

**OZARK FoothILLS REGION**

**PUBLIC TRANSIT—HUMAN SERVICES**

**TRANSPORTATION PLAN**

June 2018

Prepared by:

Ozark Foothills Regional Planning Commission  
Missouri Association of Councils of Governments  
and  
Missouri Department of Transportation

In consultation with the

Ozark Foothills Transportation Advisory Committee  
and the elected officials of the five counties and sixteen cities within the Ozark Foothills Region



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## **EXECUTIVE SUMMARY**

A Public Transit-Human Services Transportation Plan was required by the 2005 SAFETEA-LU reauthorization and followed up with the 2012 MAP-21 reauthorization and the 2015 FAST Act reauthorization to qualify organizations for particular federal transit funding. The Ozark Foothills Regional Planning Commission, working with the Missouri Department of Transportation, the Missouri Association of Councils of Government, and the Ozark Foothills Transportation Advisory Committee, has developed a Public Transit-Human Services Plan for the five county region. The planning process includes a current service assessment, need identification, improvement strategy identification and prioritization, and the involvement of both service providers and users. The plan will require the approval of the Regional Planning Commission's board of directors and the Transportation Advisory Committee. After both boards adopt the plan, it will be submitted to the appropriate authorities, including the Missouri Department of Transportation.

### **Chapter 1: Background, Overview, and Methodology**

Chapter 1 gives a brief overview of the text and requirements of the SAFETEA-LU reauthorization act and changes in requirements that were implemented with the MAP-21 reauthorization. The FAST Act required no major changes from MAP-21. The chapter describes those involved in the planning process, the process itself, and what the document is to entail.

### **Chapter 2: Plan Area, Population, and Demographics**

Chapter 2 contains a brief overview of the five counties within the Ozark Foothills Region, including a discussion of major cities, size, and population density. The chapter also analyzes population, employment, and demographic data collections with regard to the five county region. Population data collections include past population trends (1990, 2000, and 2010)

and future predictions (2020, 2025, and 2030). Data then shows the forecasted expected growth or decline of 24 encompassing occupational fields for the south central region of Missouri, which includes all five counties of the Ozark Foothills Region and seven other similar counties. Land use in the area is also evaluated. Finally, relative demographic characteristics are discussed. Such characteristics include minority populations, house values, unemployment rates, poverty levels, and education levels.

### **Chapter 3: Current Services: Fixed Route & Paratransit**

Chapter 3 includes data concerning the users of the current transit services as discovered through user surveys. The information presented includes data on the average number of users and the city in which the client resides and works. An inventory of the transit services available in the Ozark Foothills Region is also presented, as identified by the providers themselves.

### **Chapter 4: Transportation Needs**

Chapter 4 presents more data from the user surveys. The data includes users' ages, gender, driving license status, driving ability, regularly used modes of transportation, and reasons for using public transit. The chapter also identifies the transit needs of the region as cited by both the service providers and users, again through survey results. The needs are sorted and analyzed according to four general categories: gaps in services, funding, coordination, and marketing.

### **Chapter 5: Strategies for Meeting Needs and Prioritization of Strategies**

Chapter 5 again identifies the transit needs discussed in chapter 4. A strategy for mediating each need is identified and prioritized. Results from both the user and provider surveys and the coordination meeting were taken into consideration when preparing the list, which utilizes a high, medium, low prioritization methodology.

## **Chapter 6: Correlation to State Long-Range Transportation Plan**

Chapter 6 explains this document's correlation to Missouri's State Long-Range Transportation Plan. When creating the Long-Range Transportation Plan, the State identified both preservation (continuing present services) and expansion (increased or expanded services) needs, similar to those identified during the Regional process. It was found that the strategies outlined in this coordination plan are consistent with Missouri's Long-Range Transportation Plan and policies.

## *Chapter One—Background, Overview, and Methodology*

### Background

The text of the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) federal reauthorization states that projects chosen for specific funding sources are “derived from a locally developed, coordinated public transit–human service transportation plan and the plan was developed through a process that included representatives of public, private and non-profit transportation and human service providers and participation by the public.” The need for a coordinated transportation plan was furthered with passage of the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) when federal transit law, as amended by MAP-21, requires that projects selected for funding under the 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.”

With MAP-21, there were major changes within the Section 5310 program such as types of eligible projects and activities, types of recipients / project sponsors now eligible under the program, how funding is apportioned within states, and required coordination of project planning between sub-recipients and the RPC/MPO of their respective areas.

Projects may be identified as strategies, activities, and/or specific projects addressing an identified service gap or transportation coordination objective articulated and prioritized within the plan. Funding patterns also changed with the passage of MAP-21. Previously under SAFETEA-LU, funding apportionments were provided in a statewide single amount. That was

changed to funding apportionments of large urbanized areas (with a population of 200,000 or greater), small urbanized areas (with a population of 50,000 to 199,000) and non-urbanized/rural areas (with a population of 49,999 or less).

Prior to MAP-21, traditional projects in the Section 5310 were for either replacement or expansion vehicles where public transportation was unavailable, or insufficient, or inappropriate. MAP-21 expanded the traditional category to now include transit related equipment; purchase/installation of benches, shelters and other passenger amenities; lease of equipment; acquisition of transportation services; and support for mobility management and coordination programs. Additionally, MAP-21 looks to move beyond minimum requirements of the American with Disabilities Act (ADA) through expansion of paratransit service parameters beyond the three-fourths mile required by the ADA, and expansion of current hours of operation for ADA paratransit services that are beyond those provided on the fixed-route services.

Also, MAP-21 calls for improved fixed route access projects that remove barriers to individuals with disabilities so they may access greater portions of public transportation systems, such as fixed-route bus service, commuter rail, light rail, and rapid rail (ex. improving signage, building accessible path to bus stop). Alternatives to public transit to enhance mobility for seniors and individuals with disabilities such as voucher programs or volunteer driver/aide programs are also identified. There were no major changes when MAP-21 was replaced with the current Fixing America's Surface Transportation (FAST) Act.

According to the Federal Transit Administration, "The human services transportation coordination provisions aim to improve transportation services for persons with disabilities, older adults, and individuals with lower incomes by ensuring that communities coordinate transportation resources provided through multiple federal programs. Coordination will enhance



transportation access, minimize duplication of services, and facilitate the most appropriate cost-effective transportation possible with available resources.”

Two local planning and development organizations have cooperated in the development of the Ozark Foothills Region’s Public Transit-Human Services Transportation Plan: the Ozark Foothills Regional Planning Commission and the Ozark Foothills Transportation Advisory Committee. The Ozark Foothills Regional Planning Commission is one of 19 quasi-governmental planning organizations in the State of Missouri. Designated by Governor Hearnes in the year 1967, the commission consists of the elected officials of five counties and sixteen cities and is charged with increasing economic development and improving the quality of life in the region. The Ozark Foothills Regional Planning Commission is a member of the Missouri Association of Councils of Government, and is responsible for regional planning in Butler, Carter, Reynolds, Ripley, and Wayne Counties. A base map of the Ozark Foothills Region can be viewed in appendix one.

In addition, the Ozark Foothills Transportation Advisory Committee is comprised of county representatives, general citizens, and ex-officio members from the Missouri Department of Transportation’s Southeast District. The Transportation Advisory Committee is charged with the task of developing and establishing criteria by which to prioritize transportation projects and adopt transportation plans. The Ozark Foothills Transportation Advisory Committee meets once per quarter and includes representatives of each of the region’s five counties.

### Overview of Document

Because organizations within the Ozark Foothills Region intend to compete for federal grant funding that is identified in the Fixing America’s Surface Transportation Act requiring a

coordinated plan, the Ozark Foothills Regional Planning Commission began preparing a coordinated Public Transit-Human Services Transportation Plan in 2007 and 2012. The plan was coordinated with participating organizations and the public and was approved by the Transportation Advisory Committee and the Ozark Foothills Regional Planning Commission in 2008 and 2013 respectively. Updates began again in June 2017 and were again approved by the Ozark Foothills Transportation Advisory Committee and the Ozark Foothills Regional Planning Commission in 2018. During the coordination and planning process, the Ozark Foothills Regional Planning Commission specifically invited eleven transit providers in the five county region to participate in the process: Adult Day Activity Personal (ADAPT), Big Springs Sheltered Workshop, Inc., Butler County RSVP, Current River Sheltered Workshop, the City of Poplar Bluff's Bluff Area Transit Service (BATS), Manufacturers Assistance Group, Reynolds County Sheltered Workshop, Inc., Ripley County Senior Service, Ripley County Transit, Services for Extended Employment, and Southeast Missouri Transportation Service (SMTS), Inc.

The coordinated Public Transit-Human Services Transportation Plan identifies current services provided in the region and the transportation needs of individuals with disabilities, older adults, and people with low incomes. The coordinated plan provides strategies for meeting those local needs and prioritizes the needs and strategies for future funding and implementation.

While the plans may be developed on a local, regional, or statewide level, this plan covers a five county region including Butler, Carter, Reynolds, Ripley, and Wayne Counties. The decision as to the boundaries of the coordination and planning area was made by the State of Missouri. It was decided that in rural Missouri areas the planning and coordination boundaries would be along regional planning commission boundaries.

The coordinated plan will maximize the region's collective coverage and help minimize the duplication of services. The plan was developed through a process that included representatives of public, private, and non-profit transportation and human services transportation providers and members of the public. It was ensured during the planning and coordinating process that members of the public included representatives of the targeted populations—individuals with disabilities, the elderly, and those with low incomes.

### Methodology

To begin the planning and coordinating process, employees of the Ozark Foothills Regional Planning Commission attended informational meetings sponsored by the Missouri Department of Transportation and the Missouri Association of Councils of Government in December 2016 and June 2017. These meetings outlined why a coordinated plan was required, what was required in the contents of the plan, who was required to produce such plans and participate in the coordination, how the plans were to be coordinated, and what the deadline and resubmission dates were for the coordinated plans.

Following these meetings, the Ozark Foothills Regional Planning Commission hosted a coordination meeting on July 18, 2017, that included representatives of the previously named transportation providers in the region (see appendix two, three, and four). At the meeting, an overview of the coordination plan and the provider surveys were given to the transportation providers (see appendix five). The surveys asked for information the organizations did not have available at the meeting, so the surveys were taken and completed and returned when the needed information became available. Service providers not at the meeting were supplied a survey by mail and an electronic copy. Three provider surveys were returned.

Following the distribution and discussion of the surveys was an analysis of current services provided by each organization, existing needs in the region, and possible strategies and activities to meet those needs. Finally, the providers collectively prioritized the strategies into high, medium, and low need categories.

In July of 2017, user surveys were distributed to the eleven previously mentioned providers. The providers were asked to distribute the surveys to their customers and subsequently return them to the Ozark Foothills Regional Planning Commission (see appendix six). Surveys were also made available online using the SurveyMonkey platform and shared via social media. Over 180 user surveys were completed (see appendix seven).

Once the updated document was completed, the Public Transit-Human Services Transportation Plan was reviewed and subsequently amended and adopted by the Transportation Advisory Committee. Following its approval by the Committee, the document was presented to the entire board of the Ozark Foothills Regional Planning Commission where it was again amended and adopted. Following both adoptions, the document is considered complete and submitted to the appropriate authorities, including the Missouri Department of Transportation.

## ***Chapter Two—Plan Area, Population, and Demographics***

The area to be studied and discussed within this plan is the Ozark Foothills of Missouri. Located between south-central and southeastern Missouri and bordering the State of Arkansas, the five counties cover 3,410 square miles. The size of each county is shown in the table below. Reynolds County is the largest geographically, while Carter County is the smallest.

**Table 2-1  
Ozark Foothills Region Square Mileage  
2016**

<b>County</b>	<b>Square Mileage</b>
Butler	698
Carter	509
Reynolds	808
Ripley	632
Wayne	763

*Source: The Missouri Roster: 2015-2016, Missouri Secretary of State*

The Ozark Foothills Region includes 16 incorporated places within its five counties. The locations of the 16 cities can be viewed on the Base Map in Appendix one. Per the 2010 Decennial Census, Butler County has the largest population with 42,794 residents, more than half of the total population in the region. In terms of land area, Butler County ranks third with 698 total square miles and a population density of 61.3 persons per square mile. There are four incorporated places in the county, the cities of Fisk, Neelyville, Poplar Bluff, and Qulin. Poplar Bluff is the county seat and the largest incorporated place in the county and the region with 17,023 residents.

Carter County is the smallest county in terms of both geography and population. The county covers 509 square miles and has a population of 6,265 residents. There are three

incorporated places in the county, Ellsinore, Grandin, and Van Buren. The City of Van Buren is the county seat and the largest town in the county with a population of 819 residents.

Reynolds County is the largest county in the region in terms of geography with a land area of 808 square miles. The county ranks fourth in population size with 6,696 residents. There are three incorporated places in the county, the Cities of Bunker, Centerville, and Ellington. The City of Centerville serves as the county seat and has a population of 191.

Ripley County is the second largest county in terms of population and the fourth largest county in terms of geography. According to the 2010 US Census, the county is home to 14,100 residents and covers 632 square miles. There are two incorporated places in Ripley County, the Cities of Doniphan and Naylor. The City of Doniphan serves as the county seat.

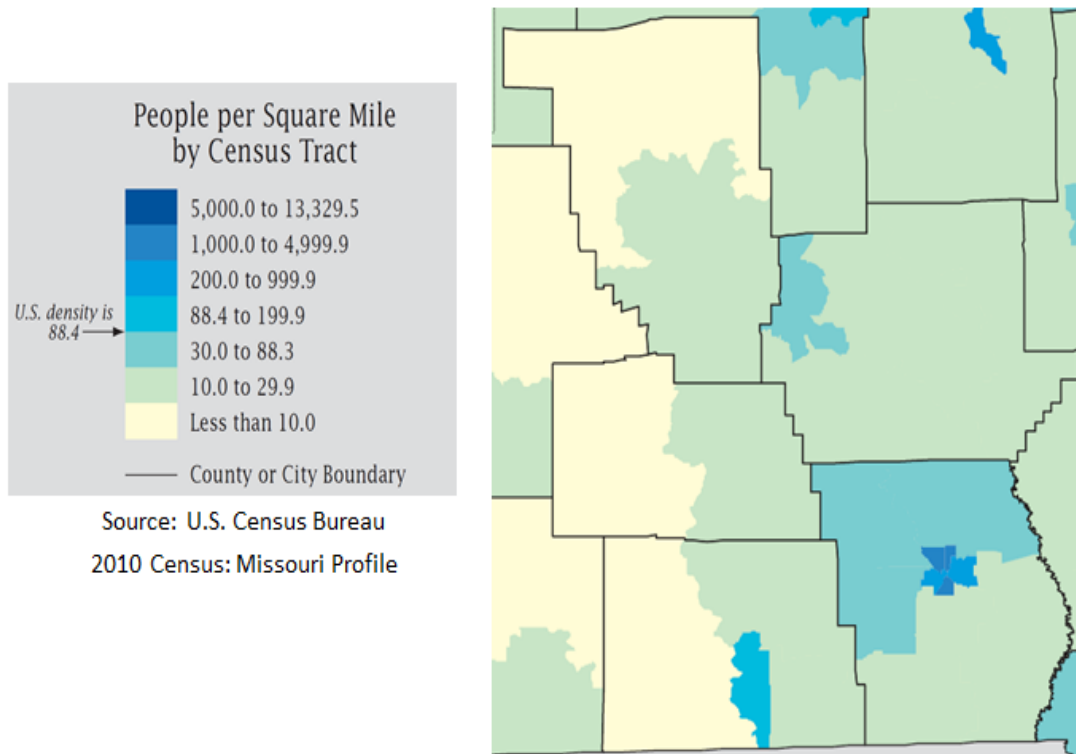
Wayne County is the third largest county in terms of population and the second largest in terms of geography. The county is home to 13,521 residents and covers a total land area of 763 square miles. There are four incorporated places in the county, the Cities of Greenville, Piedmont, and Williamsville, and the Village of Mill Spring. The City of Greenville serves as the county seat. The Table (Table 2-2) and Figure (Figure 2-1) below show the most recent population density of the region.

**Table 2-2  
Ozark Foothills Region Population Density  
2010**

County	Population Density (Persons Per Square Mile)
Butler	61.3
Carter	12.3
Reynolds	8.3
Ripley	22.3
Wayne	17.7

*Source: The Missouri Roster: 2015-2016, Missouri Secretary of State*

**Figure 2-1  
Population Density Map**



While the entire Ozark Foothills Region is considered a rural area, one county, Butler, reported a population density of over 60 people per square mile in 2010. The remaining four counties all had densities less than 23 persons per square mile. Reynolds County reported the lowest number of persons per square mile at 8.3. This is largely due to the expanse of national forestland found throughout the county. An additional population density map can be viewed in appendix eight.

According to data provided by the 2010 Decennial Census, 83,376 persons reside within the Ozark Foothills Region, with approximately one-half (½) of the population claiming Butler County as home. The following table lists the 1990, 2000, and 2010 county and city populations as reported by the Decennial Census, as well as county population forecasts provided by the Missouri Office of Administration.

**Table 2-3**  
**Ozark Foothills Region Population Estimates**  
**1990-**  
**2030**

County/City	Population Data			Population Forecasts		
	1990	2000	2010	2020	2025	2030
<i>Butler</i>	38,765	40,867	42,794	41,613	41,577	41,491
Fisk	424	363	342			
Neelyville	364	487	483			
Poplar Bluff	16,996	16,651	17,023			
Qulin	388	467	458			
<i>Carter</i>	5,515	5,941	6,265	5,936	5,905	5,837
Ellsinore	430	363	446			
Grandin	257	236	423			
Van Buren	900	845	819			
<i>Reynolds</i>	6,661	6,689	6,696	6,389	6,332	6,285
Bunker	390	427	407			
Centerville	82	171	191			
Ellington	1,004	1,045	987			
<i>Ripley</i>	12,303	13,509	14,100	14,003	14,024	14,008
Doniphan	1,704	1,932	1,997			
Naylor	651	610	632			
<i>Wayne</i>	11,543	13,259	13,521	12,001	11,594	11,200
Greenville	442	451	511			
Mill Spring	248	219	189			
Piedmont	2,166	1,992	1,977			
Williamsville	394	379	342			

*Source: Missouri Populations Projections, 1990-2030, Missouri Office of Administration,*

Although all five counties showed an increase in the number of residents between 2000 and 2010, nine of the 16 cities indicated a decrease in total population. Using past trend data, the Missouri Office of Administration predicts that all counties will report a decrease in population by 2030 of 1.83% or 1,444 persons. According to the Office's *Preferred Series Projections by Change Components: 1990-2030*, Ripley County will experience a percentage decrease in population (-17.17 percent) from 2010 to 2030. Population projection data was not available at the municipal level.



According to the Missouri Department of Economic Development's Missouri Economic Research and Information Center (MERIC), the majority of occupational fields are to experience growth in the south central region of Missouri, which includes all five counties of the Ozark Foothills Region and seven other similar counties. Information from over 700 occupations are listed on the MERIC website. As can be seen in Table 2-4, two occupational fields listed are projected to experience a decline in the area by 2022— Engineering technicians and Heating, A/C, and refrigeration mechanics and installers. At the same time, five occupations will experience zero growth.

Office and administrative support positions in the south central region of Missouri are projected to see no growth (0.00%). Declines will take place among many subfields including office machine operators (-14.29%) and human resources assistants (-4.44%). Personal care and service occupations are projected to decline 13.33%. While the fields of hairdressers, hairstylists, and cosmetologists will increase by 7.32%, those who work in childcare are facing a 6.58% decline. Transportation and material moving occupations will increase 8.20%. The sub-field of hand packers and packagers will increase 9.17% while auto body repair and related occupations will grow 12.40%. Production workers will grow 21.74% with the subfield of packing and filling machine operators growing by 4.35%.

Five fields will experience growth above 20%. Home health aides will see the most growth by 2022. This occupational field is expected to grow 41.71%; with the health specialties, teachers sub-field growing 40.00%. Occupational Therapist Assistants will also see a large increase with 40.91% projected growth. The next largest percentage of growth will be experienced by Physical Therapy Assistants and Production Workers, which are expected to grow 29.87% and 21.74% respectively.

Only one field listed will experience levels of growth between 15% and 20%. Healthcare practitioners and technical employees (16.67%), following a trend of strong projected growth in the field of healthcare. Registered Nurses will see a continuing growth through 2022 at a projected rate of 13.67%.

Four fields will experience growth between 10% and 15%. Food preparation and serving occupations will see an expected increase of 14.81%. Sales occupations are expected to grow 13.79%, even with a decrease in first-line supervisors and managers of non-retail sales workers (-4.76%). Computer and informational systems occupations should climb 12.90% by 2022 in the area. Installation, maintenance, and repair occupations are expected to grow by 11.11%.

Two fields will experience growth between 5% and 10%. Transportation and material moving occupations are expected to expand by 8.20%. Business operations specialists will continue to grow at 6.38%.

Ten fields will experience growth between 0% and 5%. Human resources and labor relations should see growth of 4.72%. Overall, farming, fishing, and forestry occupations are to grow 4.55%. The sub-field of farming of farm and ranch animals is expected to increase by 11.36%. The field of protective service occupations is also expected to grow at 4.55%. Within this field, Police and Sheriff Patrol Officers will experience growth of 2.61%, while security guards will experience growth of 6.86%. Community and social service occupations will grow 4.17% and Construction and extraction occupations will grow at a similar 3.44%. Life, physical, and social science occupations are projected to grow 0.00%; this is due to a 5.71% growth in the clinical, counseling, and school psychologists and a -3.57% and -3.70% decrease in conservation scientists and forest and conservation technicians, respectively. In the same

field, there is a 0.00% growth in the agricultural and food science occupations. Finally, office and administrative support occupations, legal support workers, multi-media artists and animators and education, training, and library occupations are all projected to show zero growth (0.00%). Appendix 11 depicts the economic hubs and employment centers in the Ozark Foothills Region.

**Table 2-4**  
**Employment Forecast for 2012 for South Central Missouri**  
**2012-**  
**2022**

Occupational Field	Projected Growth
Home health aides	41.71%
Occupational Therapist Assistants	40.91%
Health Specialties Teachers, Postsecondary	40.00%
Physical Therapist Assistants	29.87%
Production Workers	21.74%
Healthcare practitioners and technical employees	16.67%
Food preparation and serving occupations	14.81%
Sales and related workers	13.79%
Computer and Information Systems Managers	12.90%
Installation, maintenance, and repair occupations	11.11%
Transportation and material moving occupations	8.20%
Business Operations Specialists	6.38%
Human resources, labor relations	4.72%
Protective service occupations	4.55%
Farming, fishing, and forestry occupations	4.55%
Community and social services occupations	4.17%
Construction laborers	3.44%
Office and administrative support occupations	0.00%
Life, physical, and social science occupations	0.00%
Legal support workers	0.00%
Multi-media artists and animators	0.00%
Education, training, and library occupations	0.00%
Heating, a/c, and refrigeration mechanics/install	-0.93%
Engineering technicians	-10.53%

*Source: Missouri Economic Research and Information Center (MERIC). Funding was provided by U.S. Department of Labor's Employment and Training Administration (ETA).*

As mentioned earlier, the five county region is considered rural with the exception of the City of Poplar Bluff, which is considered a Micropolitan Statistical Area with 17,023 people. Land use data, as provided by United States Department of Agriculture’s National Agricultural Statistics Service, serves to support this assertion with its report that the percentage of total farmland in the region ranges from 18.8% in Reynolds County to 52.7% in Butler County. The table below shows total acreage with the percentage of acreage in farms. The type of farmland is then designated in Table 2-6 as cropland, woodland, rangeland/pastureland, or house/lots/roads/ponds/wasteland.

**Table 2-5  
Ozark Foothills Region Land Use  
2007/2012**

County	Total Land Area in Acres	Percentage Farmland Of Total Land Area	
		2007	2012
<b>Butler</b>	444,588	56.4%	52.7%
<b>Carter</b>	324,708	19.5%	22.7%
<b>Reynolds</b>	517,426	20.7%	18.8%
<b>Ripley</b>	402,837	34.1%	34.2%
<b>Wayne</b>	485,871	21.8%	24.0%

An increase in acreage designated as farmland was seen in Carter, Ripley, and Wayne Counties. The remaining counties reported decreases in the percentage of total acreage designated as farmland during the five year period with Butler County decreasing the greatest amount. As shown above, Butler County is the only county with the majority of farmland designated as cropland (85.8%). Carter and Reynolds Counties reported that nearly one-half (1/2) of their farmland, and one-third (1/3) of Wayne County’s farmland, was woodland with the remainder as rangeland/pastureland and cropland. These data reflect the designation of state and national forestland within the three counties. Ripley County was the second largest crop producer in the region in 2012.

**Table 2-6  
Ozark Foothills Region Land Use by Type of Farmland, 2012**

<b>County</b>	<b>Total Farmland</b>	<b>Percentage in Cropland</b>	<b>Percentage in Woodland</b>	<b>Percentage in Rangeland/Pastureland</b>	<b>House Lots/Roads/Ponds/Wasteland</b>
<b>Butler</b>	250,653	85.8%	7.8%	4.2%	2.2%
<b>Carter</b>	63,333	23.1%	46.9%	27.7%	2.3%
<b>Reynolds</b>	107,281	23.2%	43.7%	28.3%	4.3%
<b>Ripley</b>	137,258	34.7%	34.3%	26.7%	4.3%
<b>Wayne</b>	106,055	27.5%	38.8%	29.9%	3.8%

*Source: USDA, National Agriculture Statistics Service, 2012 Census of Agriculture, Volume 1, Table 8, Missouri County Level Data*

According to the Central Ohio Transit Authority, “Environmental Justice is the concept of determining whether or not a project (like a new transit system...) negatively impacts a disadvantaged community or population when measured against the positive impacts or value it brings to that community or population.” To facilitate the consideration of environmental justice while identifying and prioritizing transportation needs within the Ozark Foothills Region, data regarding race, house value, employment status, poverty, educational attainment, and disability must be presented and examined.

With regard to race, the following table, prepared by the Office of Social and Economic Data Analysis, outlines the concentration of minority populations among the five counties. As is shown, Butler County contained the highest percentage of minorities in 2010. All counties besides Butler reported a decrease in minority populations from 2000 to 2010, with Reynolds County indicating the largest decrease at -37.5%.

**Table 2-7**  
**Minority Population in the Ozark Foothills Region**  
**2000-2010**

Area Summarized		Minority Population					
County				Change, 2000-2010		Percent of Total Population	
FIPS Code		2010	2000	Number	Percent	2010	2000
	Ozark Foothills RPC	4,845	4,861	-16	-0.3	5.8	6.1
29023	Butler	3,711	3,432	279	8.1	9.5	8.4
29035	Carter	189	256	-67	-26.2	3.6	4.3
29179	Reynolds	202	323	-121	-37.5	3.1	4.8
29181	Ripley	405	490	-85	-17.3	2.9	3.6
29223	Wayne	338	360	-22	-6.1	2.6	2.7

Source: 2000 and 2010 Decennial Census  
University of Missouri Outreach & Extension - Office of Social & Economic Data Analysis (OSED)

Another type of data to be examined when considering the concept of environmental justice in transportation planning is house value. As can be seen in Figure 2-2, areas with the lowest category of house values included Reynolds, Ripley, and Wayne Counties, while Butler and Carter Counties also include a number of low house values, as well as some trending upward.

**Figure 2-2**

Subject House Value	Butler County, Missouri		Carter County, Missouri		Reynolds County, Missouri		Ripley County, Missouri		Wayne County, Missouri	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Owner-occupied units	<b>11,089</b>		<b>1,761</b>		<b>2,102</b>		<b>4,043</b>		<b>4,225</b>	
Less than \$50,000	<b>2,694</b>	<b>24.3</b>	390	22.1	505	24.0	<b>1,387</b>	<b>34.3</b>	1,445	34.2
\$50,000 to \$99,999	<b>3,568</b>	<b>32.2</b>	466	26.5	718	34.2	<b>1,353</b>	<b>33.5</b>	<b>1,386</b>	<b>32.8</b>
\$100,000 to \$149,999	2,155	19.4	328	18.6	421	20.0	681	16.8	682	16.1
\$150,000 to \$199,999	1,519	13.7	261	14.8	214	10.2	248	6.1	328	7.8
\$200,000 to \$299,999	695	6.3	167	9.5	122	5.8	176	4.4	266	6.3
\$300,000 to \$499,999	371	3.3	128	7.3	94	4.5	179	4.4	93	2.2
\$500,000 to \$999,999	75	0.7	21	1.2	19	0.9	7	0.2	11	0.3
\$1,000,000 or more	12	0.1	-		9	0.4	12	0.3	14	0.3
Median home value	<b>\$91,700</b>		<b>\$102,900</b>		<b>\$84,500</b>		<b>\$74,000</b>		<b>\$70,500</b>	
Average home value	<b>\$113,287</b>		<b>\$121,810</b>		<b>\$108,945</b>		<b>\$93,067</b>		\$102,556	

Below, Table 2-8 lists the number of residents with incomes below the federal poverty level for 2000 and 2010. While the percentage of the population falling into this category dropped for Carter and Wayne Counties within the ten-year period, the percentage increased for Butler, Reynolds, and Ripley Counties. All five counties and the region were well above the state average of 14%. Ripley County reported the highest rate at 24%, while Carter reported the lowest at 19.6%. Butler, Reynolds and Wayne Counties all provided percentages around 20%. Appendix nine shows the county poverty percentages from the 2010 Census.

**Table 2-8  
Persons Below Poverty Level in the Ozark Foothills Region  
2000-2010**

Area Summarized		Persons Below Poverty Level					
County				Change 2000-2010		Percent of All Persons	
FIPS Code		2010	2000	Number	Percent	2010	2000
	Ozark Foothills RPC	17,731	16,011	1,720	10.7	21.3	20.3
29023	Butler County	8,901	7,437	1464	19.7	20.8	18.6
29035	Carter County	1,228	1,480	-252	-17.0	19.6	25.2
29179	Reynolds County	1,426	1,313	113	8.6	21.3	20.1
29181	Ripley County	3,384	2,925	459	15.7	24.0	22.0
29223	Wayne County	2,792	2,856	-64	-2.2	19.8	21.9

Source: USDC, Bureau of Census, 2000 and 2010 Decennial Census, American Community Survey  
University of Missouri Outreach & Extension - Office of Social & Economic Data Analysis (OSEDA)

One last piece of beneficial information to be utilized when considering environmental justice effects in transportation planning is educational attainment. The quality of public education throughout the Ozark Foothills Region is at a level of attainment conducive to companies requiring a skilled work force. All of the 15 school districts in the Region are accredited by the Missouri Department of Elementary and Secondary Education.

The educational attainment level in the Ozark Foothills Region has been historically low when compared to the attainment level for the State of Missouri. The difference is most notable at the higher percentage of residents of the region that do not complete high school and the lower percentage of residents of the region that receive a bachelor's degree and higher.



**Table 2-9  
Educational Attainment in the Ozark Foothills Region**

Educational Attainment	Percentage of Population					
	MO	Butler	Carter	Reynolds	Ripley	Wayne
Less than 9th grade	4.4	8.1	11.1	9.9	11.1	18
9th-12th grade, no diploma	8.7	15.5	13.3	17.3	18.3	22.3
High School graduate	31.9	34.2	38.2	42.6	38.7	34.3
Some college, no degree	22.6	21.6	20.2	17.0	14.3	15.8
Associate Degree	6.8	6.1	6.2	6.5	5.4	2.8
Bachelor's Degree	16.0	7.8	6.0	3.5	8.1	4.9
Graduate or profesOsional degree	9.5	6.7	5.1	3.2	4.1	1.9

*Source: 2010 United States Census*

### *Chapter Three—Current Services: Fixed Route & Paratransit*

Transportation services are available in every county in the Ozark Foothills Region, though the general public transit options are somewhat limited. According to surveys, transportation services primarily serve retired individuals, managerial staff, production workers, service workers, laborers and those without a license (see appendix twelve). Service providers in the Region, such as Southeast Missouri Transportation Service, Inc., operate primarily on fixed-routes and some demand-response during the week. Services are very limited due to low funding.

Additionally, several entities in the Ozark Foothills Region provide transportation services specifically for their clients or employees. Public schools own busses or contract transportation services to move students from home to school and back and to and from school-related activities. The federal Head Start program is a preschool program for children five years and under from low-income families as well as disabled children. Head Start, which is operated primarily by Community Action Agencies, transports children between their home and Head Start Centers using vans and small busses. Many churches also have their own church vans to transport parishioners to and from church, primarily on Wednesdays and Sundays. Some Senate Bill 40 boards, Sheltered Workshops, and other special needs facilities, including developmentally disabled group homes and nursing homes, operate vans to provide transportation to their workers and residents.

Table 3-1 below describes the average use of the transportation systems in the Region as categorized by elderly (60 or older) non-disabled, elderly disabled, non-elderly disabled, low income, youth, general public, and other.

**Table 3-1****Average Number of Clients Served**

<b>Category</b>	<b>Average Daily</b>	<b>Average Weekly</b>	<b>Average Monthly</b>	<b>Peak*</b>	<b>Low*</b>
Elderly (60+) Non-Disabled*	0	0	0	Unavailable	Unavailable
Elderly Disabled*	5	25	100	Unavailable	Unavailable
Non-Elderly Disabled (mental/physical)*	125	500	2000	120	80
Low Income*	22	88	396	Unavailable	Unavailable
Youth*	Unavailable	Unavailable	Unavailable	Unavailable	Unavailable
General Public*	Unavailable	Unavailable	Unavailable	Unavailable	Unavailable

\* Data collected by less than half of participating agencies.

Table 3-2 below shows the number and percentage of customer survey respondents both living and working the cities of the Ozark Foothills Region.

**Table 3-2**  
**Number and Percentage of those Polled Residing and Working in Cities**

<b>City</b>	<b># Residing in City</b>	<b>% Residing in City</b>	<b># Working in City</b>	<b>% Working in City</b>
Fisk	1	0.6	0	0
Neelyville	3	1.8	0	0
Qulin	0	0	0	0
Poplar Bluff	91	55.5	75	59.1
Ellsinore	1	0.6	0	0
Grandin	0	0	0	0
Van Buren	1	0.6	0	0
Bunker	24	14.6	30	23.6
Centerville	4	2.4	1	0.8
Ellington	3	1.8	0	0
Doniphan	28	17	21	16.5
Naylor	7	4.3	0	0
Greenville	0	0	0	0
Mill Spring	1	0.6	0	0
Piedmont	0	0	0	0
Williamsville	0	0	0	0

Below is an encompassing list of the transportation providers in the Ozark Foothills Region. Five providers, ADAPT, Big Spring Sheltered Workshop, Ripley County Senior Services, Ripley County Transit and Services for Extended Employment, are not listed because they did not complete and return an informative survey or because they fully contract their services through one of the providers that is listed on the table.

**Table 3-3  
Transit Providers**

<b>Organization</b>	<b>Geographic Area Served</b>	<b>Type of Agency</b>	<b>Clientele Served</b>	<b>Type of Service</b>	<b>Days of Service</b>	<b>Hours of Service</b>	<b>Vehicles Used</b>
Bluff Area Transit Service.	Poplar Bluff	Private non-Profit Transportation Provider	Elderly disabled and non-disabled, non-elderly disabled, low income, youth, and general	Fixed-route	M-Sat.	8:00 a.m. to 6:00 pm M-F 10:00 am to 4:00 p.m. Sat.	4- 20 passenger buses
Butler County Retired Senior Volunteer Program (RSVP)	Poplar Bluff	Private Non-Profit Human Services Agency	Elderly disabled and non-disabled	Fixed-route	M-F	8:00 a.m. to 4:00 p.m.	Volunteer
Current River Sheltered Workshop	Ripley County	Private Non-Profit Human Services Agency	Disabled	Fixed-route	T-F	6:30 a.m. to 8 a.m. and 4 p.m. to 5:30 p.m.	4-5 passenger vans
Manufacturers Assistance Group	Butler County	Private Non-Profit Human Services Agency	Elderly and non-elderly disabled	Fixed-route	M-Th	6:30 a.m. to 8:15 a.m. and 3:45 p.m. to 5:15 p.m.	6 - 15 passenger vans and 3 - 20 passenger buses
Reynolds County Sheltered Workshop	Most of Reynolds County, small portion of NE Shannon County and SE Dent County	Private Non-Profit Human Services Agency	Elderly and non-elderly disabled	Fixed-route	M-Th	7 a.m. to 3 p.m.	3- 15 passenger vans
Southeast Missouri Transport Service, Inc.	20 counties including Butler, Carter, Reynolds and Wayne Counties	Private Non-Profit Transportation Provider	Elderly disabled and non-disabled, non-elderly disabled, low income, youth, and general public	Fixed-route, demand-response, and route deviation	M-F	6 a.m. to 6 p.m.	4- 5 passenger vans, 9- 10 passenger vans, 2-32 passenger busses, and 1- 20 passenger bus

Being the largest provider in the Region, it is necessary to describe in more detail the services that the Southeast Missouri Transportation System, Inc. (SMTS) provides to the Region. SMTS runs a public transportation service, available to all residents regardless of age, in a twenty county region. Included in these twenty counties are four counties of the Ozark Foothills Region. SMTS offers local services to major cities within the Region, such as Poplar Bluff, Piedmont, and Ellington. According to SMTS, the transportation is available for “shopping, medical, nutrition, recreation, and personal business” purposes.

Long distance medical services are also provided by SMTS. This service links rural residents with major medical facilities in three states. Transportation is offered to Missouri cities such as St. Louis, Cape Girardeau, and Springfield. Other optional destinations are Memphis, Tennessee and Paragould, Arkansas. Finally, SMTS also contracts with the City of Poplar Bluff, to provide a public transportation system or other organizations to provide transportation for groups such as sheltered workshops, prisoner families, dialysis patients, and Medicaid recipients.

Commercial transportation (including trains and taxis) that may be publicly subsidized but typically operate to make a profit are also present in the Ozark Foothills Region. These services may operate on a regional, statewide, or larger basis and aim to provide access to distant destinations. In the Ozark Foothills Region, Carter, Wayne, Ripley and Butler Counties are each home to one public-use airport. No airport facility is located within Reynolds County. The closest airport certified for carrier services is located approximately 65 miles from Poplar Bluff in Cape Girardeau, Missouri. Butler County has the largest airport in the region with the Poplar Bluff Municipal Airport runway measuring 5,008 feet in length.

Butler County is the only county that houses a train station, which is located in the City of Poplar Bluff. The station is used by the Union Pacific Railroad as a freight depot and as a

crew changing point. Amtrak also uses the station for passenger stops, connecting Poplar Bluff to cities such as Dallas, Little Rock, St. Louis and Chicago. Recently a spur has been added in the industrial park for use by those manufacturers.

Over the past decade large amounts of restoration at the train depot has occurred, thanks in part to MoDOT Transportation Enhancement grants that have helped to complete a new roof and remodeling of the Grand Staircase originally constructed in 1910. The Class 1 railroad branches at Poplar Bluff. One branch travels north into Wayne County and passes through Piedmont, while the other branch heads east towards Fisk.

## ***Chapter Four—Transportation Needs***

The transit needs of the Ozark Foothills Region were analyzed by the public through the provider meeting and the provider and customer surveys. As mentioned, three provider surveys were returned. Over 180 users of public transportation completed surveys. Of those who participated, 54% of respondents were between the ages of 18 and 55. No users were under 18, and 46% of users were age 56 or older. Forty-one percent of respondents were male while 59% were female.

A majority (55%) of the transit users polled had a driver's license, while 47% reported they were unable to drive. One hundred twelve users used a van or bus as a mode of transportation on a regular basis. The reasons most often cited for using public transit were to go shopping, gain access to health care, banking, and work.

Question 11 of the public transit customer survey asked "What changes could be made in public transit that would allow you to use the service for the first time or to use the service more often?", addressing the question of what needs were seen by the customers. Eleven options were offered: more flexibility in scheduling service times, establish or increase service from a park-and-ride or commuter lot to work, establish or increase express service (fewer stops), increase service hours, establish or increase weekend service, employer pays part of cost, increase service routes, accept different forms of payment, service closer to my home, cleaner or more attractive busses, and other. The most demand—17% of respondents—said establishing or increasing weekend service would be the best change to the current systems. Second at 16%, were increase service hours, while services closer to home came in third at 12.5%.

As identified at the coordination meeting, the most important need is funding and the ability to replace vehicles on an as needed basis. Grants and funds have decreased for organizations in the Ozark Foothills region while usage has increased. SMTS reported that funding in some areas has been decreased by as much as 90% while changes in routes and hours have increased ridership on the BATS services by 250%. In addition, fuel prices and maintenance costs have increased, cutting into operating funds and reducing services.

The transit providers cited other high needs as increasing awareness of transportation options in the community, awareness of programs that provide services, volunteer opportunities throughout the community, and lowering the cost of insurance for vehicles, worker compensation, volunteers, and increase awareness of training programs. Other needs identified included: serving people outside of normal routes (especially in rural areas), after hours services, weekend services, transportation for probation and parole services to job training and jobs, increase ability to services rural medical patients, a regional backup pool of vans, and driver training in handling equipment and working with special needs riders were also identified as needed for the region, but were not classified as a high need.

The needs identified by both groups can fall into four main categories: gaps in services, funding, coordination, and marketing. Gaps in services and funding were identified as the largest need by both groups of those involved in the planning and coordinating process (providers and users). The number and variation of routes are lacking, as well as the hours that services are provided, such as evening and weekend hours.

A large portion of funding for public transit in rural Missouri is federal grant dollars or contracts. These dollars have not increased, and there is no dedicated source of state funds. According to the Missouri Public Transit Association, 1996 was the first year in Missouri's



history in which a portion of the State's general revenue funds were allocated for public transit. Governor Mel Carnahan signed HB1004 on June 11, 1996, providing \$7.7 million to replace federal funds lost by Missouri transit providers in both urban and rural areas. Some funding sources restrict how funds can be used and who can be served using those funds. Grant programs can also have requirements, which can prohibit creating new services.

Transit rider numbers across the country continue to reach record levels, while federal funding sources are on the decline. Other factors relating to the need for increased funding are environmental concerns (poor air quality from motor vehicle use), congestion (resulting in wasted fuel and lost time), economic development (namely moving workers), and transportation for the elderly.

Coordination needs were identified by the transportation service providers and are seen as important by this Regional Planning Commission, as well. No services are provided on Sundays (except some client-specific organizations, such as churches), and only the Bluff Area Transit Service operates with limited hours on Saturday. Many vans and busses sit idle during this time, creating opportunities for shared usage by coordinating organizations. However, insurance coverage and liability for this shared use poses a problem, as most insurance companies do not have affordable and flexible coverage allowing for shared vehicles and volunteer drivers.

Education and marketing was the last need identified during this planning process. Many potential users are simply unaware of services available to them or do not know how to schedule a ride. To mediate this lack of knowledge, provider organizations can educate the public about services and routes and market their services. Discussed during the planning and coordination meeting was the increasing use of social media. Using free, popular social networking sites such as Facebook has the potential to provide advertising at little to no cost. This marketing could also

prompt community activists to help support an organization providing transportation services through either volunteer work or monetary donations. Lastly, The Bluff Area Transit Service, operated by SMTS, has begun selling advertising space on its buses. The buses serve the City of Poplar Bluff with 4 routes that intersect every 30 minutes.

**Chapter Five—Strategies for Meeting Needs and Prioritization of Strategies**

The prioritized needs and strategies for mediating those needs are shown below as identified during the planning and coordinating process. The following strategies are recommended to improve transportation services, coordination, and mobility in the Ozark Foothills Region.

**Table 5-1  
Needs, Strategies, and Priorities**

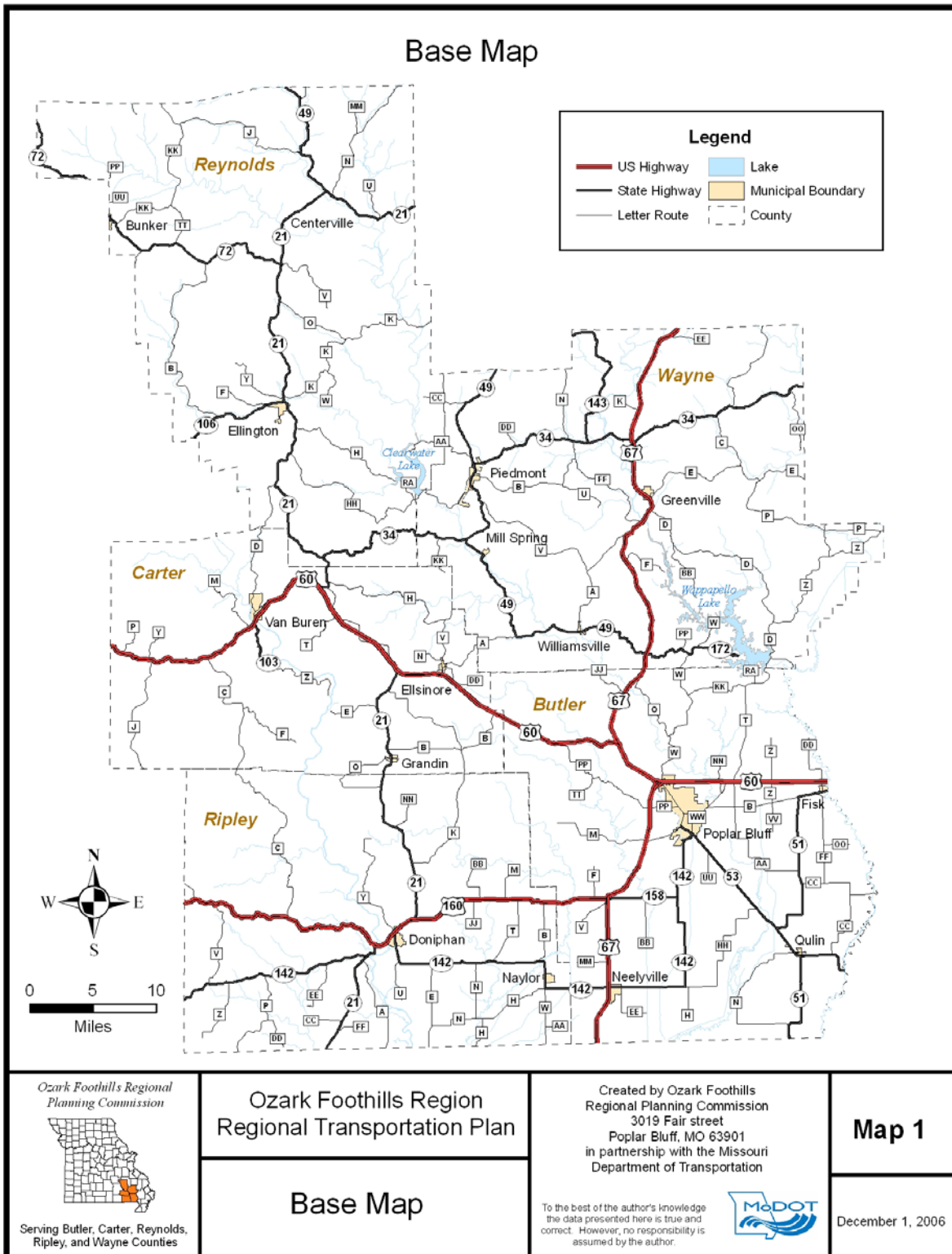
<b>Identified Needs</b>	<b>Suggested Strategies/Activities</b>	<b>Priority Level</b>
Lack of Funding Identify additional funding sources	<ul style="list-style-type: none"> <li>• Sheltered Workshops, Division of Family Services, etc. can apply for grants</li> <li>• Need to increase awareness of program and encourage applications</li> </ul>	High need
Awareness of transportation options	<ul style="list-style-type: none"> <li>• Advertising (on vehicles?)</li> <li>• Use social media</li> </ul>	High need
Increasing demand for services (due to aging of Baby Boomers)	<ul style="list-style-type: none"> <li>• Increase awareness of other programs available and in turn get more volunteers and customers for those programs</li> </ul>	High need for awareness of volunteer opportunities and services available
Reduce insurance costs for vehicles, workers compensation, and volunteers	<ul style="list-style-type: none"> <li>• Reduce accidents through training</li> <li>• Increase awareness of training programs available</li> <li>• Obtain lower cost estimates from other insurance companies</li> </ul>	High need
Increase ability to service rural medical patients.	<ul style="list-style-type: none"> <li>• Logisticare Funds (Medicaid Broker)</li> <li>• Contract with organizations such as SMTS and others</li> </ul>	Medium need

Expanded Routes/Serve people outside of normal routes.	<ul style="list-style-type: none"> <li>• Become able to combine funding source participants on same vans</li> <li>• Analyze schedules to find most efficient routes</li> <li>• Increase awareness about demand-response services</li> </ul>	Greater need in rural areas. Medium need
After working hour services Ex: For those working night shifts at factories	<ul style="list-style-type: none"> <li>• Procure funds</li> </ul>	Higher need in more populated and industrial areas, low for rural areas
Weekend services	<ul style="list-style-type: none"> <li>• Procure funds</li> <li>• Evaluate trip schedules to find if an efficient weekend route is possible. BATS operates on Saturdays, but reduced hours due to lack of ridership</li> </ul>	Low need for rural areas and ridership has not shown up in Poplar Bluff
Regional backup pool of vans	<ul style="list-style-type: none"> <li>• Encourage discussion and coordination among interested parties</li> </ul>	Low need
Probation and Parole Services to job training and jobs	<ul style="list-style-type: none"> <li>• Encourage other funding sources, such as the Department of Justice;</li> <li>• Contract with organizations such as SMTS and others</li> <li>• Utilize funds regarding job transportation</li> </ul>	Low need
Training for drivers	<ul style="list-style-type: none"> <li>• Procure funds</li> </ul>	Training needed for drivers beyond driving. Training for equipment handling and special needs riders

Expanded hours of service, specifically weekend services were the highest ranked service priority as specified by clients (see appendix eighteen). Question 12 on the user survey asked the transit user “Of the changes suggested above, what one, if implemented, would improve public transit service the most and increase your personal usage?” An increase in weekend services, increased service hours, and services closer to home accounted for 56% of responses.

## ***Chapter Six—Correlation to State Long-Range Transportation Plan***

When developing the State Long-Range Transportation Plan, the Missouri Department of Transportation assessed public transportation needs separately for large urban areas, small urban areas and rural areas. Needs were defined as preservation (continuing present services) and expansion (increased or expanded services) needs in all three divisions. Missouri's Long-Range Transportation Plan identified many of the same needs that were recognized during the public transit coordination and planning of the Ozark Foothills Region. It was found that public transportation access is limited in rural areas, and due to fewer mobility options for those without automobile access, rural public transportation needs are growing. When surveyed during Missouri's long-range transportation planning, Missouri citizens ranked public transportation the second most important mode of transportation (behind highways and bridges). The strategies outlined in this coordination plan are consistent with Missouri's Long-Range Transportation Plan and policies.



June 27, 2017

Re: Public Transit-Human Service Transportation Coordination Plan

Dear Public Transit-Human Service Transportation Provider:

The Ozark Foothills Regional Planning Commission is updating the Public Transit-Human Service Transportation Coordination Plan (PT-HST Plan) for our five-county region including Butler, Carter, Reynolds, Ripley, and Wayne counties. This must be a locally developed plan and involve local transportation partners in the planning process. The PT-HST Plan is necessary to comply with federal transportation requirements and to make the public transit programs in the Ozark Foothills Region more efficient and effective.

The plan will assess the current services available and the transit needs present in the Region. It is required that representatives of public, private, and non-profit transportation and human service providers in the Region be included in the assessments. After present services and needs are assessed, strategies and/or activities aimed at addressing identified needs and gaps in service will be identified and prioritized based on resources, time, and feasibility.

Because of the services provided by your organization and your commitment to the betterment of the Ozark Foothills Region, your attendance is requested at a coordination and planning meeting on July 18, 2017, at the Ozark Foothills Regional Planning Commission located at 3019 Fair Street in Poplar Bluff, Missouri. The meeting will start at 11:00 AM and last until approximately 12:30 PM. Lunch will be provided.

If you kindly agree to attend the meeting and continue to help better assess the current services and needs of our Region, please RSVP by calling our offices at 785-6402 or by e-mail at [Andrew@ofrpc.org](mailto:Andrew@ofrpc.org) by July 13, 2017. This will help us better prepare for the meeting.

Should you have any further questions, please do not hesitate to contact me.

Best regards,

Andrew Murphy  
Transportation Planning Coordinator

July 18, 2017 Provider Meeting Attendance\*

Andrew Murphy, OFRPC

Steve Bush, SMTS & City of Poplar Bluff (Bluff Area Transit Service)

Jennifer Rosener, RSVP

\* The providers who did not attend the meeting were provided a copy of the meeting's minutes and the provider survey.



**AGENDA  
OF  
THE OZARK FOOTHILLS REGIONAL PLANNING COMMISSION**

**JULY 18, 2017**

**MEETING OF PUBLIC TRANSIT AND  
HUMAN SERVICES TRANSPORTATION PROVIDERS**

**OZARK FOOTHILLS REGIONAL PLANNING COMMISSION  
CONFERENCE ROOM  
POPLAR BLUFF, MISSOURI  
11:00 AM**

- I. Lunch
- II. Introductions
- III. Public Transit-Human Services Transportation Plan overview
- IV. Survey
- V. Discussion of present services, existing needs, and strategies/activities
- VI. Prioritization of strategies/activities
- VII. Questions and Discussion
- VIII. Adjourn

Ozark  
Foothills  
Regional  
Planning  
Commission



**PUBLIC TRANSIT – HUMAN SERVICE  
TRANSPORTATION PLAN  
TRANSPORTATION PROVIDER  
SURVEY**

Thank you for your assistance in providing this information. If you have any questions, please contact Andrew Murphy, Ozark Foothills Regional Planning Commission, at (573)785-6402 or: [ofrpc@ofrpc.org](mailto:ofrpc@ofrpc.org)

**Section 1: Transportation Provider Information**

Organization	<input type="text"/>
Address 1	<input type="text"/>
Address 2	<input type="text"/>
City	<input type="text"/>
State	<input type="text"/>
Zip Code	<input type="text"/>
Phone	<input type="text"/>
Fax	<input type="text"/>
Contact Person	<input type="text"/>
Title/Department	<input type="text"/>
E-Mail Address	<input type="text"/>
Name of Person Completing this survey	<input type="text"/>

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?

Public Transit System

Government Human Services Agency

Private Non-Profit Human Services Agency

Private Non-Profit Transportation Provider

Private For-Profit Provider

Other

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

Elderly (60+) Non-Disabled

Elderly Disabled

Non-Elderly Disabled (mental/physical)

Low Income

Youth

General Public

Other

How many clients does your agency serve with transportation?

	Average Daily	Average Weekly	Average Monthly	Peak	Low
Elderly (60+) Non-Disabled	<input style="width: 80px; height: 25px;" type="text"/>	<input style="width: 80px; height: 25px;" type="text"/>	<input style="width: 80px; height: 25px;" type="text"/>	<input style="width: 80px; height: 25px;" type="text"/>	<input style="width: 80px; height: 25px;" type="text"/>
Elderly Disabled	<input style="width: 80px; height: 25px;" type="text"/>	<input style="width: 80px; height: 25px;" type="text"/>	<input style="width: 80px; height: 25px;" type="text"/>	<input style="width: 80px; height: 25px;" type="text"/>	<input style="width: 80px; height: 25px;" type="text"/>
	<input style="width: 80px; height: 25px;" type="text"/>	<input style="width: 80px; height: 25px;" type="text"/>	<input style="width: 80px; height: 25px;" type="text"/>	<input style="width: 80px; height: 25px;" type="text"/>	<input style="width: 80px; height: 25px;" type="text"/>

Non-Elderly Disabled  
(mental/physical)

Low Income					
Youth					
General Public					
Other					

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

Fixed-Route (FR)       Demand-Response (DR)       Both FR and DR  
 Route Deviation       Other

Does your agency provide contract transit service?

Yes - FR       Yes - DR       No

Do you contract out your transportation services?

Yes       No

If so, what percentage is contracted out?

Who is your contract service provider?

Does your agency coordinate with any other transit providers?

Yes       No

If so, please describe those coordination activities and with which agencies.

1	
2	
3	
4	
5	
6	

7	
8	
9	
10	

Which days per week do you regularly provide transit service? (check all that apply)

Sunday                       Monday                       Tuesday                       Wednesday  
 Thursday                       Friday                       Saturday                       Other

What are your hours of operation? Please indicate time using AM and PM - e.g. 8:30 AM

	From	To
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 of clients in each program such as Head Start or Senior Nutrition.

	Program	Number of Participants
1		
2		
3		
4		
5		
6		
7		
8		

How many of each vehicle type do you operate?

Type	# of vehicles	# of passenger (capacity)	Annual Avg. Age
Cars			
Trucks			
Vans			

Buses			
-------	--	--	--

**Section 2:  
Transportation Cost  
Information**

Please provide your agency's annual passenger transportation costs for fixed-route and demand-response services. Use Calendar Year 2006 information. If the information for 2006 is not available, use your agency's most current fiscal year information, and identify the fiscal year.

Time Period	Annual Operating Budget	Annual Capital Expenditure Budget

**Section 3: Revenue Information**

Please provide your agency's annual transportation revenues. Please indicate your Calendar Year or Fiscal Year.

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)		
Other #3 (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.

Please list specific projects. Some examples include the following: Replacement of 4 large buses at a cost of \$250,000 each; 2 minibuses at \$50,000 each; New service to the shopping mall with 30 minute headways at a cost of \$500,000 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 project. Examples are listed in the previous question.

~ # # # ~

July 19, 2017

Re: Public Transit-Human Service Transportation Coordination Plan

Dear Public Transit-Human Service Transportation Provider:

As you are aware, the Ozark Foothills Regional Planning Commission is updating the Public Transit-Human Services Transportation Coordination Plan for its five-county service area; Butler, Carter, Reynolds, Ripley, and Wayne Counties. This plan is being prepared under a contract with the Missouri Department of Transportation. A meeting for public transit providers was held on July 18, 2017. Minutes from that meeting are enclosed.

In an effort to complete the plan, data is being sought for the services you provide and on those using your transportation services. To obtain this information, you will find enclosed a Public Transit Human Service Transportation Plan Provider Survey and twenty-five (25) copies of the Public Transit Customer Survey. Please feel free to make as many additional copies as you need. This survey should be completed by anyone using the transportation provided by your agency.

The survey is voluntary, however, the more responses received will enable that information included in the plan to be complete and meaningful. It is understood that some clients may have difficulty completing the survey. In those situations, assistance can be provided by the staff.

If possible, please allow completion of surveys until August 31, 2017. Please return completed surveys to the Ozark Foothills Regional Planning Commission. Should you require further information or clarification, please contact me at (573) 785-6402. Thank you for your attention and assistance in completion of this essential planning document.

Sincerely,

Andrew Murphy  
Transportation Planning Coordinator

Enclosures (as described)



**PUBLIC TRANSIT CUSTOMER SURVEY**

1. In what city and county do you live?

City: \_\_\_\_\_

County: \_\_\_\_\_

2. If employed, in what city and county do you work?

City: \_\_\_\_\_

County: \_\_\_\_\_

3. What is your age?

Age: \_\_\_\_\_

4. What is your gender?

Male: \_\_\_\_ Female: \_\_\_\_

5. Do you have a driver's license?

Yes: \_\_\_\_ No: \_\_\_\_

6. Are you able to drive?

Yes: \_\_\_\_ No: \_\_\_\_

7. What is your occupation?

\_\_\_ Homemaker

\_\_\_ Service Worker

\_\_\_ Production/Craft/Repair/Machine Operator

\_\_\_ Laborer

\_\_\_ Technical/Administration

\_\_\_ Retired

\_\_\_ College Student

\_\_\_ Unemployed

\_\_\_ Managerial/Professional

\_\_\_ Sales

\_\_\_ High School Student

\_\_\_ Other (please specify)

\_\_\_ Veteran

\_\_\_\_\_

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

- Personal vehicle
- Walk
- Taxi
- Bicycle
- Van or bus provided by my service agency
- Public transit van
- Friend of family vehicle
- Other (please specify) \_\_\_\_\_

9. If you checked PUBLIC TRANSIT VAN in Question 8, for what reasons do you use public transit services?

- Religious services
- Child care
- Local businesses
- Restaurants
- Bank
- Shopping
- Work
- Health Care
- Recreation
- School/college
- Other: \_\_\_\_\_

10. If you did not check PUBLIC TRANSIT VAN in Question 8, for what reasons do you not use public transit services?

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11. 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? Check all that apply.

- More flexibility in scheduling service times
- Establish or increase service from a park-and-ride or commuter lot to work
- Establish or increase express service (fewer stops)
- Increase service hours
- Establish or increase weekend service
- Employer pays part of cost
- Increase service routes

- Accept different forms of payment       Service closer to my home  
 Cleaner or more attractive busses       Other (please specify) \_\_\_\_\_

12. Of the changes you suggested above, what ONE, if implemented, would improve public transit service the most and increase your personal usage?

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13. If you do not pay for public transit services, would you be willing to pay?

Yes: \_\_\_\_\_ No: \_\_\_\_\_

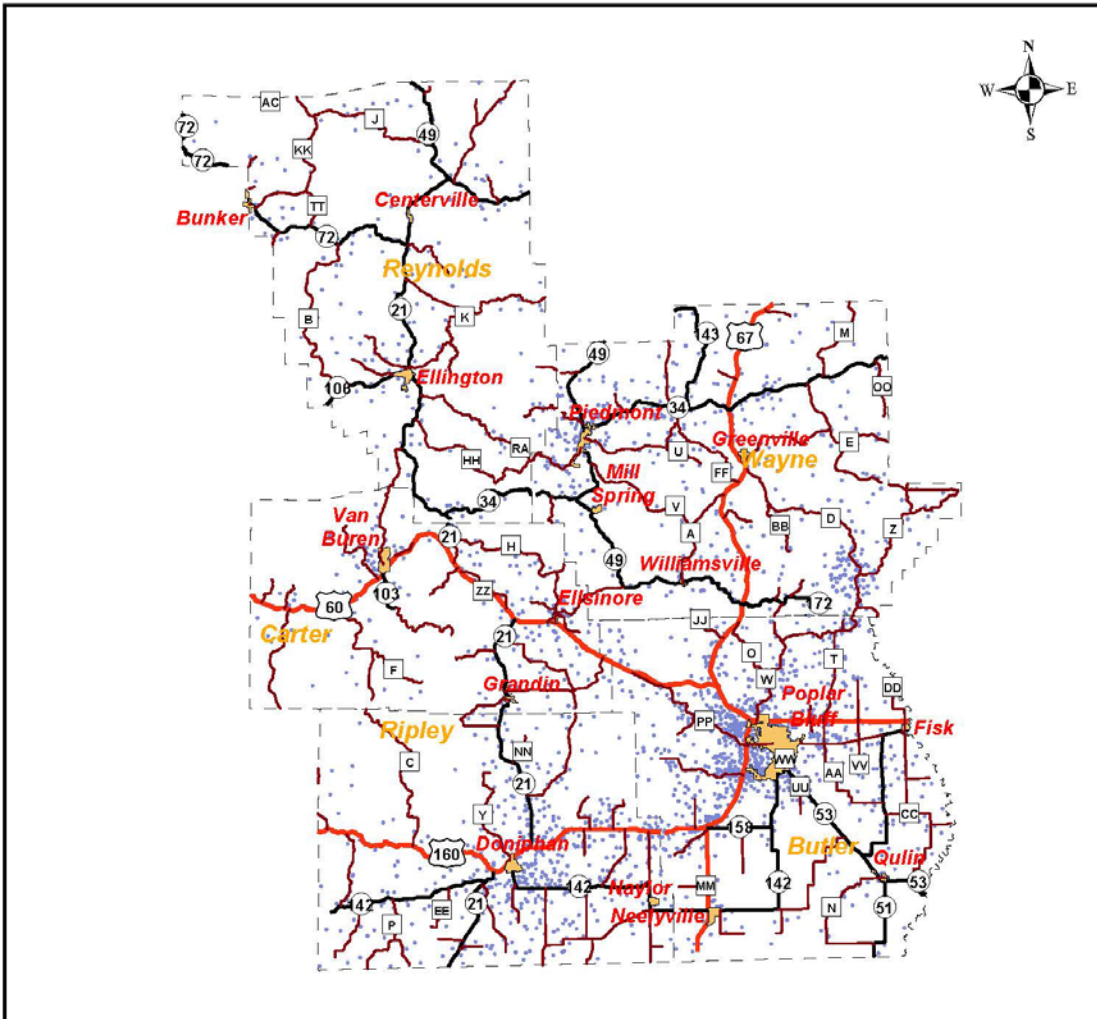
14. If you are paying for public transit services now, how much do you pay?

Amount: \_\_\_\_\_

15. If you do not pay for public transit services, how much would you be willing to pay for the service?

Amount: \_\_\_\_\_

## Regional Population Density from 2010 Census



**Legend**


- Letter Route
- Municipal Boundaries
- State Highway
- US Highway
- 1 Dot = 20
- POP10
- County

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in partnership with the Missouri  
Department of Transportation



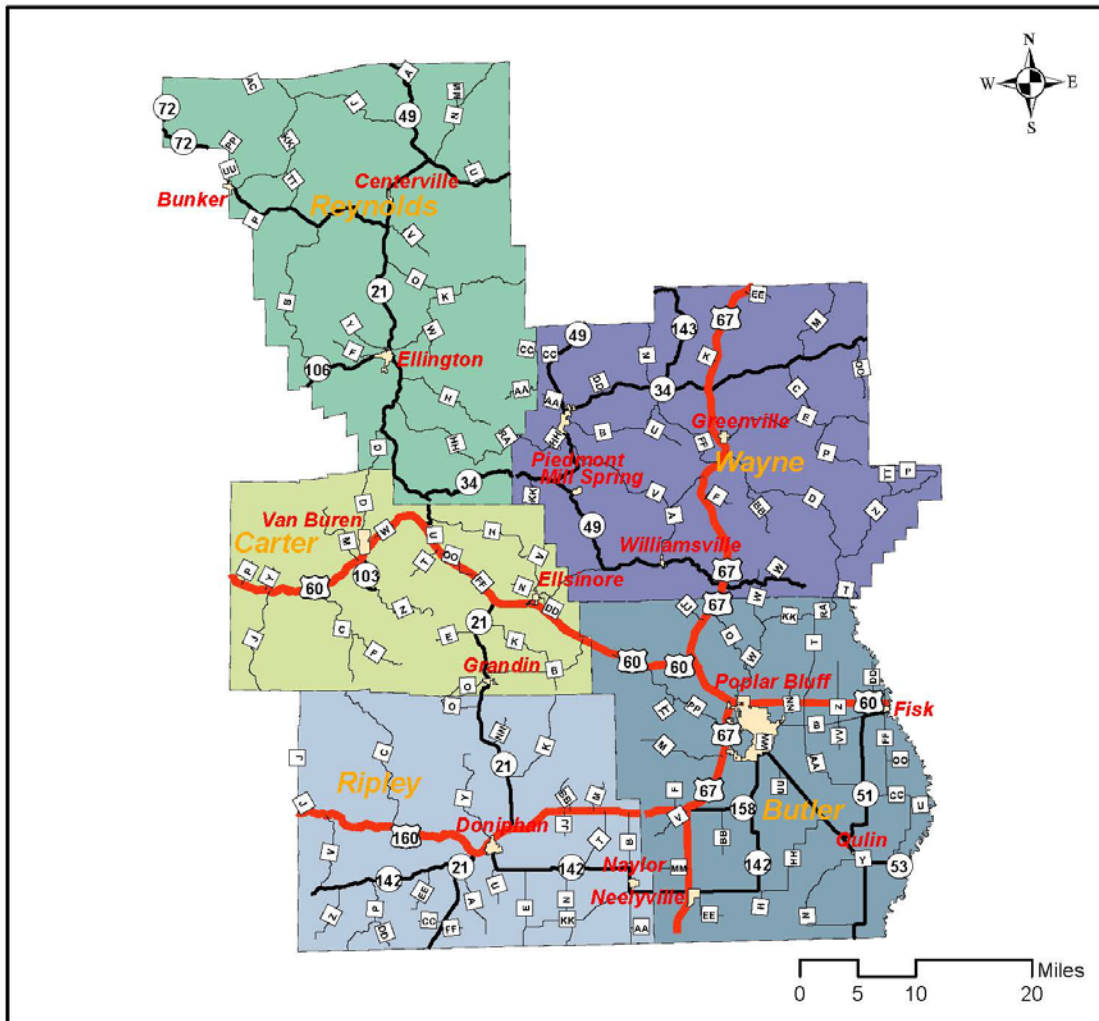
**Ozark Foothills Region  
Regional Transportation Plan**

*Ozark Foothills Regional  
Planning Commission*



Serving Butler, Carter, Reynolds,  
Ripley, and Wayne Counties

## County Poverty Percentages from 2010 Census



**Legend**

- Municipal Boundary
- Letter Route
- County
- US Highway
- State Highway

**County Poverty Percentage**

Percent Poverty

- 19.3
- 23.4
- 24
- 24.5
- 25.6

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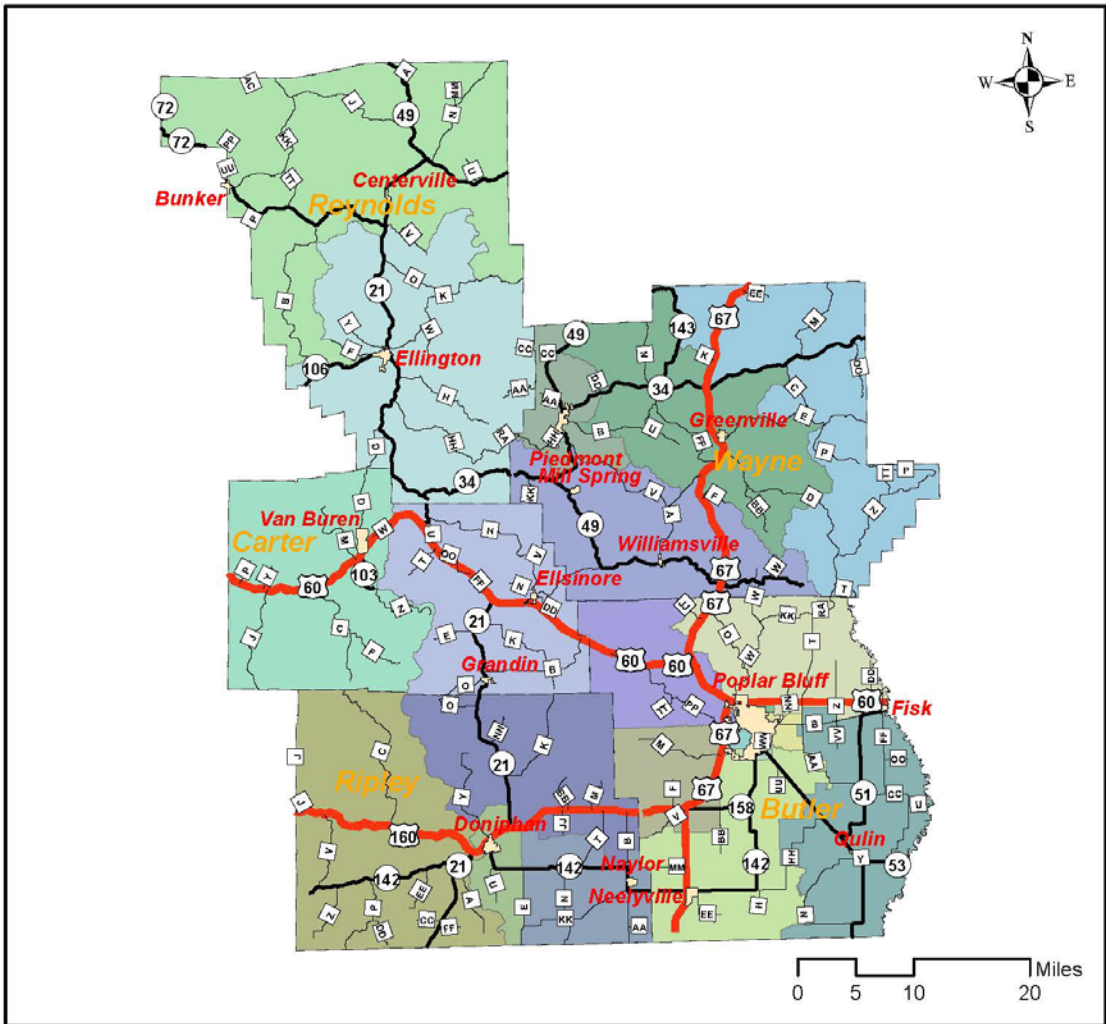
**Ozark Foothills Region  
Regional Transportation Plan**

*Ozark Foothills Regional  
Planning Commission*



Serving Butler, Carter, Reynolds,  
Ripley, and Wayne Counties

## Regional Population 65 and Older from 2010 Census



**Legend**


Municipal Boundary	500	
Inter Route	603	
County	685	
US Highway	720	
State Highway	771	
<b>Census Tract Population</b>		
<b>Population 65 Years &amp; Older</b>		
	500	
	504	
	508	
	512	
	516	
	520	
	524	
	528	
	532	
	536	
	540	
	544	
	548	
	552	
	556	
	560	
	564	
	568	
	572	
	576	
	580	
	584	
	588	
	592	
	596	
	600	

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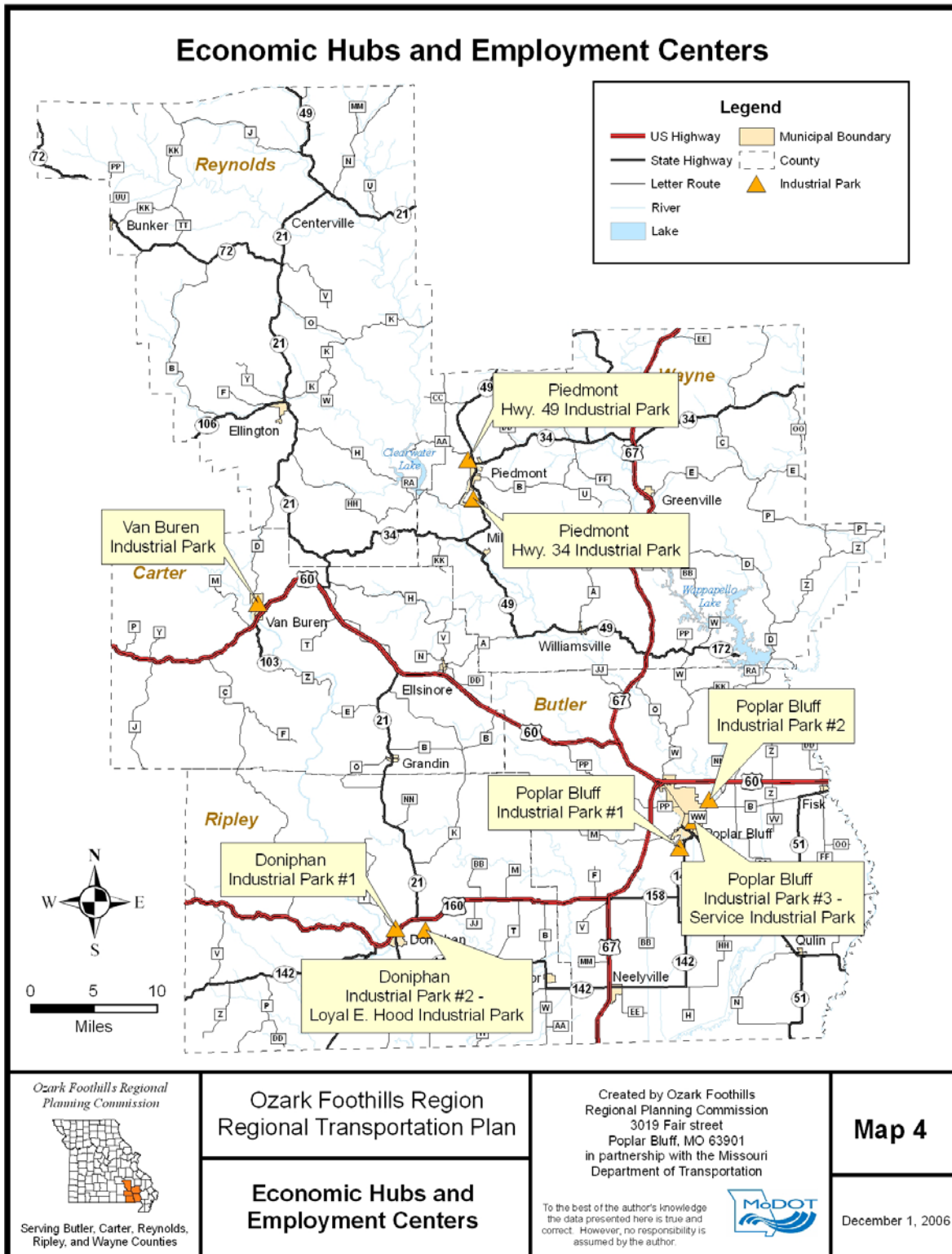


**Ozark Foothills Region  
Regional Transportation Plan**

*Ozark Foothills Regional  
Planning Commission*



Serving Butler, Carter, Reynolds,  
Ripley, and Wayne Counties



**PUBLIC TRANSIT CUSTOMER SURVEY RESULTS**

## 1. In what city and county do you live?

## City:

Fisk	1	Neelyville	3
Qulin	0	Poplar Bluff	91
Ellsinore	1	Grandin	0
Van Buren	1	Bunker	24
Centerville	4	Ellington	3
Doniphan	28	Naylor	7
Greenville	0	Mill Spring	1
Piedmont	0	Williamsville	0

## County:

Butler	101	Carter	3
Reynolds	32	Ripley	45
Wayne	2		

## 2. If employed, in what city and county do you work?

## City:

Fisk	0	Neelyville	0
Qulin	0	Poplar Bluff	75
Ellsinore	0	Grandin	0
Van Buren	0	Bunker	30
Centerville	1	Ellington	0
Doniphan	21	Naylor	0
Greenville	0	Mill Spring	0
Piedmont	0	Williamsville	0



County:

Butler	78	Carter	2
Reynolds	32	Ripley	23
Wayne	1		

3. What is your age?

Under 18	0	18-25	10	26-35	27
36-45	29	46-55	33	56-65	54
66 +	31				

4. What is your gender?

Male: 75 Female: 106

5. Do you have a driver's license?

Yes: 101 No: 81

6. Are you able to drive?

Yes: 96 No: 85

7. What is your occupation?

<u>6</u> Homemaker	<u>8</u> Service Worker
<u>9</u> Production/Craft/Repair/Machine Operator	<u>66</u> Laborer
<u>5</u> Technical/Administration	<u>33</u> Retired
<u>5</u> College Student	<u>8</u> Unemployed
<u>22</u> Managerial/Professional	<u>1</u> Sales
<u>0</u> High School Student	<u>18</u> Other (please specify)
<u>7</u> Veteran	

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

<u>78</u> Personal vehicle	<u>30</u> Walk
<u>25</u> Taxi	<u>7</u> Bicycle

<u>50</u>	Van or bus provided by my service agency	<u>62</u>	Public transit van
<u>51</u>	Friend of family vehicle	<u>4</u>	Other

9. If you checked PUBLIC TRANSIT VAN in Question 8, for what reasons do you use public transit services?

<u>3</u>	Religious services	<u>0</u>	Child care	<u>10</u>	Local business
<u>8</u>	Restaurants	<u>12</u>	Bank	<u>32</u>	Shopping
<u>11</u>	Work	<u>52</u>	Health care	<u>6</u>	Recreation
<u>0</u>	School/college	<u>4</u>	Other		

10. If you did not check PUBLIC TRANSIT VAN in Question 8, for what reasons do you not use public transit services?

11. 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? Check all that apply.

<u>27</u>	More flexibility in scheduling service times		
<u>17</u>	Establish or increase service from a park-and-ride or commuter lot to work		
<u>12</u>	Establish or increase express service (fewer stops)		
<u>37</u>	Increase service hours	<u>39</u>	Establish or increase weekend service
<u>9</u>	Employer pays part of cost	<u>27</u>	Increase service routes
<u>22</u>	Accept different forms of payment	<u>29</u>	Service closer to my home
<u>10</u>	Cleaner or more attractive busses	<u>3</u>	Other

12. Of the changes you suggested above, what ONE, if implemented, would improve public transit service the most and increase your personal usage?

<u>5</u>	Weekend service	<u>6</u>	Increased service hours
<u>5</u>	Different forms of payment	<u>3</u>	Schedule flexibility

3 Increased routes

4 Services closer to home

1 New buses

13. If you do not pay for public transit services, would you be willing to pay?

Yes: 45                      No: 28

14. If you are paying for public transit services now, how much do you pay?

\$.50	0	\$1.00	10	\$1.50	0
\$2.00	6	\$2.50	0	\$3.00	18
\$3.50	0	\$4.00	3	Over \$4.00	4

15. If you do not pay for public transit services, how much would you be willing to pay for the service?

\$.50	0	\$1.00	11	\$1.50	0
\$2.00	9	\$2.50	0	\$3.00	6
\$3.50	0	\$4.00	4	Over \$4.00	9

Provider Survey Results

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

Yes 0 No 3 No Answer 0

2. Describe the geographic area:

a. All disabled adults in Ripley County

b. All of Butler County

c. Reynolds County

3. What type of agency are you?

Public Transit System 0

Government Human Services Agency 0

Private Non-Profit Human Services Agency 0

Private Non-Profit Transportation Provider 3

Private For-Profit Provider 0

Other: Sheltered Workshop 1

Other: Handicapped Employment 0

4. Who is eligible for transportation services with your agency? (Check all that apply)

Elderly (60+) Non-Disabled 0 Elderly Disabled 2

Non-Elderly Disabled 3 Low Income 0

Youth 0 General Public 0

Other 0 Other Employees 0

**Average Number of Clients Served by Agencies**

Category	Average Daily	Average Weekly	Average Monthly	Peak*	Low*
Elderly (60+) Non-Disabled*	0	0	0	Unavailable	Unavailable
Elderly Disabled*	5	25	100	Unavailable	Unavailable
Non-Elderly Disabled (mental/physical)*	125	500	2000	120	80
Low Income*	22	88	396	Unavailable	Unavailable
Youth*	Unavailable	Unavailable	Unavailable	Unavailable	Unavailable
General Public*	Unavailable	Unavailable	Unavailable	Unavailable	Unavailable

\* Data provided by less than half of the agencies

5. How many clients does your agency serve with transportation?

\* Data provided by less than half of the agencies

6. What type of service does your agency provide? (Check all that apply)

Fixed-Route 3 Demand-Response 0

Both Fixed-Route & Demand-Response 0

Route Deviation 0 Other 0

7. Does your agency provide contract transit service?

Yes—fixed-route 0 Yes—demand-response No 3 No answer 0

8. Do you contract out your transportation services?

Yes 0 No 3

9. If so, what percentage is contracted out? No responses

10. Who is your contract service provider?

11. Does your agency coordinate with any other transit providers?

Yes 1 No 2 No response 0

12. What days of the week do you provide service? (Check all that apply)

Sunday 0 Monday 2 Tuesday 3 Wednesday 3

Thursday 3 Friday 1 Saturday 0 Some Saturdays 0

13. Hours of operation
- a. 6:30am to 8am, 4pm to 5:30pm
  - b. 6:30am to 8:15am, 3:45pm to 5:15pm
  - c. 7am to 3pm
14. How many weeks a year do you regularly provide transit service?
- 50 weeks 1                      51 weeks 1
- 52 weeks 1                      No answer 0
15. If you serve specific program clients, please indicate the number of clients in each program.
- a. Sheltered Workshop                      127
16. How many of each vehicle type do you operate?

Type	# of Vehicles	# of Passenger Capacity	Annual Average Age of Vehicles
Cars	0	N/A	N/A
Trucks	0	N/A	N/A
Vans	3,4,6	15,15,N/A	5 years, 3 years, N/A
Busses	3	20	2 years
No Response	0		

17. Annual Operating Budget:
- a. No Answer
  - b. \$30,426
  - c. \$81,429

Source	Amount	Source name (if necessary)
Fares/Donations	\$.50/day	Per employees

		Rider fees
Grants—FTA 5310 (elderly and disabled)	\$3,189 \$8,237	MoDOT MoDOT N/A
Grants—FTA 5316 (JARC)	N/A	N/A
Grants—FTA 5317 (New Freedom)	N/A	N/A
Other	\$27,236	SB 40

Public Hearing Documentation

The Ozark Foothills Regional Planning Commission will hold a public hearing on 12/5/17, 10:00 a.m. at 3019 Fair Street Poplar Bluff, MO regarding the region's Public Transit Human Services Transportation Plan. Transit needs in Butler, Carter, Reynolds, Ripley, and Wayne counties will be discussed. If questions, contact Andrew Murphy at (573) 785-6402.

11/28, 2017

AFFIDAVIT OF PUBLICATION

STATE OF MISSOURI)
COUNTY OF BUTLER) SS.

I, Don Schrieber, being duly sworn according to law, state that I am PUBLISHER of the Daily American Republic, a daily newspaper of general circulation in the Counties of Butler, Ripley, Carter, Wayne, Stoddard, Dunklin, Reynolds and New Madrid; which newspaper has been admitted to the Post Office as second class matter in City of Poplar Bluff, Missouri, the city of publication; which newspaper has been published regularly and consecutively for a period of three years and has a list of bona fide subscribers voluntarily engaged as such who have paid or agreed to pay stated price for a subscription for a definite period of time and that such newspaper has complied with the provisions of Section 493.050, Revised Statutes of Missouri 1969. The affixed notice appeared in said newspaper in the following consecutive issues.

Table with 3 columns: Insertion number (1st to 10th), Vol., No., and day of month. Handwritten entries: 1st Insertion Vol. 149, No. 228, 28 day of Nov 20 17.

Handwritten signature of Don Schrieber, PUBLISHER

Subscribed and sworn to before me this 29 day of Nov 20 17

Handwritten signature of Amber R. Hornbeck, NOTARY PUBLIC

My commission expires 3/19/20
Publication Fee \$ 22.60

AMBER R. HORNBECK
Notary Public - Notary Seal
State of Missouri, Butler County
Commission # 12541220
My Commission Expires: March 19, 2020



## **Public Hearing Report**

**Date:** December 5, 2017

**Place:** Ozark Foothills RPC

**Time:** 10:00 AM

**Prepared By:** Andrew Murphy, Ozark Foothills Regional Planning Commission

**Persons Attending:** Andrew Murphy, Keona Ferguson, Camille Donnell, Felicity Ray, Carolyn Meeks, Niki Harp and Ilene Ward.

**Subjects Discussed:** Andrew Murphy opened the meeting by stating the purpose for the public hearing was to discuss the Ozark Foothills Regional Planning Commission's (OFRPC) draft update to the *Public Transit – Human Services Transportation Plan (PT-HSTP)*. The plan has been prepared and updated by staff of the Ozark Foothills Regional Planning Commission and the Ozark Foothills Transportation Advisory Committee (TAC).

Those in attendance discussed the plan and strategies applied to update the draft. Over 180 user survey outcomes were compiled and results included in the update. Possible outcomes and use for the plan once it is completed and approved were also discussed.

The timeline for the draft includes approval of the plan by the TAC in early 2018 and review and approval from the OFRPC Board by June. Any appropriate changes and updates will be completed by June 2018, at which point the plan will be submitted to the Missouri Department of Transportation.

**Action Taken:** Those in attendance agreed to revision of the document as directed by the Missouri Department of Transportation, Missouri Association Councils of Government, and by staff of the Ozark Foothills Regional Planning Commission.

**Unresolved Problems:** None.

**Future Meeting Schedule:** None.

**Materials and/or Documents Required:** The Ozark Foothills Regional Planning Commission staff will revise the *Public Transit – Human Services Transportation Plan* as instructed. Once the appropriate signatures and approvals have been obtained, the document will be submitted to the Missouri Department of Transportation.