gmayor tologyanoo.com; gnellilonermann.x12.mo.us; graystaxiandcounerservicesioiyanoo.com; greenlighttaxillc@gmail.com; griffindarryl6@gmail.com; groeback@gmhcenter.org;
	hbales@waynesville.k12.mo.us; help4u@aqingbest.org; hermanncityclerk@centurytel.net;
	hemanmavor@centuvtel.net; hemantollev@vahoo.com; hkreienkamp@abilitvexpressllc.com;
	hwaters@crockerschools.org: info@angelmedflight.com; info@easternroyalmedicalpransport.com; info@hred.org;
	info@medic-trans.com; info@russellhousemo.org; info@thetrolleycompany.net; info@usaxonline.com;
	info@wsrchamber.com; isl@choicesforpeople.org; j.cartwright@crawfordelec.com; jamesb@linn.k12.mo.us;
	jame@preventionconsultants.org; jana@sullvaneades.org; Jason.Chipman@house.mo.gov;
	jason.samples@valley.k12.mo.us; jason@360careandtransport.com; jblount@potosicityhall.org;
	ibutz@rollacity.org: jean.damell@thecommunitypartnership.org: JEFFDODSON@NORTHWOOD.K12.MO.US;
	jennieames@hotmail.com; ifleming@stiamesmo.org; ifluhrer@pcr3.k12.mo.us; ihardv@dutchmen.us;
	jl123@fidnet.com; jmahurin@aqinqbest.org; joan.elwing@mvc.dps.mo.gov; joeb@scenicriversind.org;
	john.doyle@waynesvillemo.org; Justin.Brown@senate.mo.gov; Kathy.Bingham; kevin.stadler@cwib.us;
	kgregory@agingbest.org: kmillen@centralozarks.org: kristyny@russellhousemo.org;
	ksnyder@washingtoncomo.com; [basham@mariesr2.org; [conway@richwoods.k12.mo.us;
	lisa@pamdudleycenter.org; LNL94@centurytel.net; ltaylor@pci-solutions.net; lynne.reed@salemr80.org;
	mabelhx@yahoo.com; mail@pcbh.net; matthew.z.williams@edwardjones.com; mayor@ci.cuba.mo.us;
	mayor@cityofdixonmo.org; mayor@salemmo.com; mayor@waynesvillemo.org; melinda@ilrcjcmo.org; major.m@aysod.bay.org; mayor@salemmo.com; mayor@waynesvillemo.org; melinda@ilrcjcmo.org;
	melissam@russellhousemo.org; Melyssa McEachern; mgruenberg@ismdh.net; Mike.Bernskoetter@isenate.mo.gov; Mike.McGirl@house.mo.gov; missionsnana1@mac.com; mmckeage@agingbest.org;
	modavchapter65@hotmail.com; monarchtransportationservices@omail.com; moosafave@omail.com;
	mpeterson@agingbest.org; Nate.Tate@house.mo.gov; newburg.mayor@gmail.com;
	nextoenerationtaxi@hotmail.com; pchambers@heartlandilc.org; pcswmanaper@omail.com;
	phelpscc@cmaaa.net; preston.kramer@modot.mo.gov; gualitycabrolla@gmail.com; Rachel Guth;
	randy.verkamp@phelpscounty.org; rbi@centurytel.net; rcaffey@newburg.k12.mo.us; rkrawiecki@stjamesmo.org;
	Robertsdo@mst.edu: rollaecondev@gmail.com: Ron.Copeland@house.mo.gov: rrsdiana@centurvtel.net:
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Subject:	Upcoming Transit Planning Coordination Meeting 2
Start:	Friday, September 30, 2022 10:00:00 AM
End:	Friday, September 30, 2022 12:00:00 PM
Location:	https://us02web.zoom.us/j/84705968275?pwd=d1RTMEc5UW80T3I4ak1RWTY1UVVlQT09

We will be discussing the survey results at the Sept. 30 transit meeting. Please let me know if you plan to participate in person, Zoom, or conference call. My number is (573) 265-2993, Ext. 150 or email evoss@meramecregion.org  $\leq$ mailto:evoss@meramecregion.org >.

Join Zoom Meeting https://us02web.zoom.us/j/84705968275?pwd=d1RTMEc5UW80T3I4ak1RWTY1UVViQT09

Meeting ID: 847 0596 8275 Passcode: 458681 One tap mobile +1 312 626 6799 US (Chicago) Meeting ID: 847 0596 8275 Passcode: 458681 Find your local number: https://us02web.zoom.us/u/keHiNFWJtE

Please let me know if there are questions.

From:	Eva Voss
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Subject:	Agenda for Sept. 30 Public Transit Human Services Transportation Coordination Plan Meeting
Date:	Thursday, September 29, 2022 2:50:00 PM
Attachments:	Agenda Sept 2022.pdf
Adduments	image001.png
	image002.png

Hello,

We hope you can make tomorrow's Public Transit Human Services Transportation Coordination Plan Update Meeting 2 either in person or via Zoom. Please see attachment for details.

Thank you!

Eva Voss Meramec Regional Planning Commission

### PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION COORDINATION PLAN: UPDATE

### **MEETING 2 AGENDA**

Friday, September 30, 2022, 10:00 a.m.

Location: Meramec Regional Planning Commission 4 Industrial Drive, St. James, MO 65559

Or

Via Zoom @

https://us02web.zoom.us/j/84705968275?pwd=d1RTMEc5UW80T3I4ak1RWTY1UVVIQT09 Meeting

ID: 847 0596 8275 -- Passcode: 458681

Or

One tap mobile: +1 (312) 626-6799 -- 89750223348# -- 510108#

### AGENDA

- 1. Welcome and Introductions Bonnie Prigge, MRPC Executive Director
- 2. Review of Minutes from August 26th meeting Eva Voss, MRPC staff
- 3. Review Survey Results

The group will review the numbers from the results of the three surveys.

- 4. **Review Prioritization of Needs and Identify Strategies** The group will review final prioritized needs and will identify new strategies to address needs.
- 5. Next meeting Oct. 28, 2022, 10:00 a.m.
- 6. Adjournment

Name	Organization Represented	Mailing Address	Phone Number	Email Address
Anne Freand	MRPC	4 Industrial Drive, St. James, MO 65559	573-265- 2993	afreand@meramecregion.org
Eva Voss	MRPC	4 Industrial Drive, St. James, MO 65559	573-265- 2993	evoss@meramecregion.org
		ansit Plan Updat 2 – 10:00 A.M		via Zoom
Craig Hounsom	Rolla 31 School	500A Forum Drive, Rolla, MO 65401	573-458- 0100	chounsom@rolla31.org
Conrad Prugh	Green Forest R- II School	6111 State Hwy F, Salem, MO 65560	573-729- 3902	cprugh@gfr2.k12.mo.us
Bridget Jones	B.W. Robinson State School	300 Lanning Ln, Rolla, MO 65401	<u>(573) 368-</u> <u>2393</u>	bridget.jones@dese.mo.gov
Kevin Stadler	Central Workforce Development Region	1107 Kingshighway, Rolla, MO 65401	<u>(573) 426-</u> <u>2946</u>	kevin.stadler@cwib.us
Jim Fleming	St. James Administrator		537-265- 7013 Ext. 110	jfleming@stjamesmo.org
Anita Ivey	St. Robert City Administrator	194 Eastlawn Avenue Saint Robert, MO 65584	573-451- 3310	aivey@saintrobert.com
Brody Fulk	The Rolla Mission	708 N Main Street Rolla, MO	(573) 308- 5474	brody@therollamission.org
Mike Gruenberg	Salem Memorial District Hospital, Transportation Services	35629 MO-72, Salem, MO 65560	<u>(573) 729-</u> <u>6626</u>	mgruenberg@smdh.net
Marissa Peterson	Aging Best	1616 Southridge Dr Ste. 203, Jefferson City, MO 65109	(573) 443- 5823; cell: (573) 476- 5600	mpeterson@agingbest.org
Dion Knipp	OATS	2501 Maguire Blvd Ste 101, Columbia, Missouri, 65201,	(888) 875- 6287	dknipp@oatstransit.org



Prioritization List

 Provision List

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### **Highest Priorities**

Need increase in funding for public transit (5 votes)

 Need replacement of current fleet upgrade facilities including security, parking lot, maintenance shop recruitment of new drivers (5 votes)

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 Need to expand public transit services to include life enhancement, such as recreational activities; visits to nursing homes, dining, and shopping as well as increased weekend/evening hours. Educational and lifelong learning needs should be added to the list (5 votes)

Need to expand hours of operation (days and hours) for all uses including employment (5 votes)

Need to resolve insurance/liability issues to allow for sharing of vehicles between agencies (5 votes)

5

# Medium Priorities

- Need funding for gas purchases for individuals with their own transportation (4 votes)
- Need to remove barriers to services. Funding and accessibility sometimes restrict who can be served (4 votes)

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- Need more service for medical calls/rides for mentally handicapped and disabled population (4 votes)
- Need available, trained drivers, and dispatch staff (4 votes)
- Need transportation to bring people from the rural to larger cities for access to transportation options (4 votes)
- Need more options to assist with van purchases and to assist local agencies with 20 percent match for vehicles. (Match requirement on handicapped vehicles higher) (3 votes)

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Low Priorities

Need more funding for transportation in the larger towns of the region (1 vote)

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Need more service to Maries County. There are only three days of service a month (0 vote)

• Need rides with fewer stops (0 vote)

Need additional for-profit transportation options (i.e., Uber, etc.) (0 vote)
 Need expansion of service boundaries for service providers (0 vote)

Need additional Greyhound bus stops and regularly scheduled bus routes
(0 vote)

Ensure everyone who rides, driver included, wear a mask while on the buses (0 vote)

Need more attractive vans (0 vote)







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#### **Highest Priorities** Need funding that allows for job-related transportation services. Limited funding is available for work-related transportation. JARC funding is client specific which creates inefficiencies in operation. There is also a lack of funding for vehicles to provide timely transit, making it problematic to guarantee participation. (6 votes) · Look at structure of funding to make sure it meets rural needs for job-related transportation. · Encourage employers to offer employees incentives to van-pool/car-pool. Encourage private partnerships to create transit systems such as Owensville Transit or Hermann Express. · Work toward a state initiative to get dedicated funding for transit funds. Need increase in funding for public transit (5 votes) · Work toward a dedicated state source (possibly sales tax) for public transit. · Advertise on/in the transit vehicles for additional revenue. · Consider cost control; efficiencies in scheduling, etc.

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trips come first • Investigate coordination with private funders/businesses for evening activities or shopping trips.



# 2023 Coordinated Public Transit-Human Services Plan Prioritized Needs

### **High Importance:**

- 1. Need funding to pay individuals for their training and certification to become school bus drivers
- 2. Need funding to replace older buses/higher mileage vehicles.
- 3. Need to be able to sustain programs once an initial grant is obtained.
- 4. Need coordination effort between services and communities.
- 5. Need funding that allows for job-related transportation services. Limited funding is available for work-related transportation. JARC funding is client specific which creates inefficiencies in operation. There is also a lack of funding for vehicles to provide timely transit, making it problematic to guarantee participation. Need increase in funding for public transit
- 6. Need replacement of current fleet upgrade facilities including security, parking lot, maintenance shop recruitment of new drivers
- 7. Need to expand public transit services to include life enhancement, such as recreational activities; visits to nursing homes, dining, and shopping as well as increased weekend/evening hours. Educational and lifelong learning needs should be added to the list.
- 8. Need to expand hours of operation (days and hours) for all uses including employment
- 9. Need to resolve insurance/liability issues to allow for sharing of vehicles between agencies.

### **Moderate Importance:**

- 1. Need funding for gas purchases for individuals with their own transportation
- 2. Need to remove barriers to services. Funding and accessibility sometimes restrict who can be served.
- 3. Need more service for medical calls/rides for mentally handicapped and disabled population.
- 4. Need available, trained drivers, and dispatch staff.
- Need transportation to bring people from the rural to larger cities for access to transportation options
   Need more options to assist with van purchases and to assist local agencies with 20% match for vehicles. (Match requirement on handicapped vehicles higher).
- 6. Need guaranteed ride home to increase usage.
- 7. Need to prepare for increase in baby boomer population producing more need for services. (State statistics expect that 7 out of 10 will have a chronic disease)

- 8. Need to utilized private sector to create workforce of private transit providers
- 9. Need transport to cities for doctor appointments, procedures, follow-up appointments etc.
- 10.Need buses that travel to Rolla/St. James area daily for those who wish to go places without having appointments
- 11. Would like to know the rules for riding SMTS

### Low Importance:

- 1. Need larger vehicles to accommodate size of person/wheelchair
- 2. Need public transit for regular and long-distance transportation
- 3. Expand services to assist more handicap assessable vehicles
- 4. Need more private partnerships to support transit services with employers and retailers, such as Wal-Mart.
- 5. Need to lower cost to ride public transit; allow rider to pay more if chooses to go to city to shop and eat out
- 6. Need funding for vehicle repair services for individuals that have transportation but cannot afford to fix their vehicle (state tech, RTI, church services, MOCA)
- 7. Need funding for additional for-profit transportation options (i.e., Uber, etc.)
- 8. Need to consider location of essential services (DFS/jobs/dialysis) in-town (in-county trips more costly)
- 9. Need more medical transportation; especially need an increase in frequency and no-wait time.
- 10. Need services closer to clients' homes to increase usage.
- 11. Need increase in new/used rental car options (especially on weekends)
- 12. Need to provide snacks
- 13. Need for rides to show up on time
- 14. Need more flexible scheduling for clients.
- **15**. Need more funding for transportation in the larger towns of the region.
- 16. Need more service to Maries County. There are only three days of service a month.
- **17**. Need rides with fewer stops.
- 18. Need additional for-profit transportation options (i.e., Uber, etc.)
- 19. Need expansion of service boundaries for service providers
- 20. Need additional Greyhound bus stops and regularly scheduled bus routes
- 21. Ensure everyone who rides, driver included, wear a mask while on the buses
- 22. Need more attractive vans

### PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION COORDINATION PLAN: UPDATE

### **MEETING 2 SUMMARY**

Friday, September 30, 2022 10:00 a.m.

# Welcome and Introductions – Anne Freand, MRPC Planning Manager and Eva Voss, MRPC staff

Anne and Eva welcomed everyone to the meeting and each person introduced themselves and identified who/where they represented.

### Review of Minutes from August 26 meeting – Eva Voss

Eva Voss presented minutes and an overview from the first meeting on August 26. No action was required for approval.

### **Review Survey Results – Eva Voss**

Eva provided an update on the public transit-human services survey results. The survey opened Sept. 12 and closed Sept. 26. MRPC received four survey submissions from the 30 transit survey recipients, eight submissions from the 150 survey recipients, and 188 submissions from transit users.

### Prioritization of Needs - Anne Freand and Eva Voss

From the public transit-human service needs survey results, MRPC staff requested from those receiving notice of the public transit plan update meetings to vote on their top ten most important needs for public transit as they see them affecting the Meramec Region. The group did an excellent job responding quickly to the prioritization list survey. MRPC staff received and reported 127 submissions out of 187 recipients.

MRPC staff shared the method used to divide the high, medium, and low priorities. Based on the number of votes for each priority, MRPC staff assigned five plus votes as high priorities, three to four votes as medium priorities, and zero to two votes as low priorities. During the meeting, MRPC staff and group then reviewed the prioritization list and strategies from the high priority items that were previously identified in the previous plan. MRPC staff reports they will continue reviewing the prioritization list of needs and will consolidate and clarify into a final list and will then ask the group for their review and comment. The final list of prioritized public transit-human services list of needs will be discussed at the October 28, 2022, meeting.

Adjournment: The meeting adjourned at 11:10 am.

# Appendix D

# October 28, 2022, Meeting #3

**Finalizing Prioritized Needs** 

#### From To:

-	
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	sandersccc@gmail.com; spipson@fourrivers.org; shargis@rollacity.org; showmecab@gmail.com; stv@misn.com; sullivantaxi@gmail.com; tbohrer@dixonr1.com; tcilcdsihs@gmail.com; tigger.2004@sbcglobal.net;
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	twebster@stjschools.org; unioncabcompany@gmail.com; vbrooker@dentphelps.k12.mo.us;
	vicstratman@yahoo.com; wallace.leeann@kingston.k12.mo.us; westphaliamo@gmail.com;
	wings@angeffightcentral.org; woodyc@fatimacomets.org; yleuthauser.scp@gmail.com
Subject:	Public Transit-Human Services Transportation Coordination Plan Meeting 3
Start:	Friday, October 28, 2022 10:00:00 AM
End:	Friday, October 28, 2022 12:00:00 PM
Location:	MRPC Building, 4 Industrial Drive, St. James, MO 65559
Attachments:	Meeting Summary 09-30-2022.pdf

Good morning,

We want to thank those that have been participating in the planning update process and continue to encourage active participation from across the Meramec region to ensure all needs and planned endeavors are incorporated into the transit plan update. The Sept. 30 meeting summary is attached.

Please let me know if you plan to participate at the Oct. 28 meeting in person, Zoom, or conference call. My number is (573) 265-2993, Ext. 150 or email evoss@meramecregion.org \mailto:evoss@meramecregion.org \so we can ensure enough materials are provided for those attending in person. If you need special accommodations to participate in the meeting, please let me know.

MRPC staff will continue reviewing the prioritization list of needs, consolidate and clarify into a final list, and will then ask the group for their review and comment prior to the Oct. 28 meeting. At the meeting, we will discuss and finalize the prioritized public transit-human services list of needs.

We look forward to seeing you Oct. 28!

Information to Join Zoom Meeting https://us02web.zoom.us/j/82370449595?pwd=MUVMdGW4anFPT3BrSjExdytYWWJiQT09

Meeting ID: 823 7044 9595

From To:



Good afternoon:

Date: Attac

Based on the stakeholder discussion at the Sept. 30, 2022, public transit meeting, the Meramec Regional Planning Commission (MRPC) agreed to review, consolidate, and edit the list of public transit-human services needs previously sent out for review in mid-September. Please review the attached edited list of needs and vote on your TOP 10 Needs. It is important to select a total of 10 Needs: no more, no less. You may select your TOP 10 Needs from any or all the categories and there is no need to number them in priority order.

Please select your TOP 10 Needs and email to me no later than Mon., October 24, 2022. We will discuss the results at the next public transit-human services update meeting on Fri., October 28, 2022, 10:00 a.m.

Thank you for your participation!

Eva Voss Meramec Regional Planning Commission 4 Industrial Drive St. James, MO 65559 573-265-2993 FAX 573.265.3550

evoss@meramecregion.org



From: To:



#### **REMINDER** -

Date:

If you haven't already done so, please review the attached edited list of needs and vote on your TOP 10 Needs and email to me no later than Mon., Oct. 24, 2022.

We will discuss the results at the next meeting on Fri., Oct. 28, 2022, 10:00 a.m. Please RSVP if you plan to attend in person, Zoom, or conference call so we can ensure enough materials are provided for those attending in person. My number is (573) 265-2993, Ext. 150 or email evoss@meramecregion.org. If you need special accommodations to participate in the meeting, please let me know.

Information to Join Zoom Meeting https://us02web.zoom.us/j/82370449595? pwd=MUV/MdGN4anFPT3BrSjExdytYWWJiQT09

Meeting ID: 823 7044 9595 Passcode: 770989 To call in: +1 312 626 6799

We look forward to seeing you Oct. 28! Thank you!

Eva Voss Aramec Regional Planning Commission 4 Industrial Drive St. James, MO 65559 573-265-2993 FAX 573 265 3550



evoss@meramecregion.org

From To:



Subjects Date Attachments: ge002.png nda 10-28-2022.pdf

#### Hello.

Fri., Oct. 28 at 10:00 a.m. is the next meeting where we will finalize the list of public transit-human services needs and discuss strategies for each need.

If you haven't done so already, please RSVP me if you plan to attend in person or via Zoom or conference call. My number is (573) 265-2993, Ext. 150 or email evoss@meramecregion.org.

Information to Join Zoom Meeting https://us02web.zoom.us/j/823704495952 pwd=MUVMdGN4anFPT3BrSjExdytYWWJiQT09

Meeting ID: 823 7044 9595 Passcode: 770989 To call in: +1 312 626 6799

Thank you!

Eva Voss Meramec Regional Planning Commission 4 Industrial Drive St. James, MO 65559 573-265-2993 FAX 573.265.3550

evoss@meramecregion.org





MRPC Mission:

The mission of MRPC is to enhance the quality of life for residents of the Meramec Region. In pursuit of this mission, MRPC will bring about results in these areas:

### PUBLIC TRANSIT-HUMAN SERVICES

### TRANSPORTATION COORDINATION PLAN: UPDATE

### **MEETING 3 AGENDA**

Friday, October 28, 2022 10:00 a.m.

### AGENDA

- 1. Welcome and Introductions Eva Voss, MRPC Staff
- 2. Review of Minutes from Sept. 30 meeting Eva Voss
- 3. Review of Survey Results of final prioritized needs Eva Voss and Anne Freand
  - **a.** Staff will provide a summary of the final prioritized needs. A total of 18 individuals responded to the prioritization.
- 4. Identification of Strategies Eva Voss and Anne Freand
  - **a.** The group will review, update, and add strategies for the remaining needs.
- 5. Adjournment

Transit Plan Update, Meeting 3 October 28, 2022 – 10:00 A.M. MRPC Conference Room

Name	Organization Represented	Mailing Address	Phone Number	Email Address
Esh Voss	MRAC			
Anne Frecand	MRAC			
in Stature	MARIES GO MKAC	33342 NWY AA AROULE MU	57)-(90-9917	VIC STRATMAN QYANO D. C
Bonnie Prisse	MKAC		1	,
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			5.	
	E.			

### Transit Plan Update, Meeting 3 October 28, 2022 – 10:00 A.M. MRPC Conference Room – Attended via Zoom

Name	Organization	Mailing	Phone	Email Address
	Represented	Address	Number	
Aibeen	Oak Hill R-1	6200 MO-19,	<u>(573) 729-</u>	aholland@oakhillr1.k12.mo.us
Holland	School	Salem, MO	<u>5618</u>	
		65560		
	Sullivan School	138 Taylor St,	<u>(573) 468-</u>	jana@sullivaneagles.org
Doug Cuneio	District	Sullivan, MO	<u>5171</u>	
-		63080		
Darryl Griffin	Osage County	205 E. MAIN	(573) 897-	griffindarryl6@gmail.com
-	Presiding	STREET	2139 -	
	Commissioner	P.O. BOX 826	Phone	
		LINN, MO		
		65051		

D 11/1	SMTS, Inc.	1008 Holloway	<u>(573) 364-</u>	denny@ridesmts.org
Denny Ward		St, Rolla, MO 65401	<u>7687</u>	
	Central	1107	<u>(573) 426-</u>	kevin.stadler@cwib.us
Kevin Stadler	Workforce	Kingshighway,	<u>2946</u>	
	Development	Rolla, MO 65401		
	Region	C I	572.265	
T' T' '	St James City	St. James	573-265-	jfleming@stjamesmo.org
Jim Fleming	Administrator	Municipal	7011, ext.	
		Utilities (SJMU)	110	
		100 S. Jefferson		
		St. James, MO		
T T 1	D 11 4	65559	570.0(4	
Laura Taylor	Rolla Area	3900 Hypoint	573-364-	ltaylor@pci-solutions.net
	Sheltered	Industrial Blvd,	2883	
	Workshop	Rolla, MO 65401		
	Ability Express	571 Dotson Rd.	(573) 677-	hkreienkamp@abilityexpressllc.com
Holly	LLC	Cuba, Mo 65453	5006/cell:	
Kreienkamp			573-259-	
			3512	
Kathy	Boonslick	111 Steinhagen,	636-359-	kbingham@boonslick.org
Bingham	Regional	Warrenton, MO	4656	
-	Planning	63383		
	Commission			

## 2023 Coordinated Public Transit-Human Services Plan Needs Prioritization List

# (Select Your TOP 10 Needs Below and Email to evoss@meramecregion.org by Mon., Oct. 24)

# **\*\* WE NEED YOUR INPUT! \*\***

Based on the stakeholder discussion at the Sept. 30, 2022, public transit meeting, the Meramec Regional Planning Commission (MRPC) agreed to review, consolidate, and edit the list of public transit-human services needs previously sent out for review in mid-September. Please review the edited list of needs and vote on your TOP 10 Needs. It is important to select a total of 10 Needs: <u>no more, no less</u>. You may select your TOP 10 Needs from any or all the categories and there is no need to number them in priority order.

Please select your **TOP 10 Needs** and respond via email by no later than **Mon., October 24, 2022**. We will discuss the results at the next public transit-human services update meeting on Fri., October 28, 2022, 10:00 a.m. Thank you for your participation!

### **FUNDING:**

□ Increase funding for public transit

□ Provide more options for matching federal funds to assist local agencies with van/bus purchases (20% match for vehicles), including more buy-in from local communities to support transit efforts. Match requirement on handicap accessible vehicles is lower.

□ Secure funding that allows for job-related transportation services. Limited funding is available for work-related transportation. There is also a lack of funding for vehicles to provide timely transit, making it problematic to guarantee participation.

□ Increase funding to replace older buses/higher mileage vehicles

 $\hfill\square$  Provide more funding for transportation in the larger towns of the region

□ Increase funding for vehicle repair services for individuals that have transportation but cannot afford to fix their vehicle (state tech, RTI, church services, MOCA).

 $\Box$  Secure funding for gas purchases for individuals with their own transportation

□ Increase funding for additional for-profit transportation options (i.e., Uber, etc.)

□ Provide additional funding to pay individuals for their training and certification to become school and transit bus drivers

□ Replacement of, and upgrades to existing facilities including security, parking lot, maintenance shops, etc.

### **GAPS IN SERVICE:**

□ Remove barriers to services. Funding and accessibility sometimes restrict who can be served.

□ Provide available, trained drivers, and dispatch staff

Consider location of essential services (DFS/jobs/dialysis) in-town (in-county trips more costly)

□ Provide services closer to clients' homes to increase usage

□ Prepare for increase in baby boomer population producing more need for services. (State statistics expect that 7 out of 10 will have a chronic disease).

□ Provide more service to Maries County. There are only three days of service a month.

- □ Improve rides with fewer stops
- □ Provide additional for-profit transportation options (i.e., Uber, etc.)
- □ Expand hours of public transit operations (days and hours/weekends and evenings) for all transit users
- □ Increase in new/used rental car options (especially on weekends)
- □ Expand service boundaries for service providers
- □ Utilize private sector to create workforce of private transit providers
- □ Increase Greyhound bus stops and provide regularly scheduled bus routes
- □ Provide larger vehicles to accommodate size of person/wheelchairs in all transit options
- □ Gain riders' trusts in public transit by ensuring rides show up on time and reducing wait times
- □ Provide more medical transportation options and accessible vehicles for vulnerable populations

□ Increase the number of deviated fixed routes (similar to cities' local bus routes) in larger communities in the region, such as Rolla, Waynesville/St. Robert, etc.

□ Provide transportation to bring people from the rural area to larger cities for access to other transportation options, and appointments/procedures, recreation, etc.

### **COORDINATION:**

 $\hfill\square$  Improve coordination effort between services and communities

 $\hfill\square$  Increase private partnerships to support transit services with employers and retailers, such as Wal-Mart

 $\hfill\square$  Provide more flexible scheduling for clients

□ Resolve insurance/liability issues to allow for sharing of vehicles between transit agencies, local nonprofits, etc.

□ Sustain programs once an initial grant is obtained

□ Lower cost to ride public transit; allow rider to pay more if chooses to go to city to shop and eat out

 $\hfill\square$  Ensure everyone who rides, driver included, wear a mask while on the buses

### **EDUCATION & MARKETING:**

Educate the public on how to utilize transit services such as SMTS and OATS in the Meramec Region

□ Increase the public's education about existing transportation providers like OATS, SMTS, etc. where transit to recreation, shopping and other non-medical facilities is already provided

 $\Box$  Improve aesthetics of buses and vans by allowing for advertising and decorative wraps on vehicles to increase visibility and awareness

□ Adopt better recruitment strategies for hiring new bus drivers (transit and schools)

If you have any questions relative to this prioritization process, please call Eva Voss at MRPC (573) 265-2993 or email <u>evoss@meramecregion.org</u>.

Thank you for your participation!

### 2023 Coordinated Public Transit-Human Services Plan Needs Prioritization List October 2022

### **High Importance:**

- Secure funding that allows for job-related transportation services. Limited funding is available for work-related transportation. There is also a lack of funding for vehicles to provide timely transit, making it problematic to guarantee participation. – 9 votes
- 2. Provide more medical transportation options and accessible vehicles for vulnerable populations 9 votes
- 3. Improve coordination effort between services and communities 9 votes
- 4. Educate the public on how to utilize transit services such as SMTS and OATS in the Meramec Region 9 votes
- 5. Increase funding for public transit 7 votes
- 6. Provide additional funding to pay individuals for their training and certification to become school and transit bus drivers 7 votes
- 7. Provide transportation to bring people from the rural area to larger cities for access to other transportation options, and appointments/procedures, recreation, etc. 7 votes
- 8. Sustain programs once an initial grant is obtained 7 votes
- 9. Remove barriers to services. Funding and accessibility sometimes restrict who can be served. 6 votes
- 10. Prepare for increase in baby boomer population producing more need for services. (State statistics expect that 7 out of 10 will have a chronic disease). 6 votes
- 11. Increase the number of deviated fixed routes (similar to cities' local bus routes) in larger communities in the region, such as Rolla, Waynesville/St. Robert, etc. 6 votes
- 12. Increase the public's education about existing transportation providers like OATS, SMTS, etc. where transit to recreation, shopping and other non-medical facilities is already provided 6 votes

#### **Moderate Importance:**

- 1. Increase funding to replace older buses/higher mileage vehicles 5 votes
- 2. Increase funding for vehicle repair services for individuals that have transportation but cannot afford to fix their vehicle (state tech, RTI, church services, MOCA). 5 votes
- 3. Secure funding for gas purchases for individuals with their own transportation 5 votes
- 4. Provide available, trained drivers, and dispatch staff 5 votes
- 5. Increase private partnerships to support transit services with employers and retailers, such as Wal-Mart 5 votes
- 6. Provide more flexible scheduling for clients 5 votes
- Replacement of, and upgrades to existing facilities including security, parking lot, maintenance shops, etc. 4
  votes
- 8. Provide services closer to clients' homes to increase usage 4 votes
- 9. Expand service boundaries for service providers 4 votes
- 10. Adopt better recruitment strategies for hiring new bus drivers (transit and schools) 4 votes

### Low Importance:

- 1. Increase funding for additional for-profit transportation options (i.e., Uber, etc.) 3 votes
- 2. Consider location of essential services (DFS/jobs/dialysis) in-town (in-county trips more costly) 3 votes
- 3. Provide additional for-profit transportation options (i.e., Uber, etc.) 3 votes
- Expand hours of public transit operations (days and hours/weekends and evenings) for all transit users 3
  votes
- 5. Utilize private sector to create workforce of private transit providers 3 votes
- 6. Increase Greyhound bus stops and provide regularly scheduled bus routes 3 votes
- Provide more options for matching federal funds to assist local agencies with van/bus purchases (20 percent match for vehicles), including more buy-in from local communities to support transit efforts. Match requirement on handicap accessible vehicles is lower. – 2 votes
- 8. Provide more funding for transportation in the larger towns of the region 2 votes
- 9. Improve aesthetics of buses and vans by allowing for advertising and decorative wraps on vehicles to increase visibility and awareness 2 votes
- 10. Increase in new/used rental car options (especially on weekends) 1 vote
- 11. Provide larger vehicles to accommodate size of person/wheelchairs in all transit options -1 vote
- 12. Gain riders' trusts in public transit by ensuring rides show up on time and reducing wait times 1 vote
- 13. Resolve insurance/liability issues to allow for sharing of vehicles between transit agencies, local nonprofits, etc. 1 vote
- 14. Provide more service to Maries County. There are only three days of service a month. 0 votes
- 15. Improve rides with fewer stops -0 votes
- 16. Lower cost to ride public transit; allow rider to pay more if chooses to go to city to shop and eat out -0 votes
- 17. Ensure everyone who rides, driver included, wear a mask while on the buses -0 votes






# High Importance: Increase the public's education on how to utilize existing transportation providers where transit to recreation, shopping and other non-medical facilities is already provided Create a social media campaign to let the public know anyone can ride Gain riders' trusts in public transit by ensuring rides show up on time and reducing wait times Work with senior centers and other existing rider groups to spread the word on public transit









Maintain mobility managers for more coordinated approach
Encourage more flexibility in legislation to provide transit – not
restricted to certain clientele. (Share information/request with
legislators)



























### PUBLIC TRANSIT-HUMAN SERVICES

### TRANSPORTATION COORDINATION PLAN: UPDATE MEETING 3 SUMMARY

Friday, October 28, 2022 10:00 a.m.

### Welcome and introductions - Eva Voss, MRPC staff

Eva welcomed everyone to the meeting and each person introduced themselves and identified who/where they represented.

### Review of minutes from September 30 meeting - Eva Voss

Eva Voss presented an overview from the second meeting on September 30. No action was required for approval.

### Review survey results of final prioritized needs - Eva Voss and Anne Freand

Based on the stakeholder discussion at the Sept. 30, 2022, public transit meeting, the MRPC staff agreed to review, consolidate, and edit the list of public transit-human services needs previously sent out for review in mid-September. On Oct. 12, MRPC asked the stakeholders to review the edited list of needs and vote on their top ten needs. Eva provided an update on the top ten most important needs. The survey opened October 12 and closed October 24, 2022. MRPC received 19 survey responses from the 186 survey recipients.

### Identification and strategies – Eva Voss and Anne Freand

MRPC staff shared the method used to divide the high, medium, and low priorities. Based on the number of votes for each priority, MRPC staff assigned six plus votes as high priorities, four to five votes as medium priorities, and one to three votes as low priorities. During the meeting, MRPC staff and group then reviewed the prioritization list and strategies for each need. MRPC staff reports they will continue reviewing the prioritization list of needs and consolidate into a final list and then ask the group for their final review and comment.

Adjournment: The meeting adjourned at Noon.

Appendix E

# December 16, 2022, Meeting #4

# **Review Draft Public Transit Human Services Plan**

From:	Eva Voss
То:	acoleman@wcmhosp.org; admin@mocacaa.org; admin@rollacity.org; aholland@oakhillr1.k12.mo.us;
	aivey@saintrobert.com; alex.mccaul@potosir3.org; Alice Pearce; amy.sublett@cwib.us; Angie Stone; Ann
	Freand; argyle.missouri@gmail.com; bccoper@plato.k12.mo.us; Bennie.Cook@house.mo.gov; best@osageR1.com; Bey; Bill.Hardwick@house.mo.gov; blee@richlandbears.us; Bonnie Prigge;
	bestimosageru.com; Bey; Bill:Hardwickimouse.mo.gov; brediginchiandbears.us; Bonnie Prigge; bourbonecondev@gmail.com; bridget.jones@dese.mo.gov; brody@therollamission.org;
	BrownHen@missouri.edu; Bruce,Sassmann@house.mo.gov; burgerlimo@gmail.com; cab222000@vahoo.
	ceococ@fidmail.com; chess@steelville.k12.mo.us; choursom@rolla31.org; Chris.Dinkins@house.mo.gov;
	christopher.jeffrey@bjc.org; city029@centurytel.net; cityadmin@cityofowensville.com;
	cityadministrator@salemmo.com; cityclerk@cityofbellemo.org; cityofrosebud@gmail.com; cmaaa@cmaaa
	Conrad Prugh: crockercitymayon@vahoo.com; customerservice@cardinaltransportservices.com;
	czika@phelpshealth.org; Dale; darrellskiles@hotmail.com; darryl.haller@yahoo.com; datkins@misn.com;
	dave.lafferty@cityofbourbon.com; dcruise@missourienterprise.org; ddoyle@dixonr1.com; Debbie Schulte;
	deborah.hale@stischools.org; denny@ridesmts.org; diacobson@swedeborgpanthers.org;
	dknipp@oatstransit.org; Don.Mayhew@house.mo.gov; Donald Keeney; Dougsmith0806@gmail.com; Dr. S
	Davidson; dsansegraw@yahoo.com; dwight.massey@statetechmo.edu; edgarspringsmayor@gmail.com;
	Elaine, Gannon@senate.mo.gov; elise, brochu@outlook.com; enhancements.workshop@gmail.com; Eva Vo
	Gary Anspach: gcd@oa.mo.gov: gcss@fidnet.com: genenewkirk@cablemo.net: gercindy5@outlook.com; gmayor18@yahoo.com; gneill@hermann.k12.mo.us; graystaxiandcourierservices@yahoo.com;
	greenlighttaxillc@gmail.com; griffindanyl6@gmail.com; groeback@gmhcenter.org;
	black in the second s
	hbales@waynesville.k12.mo.us; help4u@agingbest.org; hermanncityclerk@centurytel.net hermannmayor@centurytel.net; hermantrolley@yahoo.com; hkreienkamp@abilityexpressllc.com;
	hwaters@crockerschools.org; info@angelmedflight.com; info@easterrroyalmedicaltransport.com; info@h
	info@medic-trans.com; info@russellhousemo.org; info@thetrolleycompany.net; info@usaxonline.com;
	info@wsrchamber.com; isl@choicesforpeople.org; j.cartwright@crawfordelec.com; jamesb@linn.k12.mo.u
	jamie@preventionconsultants.org; jana@sullivaneagles.org; Janet; Jason.Chipman@house.mo.gov;
	jason.samples@valley.k12.mo.us; jason@360careandtransport.com; jblount@potosicityhall.org;
	jbutz@rollacity.org; jean.damell@thecommunitypartnership.org; JEFFDODSON@NORTHWOOD.K12.MO.U
	jennieames@hotmail.com; Jennifer; iffeming@stjamesmo.org; iffuhrer@pcr3.k12.mo.us; jhardy@dutchm
	jl123@fidnet.com; jmahurin@agingbest.org; joan.elwing@mvc.dps.mo.gov; joeb@scenicriversind.org; john.doyle@waynesvillemo.org; jschaefer@agingbest.org; Justin.Brown@senate.mo.gov; K. Walton; Kate
	John.doyleigiwaynesvillemo.org; Jschaerengiagingbest.org; Justin.browingsenate.mo.gov; K. Walton; Kate Roberge; Kathryn Welch; Kathy Bingham; Katy Cawdron; kevin.stadler@cwib.us; kgregory@agingbest.org
	kmiller@centralozarks.org; kristvnv@russellhousemo.org; lbasham@mariesr2.org;
	conwav@richwoods.k12.mo.us; Linda; Linda Foehrwiser; lisa@pamdudlevcenter.org; LNL94@centurvtel.
	taylor@pci-solutions.net; lynne.reed@salemr80.org; mabelhx@yahoo.com; mail@pcbh.net;
	matthew.z.williams@edwardiones.com; mavor@ci.cuba.mo.us; mavor@citvofdixonmo.org;
	mayor@salemmo.com; mayor@waynesvillemo.org; melinda@ilrcicmo.org; Melyssa McEachern;
	mgruenberg@smdh.net; Mike.Bernskoetter@senate.mo.gov; Mike.McGirl@house.mo.gov;
	missionsnana1@mac.com; mmckeage@agingbest.org; modavchapter65@hotmail.com;
	monarchtransportationservices@gmail.com; moosafaye@gmail.com; mpeterson@agingbest.org; Nancy;
	Nate.Tate@house.mo.gov; newburg.mayor@gmail.com; nextgenerationtaxi@hotmail.com;
	pchambers@heartlandilc.org; pcswmanager@gmail.com; preston.kramer@modot.mo.gov;
	qualitycabrolla@gmail.com; Rachel Guth; randy.verkamp@phelpscounty.org; rbi@centurytel.net; rcaffey@newburg.k12.mo.us; rkrawiecki@stjamesmo.org; Robertsdp@mst.edu; rollaecondev@gmail.com
	Ron.Copeland@house.mo.gov; insdiana@centurytel.net; sandersccc@gmail.com; sgipson@fourrivers.org;
	Kont.operandionouse.mo.gov; Insdiana@centurytei.net; sandersccc@gmail.com; sgipson@rourivers.org; shargis@rollacity.org; Sharon; showmecab@gmail.com; sstratman@agingbest.org; stv@misn.com;
	sullivantaxi@gmail.com; swhite@aqingbest.org; tohrer@dixonr1.com; tcilcdsihs@gmail.com; Teresa Milk
	tigger.2004@sbcglobal.net; tmessersmith@viennaeagles.org; tourism@hermannmo.com;
	tooepsel@empacgroupinc.com; Trish Rogers; twebster@stjschools.org; unioncabcompany@gmail.com;
	vbrooker@dentohelps.k12.mo.us; vicstratman@vahoo.com; wallace.leeann@kingston.k12.mo.us;
	westphaliamo@gmail.com; wings@angelflightcentral.org; woodyc@fatimacomets.org;
	vleuthauser.scp@gmail.com
Subject:	Public Transit-Human Services Transportation Coordination Plan Update Review Prioritized Needs and
	Strategies List by Nov. 16!
Date:	Wednesday, November 9, 2022 7:58:00 AM
Attachments:	image001.png
	image002.png
	Meeting Summary 10-28-2022.pdf
	Revised Prioritized Needs and Strategies - Nov 2022.docx

Hello,

Based on the stakeholder discussion at the Oct. 28, 2022, public transit meeting, the Meramec Regional Planning Commission agreed to review, consolidate, and edit the list of public transit-human services needs and strategies and send out to the stakeholders for final review prior to the next public transit meeting, Dec. 16.

Please review the attached Revised Prioritized Needs and Strategies list and let me

know if you have any comments or revisions by Wed., Nov. 16.

At the Dec. 16 public transit meeting, we will review and discuss the draft 2023 Public Transit Human Services Plan. A meeting invite will be going out soon.

Thank you for your time and participation!

Eva Voss Meramec Regional Planning Commission 4 Industrial Drive St. James, MO 65559 573-265-2993 FAX 573.265.3550

evoss@meramecregion.org





MRPC Mission:

The mission of MRPC is to enhance the quality of life for residents of the Meramec Region. In pursuit of this mission\_MRPC will bring about results in these areas:

From:	Eva Voss
To:	Eva Voss: acoleman@wcmhosp.org; admin@mocacaa.org; admin@rollacity.org; abolland@oakhillr1.k12.mo.us
	aivey@saintrobert.com; alex.mccaul@potosir3.org; Alice Pearce; amy.sublett@cwib.us; Angie Stone; Anne
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	yleuthauser.scp@qmail.com
Subject:	Public Transit - Human Services Transportation Coordination Plan Meeting 4
Start:	Friday, December 16, 2022 10:00:00 AM
End:	Friday, December 16, 2022 12:00:00 PM
Location:	https://us02web.zoom.us/j/86924688943?pwd=N3N3ZFZRUlByUE43VjI3bThzdGI4Zz09; or 4 Industrial Drive, 9
	James, MO 65559
Attachments:	Agenda 12-16-22.pdf

Good morning,

Attached is the agenda for the Dec. 16 public transit human services meeting where we will be reviewing the draft 2023 Public Transit – Human Services Transportation Coordination Plan. We encourage you to join us as we continue working together developing a comprehensive and effective public transit – human services transportation plan for our region.

Please let me know if you plan to participate at the Dec. 16, 2022, 10 a.m. meeting in person, Zoom, or conference call. My number is (573) 265-2993, Ext. 150 or email evoss@meramecregion.org <mailto:evoss@meramecregion.org > so we can ensure enough materials are provided for those attending in person. If you need special accommodations to participate in the meeting, please let me know.

We look forward to seeing you Dec. 16!

# PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION COORDINATION PLAN: UPDATE

### **MEETING 4 AGENDA**

Friday, December 16, 2022 10:00 a.m.

## AGENDA

- 1. Welcome and Introductions Eva Voss, MRPC staff
- 2. Review of Minutes from October 28, 2022, meeting Eva Voss, MRPC staff
- 3. Review the Draft 2023 Public Transit Human Services Transportation Coordination Plan: MRPC staff will present the draft document for review and comment.
  - **a.** Email copies of the full document will be sent to all advisory group members following the meeting.
  - **b.** Final recommended edits should be submitted to MRPC staff no later than Friday, December 23, 2022.
- 4. Adjournment

### PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION COORDINATION PLAN: UPDATE

#### MEETING 4

Friday, December 16, 2022 10:00 a.m.

### SUMMARY

Welcome and Introductions: Members and staff went around the room and introduced themselves, as requested.

Review of Minutes from October 28 meeting: Eva Voss, MRPC, presented an overview from the Oct. 28, 2022 meeting. No action was required for approval.

**Review Draft Plan:** Anne Freand, MRPC, overviewed the draft plan by chapter and reviewed data to be updated. Anne noted that the statistics in Chapter 3 would likely be updated to reflect the recent (Dec. 8<sup>th</sup>) ACS 5-year estimates for 2021.

**Prioritization of Needs and Identification of Strategies:** Eva reviewed the list of prioritized needs with the group as listed in Chapter 7 of the draft plan. There were no questions or comments from the stakeholders at the meeting. Denny Ward thanked MRPC for the document and noted that he asked his management team to review the document.

**Timeline:** Anne reviewed the next steps of the plan update process. The stakeholders will continue reviewing the draft plan and provide any comments to Eva Voss by Dec. 23, 2022. The draft plan will go out for public comment the first week of January 2023. The final plan will be presented to the Transportation Advisory Committee (TAC) and MRPC board on Feb. 9, 2023, for approval.

Adjournment: The meeting was adjourned at 10:45 a.m.

### Transit Plan Update, Meeting 4 December 16, 2022 – 10:00 A.M. -- MRPC Conference Room

Name	Organization Represented	Mailing Address	Phone Number	Email Address
Vie Stret-	MARIES CO	33342 Awy AA AR	Ze 690-9917	VIL STRATMAN & VAHOO. COM Afreand O mevamec Vision.on EVOSSE Mevamec Vision. On
Anne Freand	MRPC	4 Thoustrial Ar.	513-265-2993	afreand omevance Vision on
Eva Voss	MRPC	4 Thoustmind Ar. 4 Thoustmind Sr. 51 James	573-265-2993	evosse meramer region. Ong
		ST-James		<u> </u>

Name	Organization Represented	Mailing Address	Phone Number	Email Address
Jim Fleming	City Administrator of St. James, MO	100 S. Jefferson, St. James, MO 65559	573-265-7013	jfleming@stjamesmo.org
Denny Ward	SMTS	1008 Holloway St., Rolla, MO 65401	1-800-273-0646	denny@ridesmts.org
Kevin Stadler	Central Workforce Development Region	1107 Kingshighway, Rolla, MO 65401	573-426-2946	kevin.stadler@cwib.us
Brody Fulk	The Rolla Mission	708 N. Main St., Rolla, MO 65401	573-308-5474	brody@therollamission.org

#### Transit Plan Update, Meeting 4 December 16, 2022 – 10:00 A.M. -- MRPC Conference Room – via Zoom