

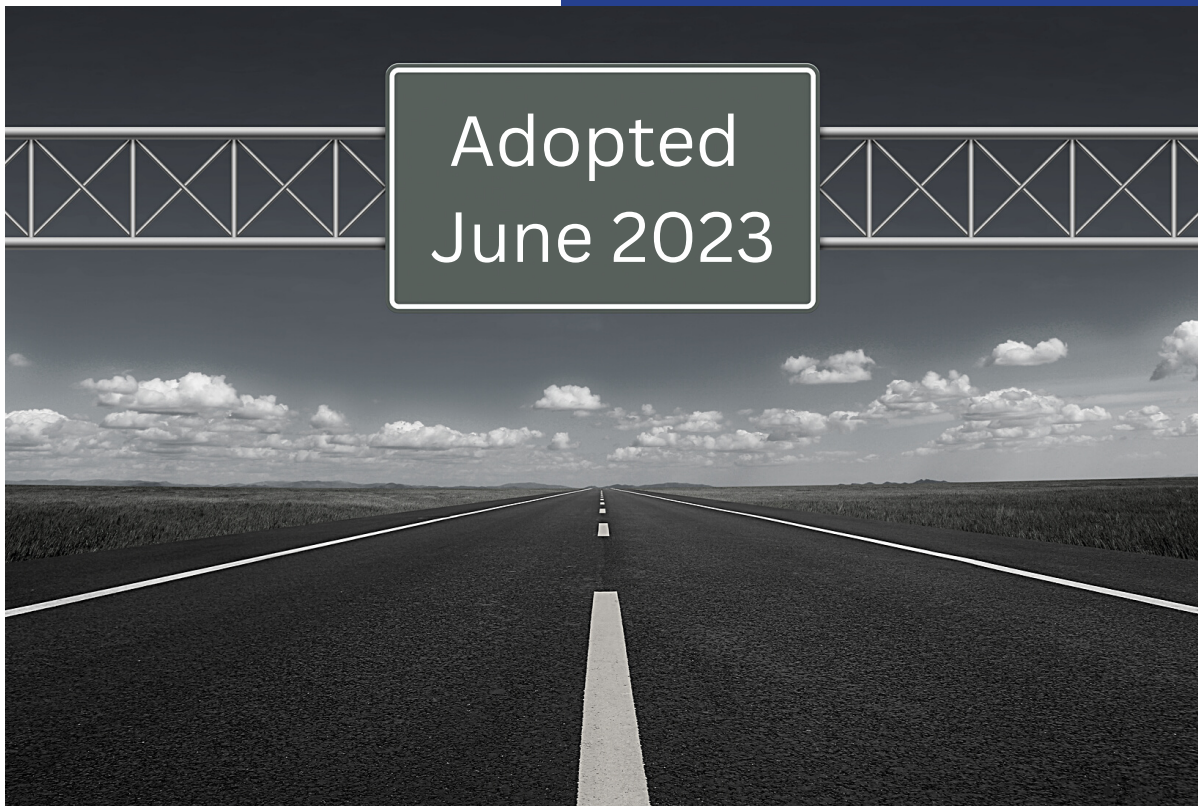
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# PUBLIC TRANSIT HUMAN SERVICES

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Adopted  
June 2023



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# TRANSPORTATION COORDINATION PLAN

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## Executive Summary

A Coordinated Public Transit-Human Services Transportation Plan was required by the 2005 SAFETEA-LU reauthorization and followed up with the 2012 MAP-21 reauthorization, the 2015 FAST Act reauthorization, and the 2021 Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL). The Coordinated Public Transit-Human Services Transportation Plan is an important tool for community planning. The plan creates a systemic way for communities to improve collaboration and communication across human service organizations and transportation providers. The goal of the plan is to provide opportunity for improved access, efficiency, and effectiveness of community transportation systems on how to best advance the mobility independence of older adults, individuals with disabilities, and low-income populations and to qualify organizations for particular federal transit funding, including FTA Section 5310.

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, needs identification, improvement strategy identification and prioritization, and the involvement of both service providers and users, including the elderly, the disabled, and income disadvantaged individuals. The plan requires the approval of the Ozark Foothills Regional Planning Commission's Board of Directors and the Transportation Advisory Committee. After both boards adopt the plan, it will be submitted to the Missouri Department of Transportation.

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

Chapter 1 provides a brief overview of the text and requirements of the BIL (or IIJA) reauthorization act and changes in requirements that were implemented with the MAP-21 reauthorization and continued under the Bipartisan Infrastructure Law. The BIL required no major changes from MAP-21 or the FAST Act. The chapter covers funding opportunities and programs from both the federal and state and local government (such as MEHTAP or SB40). Lastly, it describes those involved in the planning process, the process itself including public meetings, surveys, and comments collected, and what the document is to entail and organizations involved.



## **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, 2010, and 2020) and future predictions (2025 and 2030). Data then shows the forecasted expected growth or decline of 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, percentage of elderly adults, 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 as well as public meetings and overall feedback and engagement. The needs are sorted and analyzed according to four general categories: gaps in services, gaps in funding, gaps in coordination, and gaps in information and accessibility (i.e. education 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 needs is identified and prioritized. Results from the user and provider surveys, the coordination meeting with providers, comments from public meetings, and comments from the 30-day public comment period, were taken into consideration when preparing the list, which

utilizes a high, medium, low prioritization methodology. Examples of identified needs include an overall lack of funding and a lack of awareness of existing services.

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

Chapter 6 explains this document's correlation to Missouri's State Long-Range Transportation Plan. The Missouri Long-Range Transportation Plan sets the 25-year vision for the state's transportation system and establishes goals, objectives and performance management metrics. Emerging trends at the state level include an aging population, increasing urbanization, a younger population that isn't as interested in driving, and advanced technology. These trends may significantly alter Missouri's future transportation needs. Other trends that could impact investment priorities include changing highway capacity needs, the expanding desire or need for a more robust multimodal transportation system and the development of infrastructure required to sufficiently adapt to advancing technologies. It was found that the strategies outlined in this coordination plan are consistent with Missouri's Long-Range Transportation Plan and policies.

### **Chapter 7 – Plan, Approval, and Implementation**

Chapter 7 concludes the Public Transit Human Services Transportation Coordination Plan by covering the approval process, and recommendations. The working relationship of the Ozark Foothills RPC and TAC with MoDOT is briefly discussed.

# Chapter One—Background, Funding, Overview and Methodology

## **Background**

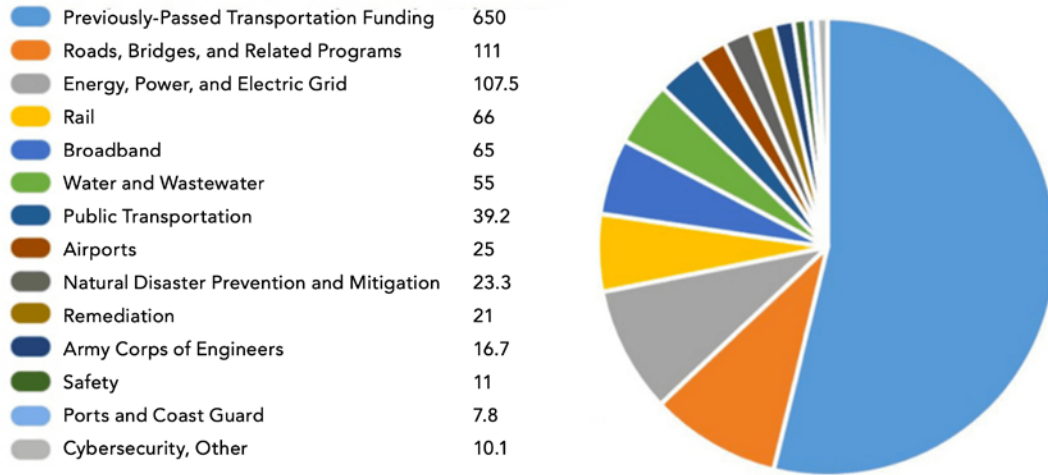
The Bipartisan Infrastructure Law has continued from previous funding authorizations that Federal transit law requires projects selected for funding under the Section 5310 program be “included in a locally developed, coordinated public transit-human services transportation plan” and that the plan be “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” utilizing transportation services.

The FTA defines a Coordinated Public Transit Human Services Transportation Plan as a “locally developed, coordinated transportation plan that identifies the transportation needs of individuals with disabilities, seniors and people with low incomes, provides strategies for meeting those needs, and prioritizes transportation services for funding and implementation.” Changes within the Section 5310 program such as types of eligible projects and activities, types of recipients/project sponsors eligible, how funding is apportioned within states, and required coordination of project planning between sub-recipients and the RPC/MPO of their respective areas has changed under different federal authorizations. Required elements of all Coordinated Public Transit Human Services Transportation Plans include an assessment of available services, an assessment of transportation needs for individuals with disabilities and seniors, strategies, activities, and/or projects to address the identified gaps in service, opportunities to achieve efficiencies in service delivery, and priorities for implementation based on resources, time, and feasibility for implementing specific strategies and/or activities identified.

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.”

## Funding

**Table 1-1**  
**Where the IIJA allocates \$550 billion in new infrastructure investment**  
Funding (billions of dollars)



Source: Infrastructure Investment and Jobs Act Implementation Resources, gfoa.org, The Conference Board, 2022

Funding patterns were changed with the passage of MAP-21. Previously, 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).

Funding for traditional projects in the Section 5310 was for replacement or expansion of vehicles where public transportation was unavailable, or insufficient, or inappropriate. Federal Transit law now includes 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. The BIL 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.

Federal transit law has called 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.

FTA Section 5310 funding represents the primary federal funding mechanism for enhanced mobility services in the region. Other options, such as local funding, Medicaid/Medicare and Affordable Care Act funding mechanisms, provide other limited support. Funding is a primary challenge for service providers in the region. Non-emergency medical transportation (NEMT) is an eligible expense for low-income beneficiaries of Medicaid, and state Medicaid programs must assure that Medicaid beneficiaries have transportation access to all medically necessary services. Separate from emergency ambulance service, NEMT entails transportation to and from doctors’ appointments, dialysis, chemotherapy, etc. Medicare can also be used for medical transportation, but only in the case of emergency, or if the user otherwise requires ambulance transportation. The Department of Veterans Affairs also provides NEMT services for low-income and disabled veterans.

**Table 1-2**

**BIPARTISAN INFRASTRUCTURE LAW FACT SHEET:  
FORMULA GRANTS FOR THE ENHANCED MOBILITY  
OF SENIORS AND INDIVIDUALS WITH DISABILITIES**

Fiscal Year	2022 (in millions)	2023 (in millions)	2024 (in millions)	2025 (in millions)	2026 (in millions)
Enhanced Mobility of Seniors and Individuals with Disabilities	\$421	\$429	\$439	\$447	\$457

Note: The Bipartisan Infrastructure Law provides both authorized future funding from the Mass Transit Account of the Highway Trust Fund and advance annual appropriations, both of which are included in the above table.

**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.

Eligible Activities:

The BIL continues without change the broad range of eligible activities, including:

- Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable

- Public transportation projects that exceed the requirements of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)

- Public transportation projects that improve access to fixed route service and decrease reliance by individuals with disabilities on complementary paratransit

- Alternatives to public transportation that assist seniors and individuals with disabilities with transportation

- At least 55 percent of program funds must be used on capital projects to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. Examples include:

- Buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems including scheduling/routing/one-call systems; and mobility management programs.

- Acquisition of transportation services under a contract, lease, or other arrangement.

Both capital and operating costs associated with contracted service are eligible capital expenses. User-side subsidies are considered one form of eligible arrangement. The capital eligibility of acquisition of services as authorized in 49 U.S.C. 5310(b)(4) is limited to the Section 5310 program.

- The remaining 45 percent may be used for projects described above or for projects that exceed the requirements of the ADA, improve access to fixed route service and decrease reliance by individuals with disabilities on complementary transit, or alternatives to public transportation to assist seniors and individuals with disabilities. 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; and mobility management.

According to MoDOT's Citizen's Guide to Transportation Funding in Missouri, in fiscal year 2022, MoDOT administered \$27 million of transit funds. The majority of these funds are from federal programs that support operating costs and bus purchases for transit agencies across the state. There is a small amount of state and General Revenue funding to support operating costs for transit agencies.

Under the Patient Protection and Affordable Care Act of 2010 (ACA), the Community-Based Care Transitions Program, Community-Based Collaborative Care Network Program, and Balancing Incentive Payments Program provide funds to community-based organizations together with hospitals to reduce readmission rates, improve the transition process for patients, and facilitate aging in place, respectively. Providing transportation is an eligible expense under these programs.

In Missouri, Senate Bill 40 is a state tax levy that provides funding for residential, vocational and other programs and services through boards throughout the state. Once formed, a board may create sheltered workshops, residential facilities, or related services for the care or employment of handicapped persons. These funds may be used in part to fund transportation services for these populations.

Title III-B of the Older Americans Act (OAA) provides funding for transportation services as well. These funds, distributed to state agencies, have many uses, including case management and home assistance services in addition to transportation. These funds are used by Area Agencies on Aging to fund essential service transportation (e.g. NEMTs, grocery trips), and site transportation (e.g. congregate meals).

There are also general revenue funds available from states. In Missouri, the Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP) reimburses eligible not-for-profit organizations for operating expenses for approved transportation projects.

### **Overview of Document**

Because organizations within the Ozark Foothills Region intend to compete for federal grant funding that is identified in the Bipartisan Infrastructure Law requiring a coordinated plan, the Ozark Foothills Regional Planning Commission prepared a coordinated Public Transit-Human Services Transportation Plan in 2007, with updates to the plan occurring in 2012, 2017,



and 2022. 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, 2013, 2018, and 2023 respectively. Updates began again in September 2022 and were again approved by the Ozark Foothills Transportation Advisory Committee and the Ozark Foothills Regional Planning Commission in 2023. 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., AmeriCorps Senior RSVP of Butler and Carter Counties, 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 Citizens Club/Center, Ripley County Transit, Services for Extended Employment, and Southeast Missouri Transportation Service (SMTS), Inc. During the Transportation Provider's Kick-Off meeting for the 2023 update, it was discovered that the AmeriCorps RSVP program no longer provides transit services and had sold their vehicle to Wheatley School, which provides summer school shuttle services and Saturday morning bus services for special programs.

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, as the plan is required by FTA Section 5310.

The coordinated plan will maximize the region's collective coverage and help minimize the duplication of services. The plan has been 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 those members of the public included representatives of the targeted populations—individuals with disabilities, the elderly, and those with low incomes.

## Methodology

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 the Governor of the State of Missouri in the year 1967 under Missouri's State and Regional Planning and Community Development Act, The Ozark Foothills Regional Planning Commission was created to facilitate the cooperative effort of its member municipalities and counties in solving problems and planning the future development of human, natural, and economic resources of the Ozark Foothills region. The Commission serves as a guide to local units of government in accomplishing a coordinated and efficient development of the region and the promotion of its public health, safety, general welfare, and economic prosperity in accordance with the area's existing and future needs. 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 A.

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 Ozark Foothills Regional Planning Commission formed the Ozark Foothills Transportation Advisory Committee in Fiscal Year 1995 with the help of the Missouri Department of Transportation and MoDOT's two District Engineers who oversaw the region. Until July 2011, the Ozark Foothills region was split with two counties belonging in MoDOT District 10 and three in District 9. After restructuring, the entire region now belongs in the Southeast District. Membership on the TAC covers the five county region and includes five members from each county that act as representatives from the business, industrial, educational, financial, health care, and government fields. The Transportation Advisory Committee is charged with the task of developing and establishing criteria by which to prioritize transportation projects and adopt transportation plans.

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 May, July, and September 2022. 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 October 6, 2022, that included representatives of the previously named transportation providers in the region (see Appendix B). At the meeting, an overview of the coordination plan, provider surveys, and rider surveys were given to the transportation providers. Those in attendance reviewed the surveys and were provided the opportunity for discussion on additions, deletions, or clarifications. The survey was provided to the transit providers and through an online survey portal to transit riders, potential riders, and the general public. There was a focus for survey completion from the elderly, disabled, and low-income individuals.

The provider surveys asked for information the organizations did not have available at the meeting, so the surveys were taken and completed and returned prior to December 10, 2022. Service providers not at the meeting were supplied a survey by mail and an electronic copy (Appendix B). Seven 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.

The regional planning commission conducted ten public meetings in addition to Transportation Advisory Committee and Ozark Foothills Board of Director's meetings during the 2023 plan update. This includes the Transit Provider's kickoff meeting, one-meeting in each of the five counties open to the public and targeted at the aforementioned target demographics, three virtual meetings, including one Lunch and Learn and two Coffee and Conversation style meetings that became popular during the COVID-19 Pandemic, and a wrap-up meeting. Additionally, a 30 day public-comment period seeking feedback was utilized.

In October of 2022, user surveys were distributed to the 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 C). Surveys were

also made available online using the SurveyMonkey platform and shared via social media, press releases, direct solicitation, e-mail blasts, flyers, and word of mouth. Some transit providers and local resource agencies also helped in sharing the survey through their online resources and direct communication with individuals. Approximately 373 user surveys were completed (see Appendix C).

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**  
**2022**

County	Square Mileage
Butler	698
Carter	509
Reynolds	808
Ripley	632
Wayne	763

*Source: The Missouri Roster: 2021-2022, 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 A. Per the 2020 Decennial Census, Butler County has the largest population with 42,130 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 60.4 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 16,225 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 5,202 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 747 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 6,096 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 167.

Ripley County is the third largest county in terms of population and the fourth largest county in terms of geography. According to the 2020 US Census, the county is home to 10,679 residents and covers 632 square miles. There are two incorporated cities in Ripley County, the Cities of Doniphan and Naylor. The City of Doniphan serves as the county seat with a population of 1,781.

Wayne County is the second largest county in terms of population and the second largest in terms of geography. The county is home to 10,974 residents and covers a total land area of 763 square miles. There are four incorporated locations 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.

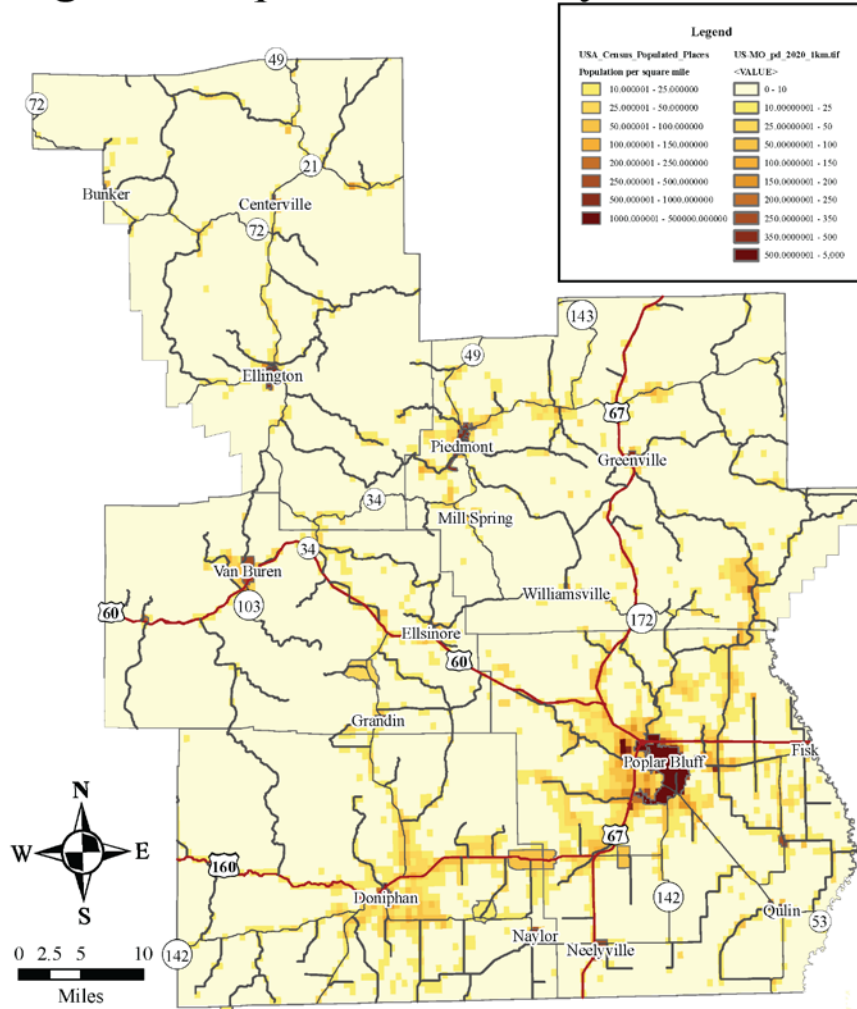
**Table 2-2  
Ozark Foothills Region Population Density  
2020**



County	Population Density (Persons Per Square Mile)
Butler	60.4
Carter	10.2
Reynolds	7.5
Ripley	16.9
Wayne	14.4

*Source: The 2020 Decennial Census*

Figure 2-1

# Regional Population Density - ACS 2020



<p><b>Ozark Foothills Regional Planning Commission</b></p>  <p>Serving Butler, Carter, Reynolds, Ripley &amp; Wayne Counties</p>	<p>Attribution data for this map goes to WorldPop Spatial Distribution of Population Density in 2020 via a Creative Commons Attribution 4.0 International License (<a href="https://hub.worldpop.org/geodata/summary?id=39730">https://hub.worldpop.org/geodata/summary?id=39730</a>) and to ESRI using 2020 US Census data (<a href="https://www.arcgis.com/home/item.html?id=4c75a4f7daaa4dfa8b9399ea74641895">https://www.arcgis.com/home/item.html?id=4c75a4f7daaa4dfa8b9399ea74641895</a>).</p> <p><b>January 2023</b></p>	<p><b>Created by Ozark Foothills Regional Planning Commission</b> 3019 Fair St. Poplar Bluff, MO 63901 In partnership with the Missouri Department of Transportation</p> <p>To the best knowledge of the author, the data presented here is true and accurate. However, no responsibility is assumed by the author.</p> 
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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 2020. The remaining four counties all had densities fewer than 20 persons per square mile. Reynolds County reported the lowest number of persons per square mile at 7.5. 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 2020 Decennial Census, 75,081 persons reside within the Ozark Foothills Region, with approximately 56% of the population claiming Butler County as home. The following table lists the 1990, 2000, 2010 and 2020 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	42,130	41,577	41,491
Fisk	424	363	342	312		
Neelyville	364	487	483	318		
Poplar Bluff	16,996	16,651	17,023	16,225		
Qulin	388	467	458	460		
<i>Carter</i>	5,515	5,941	6,265	5,202	5,905	5,837
Ellsinore	430	363	446	416		
Grandin	257	236	243	226		
Van Buren	900	845	819	747		
<i>Reynolds</i>	6,661	6,689	6,696	6,096	6,332	6,285
Bunker	390	427	407	295		
Centerville	82	171	191	167		
Ellington	1,004	1,045	987	790		
<i>Ripley</i>	12,303	13,509	14,100	10,679	14,024	14,008
Doniphan	1,704	1,932	1,997	1,781		
Naylor	651	610	632	440		
<i>Wayne</i>	11,543	13,259	13,521	10,974	11,594	11,200
Greenville	442	451	511	443		
Mill Spring	248	219	189	159		
Piedmont	2,166	1,992	1,977	1,897		
Williamsville	394	379	342	279		

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

All five counties showed a decrease in the number of residents between 2010 and 2020, while 15 of the 16 cities also indicated a decrease in total population. Using past trend data, the Missouri Office of Administration predicts that three counties will report a similar population by 2030 with two counties will actually increase. It should be noted that due to the COVID-19 pandemic and the large drop in population for several of the Ozark Foothills region’s counties, there have been challenges filed by local government that the 2020 Census population count is incorrect. Population projection data is 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, most of the projected growth is extremely small, with only machine mechanics having over a 4% growth rate, while sewing machine operators, industrial engineers, cooks in restaurants are 3% or higher. Declines will take place among many subfields including chief executives, farmers and ranchers, elementary school teachers, and medical assistants and cashiers. Appendix A provides a map of the economic hubs and employment centers in the Ozark Foothills Region.

**Table 2-4  
Employment Forecast for South Central Missouri  
2020-2030**

Occupation Title	Employment Estimated 2020	Employment Projected 2030	Career Grade	Average Wage	Annual Growth Rate	Annual Growth	Annual Exits	Annual Transfers	Total Annual Openings
Chief Executives	118	106	C+	\$86,924	-1.07%	-1	3	4	66
General and Operations Managers	1,026	1,159	A+	\$69,435	1.23%	13	22	68	103
Legislators	88	89	C	\$34,274	0.11%	0	2	4	6
Financial Managers	86	97	A	\$97,023	1.21%	1	2	5	8
Farmers, Ranchers, and Other Agricultural	527	511		NA	-0.31%	-2	32	18	48

Occupation Title	Employment Estimated 2020	Employment Projected 2030	Career Grade	Average Wage	Annual Growth Rate	Annual Growth	Annual Exits	Annual Transfers	Total Annual Openings
Managers									
Education Administrators, Elementary and Secondary School	164	162	B	\$75,637	-0.12%	0	4	8	12
Medical and Health Services Managers	213	259	A+	\$101,220	1.97%	5	6	12	23
Social and Community Service Managers	82	88	B	\$53,211	0.71%	1	3	5	9
Compliance Officers	67	70	B	\$42,628	0.44%	0	2	4	6
Human Resources Specialists	188	204	B	\$50,261	0.82%	2	5	13	20
Market Research Analysts and Marketing Specialists	56	65	B+	\$62,671	1.50%	1	1	4	6
Project Management Specialists and Business Operations Specialists, All Other	290	302	B	NA	0.41%	1	7	14	22
Accountants and Auditors	444	483	B+	\$52,597	0.85%	4	13	28	45
Loan Officers	125	135	B	\$65,120	0.77%	1	3	7	11
Network and Computer Systems Administrators	63	65	B	\$69,301	0.31%	0	1	3	4
Industrial Engineers	64	86	A	\$63,065	3.00%	2	2	3	7
Forest and Conservation Technicians	86	90	C+	\$49,726	0.46%	0	2	8	10
Educational, Guidance, School, and	166	170	C+	\$45,518	0.24%	0	6	10	16

Occupation Title	Employment Estimated 2020	Employment Projected 2030	Career Grade	Average Wage	Annual Growth Rate	Annual Growth	Annual Exits	Annual Transfers	Total Annual Openings
Vocational Counselors									
Social Workers, All Other	40	42	B	\$45,456	0.49%	0	1	3	4
Probation Officers and Correctional Treatment Specialists	100	103	C	\$35,428	0.30%	0	2	6	8
Title Examiners, Abstractors, and Searchers	123	127	C	\$31,756	0.32%	0	4	7	11
Kindergarten Teachers, Except Special Education	43	43	C	\$44,497	NA	0	2	2	4
Elementary School Teachers, Except Special Education	311	306	C	\$39,930	-0.16%	0	10	12	22
Middle School Teachers, Except Special and Career/Technical Education	1,120	1,099	B	\$49,738	-0.19%	-2	34	44	76
Secondary School Teachers, Except Special and Career/Technical Education	530	521	C+	\$43,072	-0.17%	-1	14	21	34
Special Education Teachers, Secondary School	42	43	C	\$45,016	0.24%	0	1	2	3
Librarians and Media Collections Specialists	89	89	C	\$45,905	NA	0	4	4	8
Instructional Coordinators	49	49	C+	\$58,947	NA	0	2	2	4
Graphic Designers	56	55	C	\$33,612	-0.18%	0	2	3	5
Public Relations Specialists	105	111	C+	\$54,080	0.56%	1	3	7	11

Occupation Title	Employment Estimated 2020	Employment Projected 2030	Career Grade	Average Wage	Annual Growth Rate	Annual Growth	Annual Exits	Annual Transfers	Total Annual Openings
Dietitians and Nutritionists	64	62	C+	\$53,909	-0.32%	0	2	2	4
Occupational Therapists	42	43	B	\$80,647	0.24%	0	1	1	2
Physical Therapists	117	119	B	\$81,195	0.17%	0	2	2	4
Respiratory Therapists	44	55	B+	\$40,963	2.26%	1	1	1	3
Registered Nurses	1,675	1,715	B+	\$56,396	0.24%	4	45	43	92
Nurse Practitioners	174	214	A+	\$111,808	2.09%	4	4	6	14
Dental Hygienists	62	52	C	\$69,162	-1.74%	-1	2	1	2
Emergency Medical Technicians and Paramedics	197	178	D	NA	-1.01%	-2	4	9	11
Licensed Practical and Licensed Vocational Nurses	533	513	C	\$35,853	-0.38%	-2	18	22	38
Home Health and Personal Care Aides	3,712	4,338	A	\$24,026	1.57%	63	258	228	549
Dental Assistants	154	131	D	\$32,471	-1.60%	-2	6	10	14
Medical Assistants	167	155	D	\$30,824	-0.74%	-1	7	12	18
Correctional Officers and Jailers	315	289	D	\$29,605	-0.86%	-3	11	16	24
Police and Sheriff's Patrol Officers	417	425	B	\$34,819	0.19%	1	10	21	32
Security Guards	43	44	C	\$26,065	0.23%	0	2	3	5
Cooks, Institution and Cafeteria	495	491	C+	\$19,966	-0.08%	0	29	42	71
Cooks, Restaurant	495	707	A	\$21,785	3.63%	21	35	51	107

Occupation Title	Employment Estimated 2020	Employment Projected 2030	Career Grade	Average Wage	Annual Growth Rate	Annual Growth	Annual Exits	Annual Transfers	Total Annual Openings
Fast Food and Counter Workers	1,485	1,636	B	\$23,357	0.97%	15	151	165	331
Waiters and Waitresses	752	855	B+	\$19,318	1.29%	10	59	96	165
Janitors and Cleaners, Except Maids and Housekeeping Cleaners	784	798	B	\$24,694	0.18%	1	49	55	105
Landscaping and Groundskeeping Workers	397	428	B	\$26,923	0.75%	3	18	35	56
Recreation Workers	84	99	B	\$31,208	1.66%	2	5	9	16
First-Line Supervisors of Retail Sales Workers	660	645	C+	\$40,016	-0.23%	-2	23	45	66
First-Line Supervisors of Non-Retail Sales Workers	86	80	C+	\$66,264	-0.72%	-1	2	5	6
Cashiers	3,114	2,988	C+	\$20,780	-0.41%	-13	260	292	539
Retail Salespersons	1,251	1,290	B	\$27,540	0.31%	4	71	105	180
Billing and Posting Clerks	320	306	C	\$27,803	-0.45%	-1	13	19	31
Bookkeeping, Accounting, and Auditing Clerks	510	496	C+	\$31,039	-0.28%	-1	30	26	55
Tellers	414	371	C	\$24,575	-1.09%	-4	16	25	37
Customer Service Representatives	518	507	C+	\$29,515	-0.21%	-1	24	40	63
Hotel, Motel, and Resort Desk Clerks	169	210	B+	\$22,724	2.20%	4	11	20	35
Loan Interviewers and Clerks	146	151	C	\$37,038	0.34%	0	4	9	13
Receptionists and Information	286	260	C	\$23,457	-0.95%	-3	15	19	31

Occupation Title	Employment Estimated 2020	Employment Projected 2030	Career Grade	Average Wage	Annual Growth Rate	Annual Growth	Annual Exits	Annual Transfers	Total Annual Openings
Clerks									
Police, Fire, and Ambulance Dispatchers	81	82	C	\$32,154	0.12%	0	3	5	8
Postal Service Clerks	99	92	C	\$45,290	-0.73%	-1	4	3	6
Postal Service Mail Carriers	215	199	C	\$51,135	-0.77%	-2	7	7	12
Shipping, Receiving, and Traffic Clerks	188	184	C	\$34,449	-0.21%	0	7	11	18
Executive Secretaries and Executive Administrative Assistants	141	116	D	\$52,765	-1.93%	-2	6	7	11
Medical Secretaries	309	279	C	\$31,238	-1.02%	-3	15	16	28
Secretaries and Administrative Assistants, Except Legal, Medical, and Executive	955	857	C+	\$30,046	-1.08%	-10	46	51	87
Data Entry Keyers	55	43	D	\$30,147	-2.43%	-1	2	3	4
Office Clerks, General	1,637	1,566	C+	\$26,766	-0.44%	-7	87	95	175
Farmworkers, Farm, Ranch, and Aquacultural Animals	175	162	D	\$29,247	-0.77%	-1	7	19	25
Carpenters	354	361	C+	\$34,766	0.20%	1	10	22	33
Construction Laborers	241	262	B	\$40,191	0.84%	2	7	17	26
Operating Engineers and Other Construction Equipment Operators	207	217	C+	\$37,706	0.47%	1	7	15	23
Electricians	65	71	B	\$51,208	0.89%	1	2	5	8



Occupation Title	Employment Estimated 2020	Employment Projected 2030	Career Grade	Average Wage	Annual Growth Rate	Annual Growth	Annual Exits	Annual Transfers	Total Annual Openings
Highway Maintenance Workers	325	335	C+	\$30,388	0.30%	1	13	21	35
First-Line Supervisors of Mechanics, Installers, and Repairers	188	207	B	\$55,479	0.97%	2	6	12	20
Automotive Service Technicians and Mechanics	374	376	C+	\$31,055	0.05%	0	11	25	36
Bus and Truck Mechanics and Diesel Engine Specialists	129	129	C	\$33,375	NA	0	4	8	12
Industrial Machinery Mechanics	93	140	B+	\$49,577	4.18%	5	4	6	15
Maintenance and Repair Workers, General	583	632	B+	\$36,060	0.81%	5	21	35	61
Miscellaneous Assemblers and Fabricators	1,884	2,012	B	\$33,667	0.66%	13	74	139	226
Extruding and Drawing Machine Setters, Operators, and Tenders, Metal and Plastic	106	123	B	\$33,768	1.50%	2	4	7	13
Machinists	141	151	C+	\$27,353	0.69%	1	5	10	16
Welders, Cutters, Solderers, and Brazers	256	303	B+	\$31,847	1.70%	5	7	22	34
Sewing Machine Operators	181	124	F	\$21,390	-3.71%	-6	9	8	11
Sawing Machine Setters, Operators, and Tenders, Wood	489	486	C+	\$26,469	-0.06%	0	17	37	54
Packaging and Filling Machine Operators and Tenders	122	140	B	\$26,384	1.39%	2	5	9	16

Occupation Title	Employment Estimated 2020	Employment Projected 2030	Career Grade	Average Wage	Annual Growth Rate	Annual Growth	Annual Exits	Annual Transfers	Total Annual Openings
Driver/Sales Workers	242	255	C+	\$24,218	0.52%	1	10	17	28
Heavy and Tractor-Trailer Truck Drivers	813	797	B	\$37,724	-0.20%	-2	33	55	86
Light Truck or Delivery Services Drivers	491	549	B+	\$40,722	1.12%	6	21	35	62
Passenger Vehicle Drivers, Except Bus Drivers, Transit and Intercity	635	706	B+	NA	1.07%	7	44	33	84
Industrial Truck and Tractor Operators	325	357	B	\$23,096	0.94%	3	10	26	39
Cleaners of Vehicles and Equipment	63	71	C+	\$21,327	1.20%	1	3	6	10
Laborers and Freight, Stock, and Material Movers, Hand	541	573	B	\$27,581	0.58%	3	24	48	75
Stockers and Order Fillers	871	965	B+	\$29,510	1.03%	9	52	90	151

*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 16,225 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 16.7% in Reynolds County to 54.4% 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  
2012/2017**

County	Total Land Area in Acres	Percentage Farmland Of Total Land Area	
		2012	2017
<b>Butler</b>	444,588	52.7%	54.4%
<b>Carter</b>	324,709	22.7%	22.1%
<b>Reynolds</b>	517,426	18.8%	16.7%
<b>Ripley</b>	402,905	34.2%	35.5%
<b>Wayne</b>	485,873	24.0%	20.1%

An increase in acreage designated as farmland was seen in Butler and Ripley Counties. The remaining counties reported decreases in the percentage of total acreage designated as farmland during the five year period with Wayne County decreasing the greatest amount. As shown above, Butler County is the only county with the majority of farmland designated as cropland (85.6%). 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 2017.

**Table 2-6  
Ozark Foothills Region Land Use by Type of Farmland, 2017**

County	Total Farmland	Percentage in Cropland	Percentage in Woodland	Percentage in Rangeland/ Pastureland	House Lots/Roads/Ponds/ Wasteland
<b>Butler</b>	241,767	85.6%	7.9%	3.0%	1.7%
<b>Carter</b>	71,636	12.7%	59.7%	26.0%	2.0%
<b>Reynolds</b>	86,662	15.2%	53.4%	37.5%	3.5%
<b>Ripley</b>	143,212	28.7%	34.6%	48.5%	5.9%
<b>Wayne</b>	97,727	33.9%	34.2%	26.7%	5.2%

*Source: USDA, National Agriculture Statistics Service, 2017 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 outlines the concentration of minority populations among the five counties. As is shown, Butler County contained the highest percentage of minorities in 2020. All counties in the Ozark Foothills region reported an increase in minority populations from 2010 to 2020, with Wayne County indicating the largest increase based on percentage of the county population.

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

Area Summarized		Minority Population					
County		Change, 2010-2020				Percent of Total Population	
FIPS Code		2010	2020	Number	Percent	2010	2020
	Ozark Foothills RPC	4,861	6,108	1,247	25.6	5.8	7.8
29023	Butler	3,432	4,293	861	25	9.5	10.1
29035	Carter	256	284	28	10	3.6	4.6
29179	Reynolds	323	395	72	22.2	3.1	6.3
29181	Ripley	490	511	21	4.2	2.9	3.8
29223	Wayne	360	625	265	73.6	2.7	4.8

Source: 2010 Decennial Census & 2020 5-year American Community Survey  
data.census.gov – non-white alone

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**

	Butler County, Missouri		Carter County, Missouri		Reynolds County, Missouri		Ripley County, Missouri		Wayne County, Missouri	
Label	Estimate	Percent	Estimate	Percent	Estimate	Percent	Estimate	Percent	Estimate	Percent
HOUSING OCCUPANCY										
Total housing units	19,836	19,836	3,257	3,257	4,025	4,025	6,612	6,612	8,095	8,095
HOUSING TENURE										
Occupied housing units	16,357	16,357	2,366	2,366	2,638	2,638	5,154	5,154	5,448	5,448
Owner-occupied	10,425	63.7%	1,801	76.1%	2,091	79.3%	4,069	78.9%	4,053	74.4%
Renter-occupied	5,932	36.3%	565	23.9%	547	20.7%	1,085	21.1%	1,395	25.6%
VALUE										
Owner-occupied units	10,425	10,425	1,801	1,801	2,091	2,091	4,069	4,069	4,053	4,053
Less than \$50,000	2,037	19.5%	343	19.0%	455	21.8%	1,154	28.4%	1,273	31.4%
\$50,000 to \$99,999	2,627	25.2%	507	28.2%	623	29.8%	1,218	29.9%	1,384	34.1%
\$100,000 to \$149,999	2,584	24.8%	212	11.8%	376	18.0%	713	17.5%	585	14.4%
\$150,000 to \$199,999	1,469	14.1%	237	13.2%	336	16.1%	452	11.1%	369	9.1%
\$200,000 to \$299,999	1,077	10.3%	387	21.5%	184	8.8%	339	8.3%	302	7.5%
\$300,000 to \$499,999	416	4.0%	85	4.7%	56	2.7%	128	3.1%	117	2.9%
\$500,000 to \$999,999	150	1.4%	7	0.4%	25	1.2%	65	1.6%	23	0.6%
\$1,000,000 or more	65	0.6%	23	1.3%	36	1.7%	0	0.0%	0	0.0%
Median (dollars)	109,800	(X)	116,600	(X)	95,100	(X)	85,000	(X)	74,900	(X)

Below, Table 2-8 lists the number of residents with incomes below the federal poverty level for 2010 and 2020. While the percentage of the population falling into this category dropped for Carter, Reynolds and Ripley Counties within the ten-year period, the percentage increased for Butler and Wayne Counties. All five counties and the region were well above the state average of 12.7%. Wayne County reported the highest with 26% and Ripley County reported at 22.7%, while Reynolds reported the lowest at 18%. Butler and Carter Counties reported percentages in the middle at 21.9% for the former and 18.5% for the latter. Appendix A shows the county poverty percentages from the 2020 Census.

**Table 2-8  
Persons Below Poverty Level in the Ozark Foothills Region  
2010-2020**

Area Summarized		Persons Below Poverty Level					
County				Change 2010-2020		Percent of All Persons	
FIPS Code		2010	2020	Number	Percent	2010	2020
	Ozark Foothills RPC	17,731	17,681	-50	-0.03	21.3	22.5
29023	Butler County	8,901	9,119	218	2.4	20.8	21.9
29035	Carter County	1,228	1,102	-126	-10.3	19.6	18.5

Area Summarized		Persons Below Poverty Level					
County		Change 2010-2020				Percent of All Persons	
FIPS Code		2010	2020	Number	Percent	2010	2020
29179	Reynolds County	1,426	1,100	-326	-32.9	21.3	18
29181	Ripley County	3,384	3,033	-351	-10.3	24.0	22.7
29223	Wayne County	2,792	3,328	536	16.1	19.8	26

Source: 2010 Decennial Census & 2020 5-year American Community Survey  
data.census.gov

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	2.9	4.2	2.9	6.0	5.5	5.1
9th-12th grade, no diploma	6.5	11.7	10.9	15.0	12.8	13.7
High School graduate	30.5	39.0	49.2	36.9	40.3	43.3
Some college, no degree	22.0	24.4	14.9	18.7	24.1	22.4
Associate Degree	8.1	7.6	7.0	7.9	6.5	5.6
Bachelor's Degree	18.4	8.0	9.7	11.8	7.3	7.1
Graduate or professional degree	11.5	5.0	5.5	3.7	3.5	2.8

*Source: 2020 American Community Survey, Population 25 and Older*

## 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 (Appendix C). 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.

<b>Table 3-1</b>					
<b>Average Number of Clients Served</b>					
<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*	71	357	1548	Unavailable	Unavailable
Elderly Disabled*	7	2	2	Unavailable	Unavailable
Non-Elderly Disabled	178	573	1338	Unavailable	Unavailable



(mental/physical)*					
Low Income*	Unavailable	Unavailable	Unavailable	Unavailable	Unavailable
Youth*	Unavailable	Unavailable	Unavailable	Unavailable	Unavailable
General Public*	29	144	624	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**

City	# Residing in City	% Residing in City	# Working in City	% Working in City
Fisk	4	1.0	1	0.2
Neelyville	3	0.8	0	0
Qulin	2	0.5	1	0.2
Poplar Bluff	156	41.8	118	31.6
Ellsinore	3	0.8	0	0
Grandin	0	0	0	0
Van Buren	20	5.3	3	0.8
Bunker	16	4.3	22	5.9
Centerville	9	2.4	0	0
Ellington	15	4.0	6	1.6
Doniphan	60	16.0	11	2.9
Naylor	8	2.1	1	0.2
Greenville	1	0.2	0	0
Mill Spring	1	0.2	0	0
Piedmont	14	3.8	7	1.9
Williamsville	15	4.0	1	0.2

Below is an encompassing list of the transportation providers in the Ozark Foothills Region. Three providers, ADAPT, Ripley County Senior Services, and Current River Sheltered Workshop 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**

Organization	Geographic Area Served	Type of Agency	Clientele Served	Type of Service	Days of Service	Hours of Service	Vehicles Used
Big Springs Sheltered Workshop	Carter County	Private Non-profit Human Services Agency	Elderly and non-elderly disabled	Fixed-route and meal and medical appointments to Van Buren	M-Th	7:00 a.m. to 3:00 p.m.	1 – 15 passenger van
Bluff Area Transit Service	Poplar Bluff	Public Transit System	Elderly disabled and non-disabled, non-elderly disabled, low income, youth, and general public	Fixed-route	M-F	8:00 a.m. to 4:00 pm	4 - 20 passenger buses
Manufacturers Assistance Group	Butler County	Private Non-Profit Human Services Agency	Elderly and non-elderly disabled	Fixed-route	M-Th	6:45 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 eastern Shannon County and SE Dent County	Public Non-Profit Human Services Agency	Elderly and non-elderly disabled	Fixed-route	M-Th	7:00 a.m. to 3:00 p.m.	3 - 15 passenger vans and 1 – 7 passenger van
Ripley County Transit	Ripley County	Private Non-Profit Transportation Provider	Elderly disabled and non-disabled, non-elderly disabled, low income, youth, and general public	Demand-Response	M-Sat.	8:00 a.m. to 3:30 p.m. and 4:00 a.m. to 5:00 p.m.	2 – 5 passenger cars, 10 – 5 to 7 passenger vans, and 3 22 passenger buses
Services for Extended Employment, Inc.	Wayne County	Private Non-Profit Human Services Agency	Elderly and non-elderly disabled	Fixed-route	M-Th	5:00 a.m. to 8:00 a.m. and 3:30 p.m. to 5:30 p.m.	4 – 15 passenger vans
Southeast Missouri Transport Service, Inc.	21 counties including Butler, Carter, Reynolds and Wayne Counties	Public Transit System	Elderly disabled and non-disabled, non-elderly disabled, low income, youth, and general public	Fixed-route, demand-response, route deviation, and NEMT	M-F	8:00 a.m. to 4:00 p.m., On demand	6 – 3 or 4 passenger vans, and 13 – 9-20 passenger buses

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-one county region. Included in these twenty-one counties are four counties of the Ozark Foothills Region. SMTS offers local services to major cities within the Region, such as Poplar Bluff, Piedmont, Van Buren, and Ellington. According to SMTS, the transportation is available for “shopping, medical, nutrition, recreation, and personal business” purposes. SMTS provides a wide variety of “curb-to-curb” passenger transportation services to all age groups throughout south central and southeast Missouri. Services include local service which is used to fulfill basic transportation needs such as shopping, medical appointments, nutrition, recreation and personal business and long distance medical service, linking rural residents with state-of-the-art medical technology in St. Louis, Springfield and Cape Girardeau. SMTS also provides transportation for groups and organizations on a contract basis. SMTS is funded through direct grants from MoDOT and contracts for service with Southeast Missouri Area Agency on Aging.

Long distance medical services link 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, 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, Butler, Carter, Ripley and Wayne 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 Alternative 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, 9 public meetings held around the region and virtually, public Ozark Foothills Transpiration Advisory Committee meetings, public Ozark Foothills Regional Planning Commission Board of Directors meetings, a 30-day public comment period, and the provider and customer surveys, which were available both as hard copies and in digital formats and widely distributed. As mentioned, seven provider surveys were returned. Approximately 373 users of public transportation completed rider surveys. Of those who participated, 56.9% of respondents were between the ages of 18 and 59. Fourteen users were under 18, and 39.1% of users were age 60 or older. Along gender lines, 32.75% percent of respondents were male while 67.25% were female.

A majority (64.8%) of the transit users polled had a driver's license, while 29.2% reported they were unable to drive. One hundred forty two respondents 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 gain access to health care (an overwhelming number one response), shopping, banking, local business, 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—19.3% of respondents—said more flexibility in scheduling service times would be the best change to the current systems. Second at 15.3%, were increase service hours, while establishing or increasing weekend service came in third at 14.6% and increasing services routes received 14.4% of feedback and placed fourth.

As identified at the provider coordination meeting and echoed in surveys and conversation, the most important need is funding and the ability to replace vehicles on an as needed basis. Funding is the primary barrier to expanding services in any capacity. Grants and

funds have decreased for organizations in the Ozark Foothills region while usage has decreased significantly during the COVID-19 pandemic that began in early 2020. SMTS reported that as of the end of 2022, ridership was around 20% below pre-pandemic levels. With advances in telehealth and changes to the healthcare industry, also brought forth by the pandemic, it is unknown when or if that remaining ridership will return. However, an aging Baby Boomer population will likely see an increase in the ridership from elderly individuals and individuals no longer capable of driving.

In addition, fuel prices and maintenance costs have increased with inflation, in some cases tripling in cost, cutting into operating funds, reducing services, and forcing decisions on facility maintenance, upkeep, and prolonging the use of vans and buses that would have previously exceeded their useful life. Inflation has raised the costs of replacement vehicles from around \$55,000 to as high as \$115,000. This has made existing grants, often with an 80/20 match requirement, more difficult to procure.

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, 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. Staffing was also identified as a medium need, with some organizations having a more difficult time filling driver and/or office staff positions since the pandemic began in 2020. In many cases, retired employees are working part-time to supplement their income, because full-time staff has been too difficult to find. Discussion on workforce development opportunities and partnering with institutions such as Three Rivers College to train drivers was discussed.

The needs identified by both groups can fall into four main categories: gaps in services, gaps in capacity (funding), coordination gaps, and gaps in information and accessibility. Gaps in services and capacity 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 early morning, evening and

weekend hours. Only Ripley County has public transit options on Saturday. Rural areas have fewer resources than urbanized areas. Outside of the City of Poplar Bluff, timing fixed-route transit is lacking. Even within the City of Poplar Bluff, limited hours caused a great number of respondents to the rider survey to state that using public transit is not convenient or not practical. While one might be able to get to work, there would be no options to get home after an 8-hour shift. The gaps in service on nights and weekends would make using public transit impossible to be relied on for employment.

A large portion of funding for public transit in rural Missouri is federal grant dollars or contracts. 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. Other factors relating to the need for increased public transit 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 were consistently mentioned in user surveys. No services are provided on Sundays (except some client-specific organizations, such as churches), and only the Ripley County Transit operates on Saturday. This leaves four of the five Ozark Foothills Region counties with no public weekend transit options at all. 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. 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.

Additionally, the same problems of finding and retaining staff to both drive and work in the office would apply to weekend or increased service hours. Thus makes expanding transit options difficult in the region, but users have shown they want expanded service and improvements to be allowed to take more diverse types of trips.

Gaps in information and accessibility (i.e. education and marketing) were 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, sells advertising space on its buses. The buses serve the City of Poplar Bluff with 4 routes that intersect every 30 minutes. Updated and user friendly websites, mobile phone apps, and word of mouth can all help to increase local knowledge of transit programs.

In public meetings held around the Ozark Foothills region, many did not know transit services existed at all, or were under the impression that only the elderly or low-income were able to use the service. Brochures left in locations such as Nutrition Centers, community centers, county Health Departments, and media coverage from local newspapers and radio could help to get the word out. Information and education services need to be improved to ensure that users can access available transportation options easily.

Question 17 of the user survey asked what other comments would you like to make about transportation choices in the Ozark Foothills Region of Butler, Carter, Reynolds, Ripley, and Wayne Counties. Comments received included “There are no real options for transportation,” “Public Transit doesn’t exist,” “Public transit is not practical,” “needs to be open longer,” “Never knew we had this,” “More options in rural areas,” “More days to ride,” “more routes,” “No options to get to work,” all of which reinforce that education and marketing is a major area of improvement in the region for transit providers. Answers also reinforce that longer service hours are needed, as most current hours are not practical to get to and from work or to and from a school or college.



Question 15 of the user survey asked what resources do you use for transportation options? How do you find out what transportation services are available? While there was a wide range of answers, 65 stated they used the internet. One respondent used a Facebook group. Twenty-five call an agency, with 15 stating they contact SMTS. Relying on a family member or friend to assist them with finding a ride was provided by 34 users, and several stated a homemaker, nurse, or caregiver organizes their transit. Over 30 relied on word of mouth.

In looking at what destinations would you like improved access to? Healthcare received 25 comments. The grocery store received 20 comments. The Poplar Bluff Industrial Park was mentioned by 10 respondents; with others stating more access to rural areas, shopping centers, St. Louis, Cape Girardeau, and Springfield (most likely access to these cities would be for healthcare and/or shopping), church, library, schools, and a variety of other locations with limited responses.

The elderly population stressed a need in feedback from surveys and meetings of greater access to healthcare, the grocery store, longer service days and weekend services. Individuals with disabilities expressed that vans better accommodating wheel chairs, and the ability to use transit for more than one purpose per trip, such as stopping at a pharmacy after a medical visit, while also expressing much of the same needs as elderly clientele.

Individuals with low incomes also expressed a need for more service, with longer hours and weekend services. Currently the limited hours make using public transit as a means to get to employer centers a near impossibility. Limits of items, especially groceries, that can be carried onto a bus was also important, as it creates frequent trips to the grocery store. The identified gaps in services on the previous pages apply to all identified individuals utilizing public transit in the Ozark Foothills Region. Not knowing about the service, needing longer hours, weekend services, and a lack of variation of routes, were consistently identified by individuals with disabilities, the elderly and low-income individuals.

After review of the affected populations, an analysis was completed using data from each of the maps looking at the poverty, disabilities, and elderly population to identify the most vulnerable census block groups in the Ozark Foothills 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 in order to better

serve each community. After review of the areas indicated in dark blue, no consistent correlations could be determined between the high vulnerability areas of these counties. All maps can be found in Appendix A.

Areas with the greatest regional vulnerability occurred in Butler and Reynolds Counties, with a section of Wayne County located around the City of Piedmont, the population center of Wayne County. In Butler County, the greatest vulnerability was seen in the western central part of the county, where no incorporated communities or cities or towns are located. All of southern Butler County along with the cities of Neelyville, Qulin, and Fisk fall into a medium high level of vulnerability. Similar to Butler County, the Southern half of Reynolds County, incorporating Ellington, the population center, had medium-high levels. Lastly, the area of northwestern Wayne County and Piedmont were also ranked medium high.

## 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**

Identified Needs	Suggested Strategies/Activities	Priority Level
Lack of Funding – This includes vehicle needs Staffing issues Match requirements Ageing facilities Needs/maintenance/parking lots	<ul style="list-style-type: none"> <li>• Agencies can apply for grants</li> <li>• Need to increase awareness of program and encourage ridership</li> <li>• Encourage grant applications</li> <li>• Additional funding from state or federal level</li> <li>• Change match requirements</li> <li>• Replace vehicles past their useful life</li> <li>• Secure sustainable partnerships</li> </ul>	High need
Awareness of transportation options	<ul style="list-style-type: none"> <li>• Advertising</li> <li>• Use social media</li> <li>• Simplify information being conveyed to the public</li> <li>• Engage users directly to understand their needs</li> <li>• Publicize changes to existing services, service expansions, and the introduction of new services clearly and in a timely manner</li> </ul>	High need
Increasing demand for services long term (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>• Medicaid funding</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>• Increase funding</li> <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
Expand regional mobility service levels  Ex: For those working night shifts at factories	<ul style="list-style-type: none"> <li>• Procure funding</li> <li>• Expand service hours into nights and early mornings</li> <li>• Increase service frequency and/or responsiveness.</li> <li>• Expand days of service, including weekends.</li> <li>• Evaluate trip schedules to find if an efficient weekend route is possible.</li> </ul>	Higher need in more populated and industrial areas, low for rural areas
Regional backup pool of vans	<ul style="list-style-type: none"> <li>• Encourage discussion and coordination among interested parties</li> </ul>	Low need
Training for drivers	<ul style="list-style-type: none"> <li>• Procure funds</li> <li>• Check into workforce development options and partnering with possible partners such as TRC</li> </ul>	Training needed for drivers beyond driving. Training for equipment handling and special needs riders. Low need

Expanded hours of service and establishing weekend services were the highest ranked service priority as specified by the user survey. 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?” And more flexibility in scheduling service times, increase in weekend services, increased service hours, and increased routes accounted for 64% of responses.

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

The Missouri Long-Range Transportation Plan sets the 25-year vision for the state's transportation system and establishes goals, objectives and performance management metrics. Emerging trends at the state level include an aging population, increasing urbanization, a younger population that isn't as interested in driving, and advanced technology. These trends may significantly alter Missouri's future transportation needs. Other trends that could impact investment priorities include changing highway capacity needs, the expanding desire or need for a more robust multimodal transportation system and the development of infrastructure required to sufficiently adapt to advancing technologies. The state established goals for the long-range plan as...

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

Give Missouri better transportation options includes expanding and improving transit, air, passenger rail, bicycle and pedestrian options throughout the state and connecting all travel options – e.g. passenger rail to bus stops to sidewalks to airport.

When developing the State Long-Range Transportation Plan, the Missouri Department of Transportation noted public transportation needs are different for large urban areas, small urban areas and rural areas. The number of Missourians over 80 is projected to grow to more than 438,000, or 6.8 percent of the overall population, by 2040. The aging population is more likely to want or need to use transportation options beyond single occupancy vehicles. According to the research in, *Driving Life Expectancy of Persons Aged 70 Years and Older in the United States*, on average, seniors outlive their ability to drive safely by 7 to 10 years, making options such as public transit necessity to maintain an independent lifestyle

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 poses a barrier to users of all ages, social-economic status, etc., but most noticeably in households with seniors, low-income, and disabled individuals. The strategies outlined in this coordination plan are consistent with Missouri's Long-Range Transportation Plan and policies.

## Chapter Seven—Plan, Approval, and Implementation

The stakeholders in the plan were provided a draft of the updated Public Transit-Human Service Transportation Coordination Plan and their suggestions were incorporated into the document. In April 2023, the final draft of the coordinated plan goals and objectives was presented to Ozark Foothills Regional Planning Commission’s Transportation Advisory Committee for consideration. The TAC adopted the goals, objectives, and updates and recommended approval to the Ozark Foothills Regional Planning Commission Board for approval on June 8, 2023. The board acted on that recommendation, approved the plan update and authorized staff to submit the plan to the Missouri Department of Transportation, as the approved Public Transit-Human Services Transportation Coordination Plan for the Ozark Foothills Region.

This adoption process was used primarily because of the planning relationship that was established in the early 1990s between the Ozark Foothills Regional Planning Commission and the Missouri Department of Transportation and continues today. As a part of its planning work with MoDOT, OFRPC—and other regional planning commissions across the state—formed Transportation Advisory Committees—to identify transportation needs, study issues and recommend transportation priorities in the Ozark Foothills Region. The TAC—with five representatives from each county—reports to the OFRPC board and advises it on transportation decisions. In addition to county-appointed representatives, OFRPC’s TAC also includes ex-officio members including the MoDOT district engineers and various private citizens. The TAC meets quarterly 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 OFRPC 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 needs identification and prioritization process. It is recommended that the public transit providers and human service agencies continue to be involved with local TACs and, in turn, regional planning commissions in order to facilitate implementation.

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. Missouri is currently exploring options to better fund transportation and the Bipartisan Infrastructure Law has increased funding in many areas. 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.

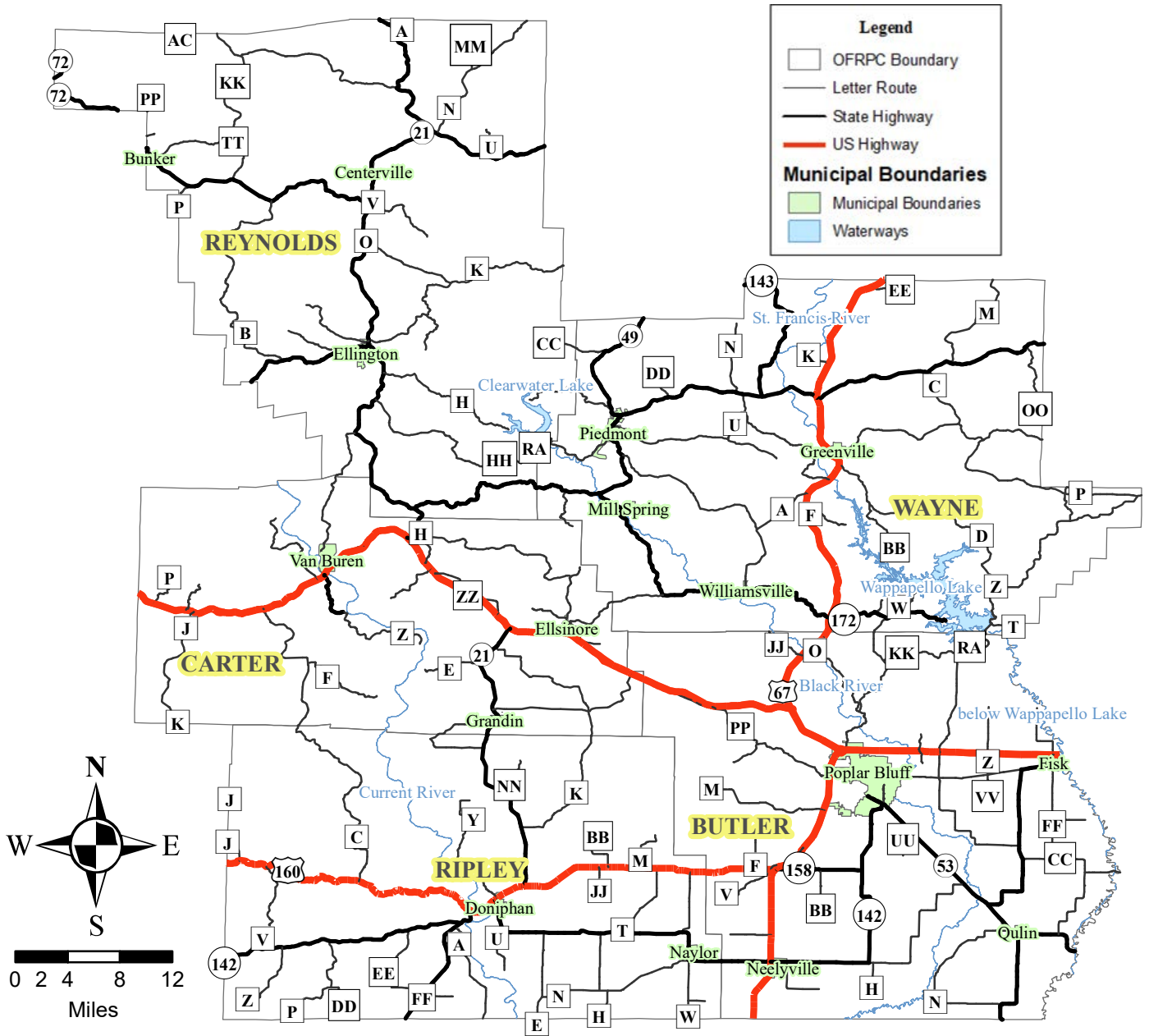


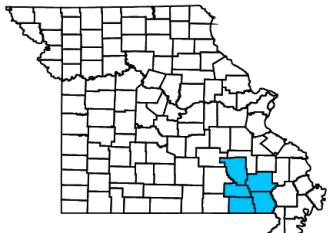

**APPENDIX**



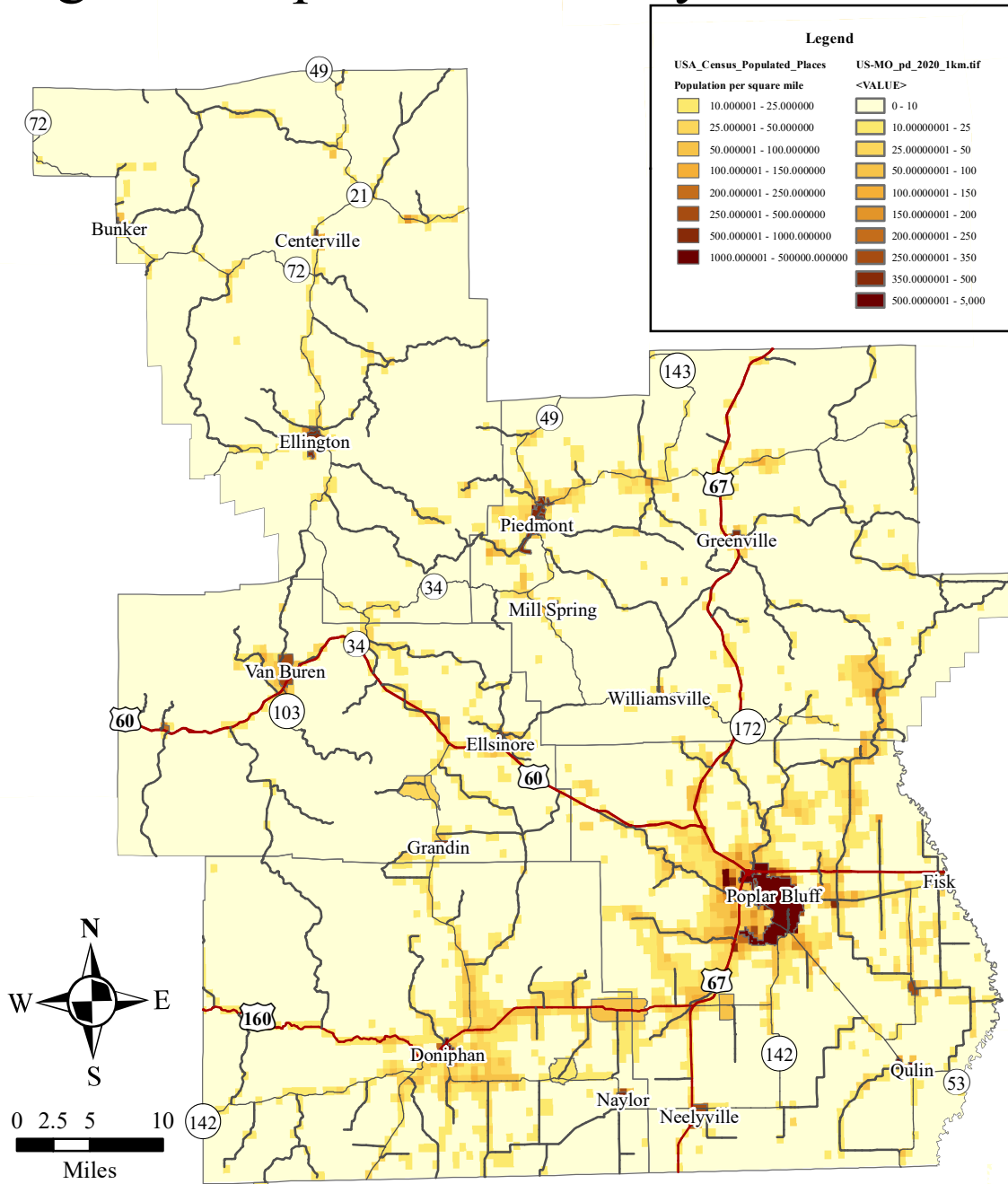
**MAPS**

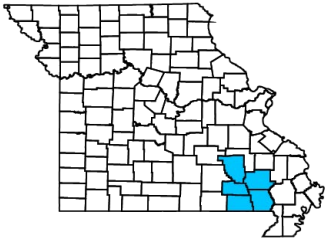

# OFRPC Transportation Basemap



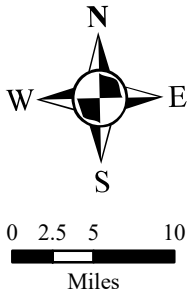
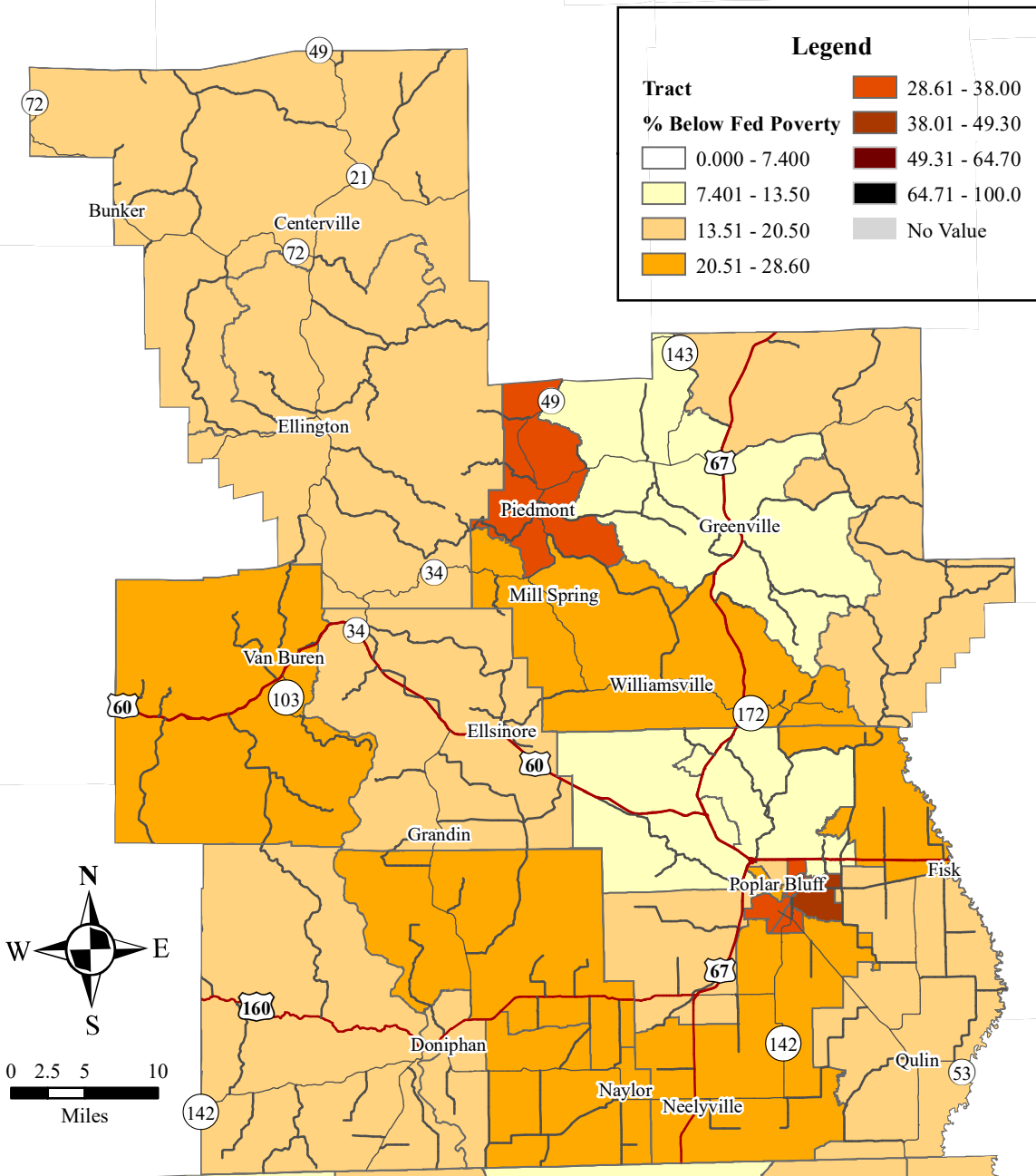
<p>Ozark Foothills Regional Planning Commission</p>  <p>Serving Butler, Carter, Reynolds, Ripley &amp; Wayne Counties</p>	<h2>Base Map</h2> <p>January 2023</p>	<p>Created by Ozark Foothills Regional Planning Commission 3019 Fair St. Poplar Bluff, MO 63901 In partnership with the Missouri Department of Transportation</p> <p>To the best knowledge of the author, the data presented here is true and accurate. However, no responsibility is assumed by the author.</p> 
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# Regional Population Density - ACS 2020

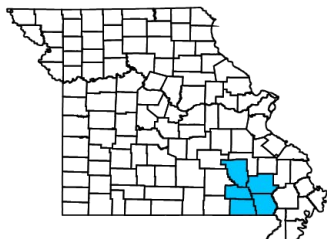


<p><b>Ozark Foothills Regional Planning Commission</b></p>  <p>Serving Butler, Carter, Reynolds, Ripley &amp; Wayne Counties</p>	<p>Attribution data for this map goes to WorldPop Spatial Distribution of Population Density in 2020 via a Creative Commons Attribution 4.0 International License (<a href="https://hub.worldpop.org/geodata/summary?id=39730">https://hub.worldpop.org/geodata/summary?id=39730</a>) and to ESRI using 2020 US Census data (<a href="https://www.arcgis.com/home/item.html?id=4e75a4f7daaa4dfa8b9399ea74641895">https://www.arcgis.com/home/item.html?id=4e75a4f7daaa4dfa8b9399ea74641895</a>).</p> <p><b>January 2023</b></p>	<p><b>Created by Ozark Foothills Regional Planning Commission</b>  <b>3019 Fair St.</b>  <b>Poplar Bluff, MO 63901</b>  <b>In partnership with the Missouri Department of Transportation</b></p> <p>To the best knowledge of the author, the data presented here is true and accurate. However, no responsibility is assumed by the author.</p> 
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# Regional Percentages Below Federal Poverty Level by 2020 Census Tracts



Ozark Foothills Regional Planning Commission



Serving Butler, Carter, Reynolds, Ripley & Wayne Counties

Attribution data for this map goes to Esri's ACS Poverty Status Variables – Boundaries map

(<https://www.arcgis.com/home/item.html?id=0e468b75bca545ee8dc4b039cbb5aff6>) which was populated with the US Census Bureau's API for American Community Survey Data

(<https://www.census.gov/data/developers/data-sets.html>)

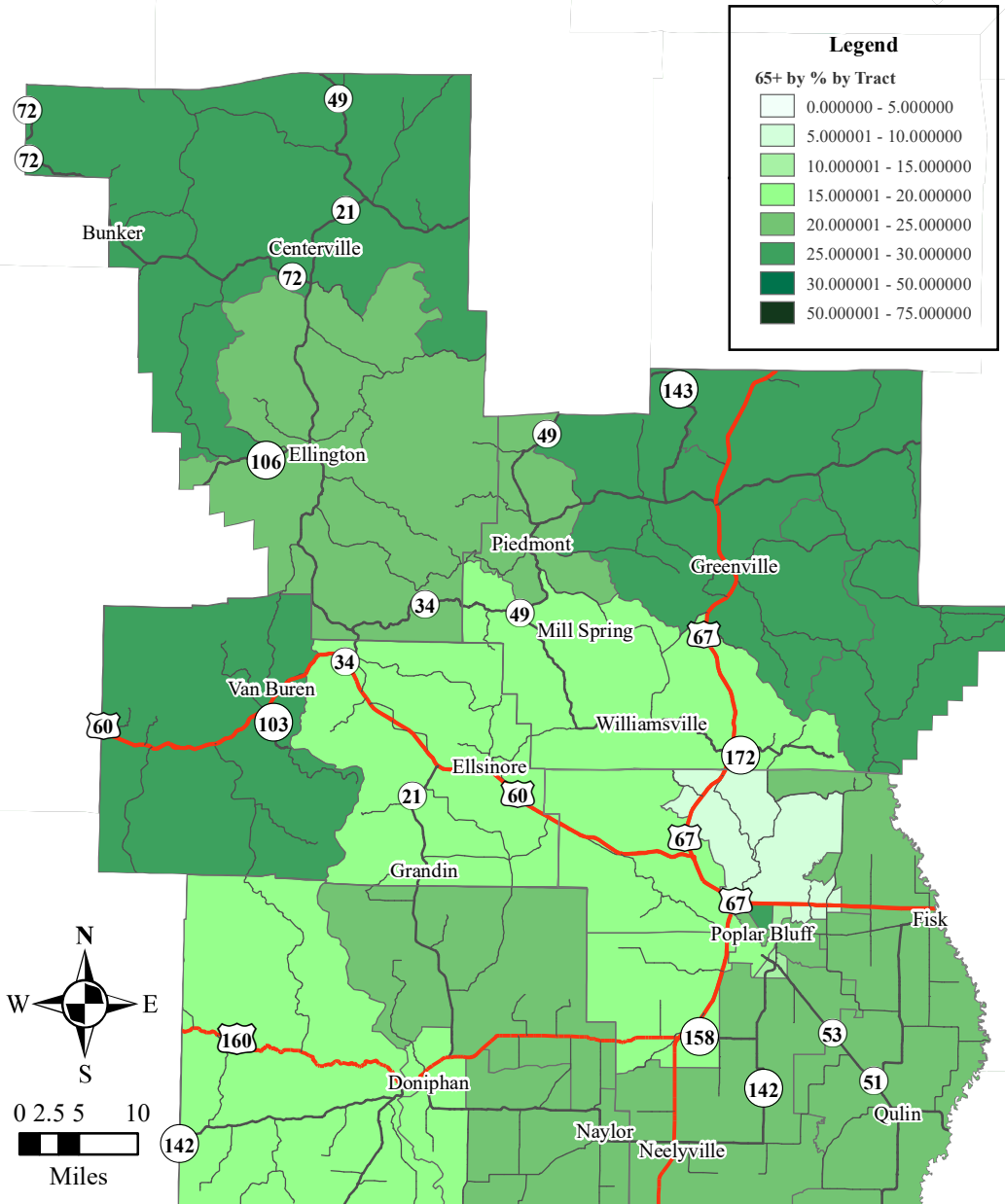
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# Regional Senior Population 65 & Older by Percentage by Census Tract



**Ozark Foothills Regional Planning Commission**

Serving Butler, Carter, Reynolds, Ripley & Wayne Counties

Attribution data for this map goes to Esri's Senior Population 65 and Over (Current ACS) map (<https://www.arcgis.com/home/item.html?id=055e2474477144ffa7db067f485c9dc7>) which was created by Lisa Berry and is updated as recent information is released by the American Community Survey. This data pertains to the 2020 ACS report.

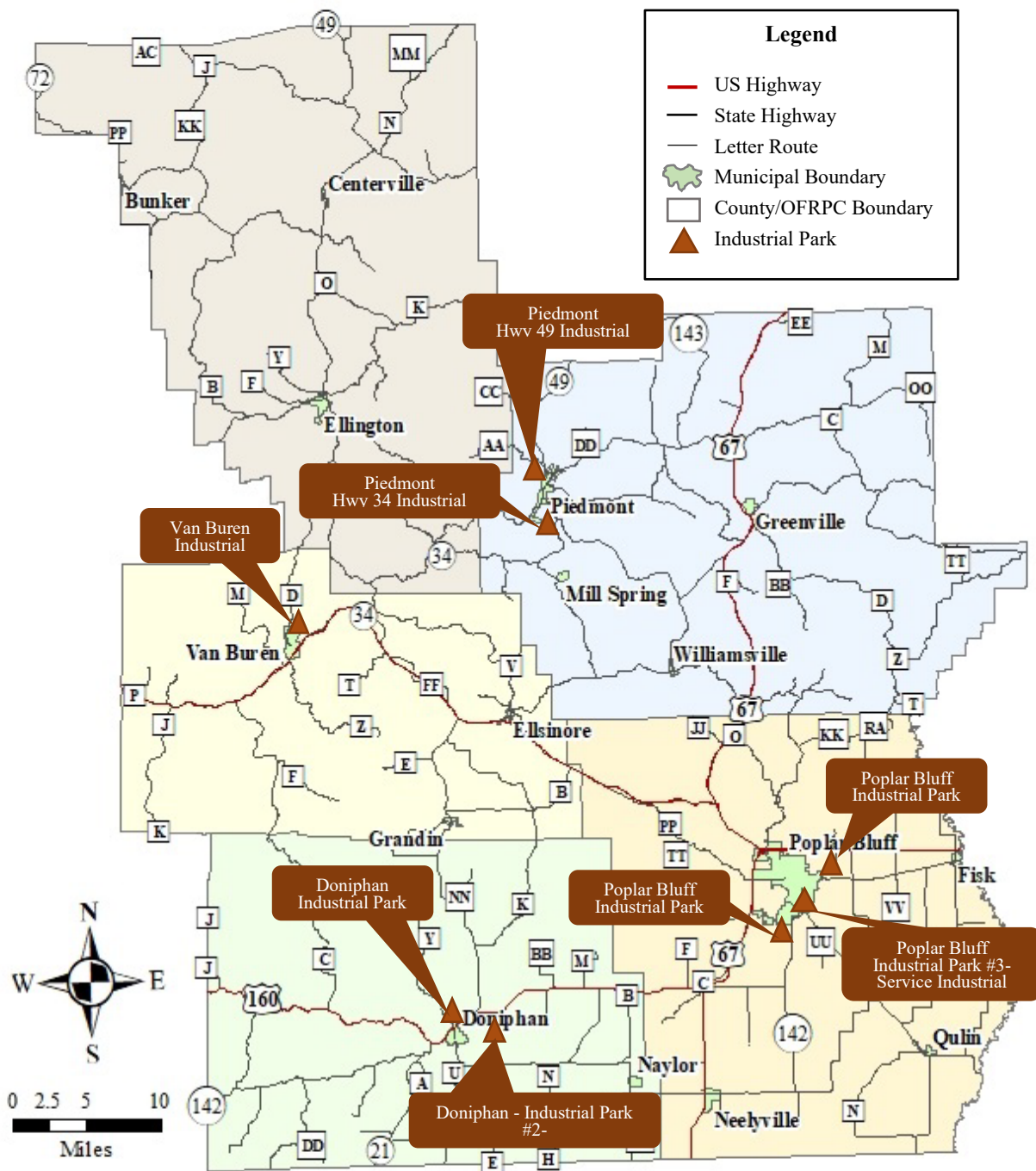
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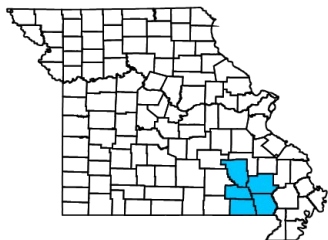
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# Regional Economic Hubs & Employment Centers



Ozark Foothills Regional Planning Commission



Serving Butler, Carter, Reynolds, Ripley & Wayne Counties

Attribution data for this map goes to MSDIS for the MO County Boundaries layer, to MoDOT for the MoDOT Road Arc layer, and MO DOR for the MO Tax Boundaries Layer for the Municipality outlines.

The Industrial Park Site labeling was done via Word and Photos by Raamin Burrell of the OFRPC.

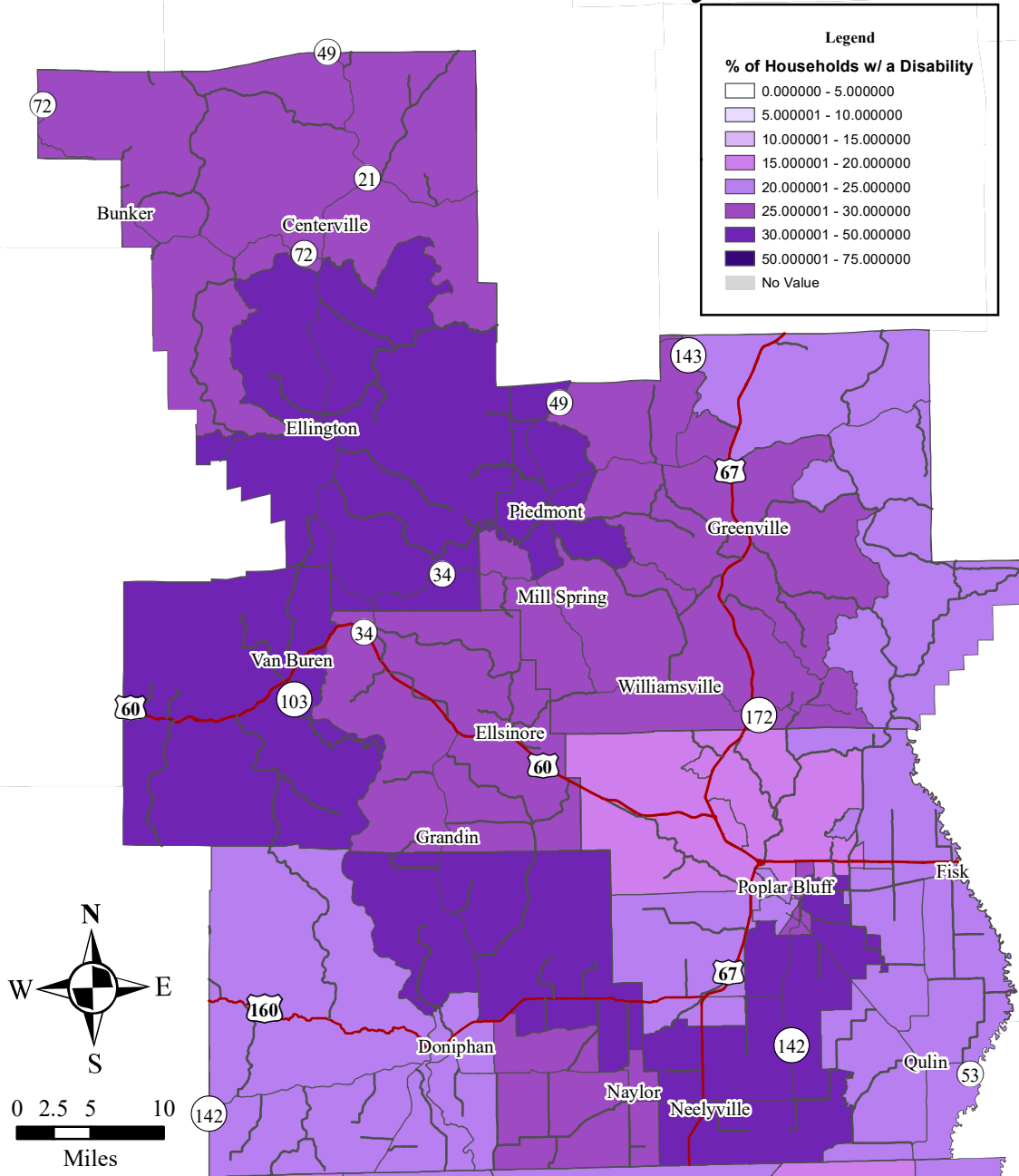
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# Regional Percentage of Households with a Disability



Ozark Foothills Regional Planning Commission



Serving Butler, Carter, Reynolds, Ripley & Wayne Counties

Attribution data for this map goes to Esri's ACS Disability Status Variables – Boundaries map (<https://www.arcgis.com/home/item.html?id=ef1492a820674160ba6815c5e1637c27>) and is managed by Esri demographics. The data is acquired from the US Census Bureau's API for American Community Survey 5-year estimates data.

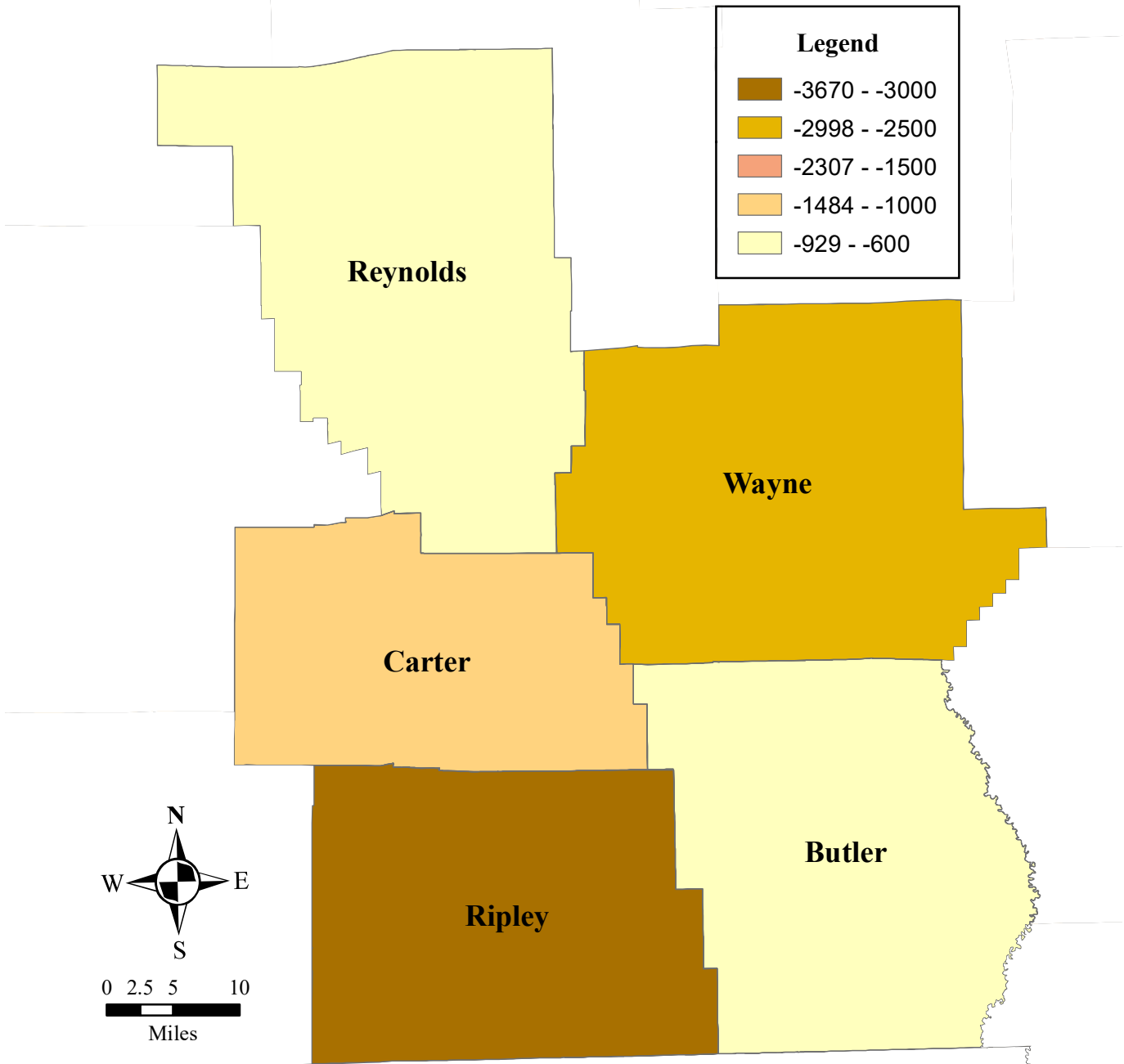
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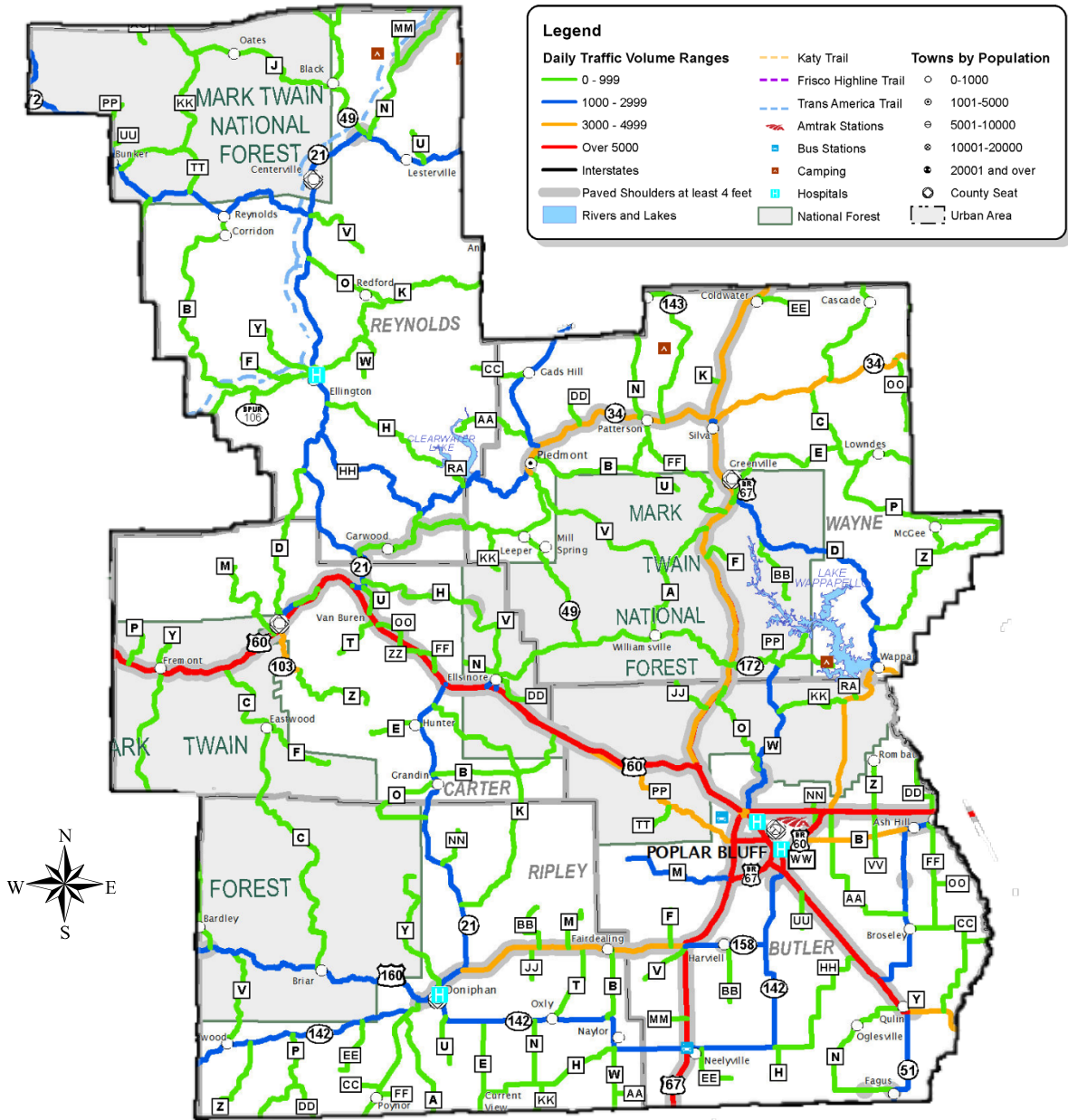
# Population Change by County from 2010-2020



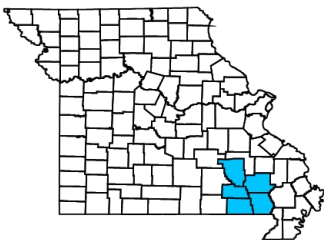
<p><b>Ozark Foothills Regional Planning Commission</b></p>  <p>Serving Butler, Carter, Reynolds, Ripley &amp; Wayne Counties</p>	<p>Attribution data for this map goes to ArcGIS contributor “tkuhn_myUTK” via ArcGIS online data portal. Data is a combination of <u>2020 Tiger/Line features</u> published by the US Census Bureau and Population Data from the decennial censuses conducted in <u>2010 (Summary File 1)</u> and <u>2020 (P.L. 94-171 Redistricting Dataset)</u>.</p> <p style="text-align: center;"><b>January 2023</b></p>	<p><b>Created by Ozark Foothills Regional Planning Commission</b>  <b>3019 Fair St.</b>  <b>Poplar Bluff, MO 63901</b>  <b>In partnership with the Missouri Department of Transportation</b></p> <p>To the best knowledge of the author, the data presented here is true and accurate. However, no responsibility is assumed by the author.</p> 
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# Regional Bicycle Route Map 2013-2014



Ozark Foothills Regional Planning Commission



Serving Butler, Carter, Reynolds, Ripley & Wayne Counties

Attribution data for this map goes to the MoDOT Transportation Plan data made available here:

<https://www.modot.org/road-route-information-cyclists-pedestrians>

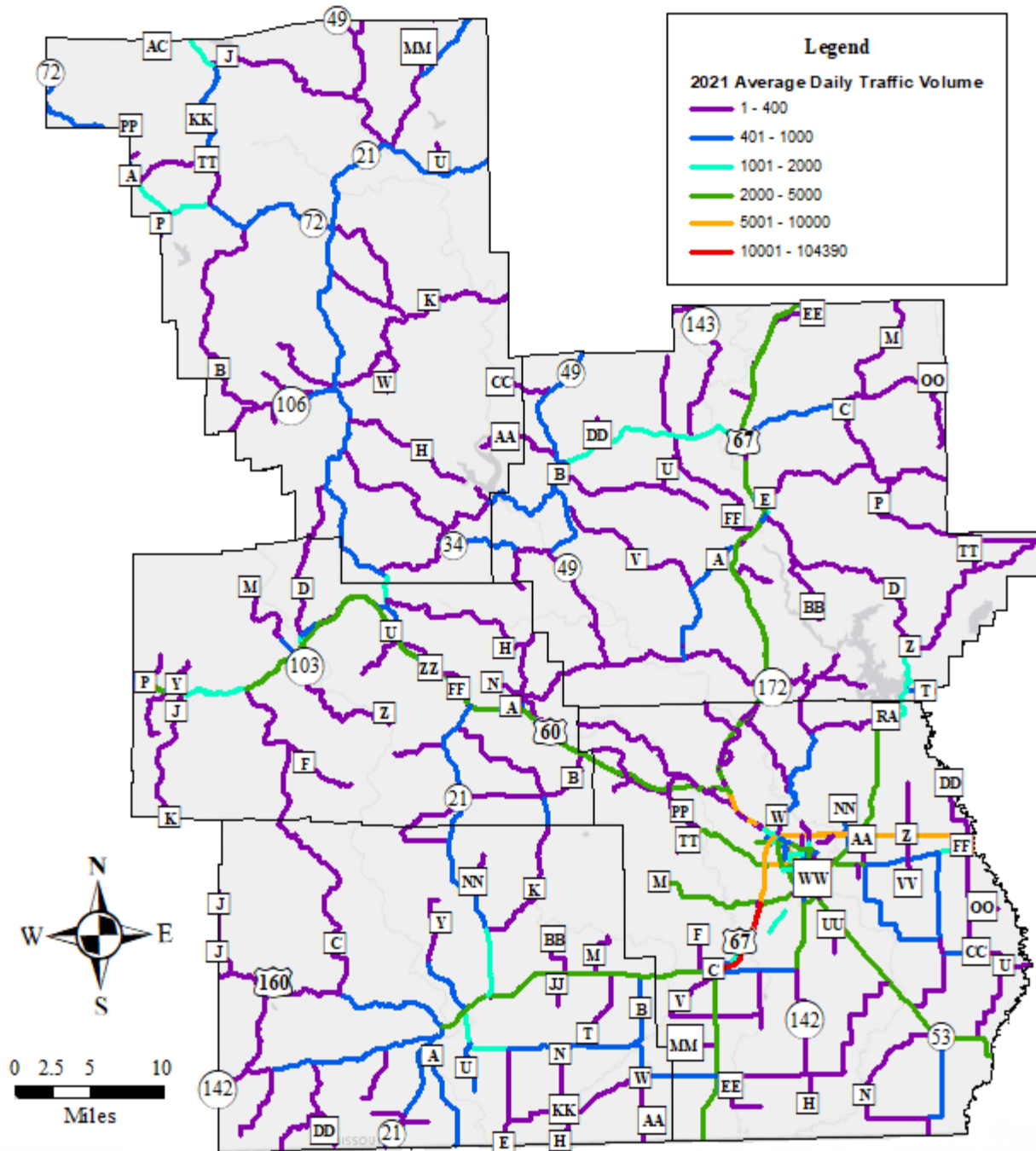
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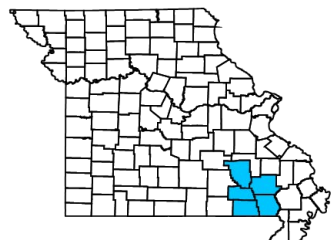
To the best knowledge of the author, the data presented here is true and accurate. However, no responsibility is assumed by the author.



# Regional Traffic Volume Data



Ozark Foothills Regional Planning Commission



Serving Butler, Carter, Reynolds, Ripley & Wayne Counties

Attribution data for this map goes to MoDOT Transportation Data 2021 data set files available through special permission and is viewable on the MoDOT website here: <https://www.modot.org/traffic-volume-maps>

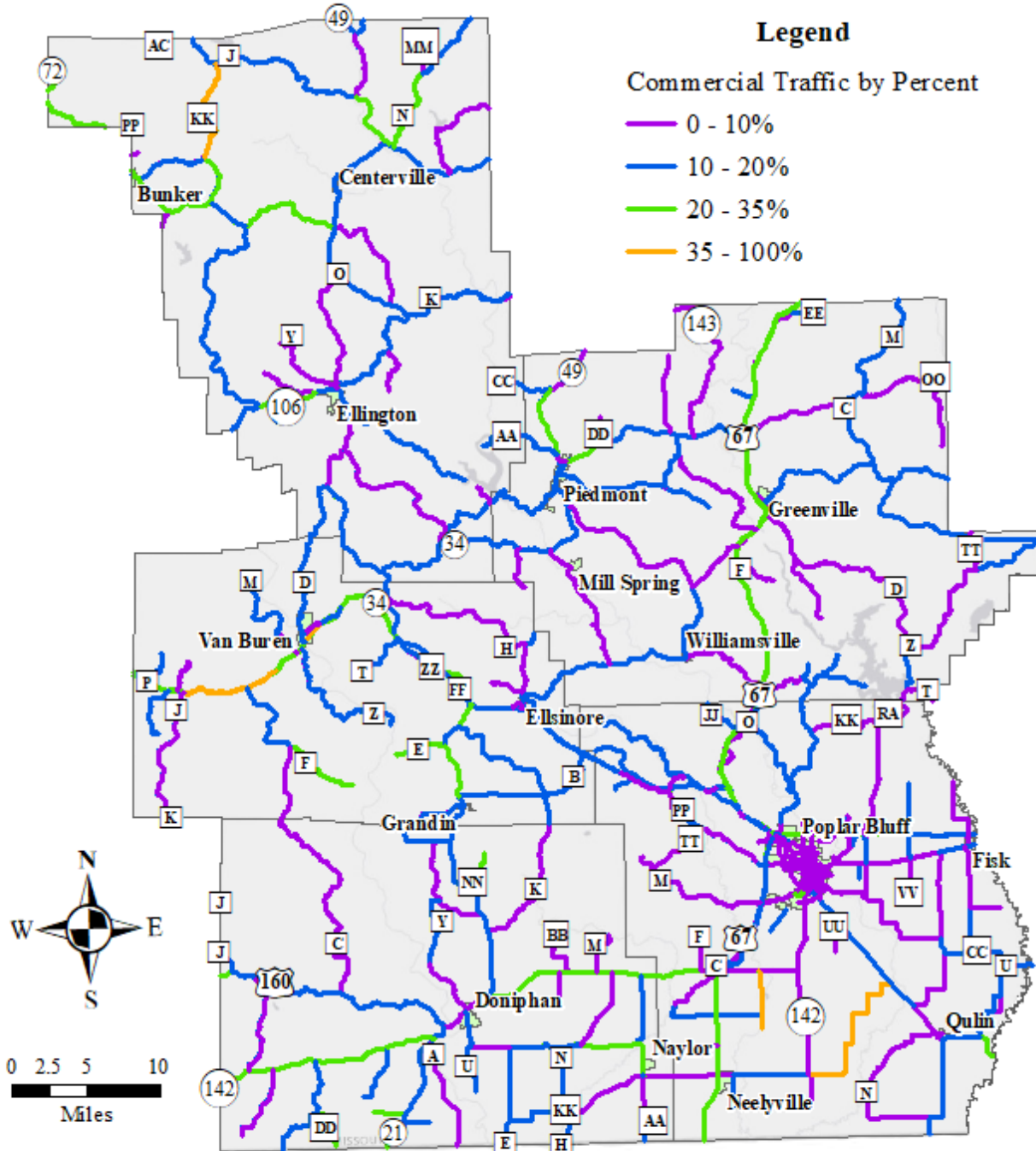
January 2023

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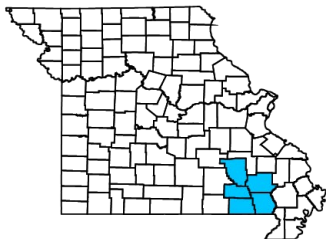
To the best knowledge of the author, the data presented here is true and accurate. However, no responsibility is assumed by the author.



# Regional Commercial Traffic Volume



Ozark Foothills Regional Planning Commission



Serving Butler, Carter, Reynolds, Ripley & Wayne Counties

Attribution data for this map goes to MoDOT Transportation Data 2021 data set files available through special permission and curated by Darrell Knierim of MoDOT.

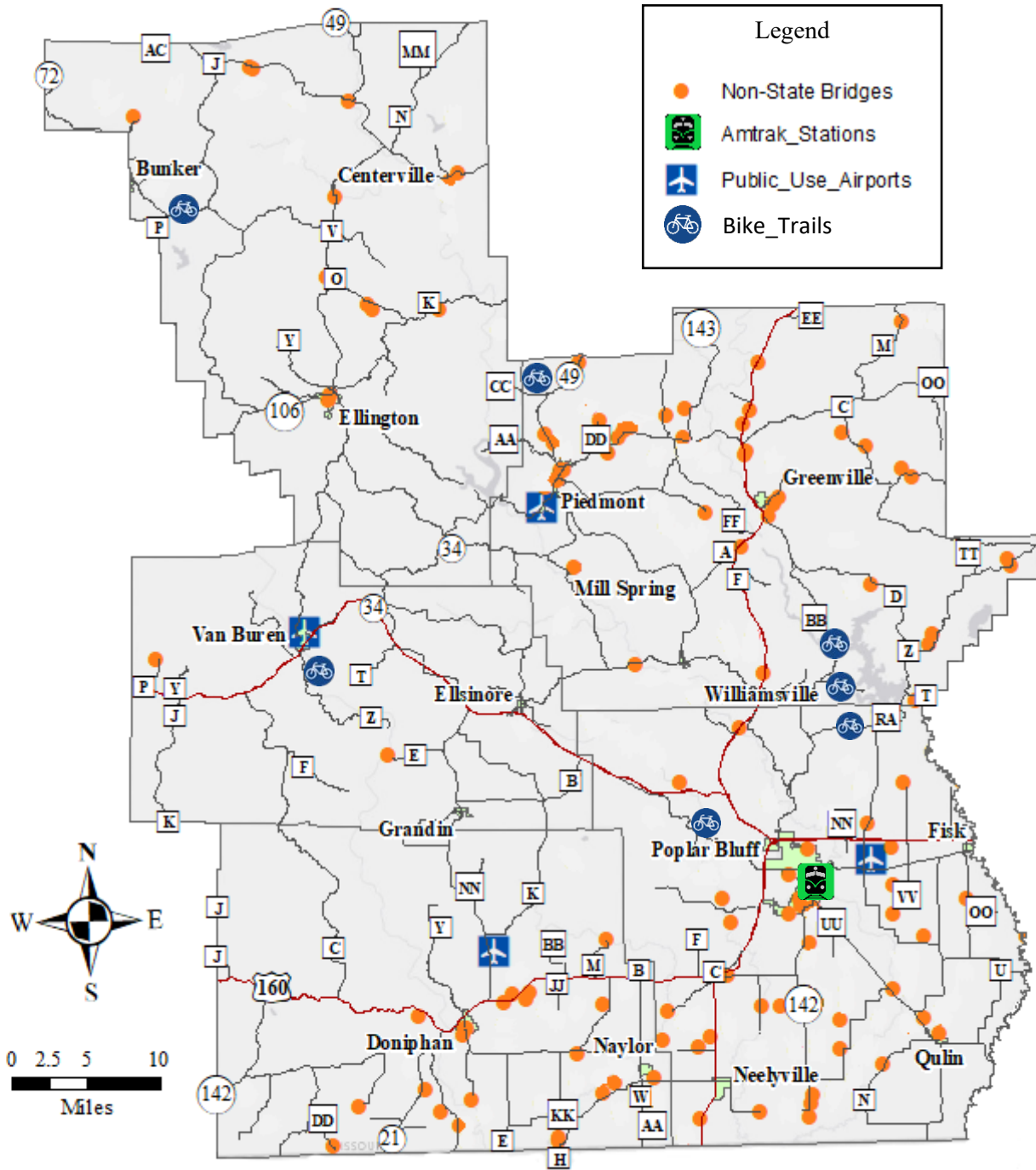
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# Regional Transportation Assets



**Legend**

- Non-State Bridges
- 🚆 Amtrak Stations
- ✈️ Public Use Airports
- 🚲 Bike Trails

**Ozark Foothills Regional Planning Commission**

Serving Butler, Carter, Reynolds, Ripley & Wayne Counties

Attribution data for this map goes to MoDOT Transportation Data 2021 data set files available through special permission and curated by Darrell Knierim of MoDOT.

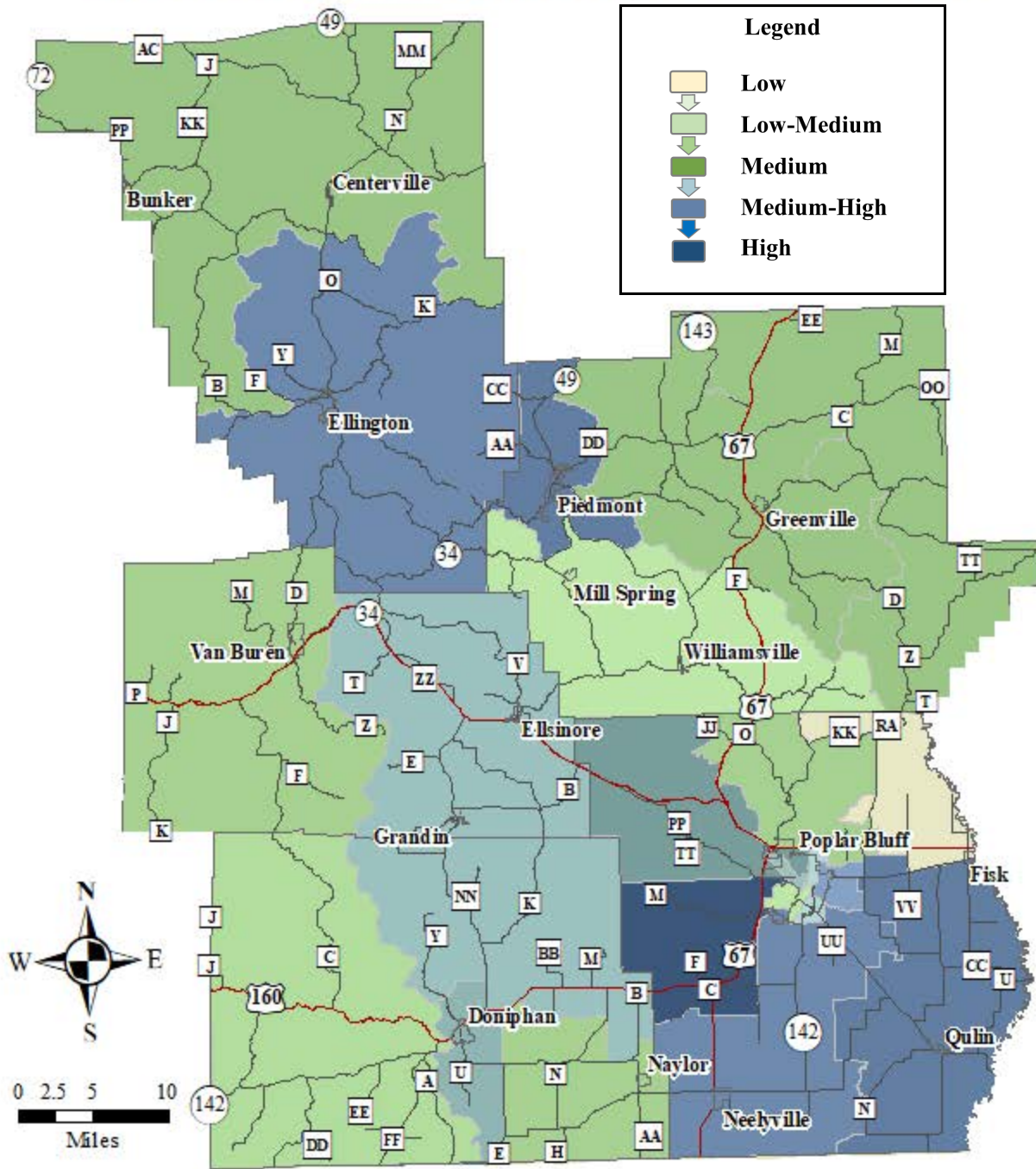
**January 2023**

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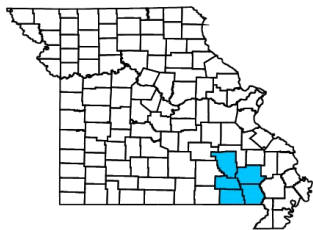
To the best knowledge of the author, the data presented here is true and accurate. However, no responsibility is assumed by the author.



# Regional Vulnerability Based on Poverty, Elderly, and Disabled per Household



Ozark Foothills Regional Planning Commission



Serving Butler, Carter, Reynolds, Ripley & Wayne Counties

Attribution data for this map goes to esri\_demographics service hosted on ArcGIS Living Atlas available here: <https://livingatlas.arcgis.com/en/home/> American Community Survey 5-YR Census Data was used to populate the relevant information.

January 2023

Created by Ozark Foothills Regional Planning Commission  
3019 Fair St.  
Poplar Bluff, MO 63901  
In partnership with the Missouri Department of Transportation

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**APPENDIX**

**B**

**PROVIDER  
CORRESPONDENCE**



3019 Fair Street  
Poplar Bluff, MO 63901  
www.ofrpc.org

Phone: (573) 785-6402  
Fax: (573) 686-5467  
Email: ofrpc@ofrpc.org

September 15, 2022

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 October 6, 2022, 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 public transit needs of our Region, please RSVP by calling our offices at 785-6402 or by e-mail at Andrew@ofrpc.org by October 3, 2022. 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  
Assistant Director  
Transportation Planning Coordinator



SERVING BUTLER, CARTER, REYNOLDS, RIPLEY, AND WAYNE COUNTIES

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

**OCTOBER 6, 2022**

**MEETING OF PUBLIC TRANSIT AND  
HUMAN SERVICES TRANSPORTATION PROVIDERS  
PTHSTP UPDATE KICK-OFF MEETING**

**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. Surveys
- V. Discussion of present services, existing needs, and strategies/activities
- VI. Prioritization of strategies/activities
- VII. Questions and Discussion
- VIII. Adjourn





### Requirements

- Before receiving federal funds, the designated recipient must certify that:
- 1) the projects selected by the recipient are included in a locally developed, coordinated public transit-human services transportation plan;

### Requirements

- 2) the plan is 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;

### Including

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

### How?

- Community planning session(s)
- Surveys – In-person and online
- Detailed study and analysis
- Public meetings
- Public outreach
- Public participation

### Plan Updates

- Plans developed at least every 4 years in air quality attainment areas
  - St. Louis / Kansas City
- At least every 5 years in non-attainment areas

### Plan Documents

- The Plan must identify transportation services available, and needs of
  - Individuals with disabilities
  - Older adults
  - People with low incomes

### Plan Documents

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

### Plan Documents

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

### Plan Documents

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

### Plan Documents

- Plan is required in communities seeking funding in one or more of FTA's programs.
- To strengthen impact, plan should incorporate activities offered under federal, state and local programs.

### Plan Elements

#### Needs Assessment

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

### Assessment Techniques Examples

- 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

### Assessment Techniques Examples

- 10 Meetings will be conducted
- One provider focused kick-off meeting
- 5 community meetings, one in each county
- One public wrap-up meeting
- 3 virtual meetings (coffee and conversation, lunch and learn)

### Plan Elements Strategies or Activities

- Identify strategies and/or activities that:
  - Addresses and identifies gaps in service
  - Achieves efficiencies in service delivery

### Strategies / Activities / Projects

- Strategies define a mobility goal
  - Increase utilization of vehicles
  - Sustain current mobility services
- Activities describe a tactic to address a function of providing mobility service
  - Improve the call-taking process
  - Replace vehicles at end of useful life
- Projects implementation strategies
  - Obtain trip scheduling software
  - Replace vehicles at Agency X

### Plan Elements Prioritize Strategies

- Priorities for implementing specific strategies and or activities should be based on:
  - Resources
  - Time
  - Feasibility

### Examples of Priorities

- Numerical descending priority of strategies:
  - First
  - Second
  - Third, etc.
- General priority of strategies:
  - High
  - Medium
  - Low

### Planning Participation

- Adequate outreach to allow for participation
- Potential outreach strategies include:
  - Notice or flyers in centers of community activity
  - Newspaper and or radio announcements
  - Sending emails and web posting
  - Invitation letters

### Planning Participation

- Public meeting considerations:
  - Location and time where accessible transportation is available
  - Adequately advertised to public
  - Interpreters available, if requested
    - Individuals with hearing or vision impairments
    - English as a second language
  - Accessible formats (large print, Braille, etc.)

### Planning Participation

- Inclusion of Transportation Partners
  - Area transportation planning agencies
  - Public and Private transportation providers
  - Non-profit transportation providers
  - Past or current organizations funded
    - (sheltered workshops)
  - Human services agencies with transportation services either operated, funded or provided

### Human Service Agencies

<ul style="list-style-type: none"> <li>● Departments of Social/Human Services</li> <li>● Employment One-Stop Services</li> <li>● Vocational Rehab</li> <li>● Medicaid</li> <li>● Community Action Programs</li> </ul>	<ul style="list-style-type: none"> <li>● Agency on Aging</li> <li>● Developmental Disability Councils</li> <li>● Community Services Board</li> <li>● Job Training and Placement Agencies</li> <li>● Housing / Health Care</li> <li>● Mental Health Providers</li> </ul>
---	---

### Planning Participation

- Passengers and Advocates may include:
  - Existing and potential riders
  - Protection and advocacy organizations
  - Representatives of independent living centers
  - Advocacy organizations working on behalf of the targeted populations

### Planning Participation

- Participation by Human Services Partners:
  - Agencies that administer programs for targeted populations for:
    - Health
    - Employment
    - Other support programs

### Plan Adoption

- Participants should identify the process for adoption of the plan
- Grant administrators (designated recipients) should include a strategy for adopting plans
- Approved plans must be submitted to MoDOT
- FTA will not formally review & approve plans

### Questions?



**MINUTES  
OF  
THE OZARK FOOTHILLS REGIONAL PLANNING COMMISSION  
PUBLIC TRANSIT HUMAN SERVICES PLAN PROVIDER'S KICK-OFF MEETING**

**OCTOBER 6, 2022  
OZARK FOOTHILLS REGIONAL PLANNING COMMISSION  
CONFERENCE ROOM  
POPLAR BLUFF, MISSOURI**

**CALL TO ORDER**

Mr. Andrew Murphy called the meeting to order at 11:05 a.m.

Those in attendance were:

Andrew Murphy, OFRPC  
Sara McGavock, Ripley County Transit  
Daniel Smith, SMTS & BATS  
Michael Kelly, SMTS & BATS  
Rebeca Pacheco, Community Resource Council  
Jennifer Rosener, AmeriCorps Senior RSVP  
Denny Ward, SMTS (virtual)  
Janis Gordan, Reynolds County Sheltered Workshop (virtual)

Mr. Murphy introduced himself and explained the basic purpose of the meeting. Mr. Murphy also discussed the role of the Ozark Foothills Regional Planning Commission and the Ozark Foothills Transportation Advisory Committee and the timeline for the plan update. He then asked each person to introduce themselves and the organization they were from.

Mr. Murphy discussed the Public Transit-Human Services Transportation Plan (PTHST) overview, requirements, and history with a PowerPoint presentation. The regional planning commission will conduct 10 public meetings in addition to Transportation Advisory Committee and Ozark Foothills Board meetings. This includes the Transit Provider's kickoff meeting, one-meeting in each of the five counties open to the public and targeted at certain demographics, 3 virtual meetings, and a wrap-up meeting.

Mr. Murphy provided surveys to be conducted by both the transit providers and their clients. Those in attendance looked through the surveys and were provided the opportunity for discussion on additions, deletions, or clarifications. The survey will be provided to all transit providers in the region and through SurveyMonkey to transit riders, potential riders, and the general public. There will be a focus on the elderly, disabled, and low-income individuals.

Awareness is very important in rural areas. Increasing visibility of the service in rural areas is important. Adding a question to the user survey asking what resources do you use for transportation options was discussed.

## **PRIORITIZATION OF STRATEGIES/ACTIVITIES**

### HIGH NEEDS:

- Most important need: Funding. Lack of funding seems to be the issue that affects all others. Costs have gone up, vehicles prices have gone up; competing hourly wage jobs have increased their starting salaries. Also, aging facilities that need parking lot and building maintenance.
- Aging vehicles – SMTS no new vehicles in 3 years. Van/bus prices have gone from \$45-\$55,000 to \$90-\$110,000. Repairing vehicles that otherwise would have been retired.
- Even grants available require 80/20 match. The 20% match is becoming harder as vehicles have doubled in cost. Ridership at approximately 80% pre-COVID levels. Telemedicine has changed how often people need to travel to the doctor
- Awareness of transportation options in the community. Providers often hear they did not know of their existence. Discussed social media usage.
- Identify other funding sources or volunteers programs that may be able to be utilized.

### MEDIUM NEEDS:

- Staffing – Drivers and especially office staff. Hard to provide competitive wages.
- Increase ability to service rural medical patients.

### LOW NEEDS:

- Serving people outside of normal routes – pretty much serving what is feasible.
- After hours and weekend services – Almost non-existent, no real current capability
- Shared back-up vehicles – Insurance wouldn't allow.
- Training for drivers. Not just driving, but handling equipment and working with special needs of riders.
- Workforce Development? Can more drivers be trained, or is low salary too much of an issue?
- Probation and parole services to job training/jobs probably much lower need now. They have restructured their programs and when people begin looking for jobs.

## **ADJOURNMENT**

Mr. Andrew Murphy adjourned the meeting at 12:24 p.m.





3019 Fair Street  
Poplar Bluff, MO 63901  
www.ofrpc.org

Phone: (573) 785-6402  
Fax: (573) 686-5467  
Email: ofrpc@ofrpc.org

October 12, 2022

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 October 6, 2022. 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. These surveys will also be provided electronically, and the customer survey will be made available online for easy access and sharing.

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 November 30, 2022. 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 or [Andrew@ofrpc.org](mailto:Andrew@ofrpc.org). Thank you for your attention and assistance in completion of this essential planning document.

Sincerely,

Andrew Murphy  
Assistant Director  
Transportation Planning Coordinator

Enclosures (as described)

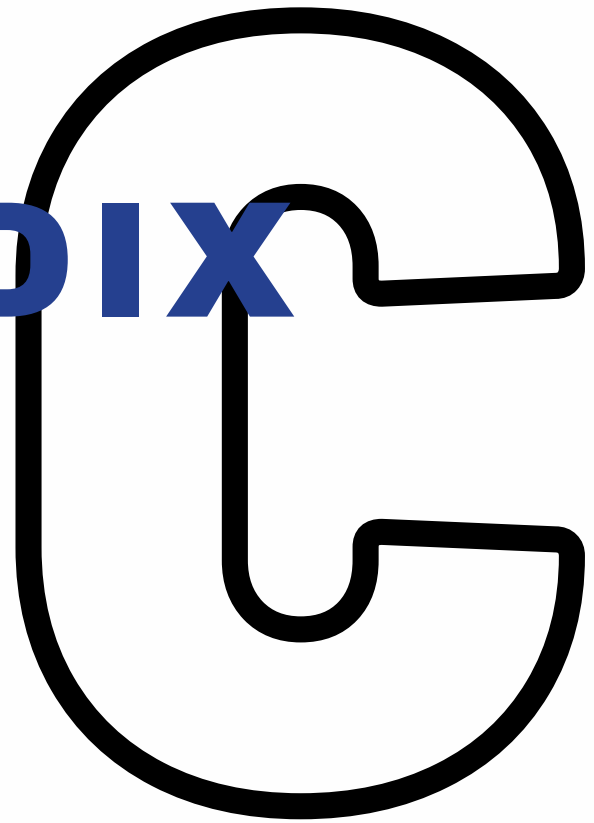


SERVING BUTLER, CARTER, REYNOLDS, RIPLEY, AND WAYNE COUNTIES





# **APPENDIX**



## **SURVEYS AND RESULTS**





## 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: [Andrew@ofrpc.org](mailto:Andrew@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: 60px; height: 20px;" type="text"/>	<input style="width: 60px; height: 20px;" type="text"/>	<input style="width: 60px; height: 20px;" type="text"/>	<input style="width: 60px; height: 20px;" type="text"/>	<input style="width: 60px; height: 20px;" type="text"/>
Elderly Disabled	<input style="width: 60px; height: 20px;" type="text"/>	<input style="width: 60px; height: 20px;" type="text"/>	<input style="width: 60px; height: 20px;" type="text"/>	<input style="width: 60px; height: 20px;" type="text"/>	<input style="width: 60px; height: 20px;" type="text"/>
Non-Elderly Disabled (mental/physical)	<input style="width: 60px; height: 20px;" type="text"/>	<input style="width: 60px; height: 20px;" type="text"/>	<input style="width: 60px; height: 20px;" type="text"/>	<input style="width: 60px; height: 20px;" type="text"/>	<input style="width: 60px; height: 20px;" type="text"/>
Low Income	<input style="width: 60px; height: 20px;" type="text"/>	<input style="width: 60px; height: 20px;" type="text"/>	<input style="width: 60px; height: 20px;" type="text"/>	<input style="width: 60px; height: 20px;" type="text"/>	<input style="width: 60px; height: 20px;" type="text"/>
Youth	<input style="width: 60px; height: 20px;" type="text"/>	<input style="width: 60px; height: 20px;" type="text"/>	<input style="width: 60px; height: 20px;" type="text"/>	<input style="width: 60px; height: 20px;" type="text"/>	<input style="width: 60px; height: 20px;" type="text"/>
General Public	<input style="width: 60px; height: 20px;" type="text"/>	<input style="width: 60px; height: 20px;" type="text"/>	<input style="width: 60px; height: 20px;" type="text"/>	<input style="width: 60px; height: 20px;" type="text"/>	<input style="width: 60px; height: 20px;" type="text"/>
Other	<input style="width: 60px; height: 20px;" type="text"/>	<input style="width: 60px; height: 20px;" type="text"/>	<input style="width: 60px; height: 20px;" type="text"/>	<input style="width: 60px; height: 20px;" type="text"/>	<input style="width: 60px; height: 20px;" type="text"/>

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 Fiscal Year 2022 information. If the information for FY 2022 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 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 \$3,000 each; New schedules printed, estimated cost with labor and materials \$5,000; Hire 1 dispatcher at \$26,000 annually.

What are the major transportation needs of your agency in the long term (7 to 15 years)?

Please list specific project. Examples are listed in the previous question.

~ # # # ~



# **PUBLIC TRANSIT RIDERSHIP SURVEY**

## **Public Transit Human Services Transportation Coordination Plan Update 2023** **Butler, Carter, Reynolds, Ripley, and Wayne Counties**

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

\_\_\_\_\_



Disabled

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: \_\_\_\_\_

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

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

15. What resources do you use for transportation options? How do you find out what transportation services are available?

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16. What Destinations would you like improved access to?

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17. What other comments would you like to make about transportation choices in the Ozark Foothills Region of Butler, Carter, Reynolds, Ripley, and Wayne Counties?

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**PUBLIC TRANSIT CUSTOMER SURVEY RESULTS**

1. In what city and county do you live?

City:

Fisk	4	Neelyville	3
Qulin	2	Poplar Bluff	156
Ellsinore	3	Grandin	0
Van Buren	20	Bunker	16
Centerville	9	Ellington	15
Doniphan	60	Naylor	8
Greenville	1	Mill Spring	1
Piedmont	14	Williamsville	15

(Outside Ozark Foothills Region)

Puxico	1	Bloomfield	1
St. Charles	1	Cape Girardeau	2

County:

Butler	178	Carter	27
Reynolds	39	Ripley	78
Wayne	40		

(Outside Ozark Foothills Region)

Stoddard	2	St. Charles	1
Cape Girardeau	2	Dunklin	1
Dent	5		

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

City:

Fisk	1	Neelyville	0
Qulin	1	Poplar Bluff	118
Ellsinore	0	Grandin	0
Van Buren	3	Bunker	22
Centerville	0	Ellington	6
Doniphan	11	Naylor	1
Greenville	0	Mill Spring	0
Piedmont	7	Williamsville	1

(Outside Ozark Foothills Region)

Pocahontas, Ark 1 Cape Girardeau – 2  
Earth City 1

County:

Butler 120 Carter 3  
Reynolds 29 Ripley 13  
Wayne 8

(Outside Ozark Foothills Region)

Cape Girardeau 2 St. Louis County 1  
Arkansas 1

3. What is your age?

Under 18	14	18-25	18	26-35	49
36-45	50	46-55	60	56-59	27
60-65	40	66-70	30	71+	70

4. What is your gender?

Male: 113 Female: 232

5. Do you have a driver's license?

Yes: 238 No: 129

6. Are you able to drive?

Yes: 264 No: 109

7. What is your occupation?

<u>19</u> Homemaker	<u>15</u> Service Worker
<u>9</u> Production/Craft/Repair/Machine Operator	<u>40</u> Laborer
<u>17</u> Technical/Administration	<u>87</u> Retired
<u>3</u> College Student	<u>24</u> Unemployed

<u>39</u> Managerial/Professional	<u>3</u>	Sales
<u>19</u> High School Student	<u>32</u>	Other (please specify)
<u>12</u> Veteran	<u>119</u>	Disabled

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

<u>211</u> Personal vehicle	<u>57</u>	Walk
<u>18</u> Taxi	<u>12</u>	Bicycle
<u>47</u> Van or bus provided by my service agency	<u>95</u>	Public transit van
<u>79</u> Friend of family vehicle	<u>9</u>	Other

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

<u>10</u> Religious services	<u>2</u>	Child care	<u>23</u>	Local business
<u>7</u> Restaurants	<u>26</u>	Bank	<u>70</u>	Shopping
<u>16</u> Work	<u>92</u>	Health care	<u>6</u>	Recreation
<u>10</u> School/college	<u>6</u>	Other		

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

Many answers listed. 106 people stated they own their own car.

37 stated the times available are not convenient

10 stated they didn't know of any transit opportunities

10 stated the operating hours are not flexible enough for use

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.

142 More flexibility in scheduling service times

38 Establish or increase service from a park-and-ride or commuter lot to work

44 Establish or increase express service (fewer stops)

113 Increase service hours                      107 Establish or increase weekend service

- 18 Employer pays part of cost                      106      Increase service routes
- 41 Accept different forms of payment            95      Service closer to my home
- 29 Cleaner or more attractive busses            2      Other

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

- 39 Weekend service                                      68      Increased service hours
- 3 Different forms of payment                      37      Schedule flexibility
- 4 Increased routes                                        33      Services closer to home
- 26 Cleaner buses                                        3      Reliability

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

Yes: 179                      No: 60

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

\$ .50	0	\$1.00	7	\$1.50	0
\$2.00	18	\$2.50	0	\$3.00	30
\$3.50	0	\$4.00	0	Over \$4.00	26

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

\$ .50	1	\$1.00	9	\$1.50	1
\$2.00	25	\$2.50	30	\$3.00	20
\$4.00	1	\$5.00	30	Over \$5.00	24

15. What resources do you use for transportation options? How do you find out what transportation services are available?

Wide range of answers. 65 stated they used the internet. One used a Facebook group. 25 call an agency. 15 contact SMTS. 34 rely on a family or friend to assist them with

finding a ride, and several stated a homemaker, nurse, caregiver organizes their transit. Over 30 relied on word of mouth.

16. What Destinations would you like improved access to?

Healthcare received 25 comments. The Grocery store received 20 comments. Rural areas 4, shopping 7, Poplar Bluff Industrial Park 10, St. Louis 4, Cape 15, Springfield 6, church 6, Library 3, schools 8, and a variety of single mentioned locations.

17. What other comments would you like to make about transportation choices in the Ozark Foothills Region of Butler, Carter, Reynolds, Ripley, and Wayne Counties?

Variety of comments, but several were similar to “providers should be on time,” “pharmacy stops,” “There are no real options for transportation,” “Public Transit doesn’t exist,” “Public transit in not practical,” “needs to be open longer,” “Never knew we had this,” “More options in rural areas,” “More days to ride,” “ more routes,” “No options to get to work,” and several comments praising individual drivers and overall comments of being grateful for what options do exist.

Provider Survey Results

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

Yes 3 No 4 No Answer 0

2. Describe the geographic area:

- a. Rural areas and city limits in Wayne County
- b. All of Ripley County
- c. City of Poplar Bluff
- d. Rural Public Transit in 21 counties in Missouri
- e. All of Reynolds County, southeast portion of Dent and eastern portion of Shannon
- f. All of Butler County
- g. All of Carter County

3. What type of agency are you?

Public Transit System	2
Government Human Services Agency	0
Private Non-Profit Human Services Agency	1
Private Non-Profit Transportation Provider	1
Private For-Profit Provider	0
Other: Sheltered Workshop	3
Other: Handicapped Employment	0

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

Elderly (60+) Non-Disabled	4	Elderly Disabled	6
Non-Elderly Disabled	7	Low Income	2



Youth	3	General Public	3
Other	2	Other Employees	0

\* Data provided by 70% of agencies

Average Number of Clients Served by Agencies					
Category	Average Daily	Average Weekly	Average Monthly	Peak*	Low*
Elderly (60+) Non-Disabled*	71	357	1548	Unavailable	Unavailable
Elderly Disabled*	7	2	2	Unavailable	Unavailable
Non-Elderly Disabled (mental/physical)*	178	573	1338	Unavailable	Unavailable
Low Income*	Unavailable	Unavailable	Unavailable	Unavailable	Unavailable
Youth*	Unavailable	Unavailable	Unavailable	Unavailable	Unavailable
General Public*	29	144	624	Unavailable	Unavailable

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

\* Data provided by 50% of the agencies

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

Fixed-Route 4 Demand-Response 1

Both Fixed-Route & Demand-Response 1

Route Deviation 1 Other 1

7. Does your agency provide contract transit service?

Yes—fixed-route 0 Yes—demand-response 2 No 5 No answer 0

8. Do you contract out your transportation services?

Yes 0 No 7

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

10. Who is your contract service provider? ModivCare, MTM, Sheltered Workshops

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

Yes 2 No 5 No response 0

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

Sunday 0      Monday 7      Tuesday 7      Wednesday 7

Thursday 7      Friday 3      Saturday 1      Some Saturdays 0

13. Hours of operation

a. 5:00am to 8:00am, 3:30pm to 5:30pm

b. 6:45am to 8:00am, 3:45pm to 5:00pm

c. 8:00am to 3:30pm, 4:00am to 5:00pm

d. 7am to 3pm

e. 7am to 3pm

f. 8am to 4pm

14. How many weeks a year do you regularly provide transit service?

50 weeks 2                      51 weeks 0

52 weeks 5                      No answer 0

15. If you serve specific program clients, please indicate the number of clients in each program.

a. Sheltered Workshop                      24, 16, 22, 78

b. Senior Tax                                      648

c. Medicaid                                      603

16. How many of each vehicle type do you operate?

Type	# of Vehicles	# of Passenger Capacity	Annual Average Age of Vehicles
Cars	2	5	N/A
Trucks	0	N/A	N/A
Vans	4,4,10,1,4,6	15,15,15,7,15, 5-7,15,15,3-4	8 years, 11 years, 7 years
Busses	3,3,13	20,22, 9-20	7 years
No Response		0	

17. Annual Operating Budget:

- a. \$1,522,528
- b. \$35,079
- c. \$25,605
- d. \$84,265
- e. \$45,252

Source	Amount	Source name (if necessary)
Fares/Donations	\$44,259 \$12,717	Rider fees
Grants—FTA 5310 (elderly and disabled)	\$12,516 \$9,633 \$11,857 \$5,267	MoDOT MoDOT MoDOT MoDOT
Grants—FTA 5316 (JARC)	N/A	N/A
Grants—FTA 5317 (New Freedom)	N/A	N/A
Other	\$859,302 \$246,155 \$262,637	STA Section 5311 Medicaid MEHTAP-Senior Tax-SB40

**APPENDIX**

**D**

**PUBLIC  
ENGAGEMENT  
DOCUMENTATION**



# PRESS RELEASE

## ***Public Transit/Transportation Needs Meeting***

The Ozark Foothills Regional Planning Commission (OFRPC) will be hosting a public meeting on Tuesday, November 1, 2022, at 11:00 AM at the Carter County Nutrition Center located at 116 Ballpark Road, Van Buren, MO. The purpose of this meeting is to collect public input regarding identified transportation needs and strategies for senior citizens, persons with disabilities, and those with low incomes. The feedback will assist with updating the Ozark Foothills Regional Public Transit Human Services Transportation Coordination Plan.

Public input from human service agencies, transportation providers, and transportation users is being sought via an online survey (<https://www.surveymonkey.com/r/W3QVHD9>) and at public meetings across the region. OFRPC staff will review the survey results, and other public input provided, and identified regional needs pertaining to public transit. The public is invited to attend the meeting and participate in the prioritization.

The regional Public Transit Human Services Transportation Plan is updated every five years and covers Butler, Carter, Reynolds, Ripley, and Wayne counties. This plan identifies transportation needs and enables eligible organizations to apply for FTA Section 5310 grant funding.

If you have any questions, please contact OFRPC Assistant Director, Andrew Murphy at 573-785-6402 or [andrew@ofrpc.org](mailto:andrew@ofrpc.org).

 Questions?

 573-785-6402

 [andrew@ofrpc.org](mailto:andrew@ofrpc.org)

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

**MEETING AGENDA  
NOVEMBER 1, 2022**

**CARTER COUNTY NUTRITION CENTER  
VAN BUREN, MISSOURI  
11:00 AM**

- I. Welcome and Introductions
- II. Public Transit-Human Services Transportation Plan overview
- III. Surveys
- IV. Discussion of existing services, needs, and strategies/activities
- V. Questions and Discussion
- VI. Adjourn

## Public Meeting Report

**Date:** November 1, 2022

**Place:** Carter County Nutrition Center

**Time:** 11:00 AM

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

**Persons Attending:** Andrew Murphy, Bill Moriarity, Darrell Atchison, Betty Potts, Barbara Rogers, J David Lokey, Betty Laseter, Gwen Price, Joe Barstowe, Phillip Shepard, Donna Shepard, Susan West, Larry West, Gary Joy, Shirley Fleming, Marie Ross, Lynn Malings, Pat Hughes and unable to read. There were several refusals to sign the sign-in sheet.

**Subjects Discussed:** The purpose of the public meeting was to discuss the 5-year update to the Ozark Foothills Region's Public Transit Human Services Transportation Coordination Plan. Welcome and introductions of OFRPC staff were made. The current plan and needs for the update were discussed, with rider surveys provided to those in attendance. The update to the plan will take effect in June 2023 and cover the 5-county region of Butler, Carter, Reynolds, Ripley, and Wayne. It was mentioned that holding meetings at senior housing could be a good location. It was also pointed out that it was ironic that many could not be in attendance today, because they did not have transit options to attend the meeting.

It was also mentioned that transit should not be for only low-income individuals and those in attendance claimed they have been denied public transit as they made too much money. Overall, discussion led to a lack of transit options in the county, with any improvement to current options being welcomed.

**Action Taken:** Those in attendance agreed to completion of the PTHSTP update by staff of the Ozark Foothills Regional Planning commission and several surveys were provided to be completed and returned.

**Unresolved Problems:** None.

**Future Meeting Schedule:** The next meeting will be November 2, 2022 in Poplar Bluff, MO.

**Materials and/or Documents Required:** The Ozark Foothills Regional Planning Commission staff will complete the plan update as described. Once the appropriate approvals and signatures have been obtained, the updated plan will be submitted to the Missouri Department of Transportation.



# PRESS RELEASE

## *Public Transit/Transportation Needs Meeting*

The Ozark Foothills Regional Planning Commission (OFRPC) will be hosting a public meeting on Wednesday, November 2, 2022, at 12:00 PM at the Ozark Foothills Regional Planning Commission located at 3019 Fair Street, Poplar Bluff, MO. The purpose of this meeting is to collect public input regarding identified transportation needs and strategies for senior citizens, persons with disabilities, and those with low incomes. The feedback will assist with updating the Ozark Foothills Regional Public Transit Human Services Transportation Coordination Plan.

Public input from human service agencies, transportation providers, and transportation users is being sought via an online survey (<https://www.surveymonkey.com/r/W3QVHD9>) and at public meetings across the region. OFRPC staff will review the survey results, and other public input provided, and identified regional needs pertaining to public transit. The public is invited to attend the meeting and participate in the prioritization.

The regional Public Transit Human Services Transportation Plan is updated every five years and covers Butler, Carter, Reynolds, Ripley, and Wayne counties. This plan identifies transportation needs and enables eligible organizations to apply for FTA Section 5310 grant funding.

If you have any questions, please contact OFRPC Assistant Director, Andrew Murphy at 573-785-6402 or [andrew@ofrpc.org](mailto:andrew@ofrpc.org).

 Questions?

 573-785-6402

 [andrew@ofrpc.org](mailto:andrew@ofrpc.org)



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

**MEETING AGENDA  
NOVEMBER 2, 2022**

**OZARK FOOTHILLS REGIONAL PLANNING COMMISSION  
POPLAR BLUFF, MISSOURI  
12:00 PM**

- I. Welcome and Introductions
- II. Public Transit-Human Services Transportation Plan overview
- III. Surveys
- IV. Discussion of existing services, needs, and strategies/activities
- V. Questions and Discussion
- VI. Adjourn

## Public Meeting Report

**Date:** November 2, 2022      **Place:** Ozark Foothills Regional Planning Commission      **Time:** 12:00 PM

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

**Persons Attending:** Andrew Murphy, Alan Lutes, Melody Ducote, Chris Harbison, and Chris Rushin.

**Subjects Discussed:** The purpose of the public meeting was to discuss the 5-year update to the Ozark Foothills Region's Public Transit Human Services Transportation Coordination Plan. Welcome and introductions of OFRPC staff were made. The current plan and needs for the update were discussed, with rider surveys provided to those in attendance. The update to the plan will take effect in June 2023 and cover the 5-county region of Butler, Carter, Reynolds, Ripley, and Wayne. Representatives at the meeting discussed that greater public transit options are a must need. Current hours don't cover the need, as schools, factories, care facilities, etc., need transportation before and after the current hours. Access to transportation is the biggest issue faced by those in public housing, with mental health issues, and many students, that need transportation before and/or after current services are available.

Elderly and disabled clientele have even more limited options as walkers and mobility devices cannot fit on some buses, therefore a special bus and special appointment must be made. Often, due to lack of drivers and employees post-COVID, transit options are often late. For some counties, they may only have service one day a week. Doctor's appointments cannot always be made on the same day.

Running at least 12-hour shifts would provide benefit. Some employees would have to be interested in possibly paying part of the cost. The poultry plant in Pocahontas, Ark. pays for transportation and those in attendance knew people that work there because of the transportation option.

It was also discussed that rates for seniors are too high. Those on limited incomes, even providing \$60 a month for transportation, can take a significant chunk of income from them. People that are already receiving subsidized housing. In surveys conducted by the Poplar Bluff Housing Authority, transportation was listed as the number 3 most pressing issue.

Discussion ensued regarding transit agencies contracting with local businesses to provide services outside of normal hours. The Boy and Girls Club could guarantee 40-80 riders each day Monday-Friday, but it's outside the hours of normal operation.

**Action Taken:** Those in attendance agreed to completion of the PTHSTP update by staff of the Ozark Foothills Regional Planning commission and several surveys were provided to be returned.

**Unresolved Problems:** None.

**Future Meeting Schedule:** The next meeting will be November 3, 2022 via WebEx.

**Materials and/or Documents Required:** The Ozark Foothills Regional Planning Commission staff will complete the plan update as described. Once the appropriate approvals and signatures have been obtained, the updated plan will be submitted to the Missouri Department of Transportation.

THURSDAY

**NOVEMBER 3 @ 8:00AM**

**Join Us for  
Coffee and  
Conversation**

<https://ozarkfoothillsregionalplanningcommission.my.webex.com/ozarkfoothillsregionalplanningcommission.my/j.php?MTID=m04aeb841ab2fe3776ab3fadb29829b56>

**Topic of Discussion:**

**TO COLLECT PUBLIC  
INPUT REGARDING  
TRANSIT/  
TRANSPORTATION  
NEEDS AND STRATEGIES  
FOR SENIOR CITIZENS,  
PERSONS WITH  
DISABILITIES, AND LOW  
INCOME INDIVIDUALS.**

**Public Transit  
Human Services  
Transportation  
Plan Update**



More information:

573-785-6402  
andrew@ofrpc.org



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

**MEETING AGENDA  
NOVEMBER 3, 2022**

**COFFEE AND CONVERSATION  
VIRTUAL MEETING  
8:00 AM**

- I. Welcome and Introductions
- II. Public Transit-Human Services Transportation Plan overview
- III. Surveys
- IV. Discussion of existing services, needs, and strategies/activities
- V. Questions and Discussion
- VI. Adjourn

## Public Meeting Report

**Date:** November 3, 2022      **Place:** WebEx Virtual Meeting      **Time:** 8:00 AM

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

**Persons Attending:** Andrew Murphy.

**Subjects Discussed:** No attendance.

**Action Taken:** None.

**Unresolved Problems:** None.

**Future Meeting Schedule:** The next meeting will be November 9, 2022 in Doniphan, MO.

**Materials and/or Documents Required:** The Ozark Foothills Regional Planning Commission staff will complete the plan update. Once the appropriate approvals and signatures have been obtained, the updated plan will be submitted to the Missouri Department of Transportation.



# PRESS RELEASE

## *Public Transit/Transportation Needs Meeting*

The Ozark Foothills Regional Planning Commission (OFRPC) will be hosting a public meeting on Wednesday, November 9, 2022, at 12:00 PM at the Ripley County Nutrition/Senior Center located at 715 E Washington Street, Doniphan, MO. The purpose of this meeting is to collect public input regarding identified transportation needs and strategies for senior citizens, persons with disabilities, and those with low incomes. The feedback will assist with updating the Ozark Foothills Regional Public Transit Human Services Transportation Coordination Plan.

Public input from human service agencies, transportation providers, and transportation users is being sought via an online survey (<https://www.surveymonkey.com/r/W3QVHD9>) and at public meetings across the region. OFRPC staff will review the survey results, and other public input provided, and identified regional needs pertaining to public transit. The public is invited to attend the meeting and participate in the prioritization.

The regional Public Transit Human Services Transportation Plan is updated every five years and covers Butler, Carter, Reynolds, Ripley, and Wayne counties. This plan identifies transportation needs and enables eligible organizations to apply for FTA Section 5310 grant funding.

If you have any questions, please contact OFRPC Assistant Director, Andrew Murphy at 573-785-6402 or [andrew@ofrpc.org](mailto:andrew@ofrpc.org).

 Questions?

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

**MEETING AGENDA  
NOVEMBER 9, 2022**

**RIPLEY COUNTY SENIOR/NUTRITION CENTER  
DONIPHAN, MISSOURI  
12:00 PM**

- I. Welcome and Introductions
- II. Public Transit-Human Services Transportation Plan overview
- III. Surveys
- IV. Discussion of existing services, needs, and strategies/activities
- V. Questions and Discussion
- VI. Adjourn



## Public Meeting Report

**Date:** November 9, 2022      **Place:** Ripley County Senior/Nutrition Center      **Time:** 12:00 PM

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

**Persons Attending:** Andrew Murphy, Tina Sharp, Heather Vierck, Shirly Wickham, Joy Wickham, Donna Reed, Jay Reed, Carolyn Meeks, Mona Jaler, Carol Carr, William Thorne, Linda Wilson, Barb Gatewood, and Alan Rife.

**Subjects Discussed:** The purpose of the public meeting was to discuss the 5-year update to the Ozark Foothills Region's Public Transit Human Services Transportation Coordination Plan. Welcome and introductions of OFRPC staff were made. The current plan and needs for the update were discussed, with rider surveys provided to those in attendance. The update to the plan will take effect in June 2023 and cover the 5-county region of Butler, Carter, Reynolds, Ripley, and Wayne. Those in attendance were extremely interested in public transit options. Several did not know of any transit options in Ripley County. Others made use of Ripley County Transit, and appreciated their services. Increased hours and weekend service need was repeated several times. Weekend service could increase options for shopping, groceries, etc. and be a real benefit.

Bus stops and locations where buses could pick up individuals were also discussed. One comment that stuck out was that buses need to be bigger, or allow more carry on space. As those that grocery shop can only pack onto the bus what they can carry, usually a couple of sacks worth of groceries. One has to shop often if only getting two bags at a time.

Another comment was that transportation options currently do not help get anyone to work. Hours start too late in the morning and end too early in the evening. Even if one could use public transit to get one way, they would have to find another way to get home. When the bus goes to Poplar Bluff, shopping time is limited; as if you miss the bus, you get stuck in a city you don't live in.

One person in attendance uses the transit service regularly, and goes to the VA hospital in Poplar Bluff every couple of months. He says he must schedule two weeks in advance, and seems unnecessary. Also, the ride should take 40 minutes, but he has to be picked up 1.5 hours before his appointment time to get there on time.

**Action Taken:** Those in attendance agreed to completion of the PTHSTP update by staff of the Ozark Foothills Regional Planning commission and several surveys were provided to be returned.

**Unresolved Problems:** None.

**Future Meeting Schedule:** The next meeting will be November 10, 2022 in Ellington, MO.

**Materials and/or Documents Required:** The Ozark Foothills Regional Planning Commission staff will complete the plan update as described. Once the appropriate approvals and signatures have been obtained, the updated plan will be submitted to the Missouri Department of Transportation.





# PRESS RELEASE

## *Public Transit/Transportation Needs Meeting*

The Ozark Foothills Regional Planning Commission (OFRPC) will be hosting a public meeting on Thursday, November 10, 2022, at 11:00 AM at the Ellington Nutrition Center located at 100 W Walnut Street, Ellington, MO. The purpose of this meeting is to collect public input regarding identified transportation needs and strategies for senior citizens, persons with disabilities, and those with low incomes. The feedback will assist with updating the Ozark Foothills Regional Public Transit Human Services Transportation Coordination Plan.

Public input from human service agencies, transportation providers, and transportation users is being sought via an online survey (<https://www.surveymonkey.com/r/W3QVHD9>) and at public meetings across the region. OFRPC staff will review the survey results, and other public input provided, and identified regional needs pertaining to public transit. The public is invited to attend the meeting and participate in the prioritization.

The regional Public Transit Human Services Transportation Plan is updated every five years and covers Butler, Carter, Reynolds, Ripley, and Wayne counties. This plan identifies transportation needs and enables eligible organizations to apply for FTA Section 5310 grant funding.

If you have any questions, please contact OFRPC Assistant Director, Andrew Murphy at 573-785-6402 or [andrew@ofrpc.org](mailto:andrew@ofrpc.org).

 Questions?

 573-785-6402

 [andrew@ofrpc.org](mailto:andrew@ofrpc.org)

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

**MEETING AGENDA  
NOVEMBER 10, 2022**

**ELLINGTON NUTRITION CENTER  
ELLINGTON, MISSOURI  
11:00 AM**

- I. Welcome and Introductions
- II. Public Transit-Human Services Transportation Plan overview
- III. Surveys
- IV. Discussion of existing services, needs, and strategies/activities
- V. Questions and Discussion
- VI. Adjourn

## Public Meeting Report

**Date:** November 10, 2022

**Place:** Ellington Nutrition Center

**Time:** 11:00 AM

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

**Persons Attending:** Andrew Murphy, Opal Bullock, Wilma Rains, Wanda Nale, Doris Ring, Paula Dement, Stan Chitwood, Nancy Bland, Bobby Bland, Joyce Seeth, Darrell Dement, Marvin McCormack, Chasidy Loyd, and Paula Martin.

**Subjects Discussed:** The purpose of the public meeting was to discuss the 5-year update to the Ozark Foothills Region's Public Transit Human Services Transportation Coordination Plan. Welcome and introductions of OFRPC staff were made. The current plan and needs for the update were discussed, with rider surveys provided to those in attendance. The update to the plan will take effect in June 2023 and cover the 5-county region of Butler, Carter, Reynolds, Ripley, and Wayne.

Most in attendance, even though older, still drive. Transit options are available from SMTS in the community and travel to Poplar Bluff and Farmington once every other week. Limited amount of carry on space was mentioned and timeliness of service. Several comments that buses are not on time or have long wait times.

A suggestion was made for transit providers to provide brochures and information about their services. One couple in attendance did not know there were transit options, did not know the cost, hours, day, or options of where they can go. Others stated they see the bus in town, but were under the impression only seniors and low-income can use the service. Others seconded that they thought one must be low-income in to use the bus. Better advertising and not relying on digital communication was suggested.

**Action Taken:** Those in attendance agreed to completion of the PTHSTP update by staff of the Ozark Foothills Regional Planning commission and several surveys were provided to be returned.

**Unresolved Problems:** None.

**Future Meeting Schedule:** The next meeting will be November 15, 2022 via WebEx.

**Materials and/or Documents Required:** The Ozark Foothills Regional Planning Commission staff will complete the plan update as described. Once the appropriate approvals and signatures have been obtained, the updated plan will be submitted to the Missouri Department of Transportation.

TUESDAY

**NOVEMBER 15 @ 11:30AM**

**Join Us for  
a Lunch  
and Learn**

<https://ozarkfoothillsregionalplanningcommission.my.webex.com/ozarkfoothillsregionalplanningcommission.my/j.php?MTID=mf74212bb4a913063d129ef01bde6b0b5>

# Public Transit Human Services Transportation Plan Update

Topic of Discussion:

**TO COLLECT PUBLIC  
INPUT REGARDING  
TRANSIT/  
TRANSPORTATION  
NEEDS AND STRATEGIES  
FOR SENIOR CITIZENS,  
PERSONS WITH  
DISABILITIES, AND LOW  
INCOME INDIVIDUALS.**



More information:

573-785-6402  
andrew@ofrpc.org



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

**MEETING AGENDA  
NOVEMBER 15, 2022**

**LUNCH AND LEARN  
VIRTUAL MEETING  
11:30 AM**

- I. Welcome and Introductions
- II. Public Transit-Human Services Transportation Plan overview
- III. Surveys
- IV. Discussion of existing services, needs, and strategies/activities
- V. Questions and Discussion
- VI. Adjourn

## Public Meeting Report

**Date:** November 15, 2022      **Place:** WebEx Virtual Meeting      **Time:** 11:30 AM

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

**Persons Attending:** Andrew Murphy.

**Subjects Discussed:** No attendance.

**Action Taken:** None.

**Unresolved Problems:** None.

**Future Meeting Schedule:** The next meeting will be November 16, 2022 via WebEx.

**Materials and/or Documents Required:** The Ozark Foothills Regional Planning Commission staff will complete the plan update. Once the appropriate approvals and signatures have been obtained, the updated plan will be submitted to the Missouri Department of Transportation.



WEDNESDAY

**NOVEMBER 16 @ 8:00AM**

**Join Us for  
Coffee and  
Conversation**

<https://ozarkfoothillsregionalplanningcommission.my.webex.com/ozarkfoothillsregionalplanningcommission.my/j.php?MTID=me014eaf1d892df47b30b8e364369e16d>

# Public Transit Human Services Transportation Plan Update

Topic of Discussion:

**TO COLLECT PUBLIC  
INPUT REGARDING  
TRANSIT/  
TRANSPORTATION  
NEEDS AND STRATEGIES  
FOR SENIOR CITIZENS,  
PERSONS WITH  
DISABILITIES, AND LOW  
INCOME INDIVIDUALS.**



More information:

573-785-6402  
andrew@ofrpc.org



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

**MEETING AGENDA  
NOVEMBER 16, 2022**

**COFFEE AND CONVERSATION  
VIRTUAL MEETING  
8:00 AM**

- I. Welcome and Introductions
- II. Public Transit-Human Services Transportation Plan overview
- III. Surveys
- IV. Discussion of existing services, needs, and strategies/activities
- V. Questions and Discussion
- VI. Adjourn



## Public Meeting Report

**Date:** November 16, 2022      **Place:** WebEx Virtual Meeting      **Time:** 8:00 AM

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

**Persons Attending:** Andrew Murphy.

**Subjects Discussed:** No attendance.

**Action Taken:** None.

**Unresolved Problems:** None.

**Future Meeting Schedule:** The next meeting will be November 16, 2022, 11:30am in Williamsville, MO.

**Materials and/or Documents Required:** The Ozark Foothills Regional Planning Commission staff will complete the plan update. Once the appropriate approvals and signatures have been obtained, the updated plan will be submitted to the Missouri Department of Transportation.



# PRESS RELEASE

## *Public Transit/Transportation Needs Meeting*

The Ozark Foothills Regional Planning Commission (OFRPC) will be hosting a public meeting on Wednesday, November 16, 2022, at 11:30 AM at the Wayne County Nutrition Center located at 33035 State Highway 49, Williamsville, MO. The purpose of this meeting is to collect public input regarding identified transportation needs and strategies for senior citizens, persons with disabilities, and those with low incomes. The feedback will assist with updating the Ozark Foothills Regional Public Transit Human Services Transportation Coordination Plan.

Public input from human service agencies, transportation providers, and transportation users is being sought via an online survey (<https://www.surveymonkey.com/r/W3QVHD9>) and at public meetings across the region. OFRPC staff will review the survey results, and other public input provided, and identified regional needs pertaining to public transit. The public is invited to attend the meeting and participate in the prioritization.

The regional Public Transit Human Services Transportation Plan is updated every five years and covers Butler, Carter, Reynolds, Ripley, and Wayne counties. This plan identifies transportation needs and enables eligible organizations to apply for FTA Section 5310 grant funding.

If you have any questions, please contact OFRPC Assistant Director, Andrew Murphy at 573-785-6402 or [andrew@ofrpc.org](mailto:andrew@ofrpc.org).

 Questions?

 573-785-6402

 [andrew@ofrpc.org](mailto:andrew@ofrpc.org)

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

**MEETING AGENDA  
NOVEMBER 16, 2022**

**WAYNE COUNTY NUTRITION CENTER  
WILLIAMSVILLE, MISSOURI  
11:30 AM**

- I. Welcome and Introductions
- II. Public Transit-Human Services Transportation Plan overview
- III. Surveys
- IV. Discussion of existing services, needs, and strategies/activities
- V. Questions and Discussion
- VI. Adjourn

## Public Meeting Report

**Date:** November 16, 2022

**Place:** Wayne County Nutrition Center

**Time:** 11:30 AM

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

**Persons Attending:** Andrew Murphy, Tasha Allen, Lynn Schultz, Jeanette Cox, Linda Johnston, Nancy Strange, Racheal Ward, Judy Pruitt, Mike Meyer, Brenda Meyer, Juanita Cox, Kathleen Loyd, Rita Clements, Patty Snyder, Tom Moore, Steve Foster, Judy Fox, Ray Cole, Debra Craft, and Billy Craft.

**Subjects Discussed:** The purpose of the public meeting was to discuss the 5-year update to the Ozark Foothills Region's Public Transit Human Services Transportation Coordination Plan. Welcome and introductions of OFRPC staff were made. The current plan and needs for the update were discussed, with rider surveys provided to those in attendance. The update to the plan will take effect in June 2023 and cover the 5-county region of Butler, Carter, Reynolds, Ripley, and Wayne. Multiple people mentioned SMTS use to drop off at the Wayne County Nutrition Center once a week for people to eat and/or come into Williamsville and take people to Piedmont. This service stopped years ago and is sorely missed by the community.

A question was raised about the limited clientele that can use transit options. Most in the meeting were unaware transit options are available for everyone, and thought services were exclusively for senior citizens and certain purposes (i.e., medical). Expanding public outreach from transit agencies and getting the message out on what options are available and that everyone can use the service is vital to letting people know what opportunities exist. One person in attendance stated they had been denied medical transportation services due to location even though they have Medicare. Having to schedule those types of trips so far in advance was also discussed as an issue, as was timeliness of pickup.

Representatives from Piedmont based social service agencies and healthcare agencies in attendance mentioned transit options as a major obstacle for their patients. In Piedmont, and most of the region, there are no options for transit within the small cities, and many clients cannot get to appointments. The FCC has vans that are used to transport children, but many times employees use personal vehicles to assist getting people to services. Many insurance providers do not view therapy or mental health as "medical" and therefore will not cover those items or transportation costs. Since the COVID-19 pandemic, these services and the people that are requesting them have increased significantly.

**Action Taken:** Those in attendance agreed to completion of the PTHSTP update by staff of the Ozark Foothills RPC and several surveys were provided to be completed and returned.

**Unresolved Problems:** None.

**Future Meeting Schedule:** The Plan Update will be discussed at the December 8, 2022 OFRPC meeting.

**Materials and/or Documents Required:** The Ozark Foothills Regional Planning Commission staff will complete the plan update as described. Once the appropriate approvals and signatures have been obtained, the updated plan will be submitted to the Missouri Department of Transportation.



Ozark Foothills Regional Planning Commission

Published by Andrew Murphy · 2d · 🌐



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. The survey is voluntary, however, the more responses received will enable that information included in the plan to be complete and meaningful.



SURVEYMONKEY.COM

### Ozark Foothills Public Transit Plan Update

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### PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN UPDATE SURVEY

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. The survey is voluntary, however, the more responses received will enable that information included in the plan to be complete and meaningful.

[Take the Survey Here!](#)







# PRESS RELEASE

## ***Comment period for Ozark Foothills Coordinated Public Transit Human Services Transportation Plan Update***

The public is invited to comment on the Ozarks Foothills Coordinated Public Transit Human Services Transportation Plan Update. This plan is being 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. The coordinated plan identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting these needs, and prioritizes transportation services for funding and implementation.

The public comment period will continue until end of business day March 3, 2023. After reviewing recommendations and public comments, the draft plan will be delivered to the Ozark Foothills Regional Planning Commission (OFRPC) Board of Directors at the March 9, 2023 meeting and the Board will decide whether to formally adopt the Coordinated Public Transit Human Services Transportation Plan Update at its regularly scheduled meeting on June 8, 2023. Visit [www.ofrpc.org](http://www.ofrpc.org) or the OFRPC offices to review the current plan in further detail.

How to comment:

Email: [info@ofrpc.org](mailto:info@ofrpc.org)

Fax: 573-686-5467

In writing: OFRPC, 3019 Fair Street, Poplar Bluff, MO 63901

The Ozark Foothills Regional Planning Commission was designated by the Governor of the State of Missouri in 1967 under Missouri's State and Regional Planning and Community Development Act. The Commission was created to facilitate the cooperative effort of its member municipalities and counties in solving problems and planning the future development of human, natural, and economic resources of the Ozark Foothills region, defined as the counties of Butler, Carter, Reynolds, Ripley, and Wayne. The Commission serves as a guide to local units of government in accomplishing a coordinated and efficient development of the region and the promotion of its public health, safety, general welfare, and economic prosperity in accordance with the area's existing and future needs.

 Questions?

 573-785-6402

 [andrew@ofrpc.org](mailto:andrew@ofrpc.org)



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Photo/video

Reel

Featured

Manage

People won't see this unless you pin something.

Posts

Filters

Manage posts

List view

Grid view



Ozark Foothills Regional Planning Commission

Published by Andrew Murphy · 2m ·

Comment period for Ozark Foothills: Coordinated Public Transit/Human Services Transportation Plan Update





Public Transit Human Services Transportation Plan Update. This plan is being 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. The coordinated plan identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes; provides strategies for meeting these needs, and prioritizes transportation services for funding and implementation.

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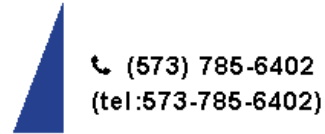
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## **COMMENT PERIOD FOR OZARK FOOTHILLS COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN UPDATE**

February 1, 2023

Press Release

The public is invited to comment on the Ozarks Foothills Coordinated Public Transit Human Services Transportation Plan Update. This plan is being 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.

The coordinated plan identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting these needs, and prioritizes transportation services for funding and implementation.

The public comment period will continue until end of business day March 3, 2023. After reviewing recommendations and public comments, the draft plan will be delivered to the Ozark Foothills Regional Planning Commission (OFRPC) Board of Directors at the March 9, 2023 meeting and the Board will decide whether to formally adopt the Coordinated Public Transit Human Services Transportation Plan Update at its regularly scheduled meeting on June 8, 2023.

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transit-human-services-plan-update.png)




### SOCIAL MEDIA

(index.php) Within the Ozark Foothills region, the area council of governments, the Ozark Foothills Regional Planning Commission, can assist



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 **(573) 785-6402**  
**(tel:573-785-6402)**

**PUBLIC HEARING NOTICE**

The Ozark Foothills Regional Planning Commission will hold a public hearing on 2/22/23, 2:00 p.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, as will development of the current plan update. If questions, contact Andrew Murphy at (573) 785-6402.



**SOCIAL MEDIA**

[\(index.php\)](#) Within the Ozark Foothills region, the area council of governments, the Ozark Foothills Regional Planning Commission, can assist new or expanding businesses in finding a location that will meet your needs. Build your business on a strong foundation in



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Ozark Foothills Regional Planning Commission  
Published by Andrew Murphy · 36m

The Ozark Foothills Regional Planning Commission will hold a public hearing on 2/22/23, 2:00 p.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, as will development of the current plan update. If questions, contact Andrew Murphy at (573) 785-6402.

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Ozark Foothills Regional Planning Commission  
Published by Andrew Murphy · 1d



Public Hearing Documentation

**PUBLIC NOTICE**  
 The Ozark Foothills Regional Planning Commission will hold a public hearing on 2/22/23, 2:00 p.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, as will development of the current plan update. If questions, contact Andrew Murphy at (573) 785-6402.  
 02/09, 2023

**AFFIDAVIT OF PUBLICATION**

STATE OF MISSOURI)  
 COUNTY OF BUTLER) SS.

I, **Chris Pruett**, 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.

1st	Insertion	Vol. <u>155</u>	No. <u>022</u>	9 <sup>th</sup> day of <u>Feb</u>	20 <u>23</u>
2nd	Insertion	Vol. ....	No. ....	day of.....	20 ....
3rd	Insertion	Vol. ....	No. ....	day of.....	20 ....
4th	Insertion	Vol. ....	No. ....	day of.....	20 ....
5th	Insertion	Vol. ....	No. ....	day of.....	20 ....
6th	Insertion	Vol. ....	No. ....	day of.....	20 ....
7th	Insertion	Vol. ....	No. ....	day of.....	20 ....
8th	Insertion	Vol. ....	No. ....	day of.....	20 ....
9th	Insertion	Vol. ....	No. ....	day of.....	20 ....
10th	Insertion	Vol. ....	No. ....	day of.....	20 ....



Chris Pruett PUBLISHER

Subscribed and sworn to before me this 9<sup>th</sup> day of February  
 20 23.

**CHRISTINA L. PIERCE**  
 Notary Public - Notary Seal  
 STATE OF MISSOURI  
 Butler County  
 My Commission Expires: Nov. 30, 2026  
 Commission # 14396812



Christina L. Pierce, NOTARY PUBLIC

My commission expires November 30, 2026  
 Publication Fee \$ 22.60

## **Public Hearing Report**

**Date:** February 22, 2023

**Place:** Ozark Foothills RPC

**Time:** 2:00 PM

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

**Persons Attending:** Andrew Murphy, Brooke Hinklin, Ilene Ward, Amber Hornbeck, Brian Rosener, Amy Baugus, Raamin Burrell, Lydia Keller, Rachel Coleman, Camille Donnell, Shaquana Ferguson.

**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 370 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 April 2023 and review and approval from the OFRPC Board by June 2023. Any appropriate changes and updates will be completed by the end of June 2023, 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.



Ozark Foothills Regional Planning Commission  
3019 Fair Street  
Poplar Bluff, MO 63901  
573-785-6402  
Fax: 573-686-5467  
[www.ofrpc.org](http://www.ofrpc.org)