



2018

# Lake of the Ozarks Council of Local Governments Public Transit Human Services Transportation Coordination Plan



**RESOLUTION 2-2018**

**A RESOLUTION ADOPTING AN UPDATE TO THE  
PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION COORDINATION PLAN 2018  
FOR LAKE OF THE OZARKS COUNCIL OF LOCAL GOVERNMENTS**

WHEREAS, the Board of Directors is the executive body of Lake of the Ozarks Council of Local Governments (LOCLG), Section 251.300 of the Revised Statues of the State of Missouri (1969); and

WHEREAS, the Public Transit Human Services Transportation Coordination Plan is maintained by Lake of the Ozarks Council of Local Governments as part of a planning partnership with Missouri Department of Transportation (MoDOT) and member cities and counties within Lake of the Ozarks Council of Local Governments region; and

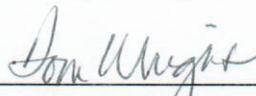
WHEREAS, Lake of the Ozarks Council of Local Governments maintains the Public Transit Human Services Transportation Coordination Plan in an effort to plan for and support public transportation initiatives within the four-county region, of Camden, Laclede, Miller and Morgan counties.

WHEREAS, the Public Transit Humans Services Transportation Coordination Plan contains an assessment of transportation services available, assessment of transportation needs, identification of gaps in service, and possible strategies to improve public transportation options and funding sources for possible implementation of the plan.

WHEREAS, Lake of the Ozarks Council of Local Governments Transportation Advisory Committee (TAC) has recommended the approval and adoption of the Public Transit Human Services Transportation Coordination Plan (HSTP) 2018.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors hereby approves and adopts the updated 2018 Public Transit Human Services Transportation Coordination Plan for the Lake of the Ozarks Council of Local Governments.

Adopted this 19<sup>th</sup> day of March 2018



Tom Wright, Board Chairman

Attest:   
Dave Van Dee, Board Vice Chairman

<b>Table of Contents</b>		
<b>Executive Summary</b>		<b>1</b>
<b>Section 1: Introduction and Plan Development</b>		
1.1	Purpose of Plan	2
1.2	Planning Area	2
1.3	Planning Process	4
	Planning Meetings	5
	TAC Members Steering Committee	5
	Transportation Providers Steering Committee	6
1.4	Past and Present Funding Programs	6
	FTA Administered Specialized Transportation Programs	7
	Intermodal Surface Transportation Efficiency Act	7
	Transportation Equity Act of the 21st Century	7
	Safe, Affordable Flexible, Efficient Transportation Equity Act	7
	Moving Ahead for Progress in the 21st Century	8
	Fixing America's Surface Transportation Act	8
	HSTP Funding Options Overview	9
1.5	Population Characteristics	11
	Camden County	12
	Laclede County	12
	Miller County	13
	Morgan County	13
	Demographics	14
1.6	Population Trends	15
	Population Projections	15
	Projected Percent of Change in Population	15
	Historical Population Change	16
1.7	Population Density	17
	Camden County	18
	Laclede County	19
	Miller County	20
	Morgan County	21
1.8	Senior Population	22
	Camden County	23
	Laclede County	24
	Miller County	25
	Morgan County	26
1.9	Disabled Population Data	27
	Camden County	28
	Laclede County	29
	Miller County	30
	Morgan County	31
1.10	Low-Income Population Data-Poverty	32
	Camden County	33
	Laclede County	34
	Miller County	35
	Morgan County	36
	Low-Income Population Data-LMI	37
	Camden County	38
	Laclede County	39
	Miller County	40
	Morgan County	41

	Food Pantries	42
1.11	Zero Vehicle Households	43
	Camden County	45
	Laclede County	46
	Miller County	47
	Morgan County	48
1.12	Travel Characteristics and Commuting Patterns	49
	Regional Commuting Data	50
	Annual Average Daily Traffic	51
	Regional Commute Times	52
	Camden County	53
	Laclede County	54
	Miller County	55
	Morgan County	56
	Regional Workforce Migration Patterns	57
	Camden County	58
	Laclede County	59
	Miller County	60
	Morgan County	61
1.12	Employment Data	62
	Regional Major Employers	63
	Camden County	64
	Laclede County	65
	Miller County	66
	Morgan County	67
<b>Section 2: Assessment of Available Services</b>		
2.1	MoDOT 5310 Recipients	68
2.2	Transportation Providers Survey	68
	Transportation Providers Survey Overview	69
	OATS	70
	Tri-County Transit	78
2.3	Human Services Agencies	78
2.4	Alternative Transportation Options	79
<b>Section 3: Assessment of Transportation Needs</b>		
	Public Transportation Consumer Survey Results	80
	Age Groups of Survey Respondents	80
	Current Means of Transportation	81
	Public Transportation Usage	82
<b>Section 4: Identified Gaps in Transportation</b>		
	Identified Gaps in Transportation	83
<b>Section 5: Strategies 2018</b>		
	Strategies Developed	84
	Strategies Identified	85
	Strategies Prioritized	86
<b>Section 6: Missouri's Long-Range Transportation Plan</b>		
	Transportation Choices For Missouri	87
<b>Section 7: Plan Approval and Adoption</b>		
	Overview of Plan Approval and Adoption Process	88
<b>Appendices</b>		
Appendix A:	Press Releases and Meeting Agendas	
Appendix B:	Meeting Summaries, Meeting Sign-In Sheets, Meeting Materials	
Appendix C:	Press Coverage	

## Executive Summary

Lake of the Ozarks Council of Local Governments (LOCLG) in collaboration with the Missouri Department of Transportation (MoDOT) has spent the last nine months engaging the public and gathering data from the region to update the Public Transit-Human Services Transportation Coordination Plan.

The Public Transit-Human Services Transportation Coordination Plan is a five-year plan; this will be an update to our existing plan originally approved in 2013. The draft copy of the updated Public Transit-Human Services Transportation Coordination Plan was shared with the planning committee, the public and media on January 10, 2018 for public review and comment. There was a 30-day review and comment period. The LOCLG TAC members approved the plan on March 6, 2018 and made a recommendation to LOCLG Board of Directors to adopt the LOCLG Public Transit-Human Services Transportation Coordination Plan 2018. The LOCLG Board of Directors approved and adopted the plan on March 19, 2018. The final plan was submitted to MoDOT on March 20, 2018.

This plan is important to the many organizations within our region that offer transportation options to the elderly, disabled and low-income populations. With the approved and adopted plan, in place eligible organizations can apply for grant funding to improve and support their transportation efforts.

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

Lake of the Ozarks Council of Local Governments (LOCLG) coordinated the planning efforts among the local elected officials, the transportation providers, the human service providers, the public, including the elderly, the disabled and the low-income populations. With a series of public engagement meetings, one in each county the information collected created value in the planning and the prioritization of the proposed action items.

### Planning Project Objectives:

- Assessment of available services, including current transportation providers, public, private, and not-for-profits, identifying the service area and hours of operation.
- Assessment of transportation needs of the elderly, disabled and low incomes.
- Identify gaps in transportation needs and the currently available services.
- Develop strategies and activities that would address the transportation needs within the region.
- Identify funding opportunities for implementation of the plan.

## Section 1: Introduction

### 1.1 Purpose of Plan

The Public Transit-Human Services Transportation Coordination Plan has been developed based on the guidelines from the Federal Transit Administration (FTA Circular C9070.1F 2006). According to federal transit law in order for an entity to be eligible for Section 5310 grant funding the participation in a locally developed plan is imperative. The projects must also be identified as a priority in the planning process and included in the plan development.

Throughout the State of Missouri, each of the Regional Planning Commissions have partnered with MoDOT to coordinate and develop of the Public Transit-Human Services Transportation Coordination Plan for their specific region, providing statewide planning efforts for the program.

Lake of the Ozarks Council of Local Governments (LOCLG) first developed the Public Transit-Human Services Transportation Coordination Plan in January 2008. The first update to the plan was completed in February 2013. According to the FTA guidelines, the plan is updated every five years. Therefore, this update is necessary for those eligible entities to continue to be eligible and have access to grant funds through the programs outlined in this plan.

### 1.2 Planning Area

Lake of the Ozarks Council of Local Governments is the Regional Planning Commission serving the counties of Camden, Laclede, Miller and Morgan. The region is 2,691 square miles and has a population of 124,662 (2015 ACS).

Camden County is the largest county within the region with a population of 43,937 (2015 ACS). Camden County is ranked the 25<sup>th</sup> largest county in Missouri. Camden County consists of 709 square miles of which 656 square miles are land, and 53 square miles are water. Camden County is the only first-class county within the region. Camden County has six municipalities, including: City of Camdenton, City of Linn Creek, City of Osage Beach, City of Sunrise Beach, City of Climax Springs, and the Village of Four Seasons.

Laclede County is the second largest county within the region with a population of 35,514 (2015 ACS). Laclede County is ranked 33<sup>rd</sup> largest county in Missouri. Laclede County consists of 768 square miles, of which 765 square miles are land, and 3 square miles are water. Laclede County is a third-class county. Laclede County has six municipalities, including: City of Conway, Village of Evergreen, City of Lebanon, Village of Phillipsburg, City of Stoutland and the City of Richland.

Miller County is also a third-class county with a population of 24,956 (2015 ACS). Miller County is ranked 46<sup>th</sup> largest county in Missouri. Miller County consists of 600 square miles of which 593 square miles are land, and 7 square miles are water. Miller County has eight municipalities, including, City of

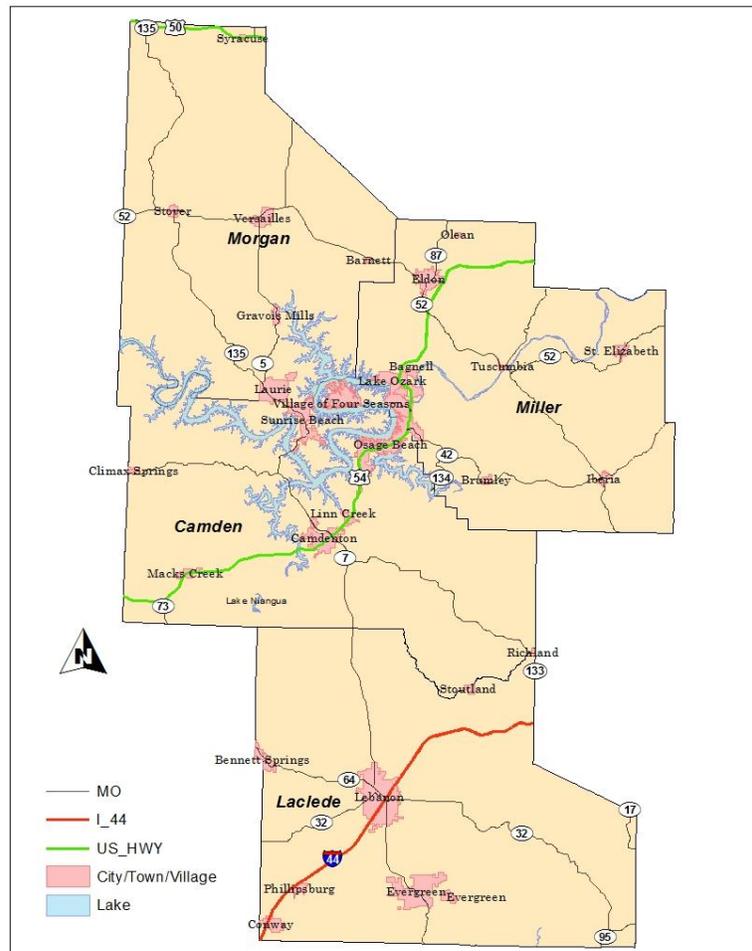
## Lake of the Ozarks Council of Local Governments

### Public Transit-Human Services Transportation Coordination Plan 2018

Bagnell, Village of Brumley, City of Eldon, City of Iberia, City of Lake Ozark, City of Olean, Village of St. Elizabeth, and Village of Tuscombria.

Morgan County is our smallest county within the region with a population of 20,225 (2015 ACS). Morgan County is ranked 55<sup>th</sup> largest county in Missouri. Morgan County consists of 614 square miles of which 598 square miles are land, and 16 square miles are water. Morgan County is a third-class county and has six municipalities, including: City of Barnett, Village of Gravois Mills, City of Laurie, City of Stover, City of Syracuse, and the City of Versailles.

All the counties within the planning area are below the threshold of 50,000 population, making all the counties and jurisdictions within the planning area eligible for the grant programs outlined in the Public Transit-Human Services Transportation Coordination Plan.



LOCLG Region: Camden, Laclede, Miller and Morgan Counties Fig: 1.2.1



LOCLG Region: Camden, Laclede, Miller and Morgan Counties Fig: 1.2.2

### 1.3 Planning Process

Lake of the Ozarks Council of Local Governments in coordination with MoDOT facilitates a transportation advisory committee with a primary focus on transportation needs and transportation development within the four-county region. The Transportation Advisory Committee (TAC) meets bi-monthly to work on transportation planning, including prioritization of multimodal projects, safety projects, maintenance projects, and expansion projects for road and bridge. The committee was approached and asked if they would take the lead role in the planning efforts for the Public Transit-Human Services Transportation Coordination Plan update 2018. The committee members overwhelmingly agreed that this was a role that definitely fit the committee’s mission and wholeheartedly agreed to help with the planning process. With the TAC members being the steering committee for the project, much of the foundation of the local transportation needs were already known. However, to meet the public engagement part of the process we made an extra effort to host public engagement meetings in each of the four counties to gather input and collect data from the public participation. In addition to the TAC members, we engaged a number of the local transportation provider to participate on the steering committee.

**Public Engagement Meetings Held During the Planning Process**

**Camden County-June 27, 2017** at 4:00 p.m. at the Camden County Historical Society

**Laclede County-July 12, 2017** at 4:00 p.m. at the Laclede County Library

**Miller County- July 25, 2017** at 4:00 p.m. at the Eldon Community Center

**Morgan County- August 10, 2017** at 4:00 p.m. at the Laurie Care Center

**Transportation Advisory Committee Meetings Held During the Planning Process**

**Morgan County-July 11, 2017** at 2:00 p.m. at the Stover Lions Club

**Camden County-September 5, 2017** at 2:00 p.m. at the Central Bank in Camdenton

**Laclede County-November 7, 2017** at 2:00 p.m. at the Cowan Civic Center

**Miller County-January 9, 2018** at 2:00 p.m. at the Lake Area Chamber of Commerce

**Morgan County-March 6, 2018** at 2:00 p.m. at the Morgan County Library

Members of the community and representatives from the transportation providers attended to the public meetings to discuss the important concerns regarding public transportation needs, the gaps in services, the barriers to using the existing services and areas where there has been an increased awareness and need for additional transportation options.

<b>Public Transit-Human Services Transportation Coordination Plan Steering Committee</b>			
<b>Transportation Advisory Committee Members (TAC)</b>			
Brandon Opie, Chairman	Business Owner	Opies Transportation	Miller
Nick Edelman, Vice Chairman	Engineer	City of Osage Beach	Camden
Corey Leuwerke	Airport Manager	City of Camdenton	Camden
Joe Roeger	Board Member	Lake Ozark Community Bridge TDD	Camden
Greg Hasty	Presiding Commissioner	Camden County	Camden
Jeff Hancock( <i>Alternate for Greg Hasty</i> )	City Administrator	City of Camdenton	Camden
Travis Lawson	2nd District Commissioner	Miller County	Miller
Michael Holland	Insurance Agent	Naught-Naught Insurance	Miller
Paul Ritter	Volunteer	Retired	Miller
Chuck Jordan	Councilman	City of Lebanon	Laclede
Ralph Pitts	Insurance Agent	Shelter Insurance	Laclede
Richard Shockley	Manager Public Works	City of Lebanon	Laclede
Rod Reid	Business Owner	Shepherd Hills	Laclede
James Bryant	Presiding Commissioner	Morgan County	Morgan
Rodney Shad	Eastern District Commissioner	Morgan County	Morgan
Allen Kimberling	Mayor	City of Laurie	Morgan
Chuck Chorpening	Volunteer	Retired	Morgan

Fig: 1.3.1

**Additional Steering Committee Members Representing the Transportation Providers That Participated in the Plan Development**

Joyce Chorpening, Laurie Care Center /Good Shepherd Nursing Home District **(Morgan County)**

Lance Smith, Laurie Care Center /Good Shepherd Nursing Home District **(Morgan County)**

Jack Heusted, Regional Director Mid-MO Region OATS **(Camden, Laclede, Miller and Morgan)**

Marilyn Martin, Lake of the Ozark Developmental Center, Inc. **(Camden and Miller)**

Angie Seaton, Show Me Medical Transportation, LLC **(Morgan County)**

Fig: 1.3.2

The planning process started in April of 2017; our transportation providers contact list was verified and updated. We expanded our database for the project to include, human services agencies, senior housing and senior facilities, faith-based organizations, sheltered workshops, employment agencies, food pantries, healthcare facilities, daycare and preschool facilities. These agencies and providers were engaged throughout the planning process, from meeting participation, survey responses, and final review of the draft plan.

There were three surveys developed to collect the information to analysis the data necessary to complete the plan development. A survey specific to the **“Transportation Providers”** was developed and mailed directly to all the transportation providers within the region.

Another survey was directed to the **“Human Services Agencies”** was also developed. This survey asked questions in regard to the services these agencies provide, but also how their clients are impacted by transportation challenges.

The third survey developed was a much boarder approach to collecting information, as it was directed to the **“Consumers”**, or the user of the transportation services that are available. This survey was widely distributed through our publications, press releases, public meetings, and shared with the faith-based organizations within our region.

## 1.4 Past and Present Funding Programs

**The History of the transportation programs that are included in the Public Transit-Human Service Transportation Coordination Plan** are listed below. To better understand the funding mechanisms that are available with an approved **Public Transit-Human Service Transportation Coordination Plan**, we will review the history of the federally funded transportation bills. These bills cover many aspects of transportations, so for the purpose of this plan we will review how those transportation funding bills impacted the programs for the elderly, disabled, and low-income users, and transit-related programs.

### **FTA Administered Specialized Transportation Programs**

The **Federal Transit Administration 's Elderly and Persons with Disabilities Program (Section 5310)** was originally established in **1975** as a discretionary capital assistance program intended to help fill the gaps in accessibility of transportation needs for seniors and persons with disabilities.

### **ISTEA**

#### **Intermodal Surface Transportation Efficiency Act of 1991 1992-1997**

This transportation bill was intended to help in the development of National Intermodal Transportation System, creating a positive economic impact and increase the efficiency of transportation of people and commodities across the United States. Funded at **\$155 billion** there was flexibility in using the funds for a variety of transportation priorities, including, a National Highway System (NHS), planning and management systems, new technology, mass transit, and safety.

**Under ISTEA, the Section 5310 Program was changed from a discretionary capital assistance program to a formula funded program to states for the purpose of assisting private non-profit groups in meeting transportation needs of the elderly and persons with disabilities.**

### **TEA-21**

#### **Transportation Equity Act of the 21<sup>st</sup> Century (June 9, 1998) and TEA-21 Restoration Act (July 22, 1998 provided technical corrections to the original law) 1998-2003**

This transportation bill was the largest public works bill to date with **\$218 billion** authorized for funding of highway projects, safety and transit programs. The bill continued past 2003 with several temporary extensions by Congress before it was allowed to lapse.

**Under TEA-21 the JARC Program-Job Access and Reverse Commute (Section 5316) was created as a discretionary program. The JARC program was established to address the unique transportation challenges faced by welfare recipients and low-income individuals seeking to obtain and maintain employment.**

### **SAFETEA-LU**

#### **Safe, Affordable, Flexible, Efficient Transportation Equity Act: A Legacy for Users 2005-2009**

This transportation bill was intended to maintain and make improvements to the surface transportation infrastructure network in the United States with **\$244.1 billion** to support the interstate highway system, transit systems, bike/ pedestrian facilities, railway facilities and safety priorities.

While the original bill expired on September 30, 2009 Congress continued to renew the funding formulas ten (10) more times after the expiration date. It was eventually replaced with the Moving Ahead for Progress in the 21<sup>st</sup> Century Act in 2012.

**Under SAFETEA-LU the provision for supporting public transportation options with the New Freedom program and was funded by Congress in 2006. The New Freedom program was established to provide funding for projects to develop services that created new public transportation services and alternatives beyond the ADA specific requirements.**

**MAP-21**

**Moving Ahead for Progress in the 21<sup>st</sup> Century**

**2013-2014**

This transportation bill was developed to create a streamlined and performance-based transportation program that will allow for highway, transit, bike and pedestrian programs and was funded at **\$105 billion**.

While the original bill expired in 2014, Congress enacted short term extensions until a new transportation bill could be passed in 2015 with the enactment of the Fixing America's Surface Transportation Act on December 4, 2015.

**Under MAP-21, there were a number of consolidations of programs, including the elimination of the JARC Program (Section 5316) now allowing these projects to be eligible under the Formula Grants for Rural Areas (Section 5311), and combining the New Freedom Program (Section 5317) with the Section 5310 Program to create the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310).**

**FAST Act**

**Fixing America's Surface Transportation Act**

**2016-2020**

This transportation bill, a long-range transportation bill spanning four (4) years and authorized at **\$305 billion** to fund projects for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous material safety, rail, research, technology, and statistics programs. There is also an emphasis on safety.

**Under FAST Act, the two primary programs that are included to fund transportation-related programs with a focus on the elderly, low-income and persons with disabilities include the Enhanced Mobility of Seniors & Individuals with Disabilities (Section 5310) and Rural Areas Assistance to Support Public Transportation (Section 5311).**

<b>Public Transit-Human Services Transportation Coordination Plan Funding Options</b>		
<b>5310 Elderly and Individuals with Disabilities-Section 5310</b>	<b>5316 Job Access and Reverse Commute Program-Section 5316</b>	<b>5317 New Freedom Program-Section 5317</b>
<p>Originally established in 1975 under ISTEA. Program continued under MAP-21 with a few changes to the designated recipient.</p> <p>The Elderly and Individuals with Disabilities program was established to provide funding for capital assistance to nonprofit groups and public agencies to meet the transportation needs of the elderly and person with disabilities.</p>	<p>Originally established in 1998 under TEA-21.</p> <p>The Job Access and Reverse Commute (JARC) program was established to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment.</p>	<p>Originally established in 2006 under SAFETEA-LU.</p> <p>The New Freedom Program was established to provide funding for projects to develop services that created new public transportation services and alternatives beyond the ADA specific requirements.</p>
<p><b>5310 Enhanced Mobility of Seniors &amp; Individuals with Disabilities-Section 5310</b></p> <hr/> <p>Formula funding to state for the purpose of assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities.</p>	<p><b>Program Expired-Funding Now Available Under Formula Grants for Rural Areas (Section 5311)</b></p> <p><b>5311 Grants for Rural Areas</b></p> <hr/> <p>Provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transportation to reach their destinations.</p>	<p><b>Program Expired-Funding Enhanced in the 5310 Enhanced Mobility of Seniors &amp; Individuals with Disabilities-Section 5310</b></p>

Fig: 1.4.1



## 1.5 Population Characteristics

The population within the region based on the 2015 Census Estimates has experienced relatively no growth at .09 percent increase in overall population from the 2010 Census data to the 2015 estimates. Two of the counties within the region have experienced a negative growth rate with Laclede County at negative .27 percent and Morgan County at a negative 1.91 percent in overall population growth. Two of the counties within the region have experienced minimal growth with Camden County at .53 percent population growth and Miller County experiencing the largest percentage of growth at 1.47 percent. This is a drastic shift from our previous plan where the region experienced a 9.925 percent increase in population. This trend leads to questions on how to predict the transportation needs in the future.

### LOCLG Region

2015 Population Census Estimate: 124,994

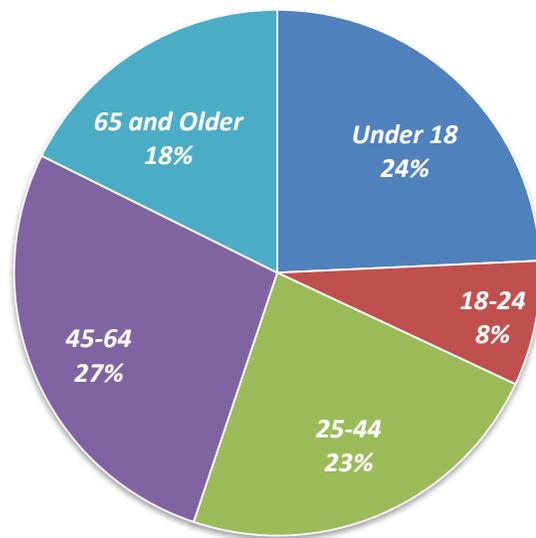
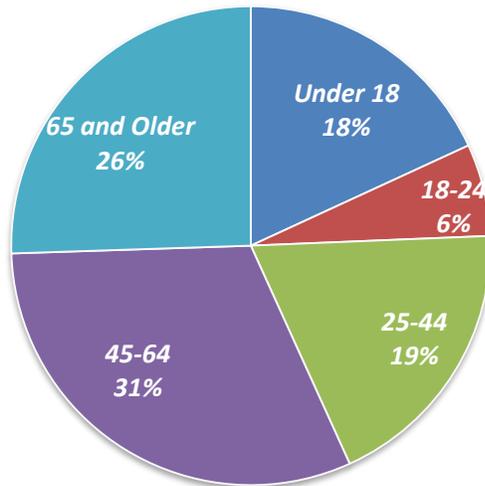


Fig: 1.5.1

Within the LOCLG region, the 45-64 age group is the largest population age group at 27 percent. The 65 or older age group has increased in all of the four counties within the region from two to four percent. The largest increase in the 65 or older age group is in Camden County with a four percent increase in this age group. Camden County has a large second home market that tends to be the final destination for these retirees. The region continues to see growth in the development of senior living facilities.

## Camden County

2015 Population Census Estimate: 44,237

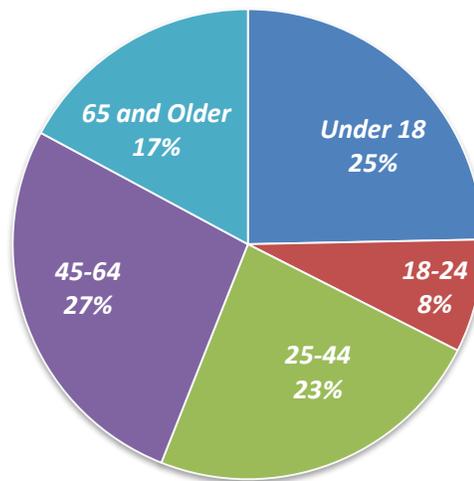


Camden County has experienced an increase in the 65 years and older population age group. From the 2010 Census to 2015 Census Estimates this age group increased by four percent. All the other age groups have either declined or remained the same.

Fig: 1.5.2

## Laclede County

2015 Population Census Estimate: 35,473

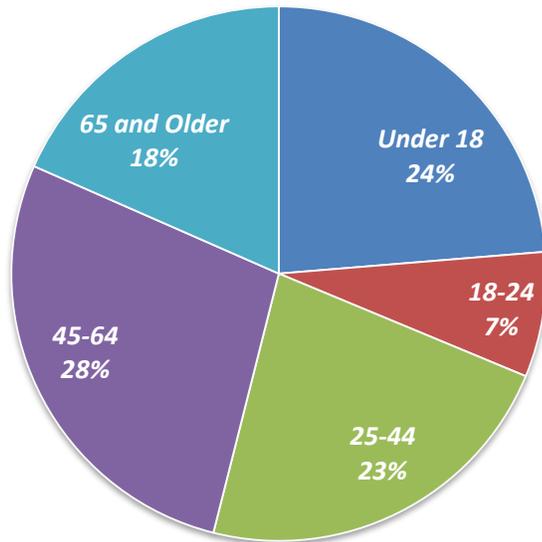


Laclede County has experienced an increase in the 65 years and older population age group. From the 2010 Census to the 2015 Census Estimates, this age group has increased by one percent. All the other age groups have either declined or remained the same.

Fig: 1.5.3

### Miller County

2015 Population Census Estimate: 25,113

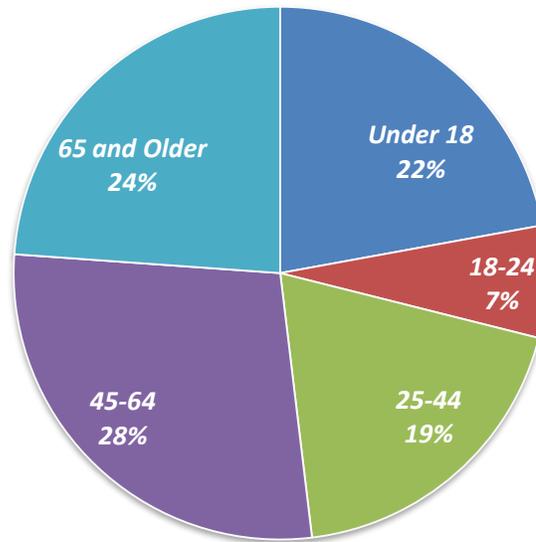


Miller County has experienced an increase in the 65 years and older population age group. From the 2010 Census to the 2015 Census Estimates, this age group has increased by two percent. All the other age groups have either declined or remained the same.

Fig: 1.5.4

### Morgan County

2015 Population Census Estimate: 20,171



Morgan County has experienced an increase in the 65 years and older population age group. From the 2010 Census to the 2015 Census Estimates, this age group has increased by two percent. All the other age groups have either declined or remained the same.

Fig: 1.5.5

The region reflects a slightly higher population of females in the age group 70 years or older. The data for the age groups from 55-65 is relatively equal for both the male and female populations.

### LOCLG Age Groups by Sex

Percentage of Total Population

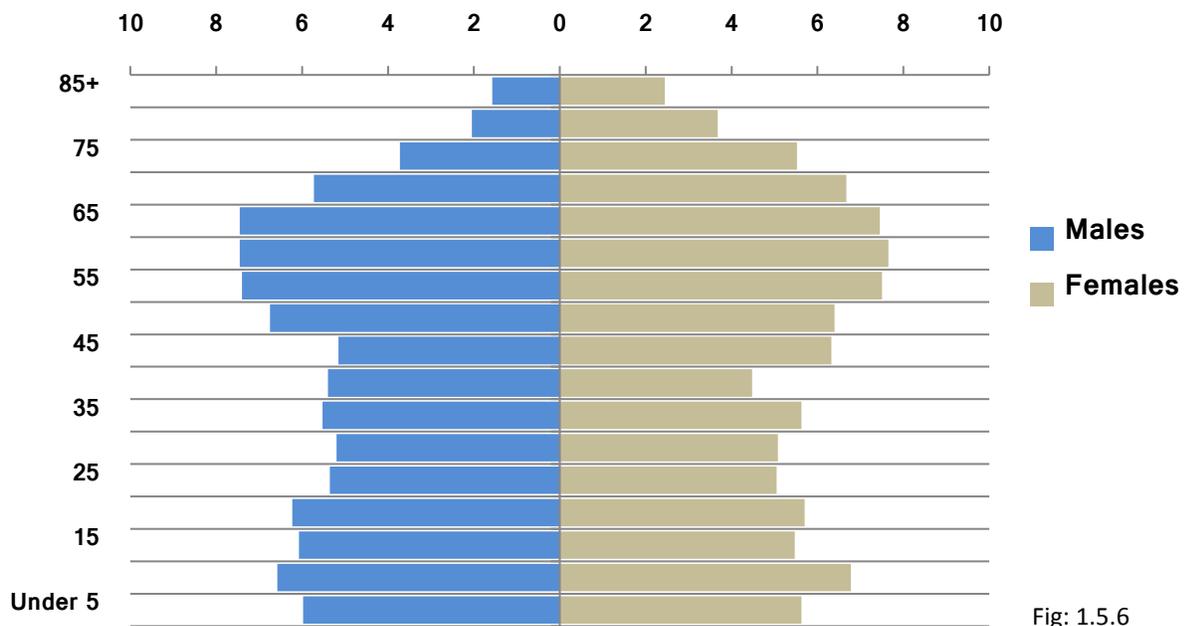


Fig: 1.5.6

### 1.6 Population Trends

The population projections compared to the 2015 Census Estimates are lagging slightly behind in regard to population growth in Laclede, Miller and Morgan Counties. Camden County is slightly above the projections for 2015. The overall region's projections are also below expectations in 2015 compared to the 2015 Census Estimates.

	2000	2005	2010	2015	2015 Estimate	2020	2025	2030
<b>Camden</b>	37,051	39,029	41,660	44,136	44,237	46,290	47,954	49,124
<b>Laclede</b>	32,513	34,134	36,400	38,627	35,473	40,752	42,670	44,318
<b>Miller</b>	23,564	24,596	25,550	26,464	25,113	27,277	27,928	28,404
<b>Morgan</b>	19,309	20,354	21,386	22,394	20,171	23,357	24,183	24,827
<b>LOCLG</b>	112,437	118,113	124,996	131,621	124,994	137,676	142,735	146,673

Source: Missouri Office of Administration, Budget and Planning; U.S. Census Estimates

Fig: 1.6.1

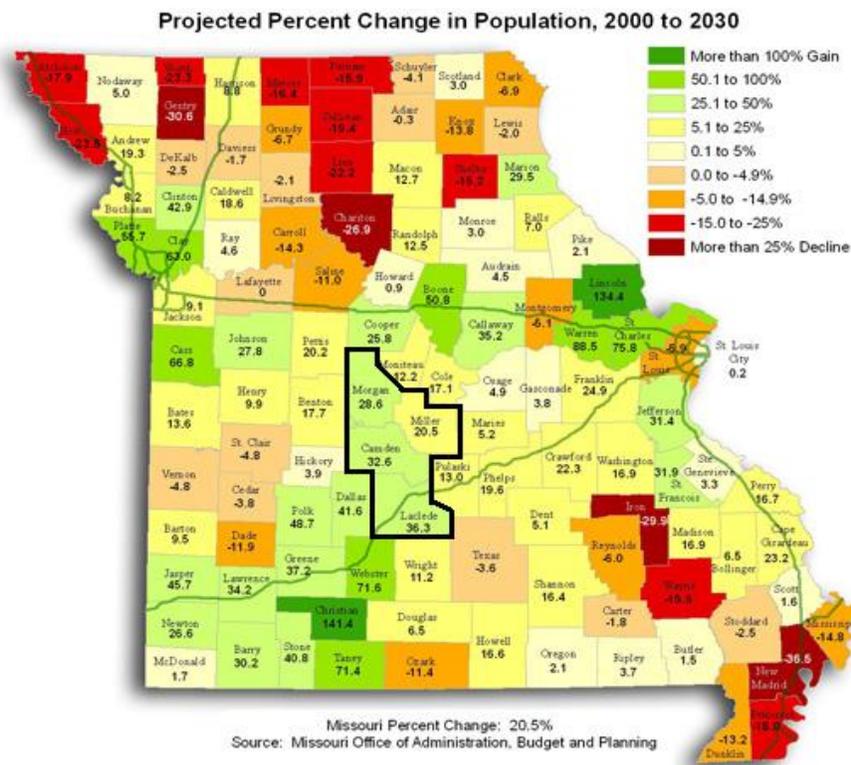


Fig: 1.6.2

The LOCLG region historically has had upward trends in population growth. For planning purposes the steering committee agreed that looking at the long-term population growth would be a better indicator of future growth patterns for the region.

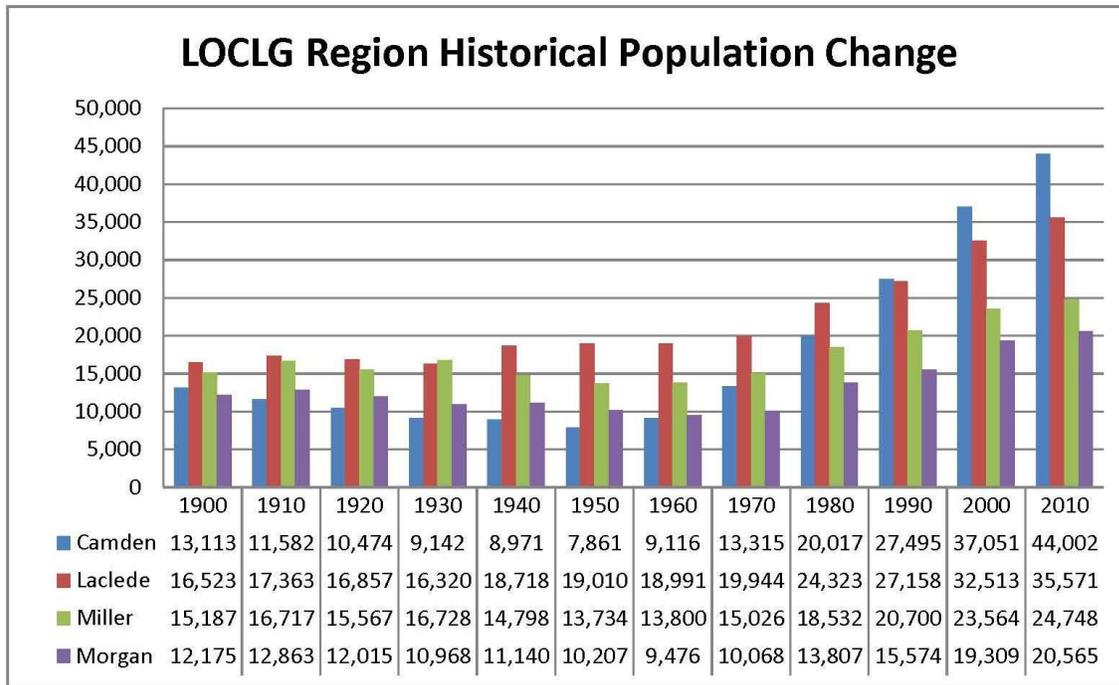


Fig: 1.6.3

To understand the region from the perspective of the Public Transit-Human Services Transportation Plan, we will look in depth at the region in regard to overall **population density**, the areas where we see larger populations of **elderly, disabled, or low-income** individuals. Each of the following maps were developed based on the American Community Survey (ACS) 2015 data available at the census block level.

### 1.7 Population Density

#### 5 Year ACS Population Data

Camden County  
**43,927**

Laclede County  
**35,514**

Miller County  
**24,956**

Morgan County  
**20,225**

Region's Total Population  
**124,662**

The Section 5310 program has a qualification requirement of less than 50,000 in population for eligibility for the program. Each of the counties within the region meets that eligibility requirement.

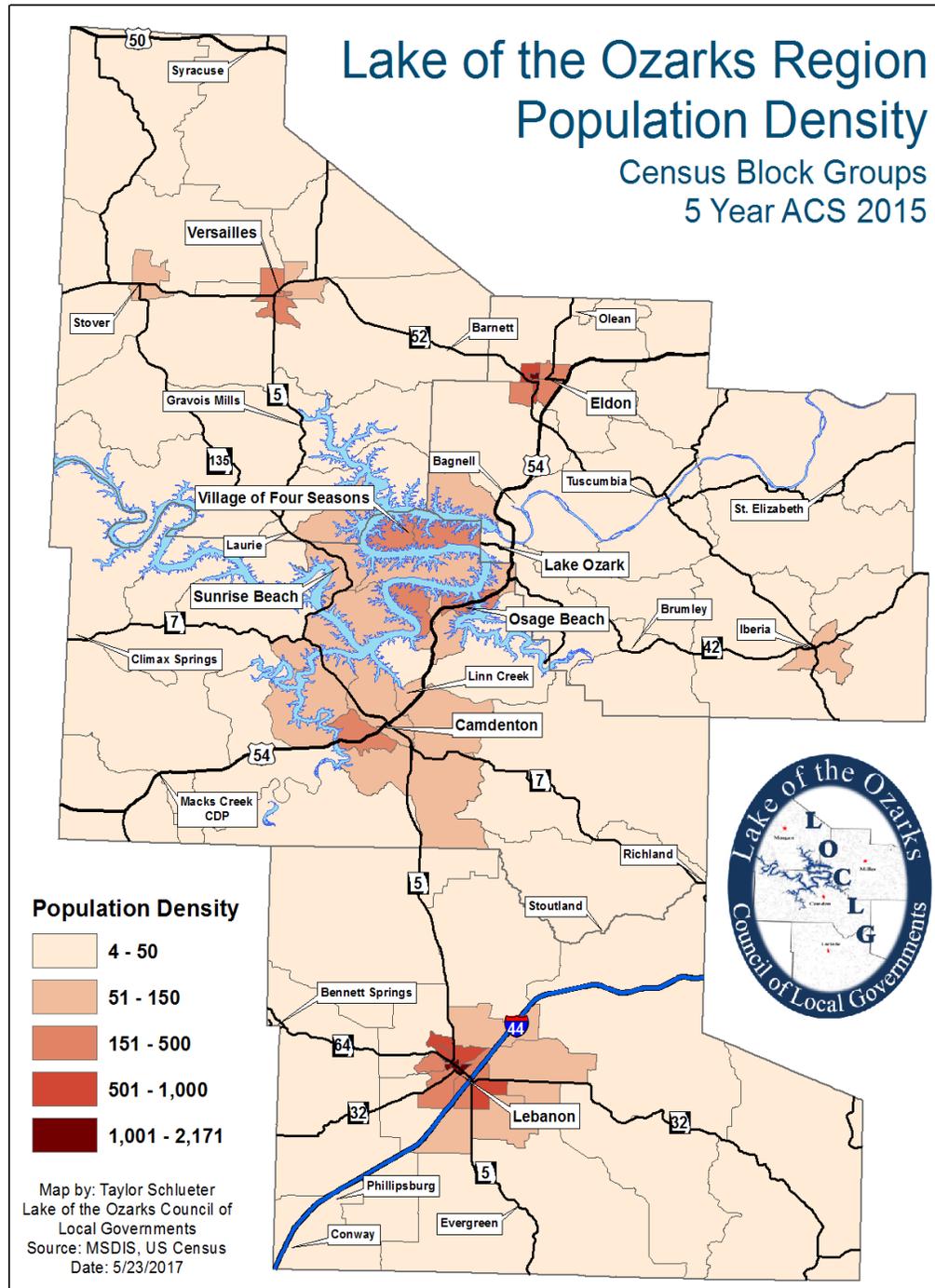


Fig: 1.7.1

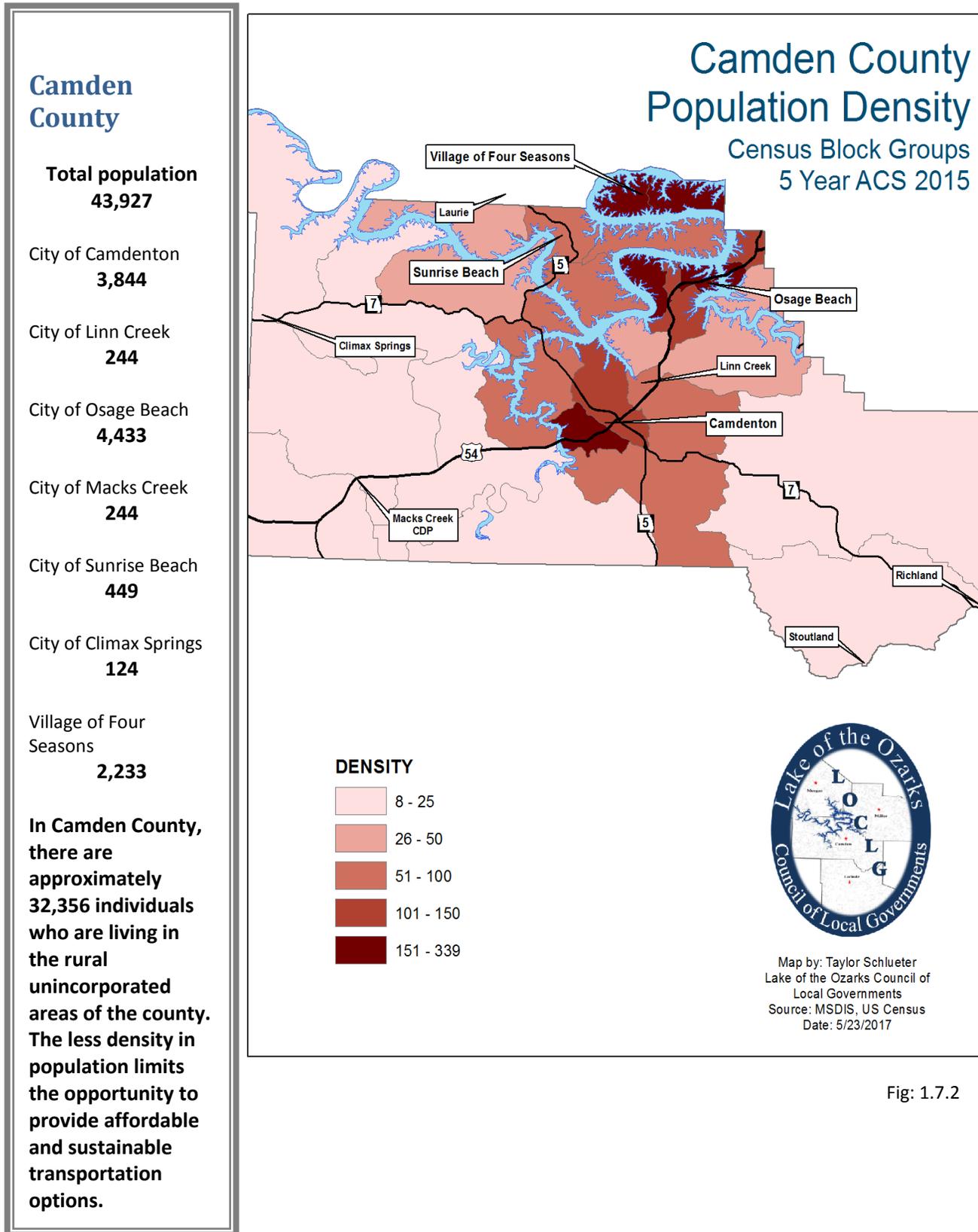


Fig: 1.7.2

## Laclede County

**Total population**  
35,514

City of Conway  
778

Village of Evergreen  
28

City of Lebanon  
14,650

Village of Phillipsburg  
201

City of Stoutland  
192

City of Richland  
1,839

**In Laclede County, there are approximately 17,846 individuals who are living in the rural unincorporated areas of the county. With the highest density of population by far in the Lebanon area at 14,650, there was discussion with the local leaders what public transportation options may be considered.**

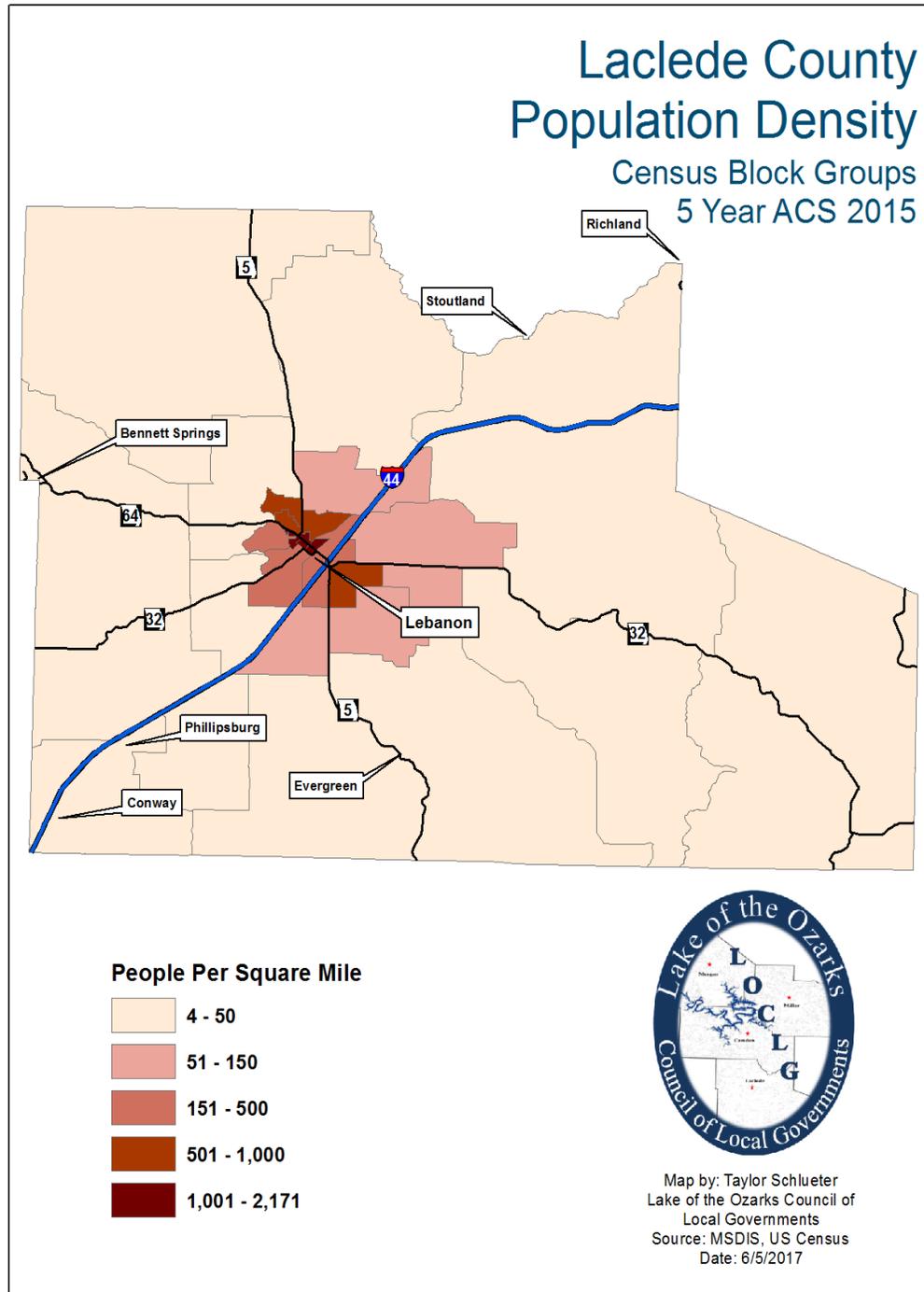


Fig: 1.7.3

<b>Miller County</b>	
<b>Total population</b>	<b>24,956</b>
City of Bagnell	95
Village of Brumley	93
City of Eldon	4,632
City of Iberia	745
City of Lake Ozark	1,791
City of Olean	130
Village of St. Elizabeth	341
Village of Tuscumbia	205
<b>In Miller County, there are approximately 16,954 individuals who are living in the rural unincorporated areas of the county. That is nearly 68 percent of the population is living in the very rural areas of the county.</b>	

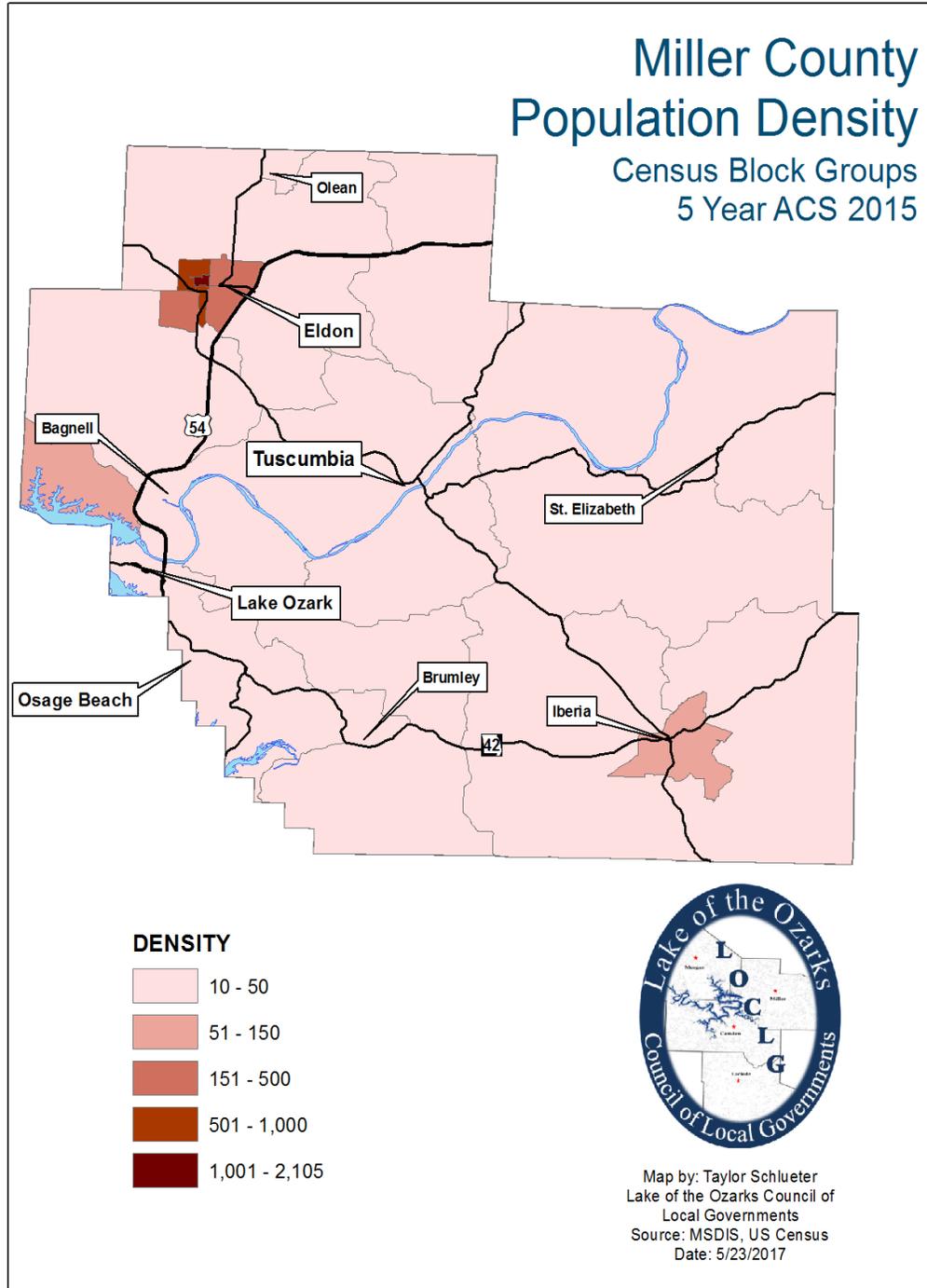


Fig: 1.7.4

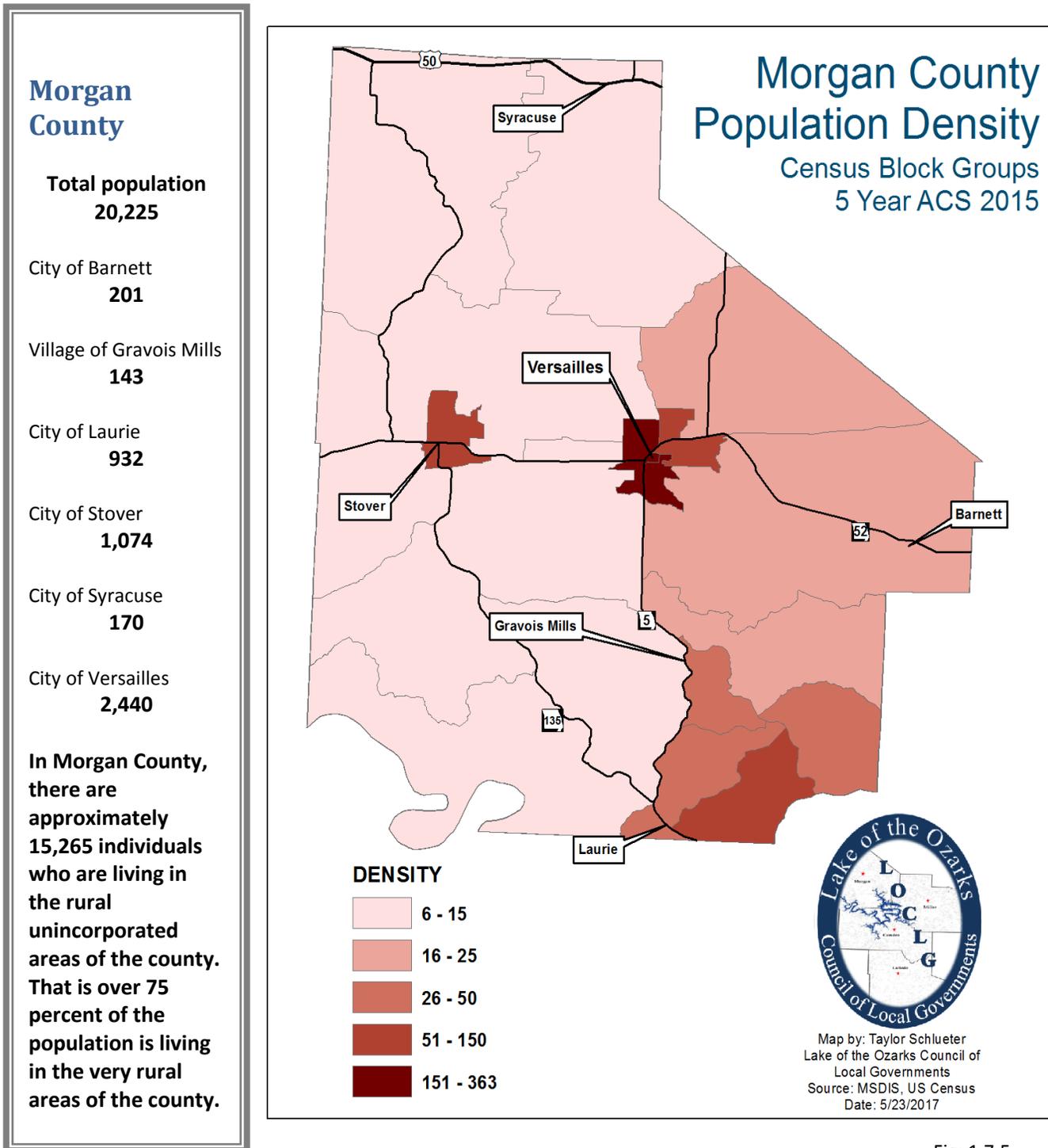


Fig: 1.7.5

### 1.8 Senior Population Data

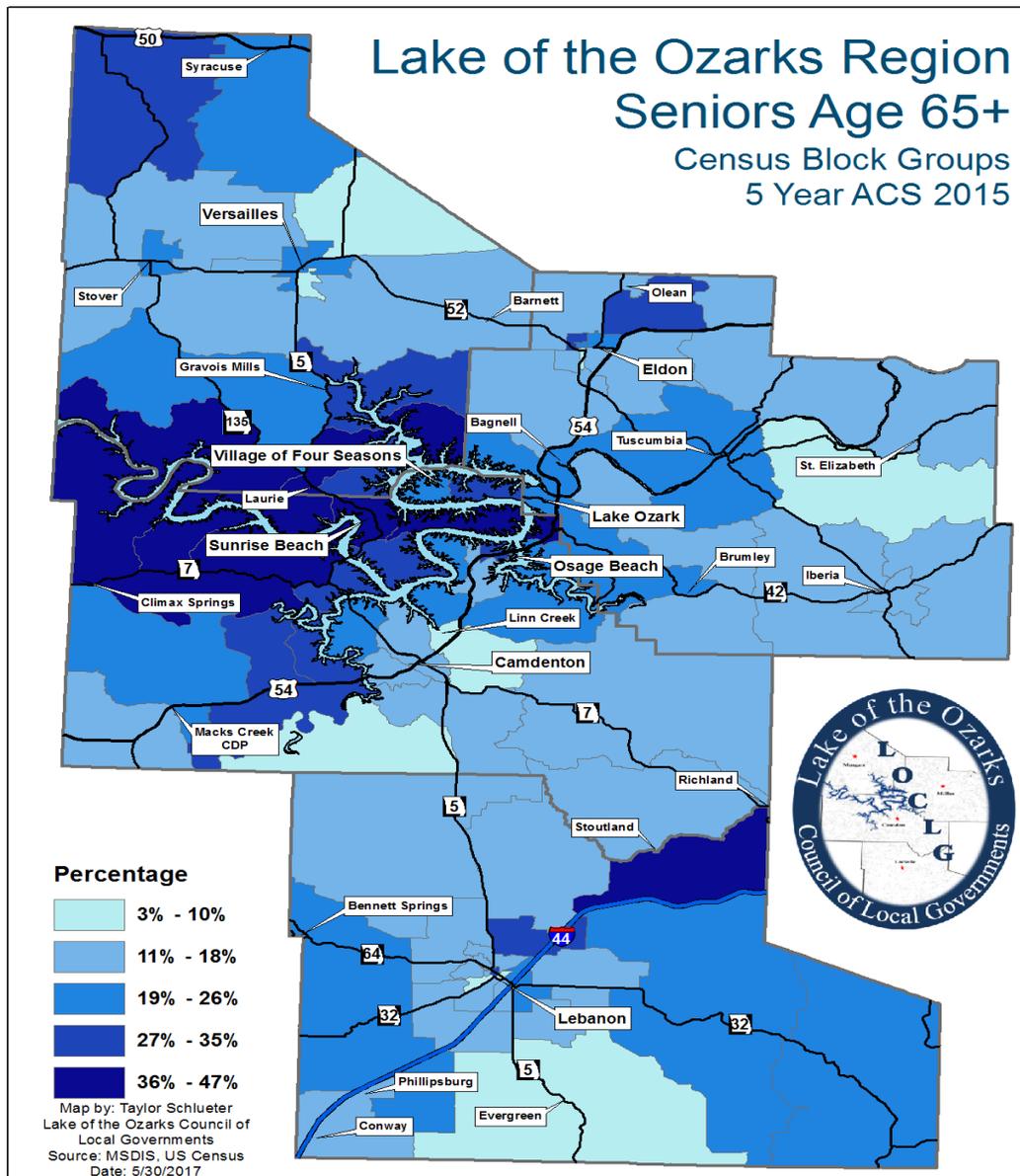


Fig: 1.8.1

Each of the counties within the region has a higher percentage of seniors who are 65 years of age or older compared with the Missouri State average.

Camden County has the highest percentage of population that is 65 or older at 24.1 percent. Morgan County has the second highest at 23.1 percent.

Looking at the map (Fig: 1.8.1) there is a higher percentage of seniors around the lake region, where there are a lot of retired folks that are moving into the region because of the lake area's popularity among retirees.

Age 65+	
	%
Camden	24.1
Laclede	16.3
Miller	17.3
Morgan	23.1
Missouri	15.0

Source: 2015 ACS

### Camden County

Camden County has 24.1 percent of the population that is 65 years or older.

The highest densities of these seniors reside in or near the City of Sunrise Beach, at 42 percent, near Climax Springs also at 42 percent. Also in the rural areas on the west side of Camden County close to the lake there is 39-40 percent. The City of Osage Beach is at 33 percent. Just outside the Camdenton area there is 35 percent.

Camden County is a retirement destination.

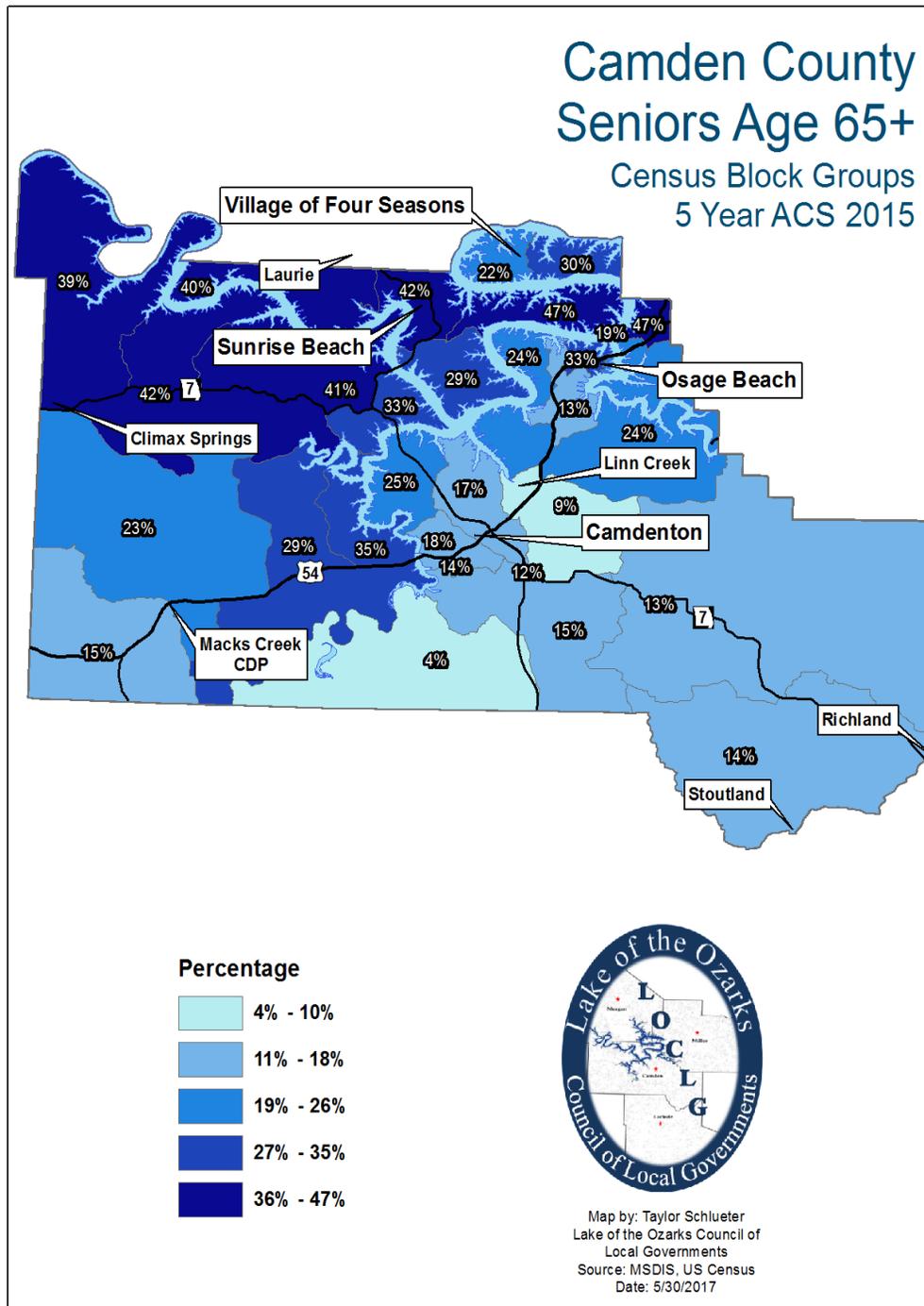


Fig: 1.8.2

### Laclede County

Laclede County has 16.3 percent of the population that is 65 years or older.

The highest densities of these seniors reside between the City of Richland and the City of Stoutland, at 39 percent. The City of Lebanon has a section of town where 24 percent of the population is 65 years or older. The rural areas west of Lebanon between Bennett Springs and Phillipsburg ranges from 19 to 23 percent of the population are 65 years or older.

Much of the older population in Laclede County resides in the rural areas within the county.

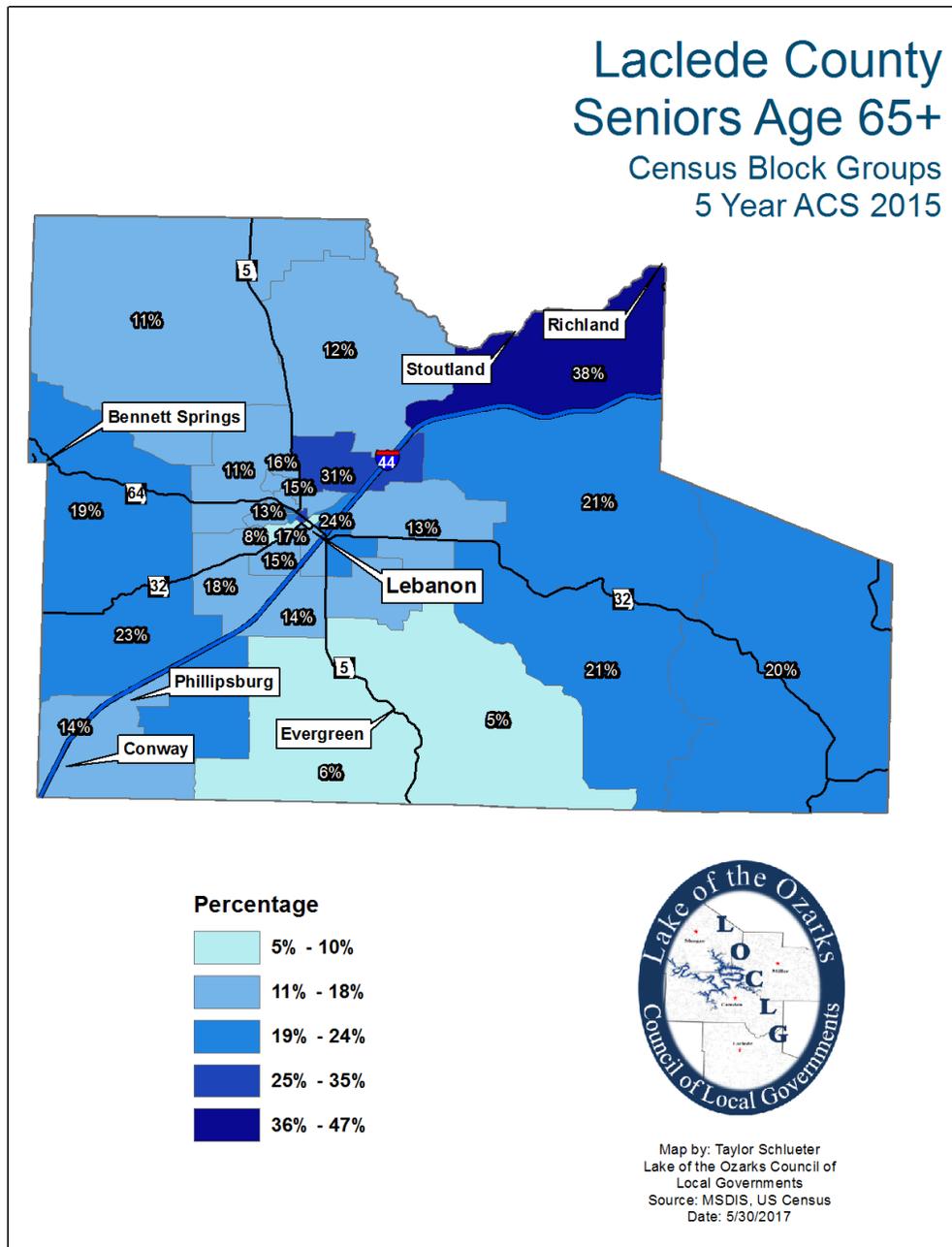


Fig: 1.8.3

### Miller County

Miller County has 16.3 percent of the population that is 65 years or older.

The highest densities of these seniors are considerably lower than that of Camden County. There is a concentration of seniors in the City of Olean area at 28 percent. The Eldon area also has from 16-27 percent. Again, you will see the lake area attracts the retirees with 25-26 percent in the Lake Ozark area. The County seat of Tuscumbia is at 20 percent.

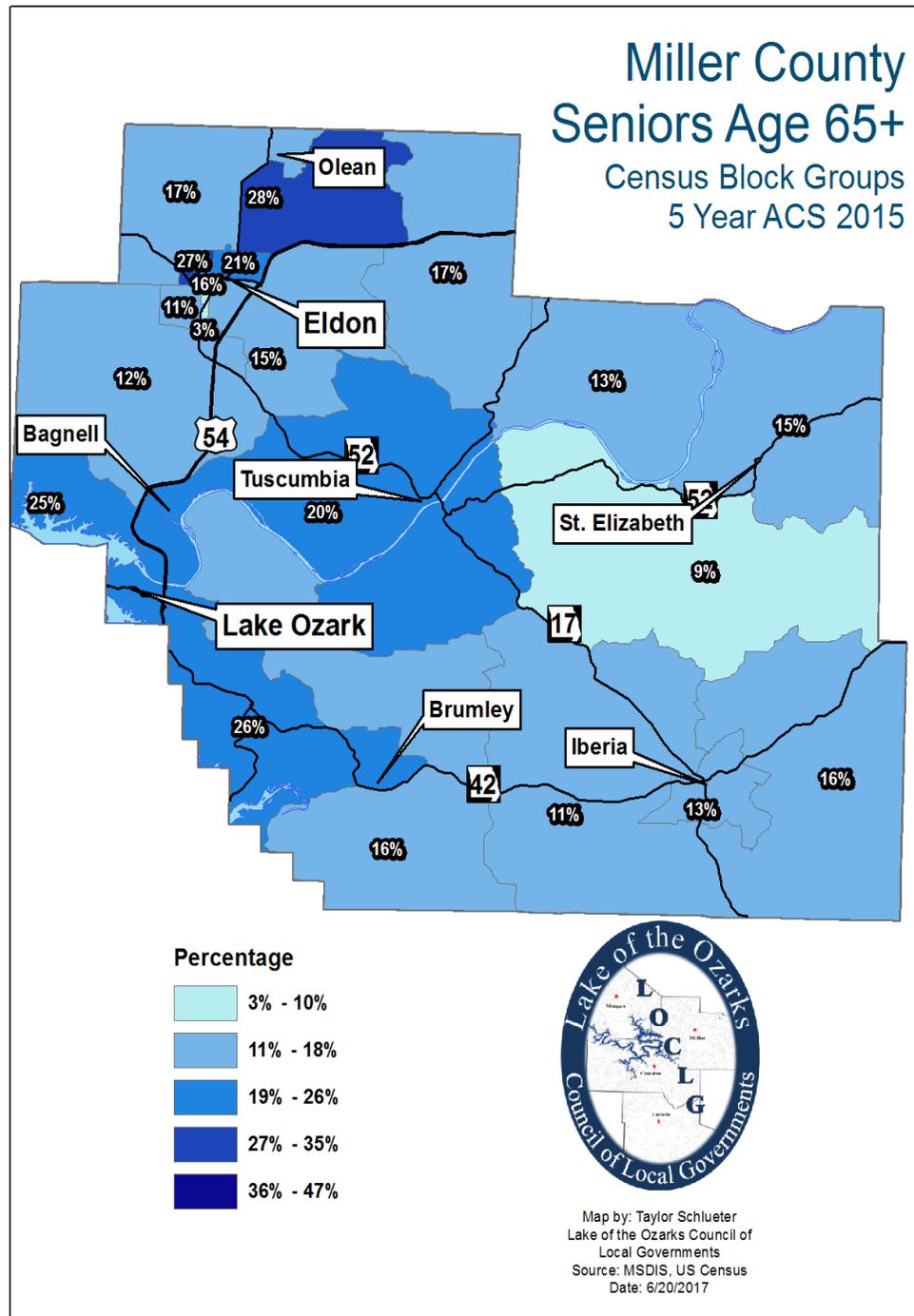


Fig: 1.8.4

### Morgan County

Morgan County has 23.1 percent of the population that is 65 years or older.

The highest densities of these seniors are close to the lake area communities of the City of Laurie and the Village of Gravois Mills. The lake area ranges from 28 percent all the way up to 44 percent. The density in the more rural areas is not as evident. While there are pockets of higher density in the northern part of the county near City of Syracuse ranging from 25-29 percent.

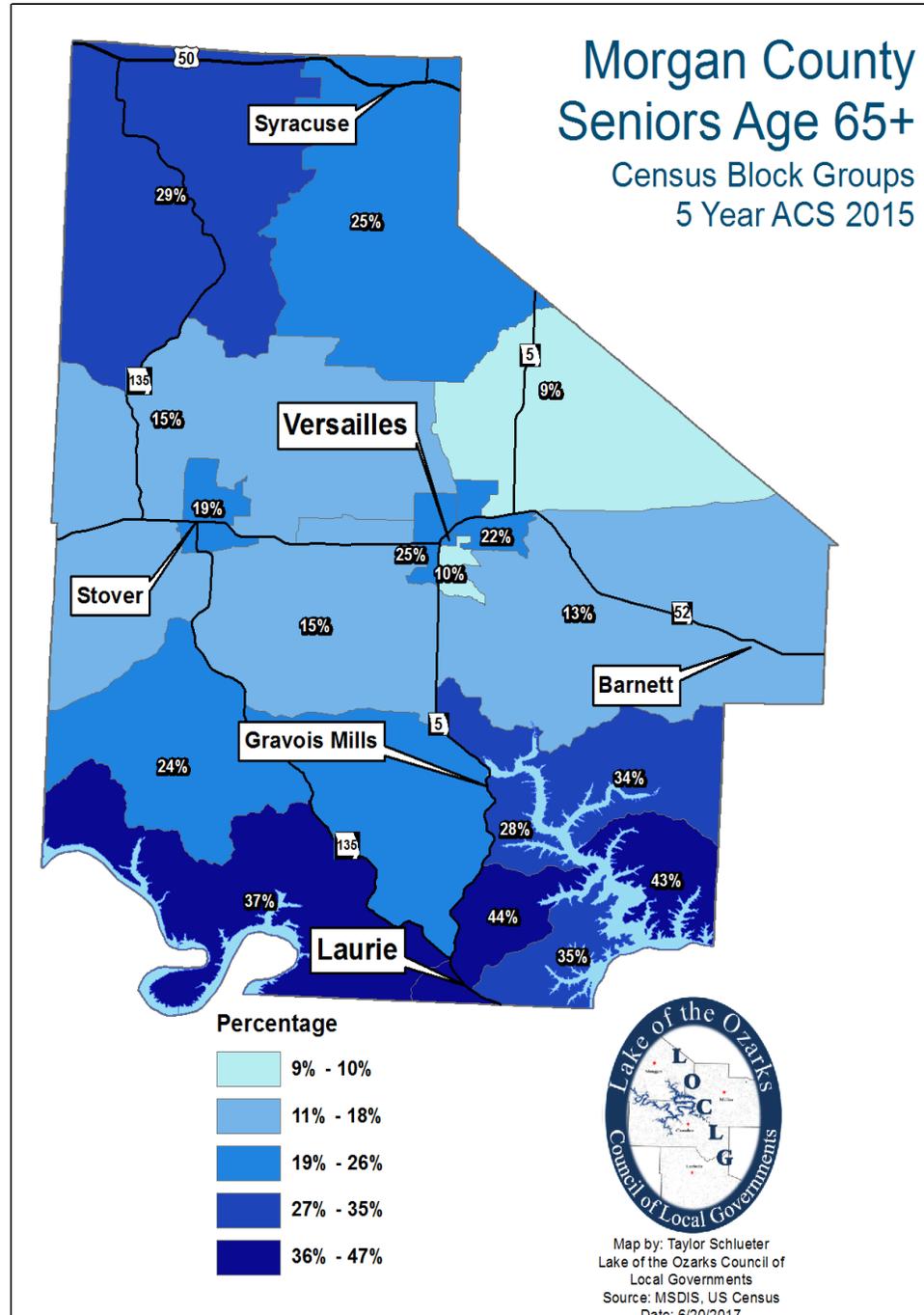


Fig: 1.8.5

### 1.9 Disabled Population Data

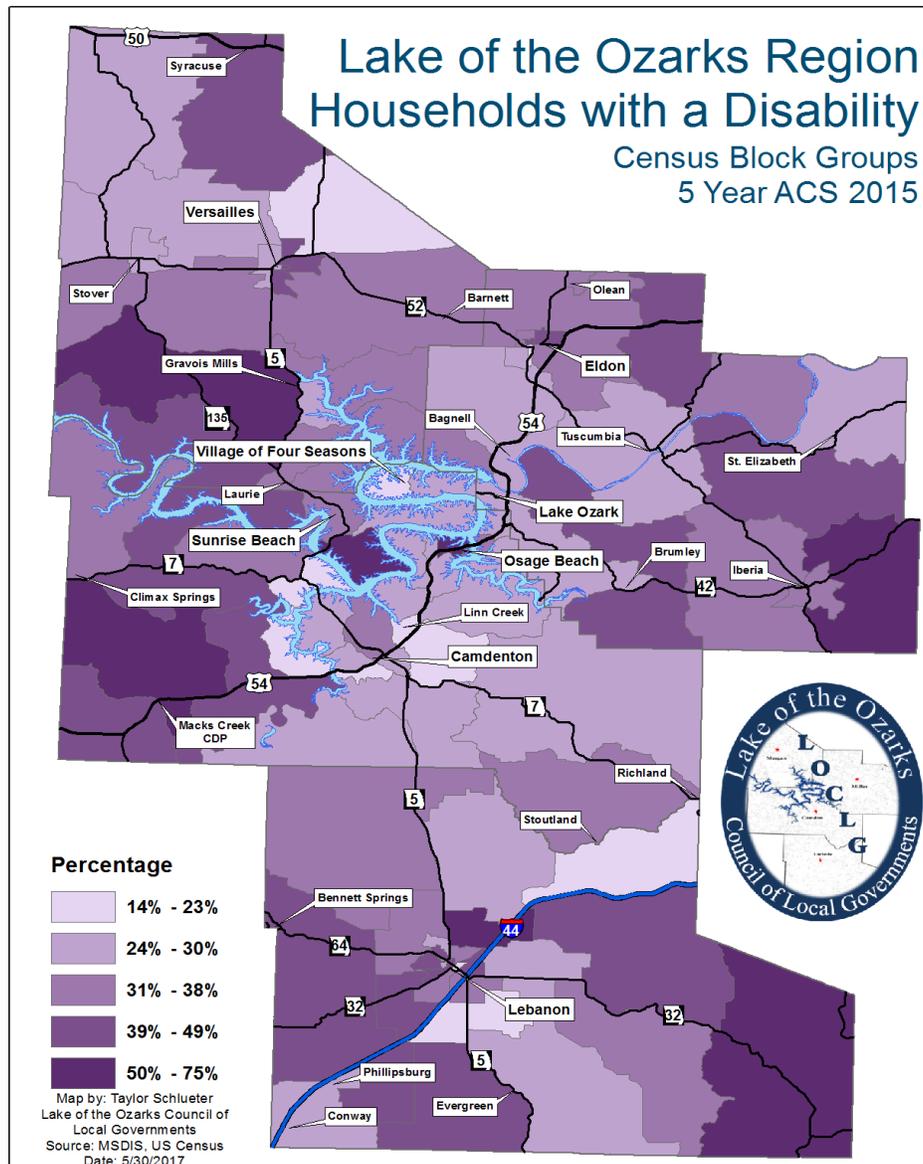


Fig: 1.9.1

Respondents of the Census questionnaire who reported any one of the six disability types are considered to have a disability.

**Hearing difficulty**-deaf or having serious difficulty hearing  
**Vision difficulty**-blind or having serious difficulty seeing, even when wearing glasses

**Cognitive difficulty**-because of physical, mental, or emotional problems, having difficulty remembering, concentrating, or making decisions

**Ambulatory difficulty**-having serious difficulty walking or climbing stairs

**Self-Care difficulty**-having difficulty bathing or dressing

**Independent-Living difficulty**-because of physical, mental or emotional problems having difficulty doing errands alone, such as doctor's visits or shopping

Disability	%
Camden	17.7
Laclede	19.4
Miller	18.6
Morgan	19.6
LOCLG	18.8
Missouri	14.3

Source: 2015 ACS

### Camden County

In Camden County, 17.7 percent of the population has one or more disability compared to Missouri at 14.3 percent.

Again, you will see population that is close to the lake area and are most likely the retired population also have one or more of the disabilities listed. In and near the City of Osage Beach, there is a 51-52 percent of the population has a disability. Over in the Mack Creek area, there is 53 percent with some form of disability.

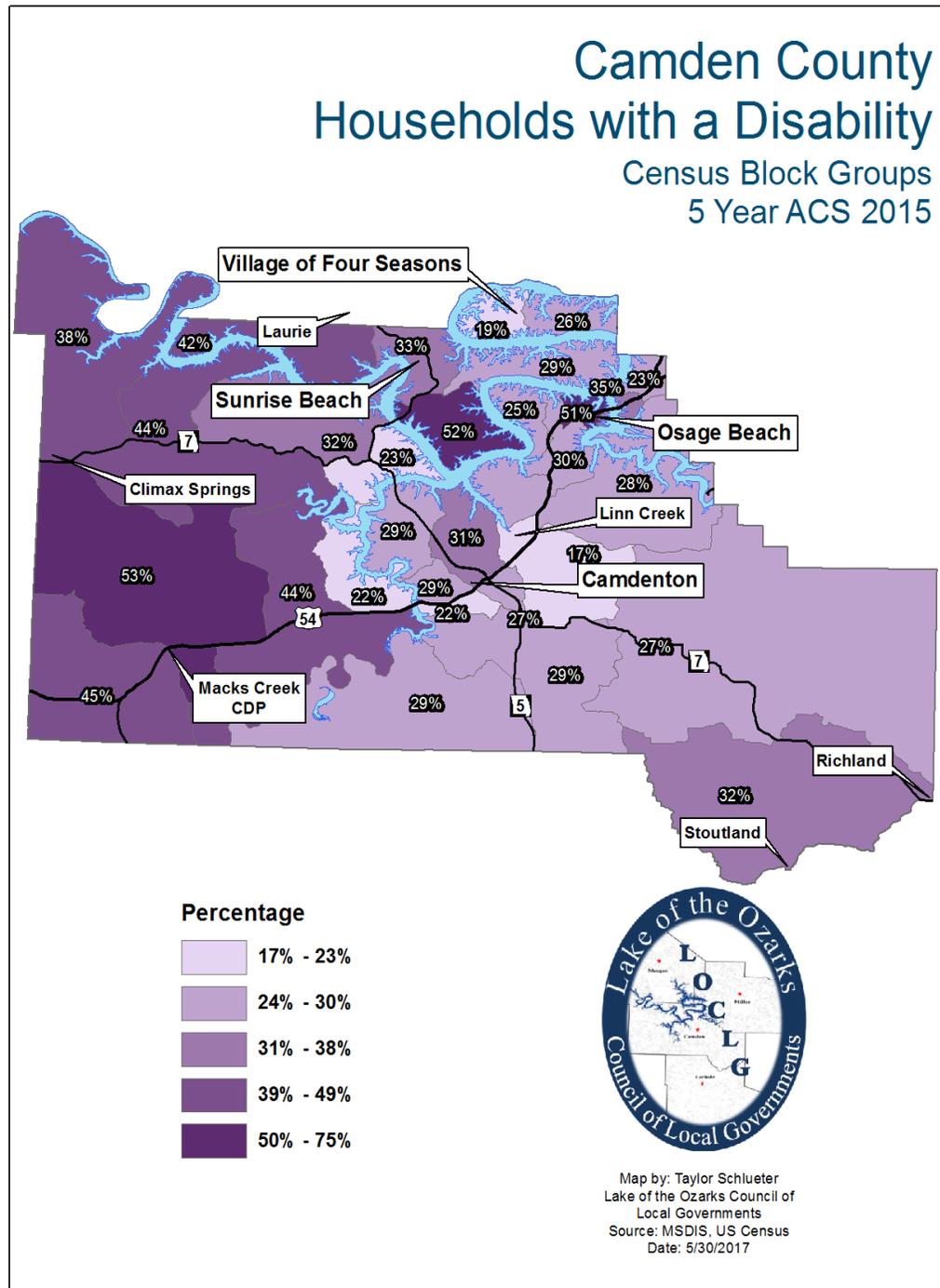


Fig: 1.9.2

### Laclede County

In Laclede County, 19.4 percent of the population has one or more disability compared to Missouri at 14.3 percent.

There are several pockets of high percentage of disabled in the Laclede County area. Just north of Lebanon there is a census block reflecting that 75 percent of the population has one or more disability. To the east of Lebanon near Fort Leonard Wood region, there is an area at 53 percent of the population has a disability.

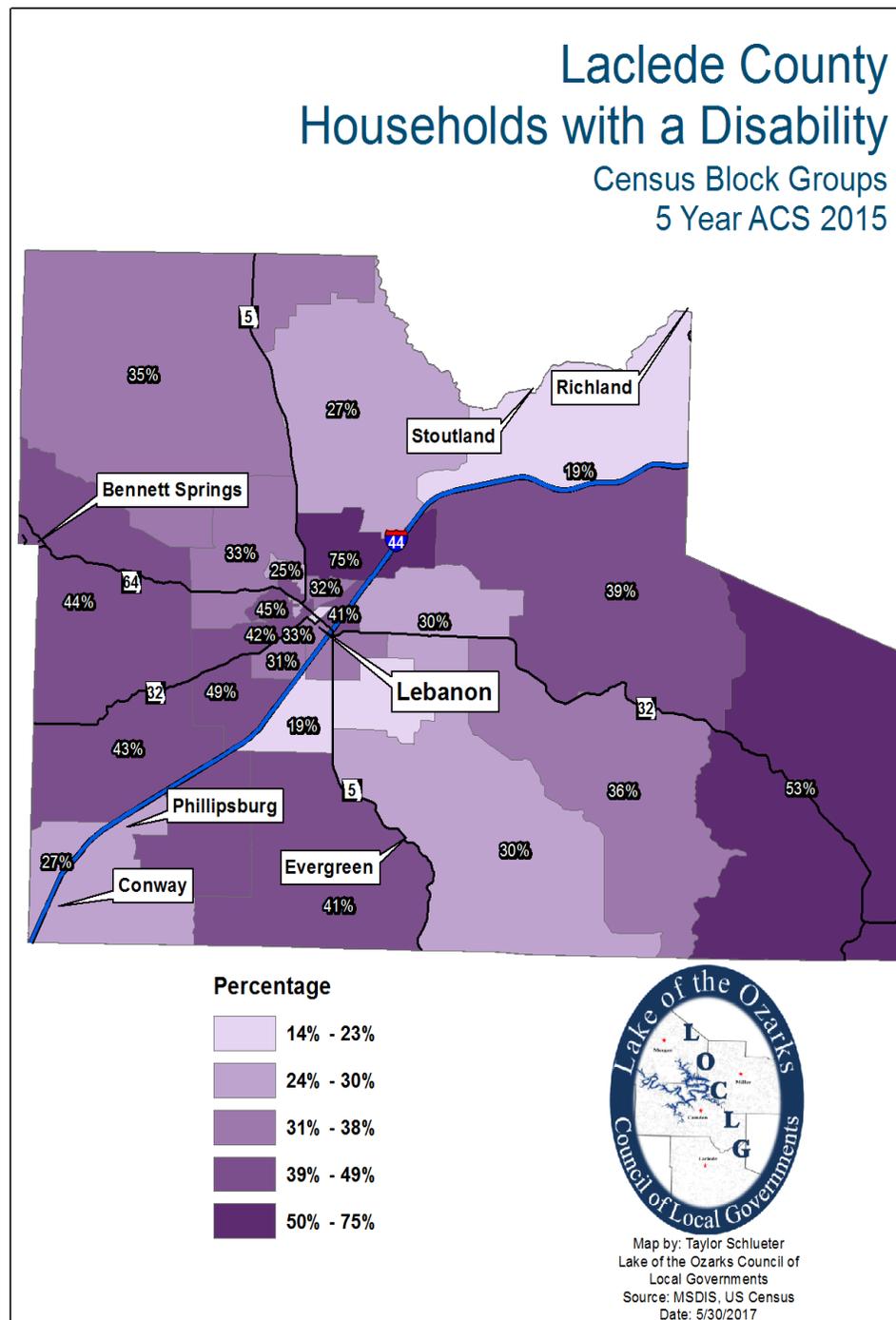


Fig: 1.9.3

### Miller County

In Miller County, 18.6 percent of the population has one or more disability compared to Missouri at 14.3 percent.

There are several pockets of high percentage of disabled in the Miller County area. Just south of St. Elizabeth there is an area that has 45 percent of the population has one or more disability. Further south and out past Iberia there is an area at 50 percent of the population has a disability. A section of Eldon also reflects 41 percent of the population has a disability.

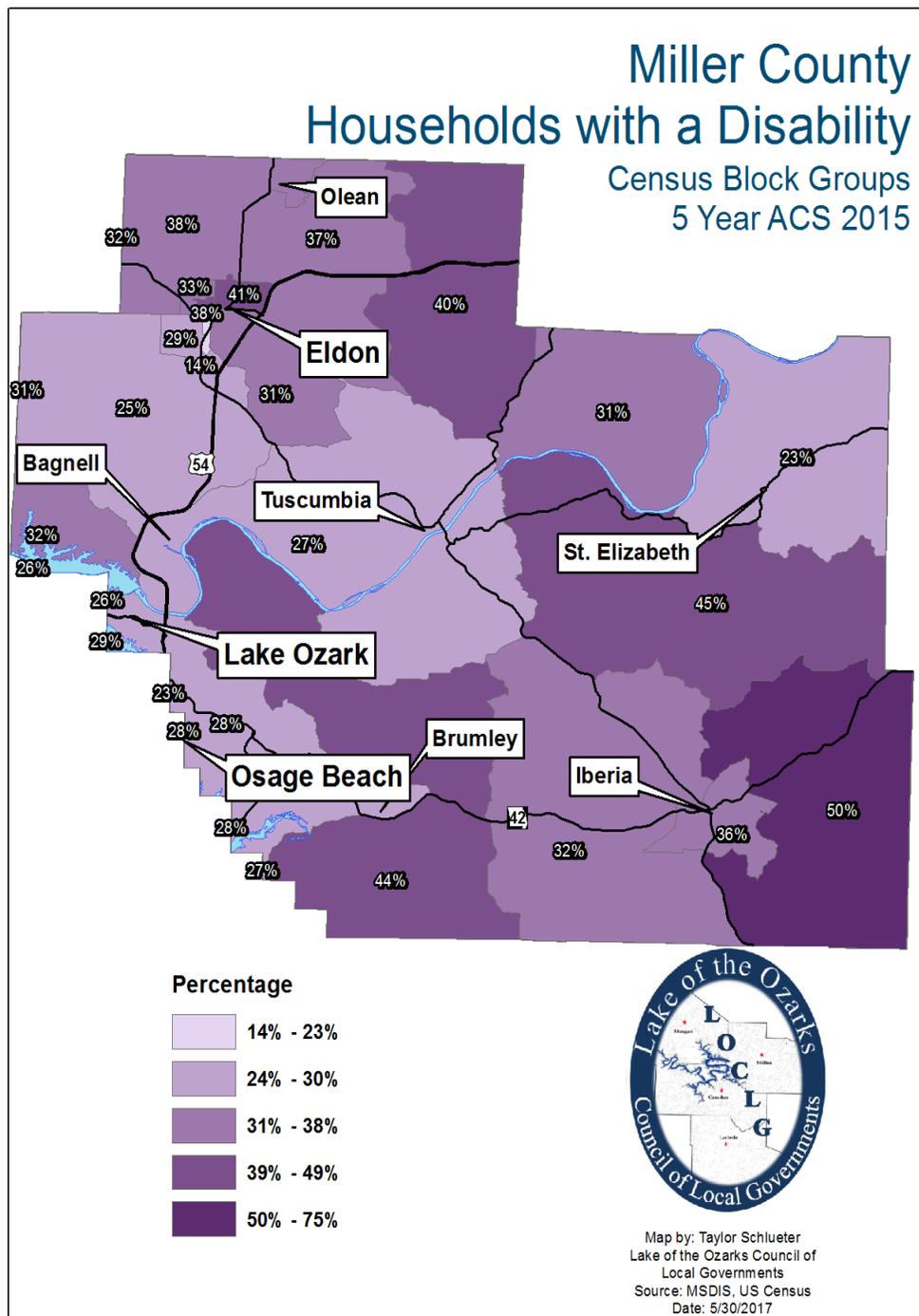


Fig: 1.9.4

### Morgan County

In Morgan County, 19.6 percent of the population has one or more disability compared to Missouri at 14.3 percent.

There are several pockets of high percentage of disabled in the Morgan County area. In and near the City of Versailles, there is 47 percent of the population have one or more disability. West of Gravois Mills there is a census block with 50 percent of the population has a disability. North of Versailles near the Syracuse area data reflects 43 percent of the population has a disability as described on page 27.

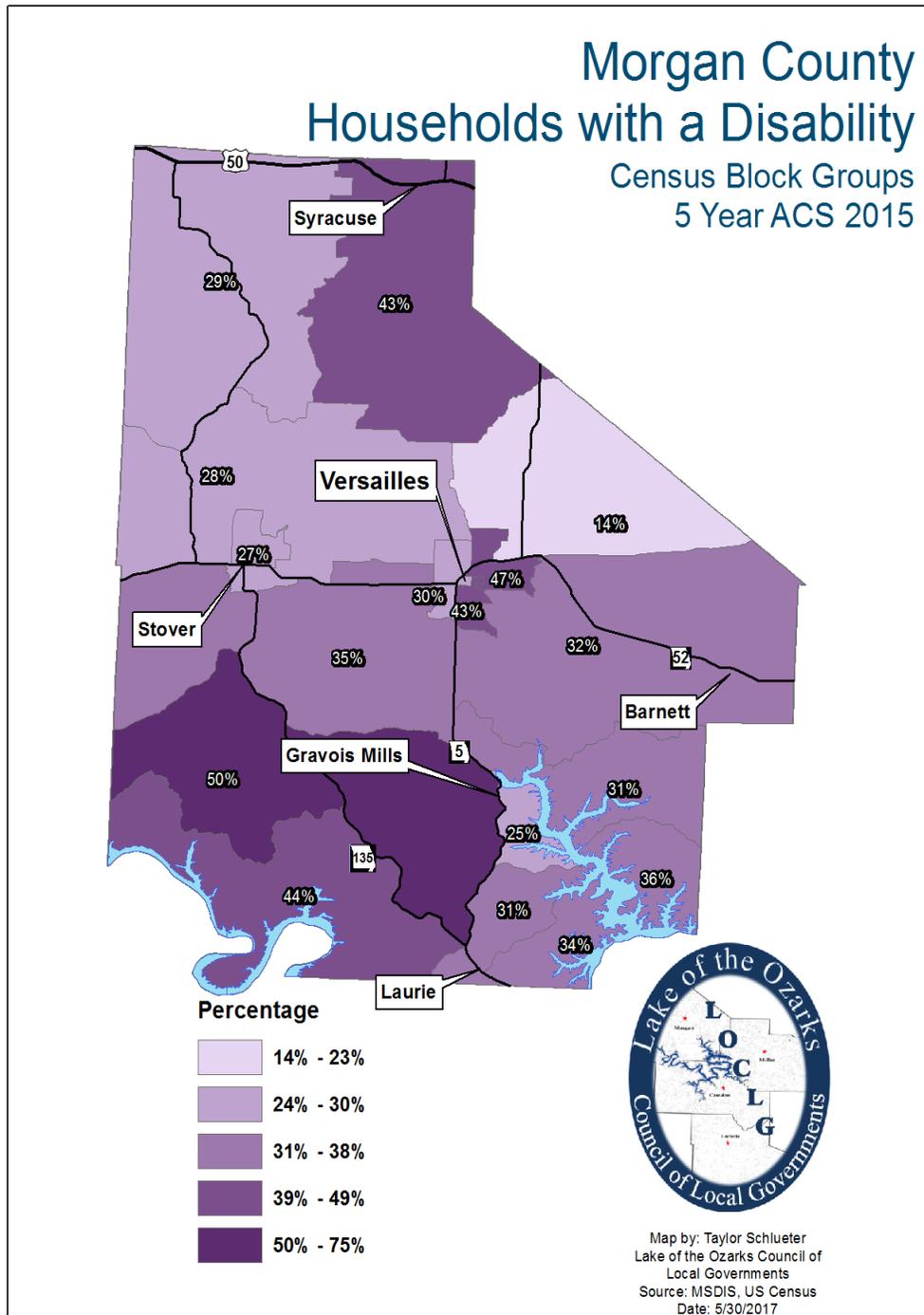


Fig: 1.9.5

### 1.10 Low Income Population Data

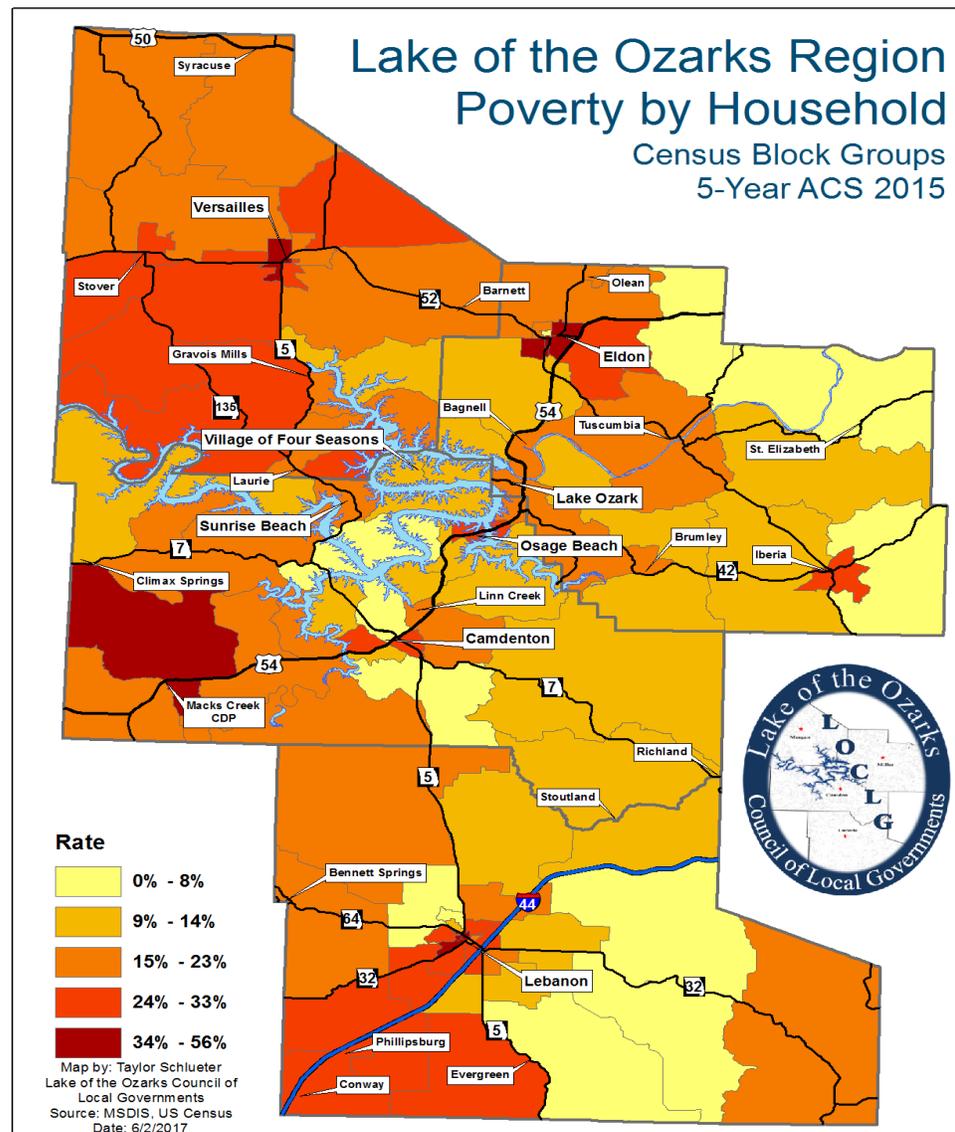


Fig: 1.10.1

Poverty	
	%
Camden	12.1
Laclede	15.6
Miller	15.2
Morgan	18.7
LOCLG	15.4
Missouri	11.1

Source: 2015 ACS

**What is "Poverty"?**

Individuals are considered poor if the resources they share with others in the household are not enough to meet basic needs.

The poverty threshold or poverty line is the minimum level of resources that are adequate to meet basic needs.

"The official measure uses three (3) times the cost of a minimum food diet in 1963 in Today's Prices"

### Camden County

In Camden County, 12.1 percent of the population lives in poverty one percentage above Missouri at 11.1 percent.

The City of Camdenton has an area that is at 32 percent poverty, and over near the Mack Creeks area, there is a census block that reflects 41 percent of the population lives in poverty. The City of Osage Beach also has a section that is at 32 percent poverty.

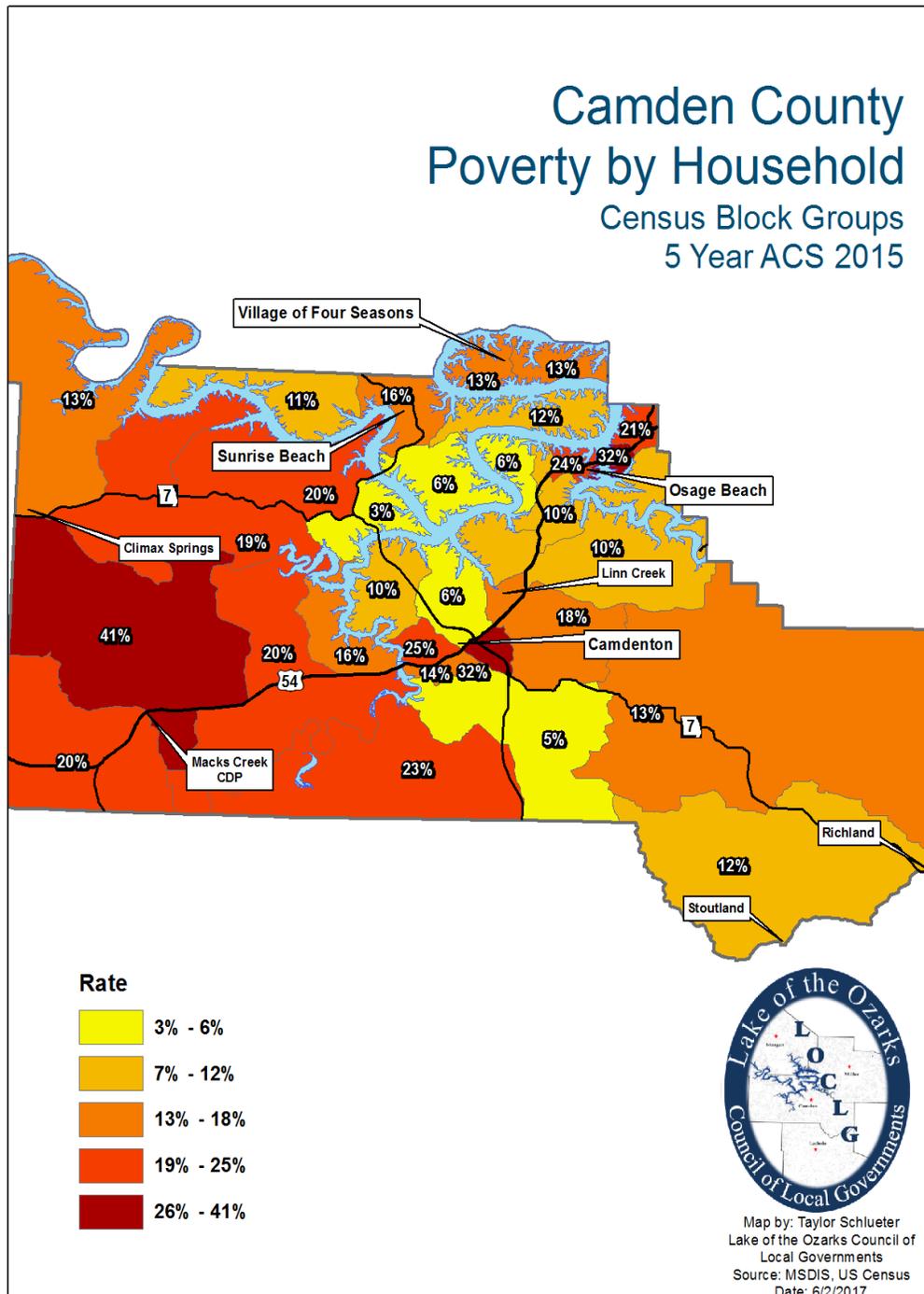


Fig: 1.10.2

### Laclede County

In Laclede County, 15.6 percent of the population lives in poverty compared to Missouri at 11.1 percent.

The highest percentage in Laclede County is just west of the City of Lebanon at 37 percent of the population lives in poverty.

There is also east of I-44 and east of Lebanon an area that is well below the poverty rate where only 3-5 percent of the population is living in poverty.

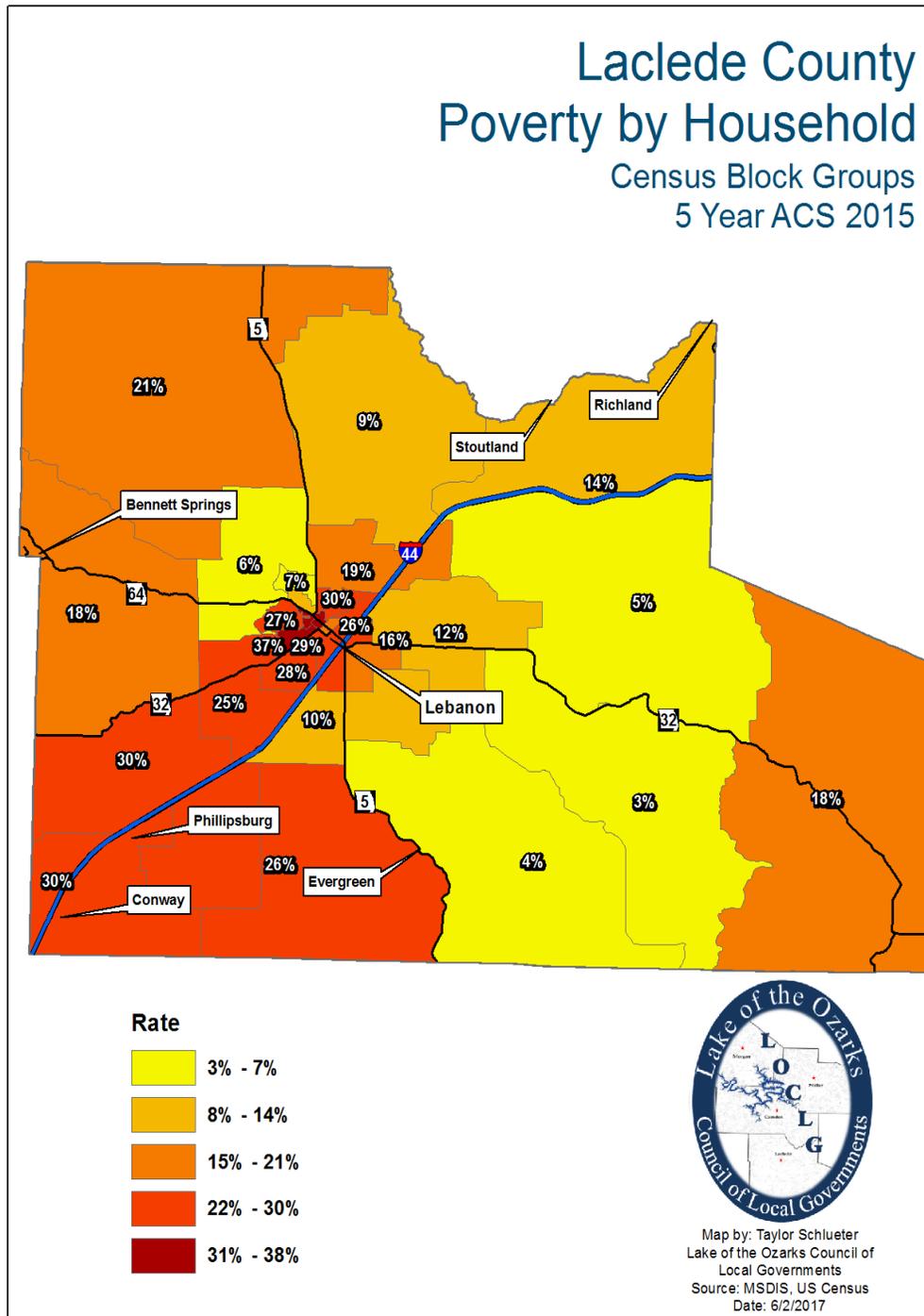


Fig: 1.10.3

### Miller County

In Miller County, 15.2 percent of the population lives in poverty compared to Missouri at 11.1 percent.

The highest percentage in Laclede County is in or near the City of Eldon at 47-48 percent of the population lives in poverty.

There is also north of St. Elizabeth a census block where 0 percent is living poverty.

In and near the Iberia area there is a section that reflects 32 percent of the population lives in poverty.

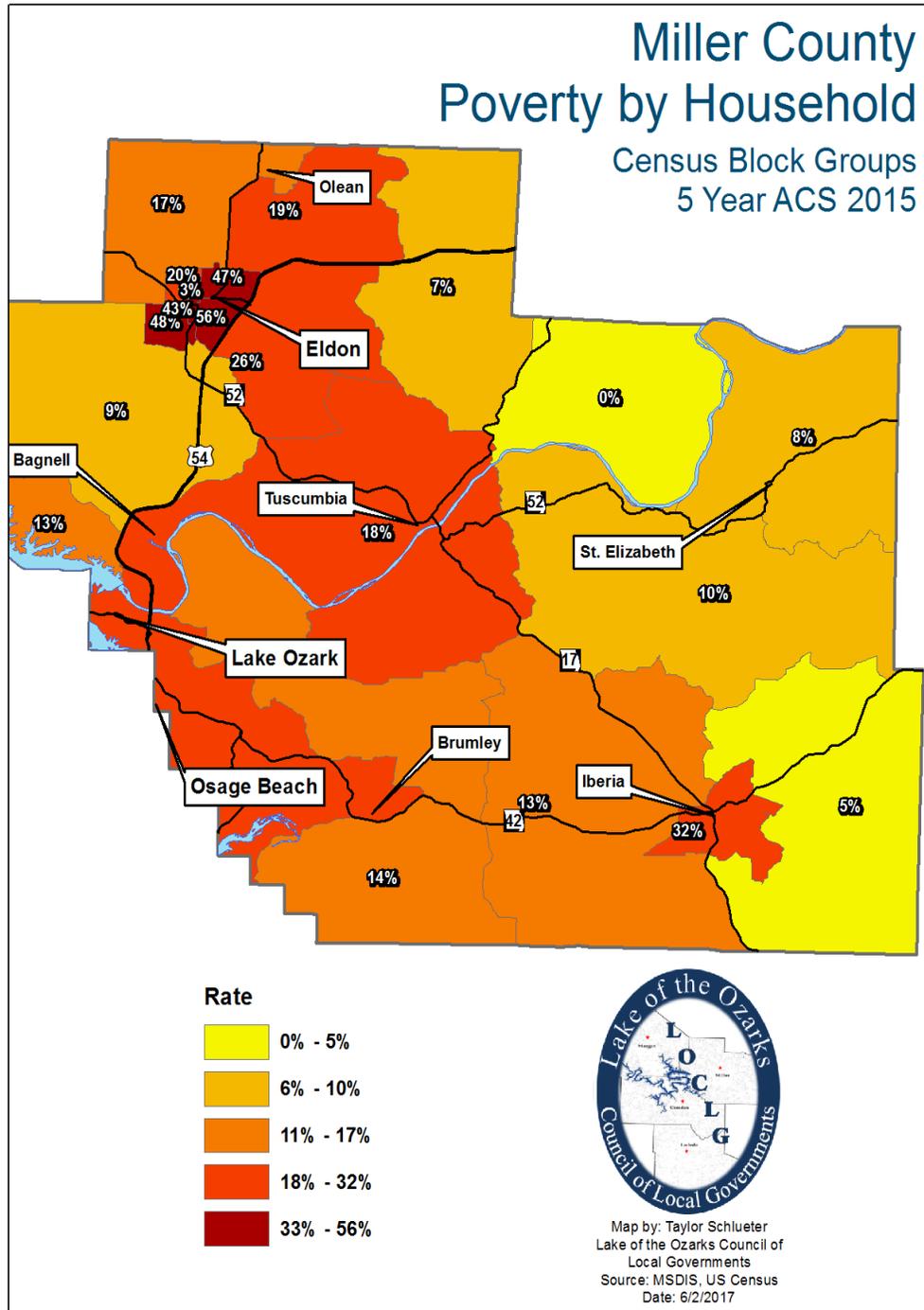


Fig: 1.10.4

**Morgan County**

In Morgan County, 18.7 percent of the population lives in poverty compared to Missouri at 11.1 percent.

Morgan County has the highest level of poverty in the region.

In or near the City of Versailles, there is a section that reflects 40 percent of the population lives in poverty. There are several areas ranging from 27-33 percent of the population living in poverty.

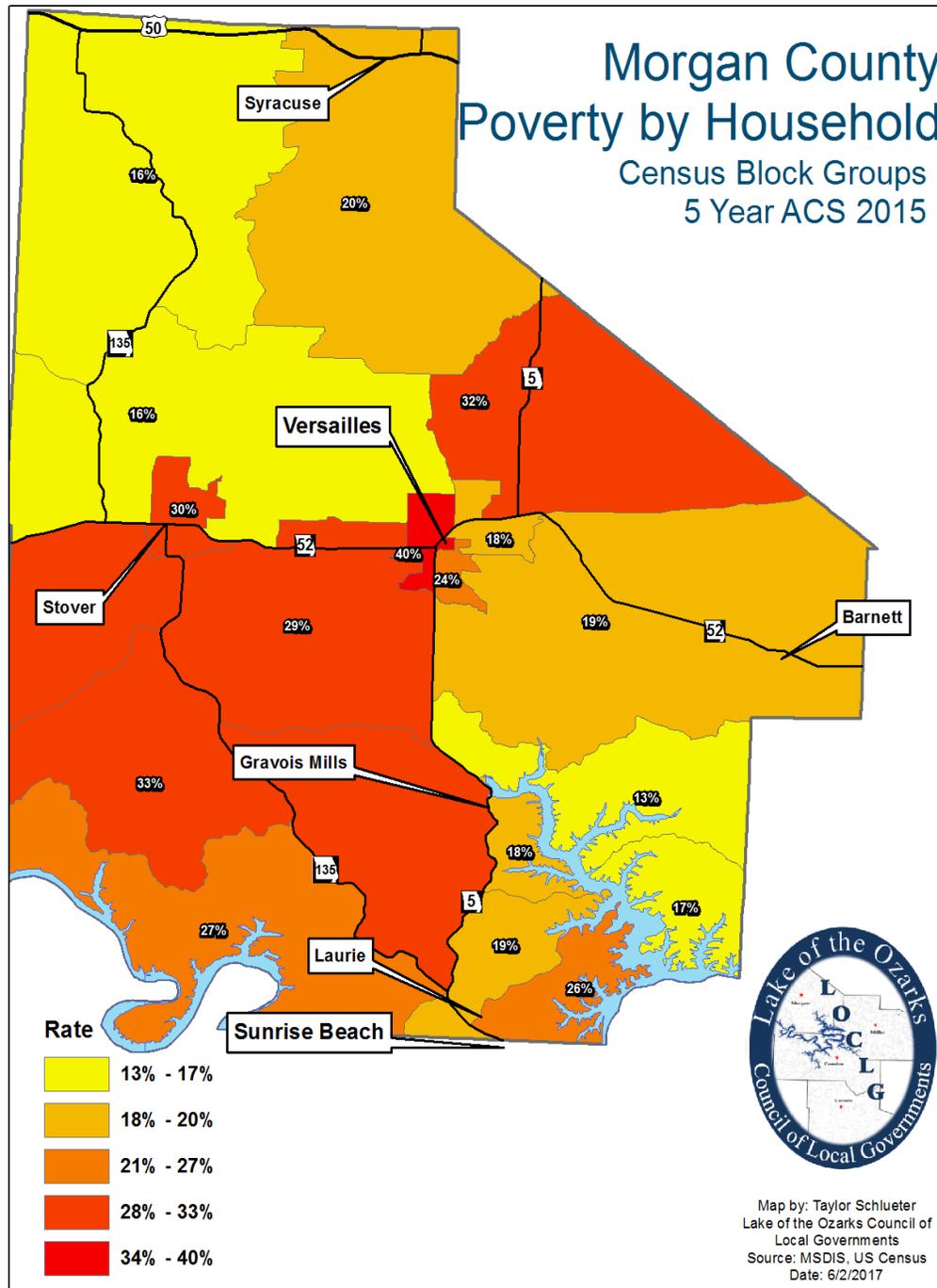


Fig: 1.10.5

**What is "Poverty"?**

Poverty threshold measures are adjusted to reflect the needs of families of different sizes. It does not however, account for geographic locations. The official poverty threshold is the same throughout the United States. In 2016 the poverty threshold for a family of two (2) adults and two (2) children was \$24,339.

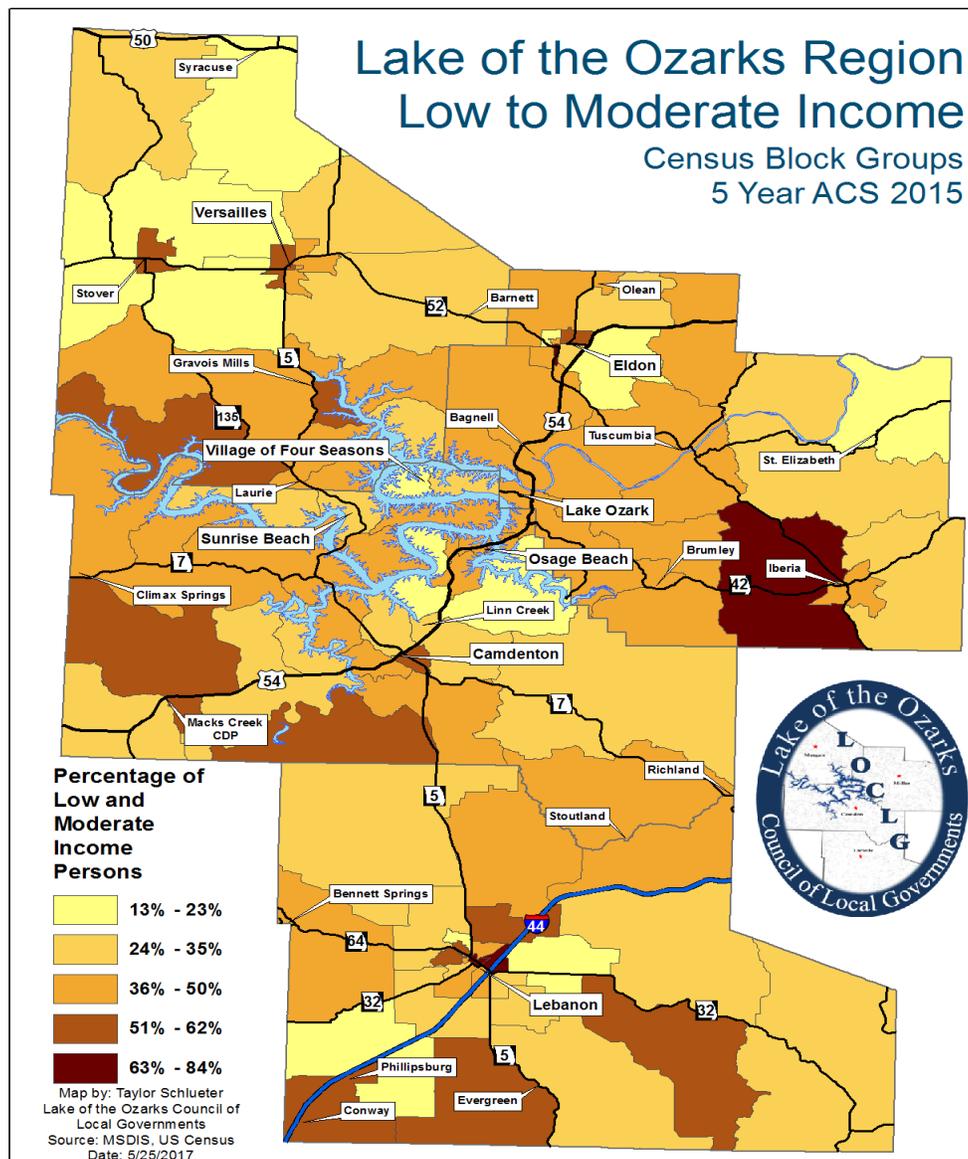


Fig: 1.10.6

**What is “Low to Moderate Income (LMI)”?**

**Very low income** is defined as 50% of the national median family income for the area, subject to specified adjustments for areas with unusually high or low incomes relative to housing costs.

**Low income** is defined as 80% of the national median family income for the area, subject to adjustments for areas with unusually high or low incomes or housing costs.

**Moderate income** is defined as the greater of 115% of the US median family income or 115% of the average of the state-wide and state non-metro incomes.

*While the definition of poverty did not adjust for location, the LMI takes into account the cost of low incomes and housing costs.*

Low to Moderate Income	
	%
Camden	38.4
Laclede	42.0
Miller	39.5
Morgan	37.8
LOCLG	39.4
Missouri	42.6

Source: 2015 ACS

## Camden County LMI by Block Group

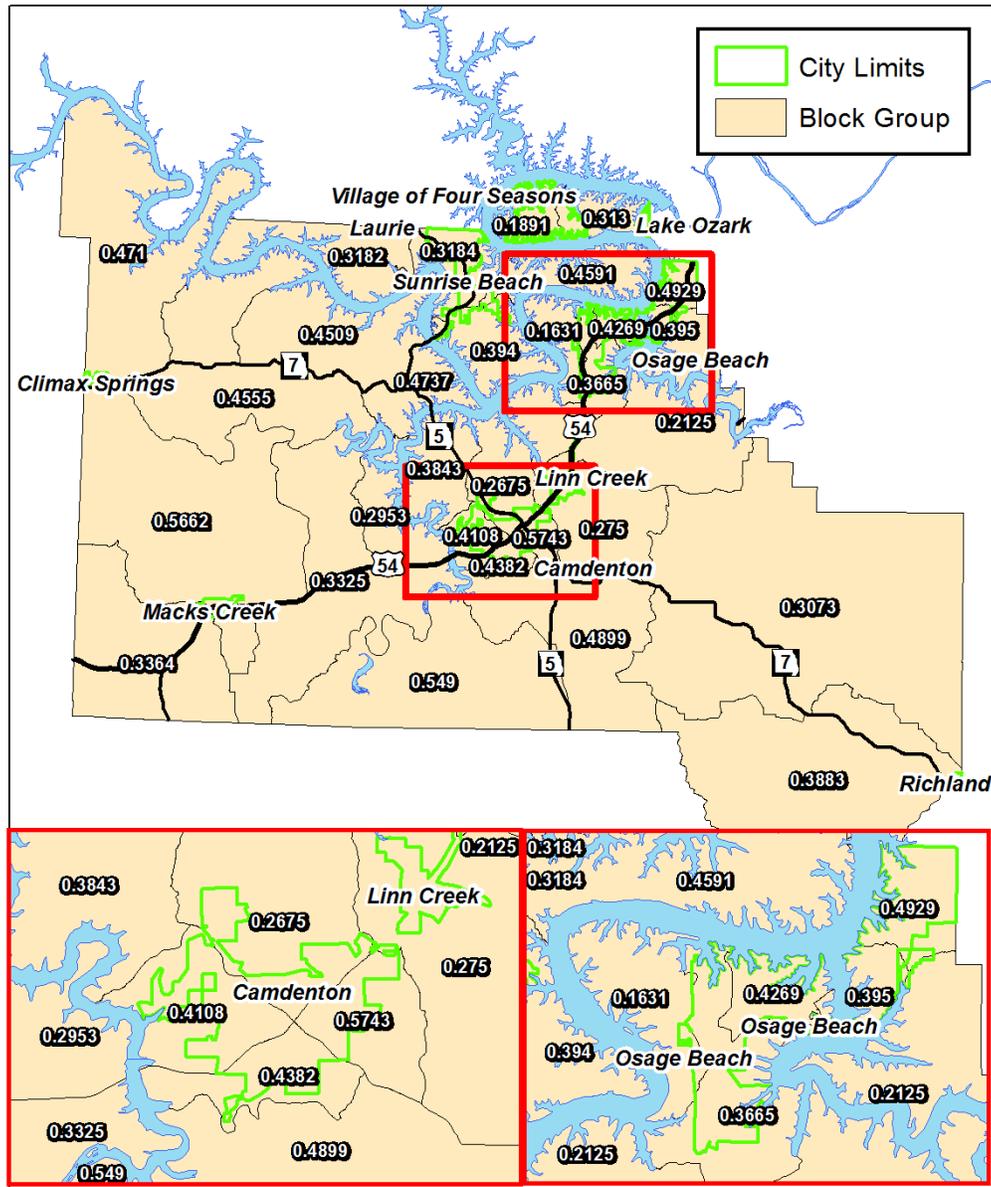


Fig: 1.10.7

### Camden County

The Median Household Income for **Camden County** is **\$44,816.**, which is the highest within the region. Based on the definition of LMI, there are areas within Camden County that experience a high concentration of people in the LMI income brackets. The City of Camdenton has an area at 57 percent LMI. The City of Osage Beach has areas that range from 45 percent to 49 percent LMI. The area north of Macks Creek has a 56 percent LMI population.

## Laclede County LMI by Block Group

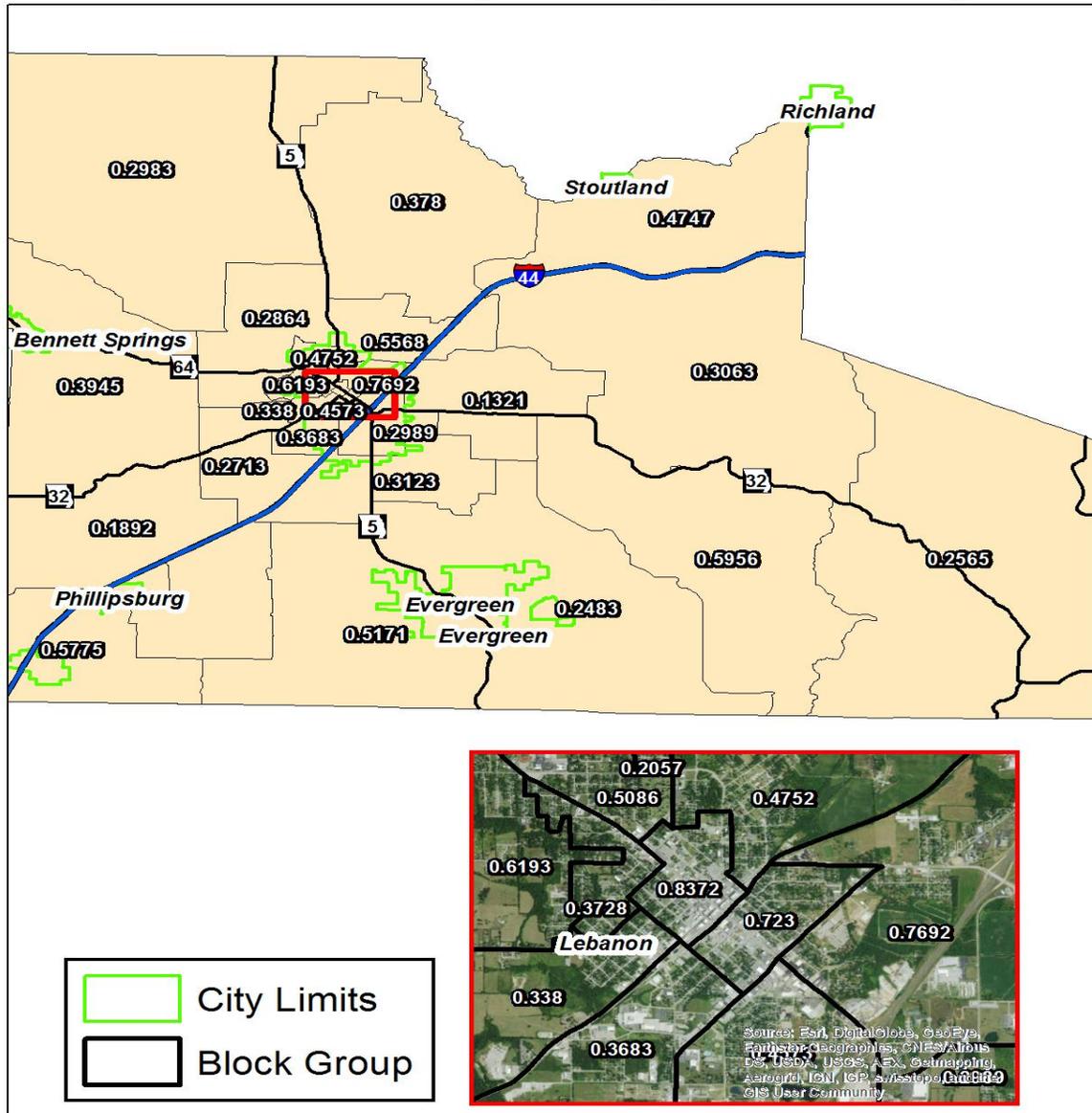


Fig: 1.10.8

### Laclede County

The Median Household Income for **Laclede County** is **\$39,712.**, which is below Camden County but higher than Miller and Morgan counties. Based on the definition of LMI, there are areas within Laclede County that experience a high concentration of people in the LMI income brackets. The City of Lebanon in the downtown area has a section of town that 83 percent are LMI, west of downtown there is a section at 76 percent LMI. The Phillipsburg area is a 57 percent LMI and Stoutland is at 47 percent LMI.

## Miller County LMI by Block Group

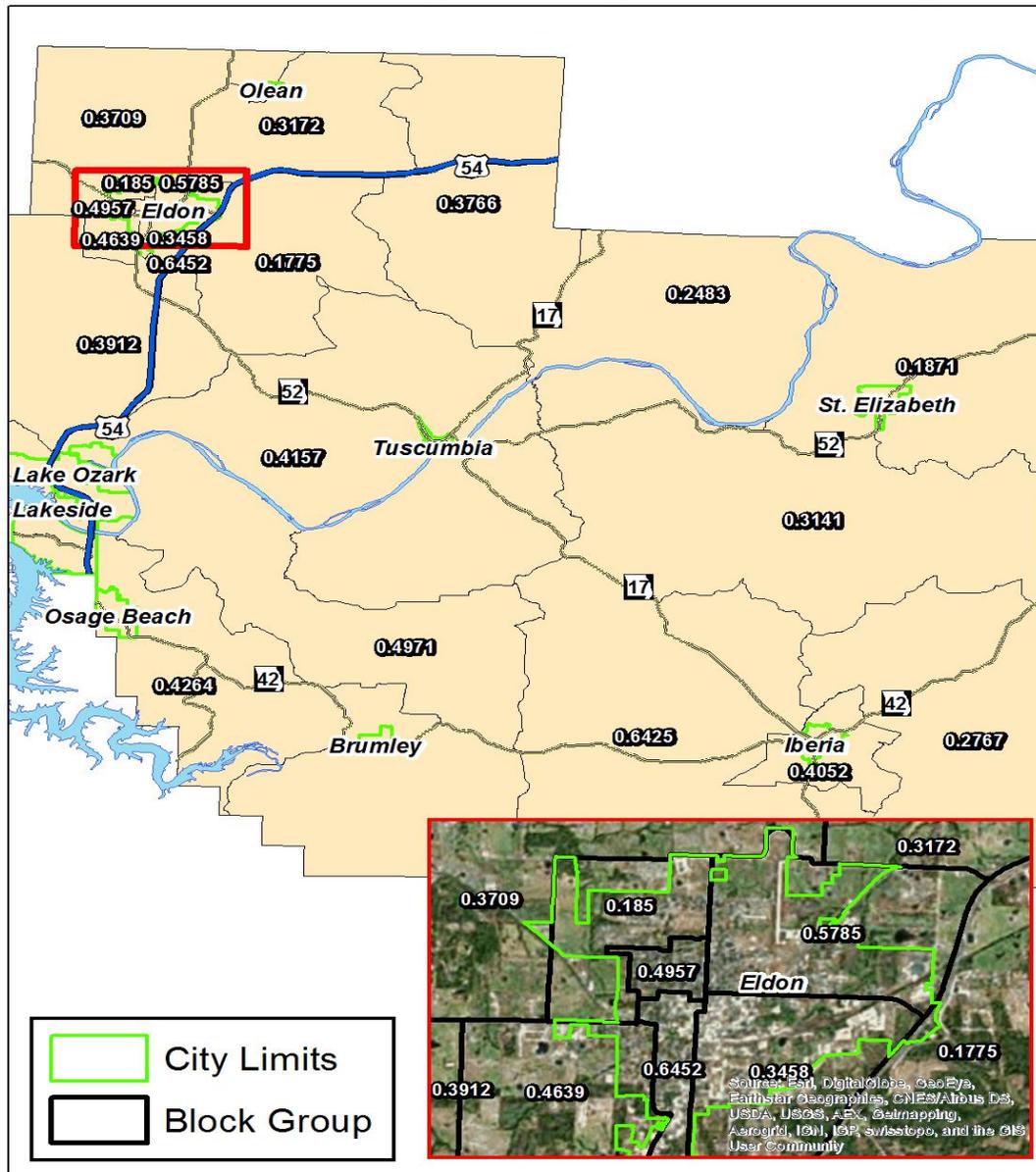


Fig: 1.10.9

### Miller County

The Median Household Income for **Miller County** is **\$38,094.**, which is below both Camden and Laclede counties. Based on the definition of LMI, there are areas within Miller County that experience a high concentration of people in the LMI income brackets. The City of Eldon has areas that reflect 57 to 64 percent LMI. North of the Brumley area there is a section that reflects 49 percent LMI population. The City of Iberia is at 40 percent LMI.

## Morgan County LMI by Block Group

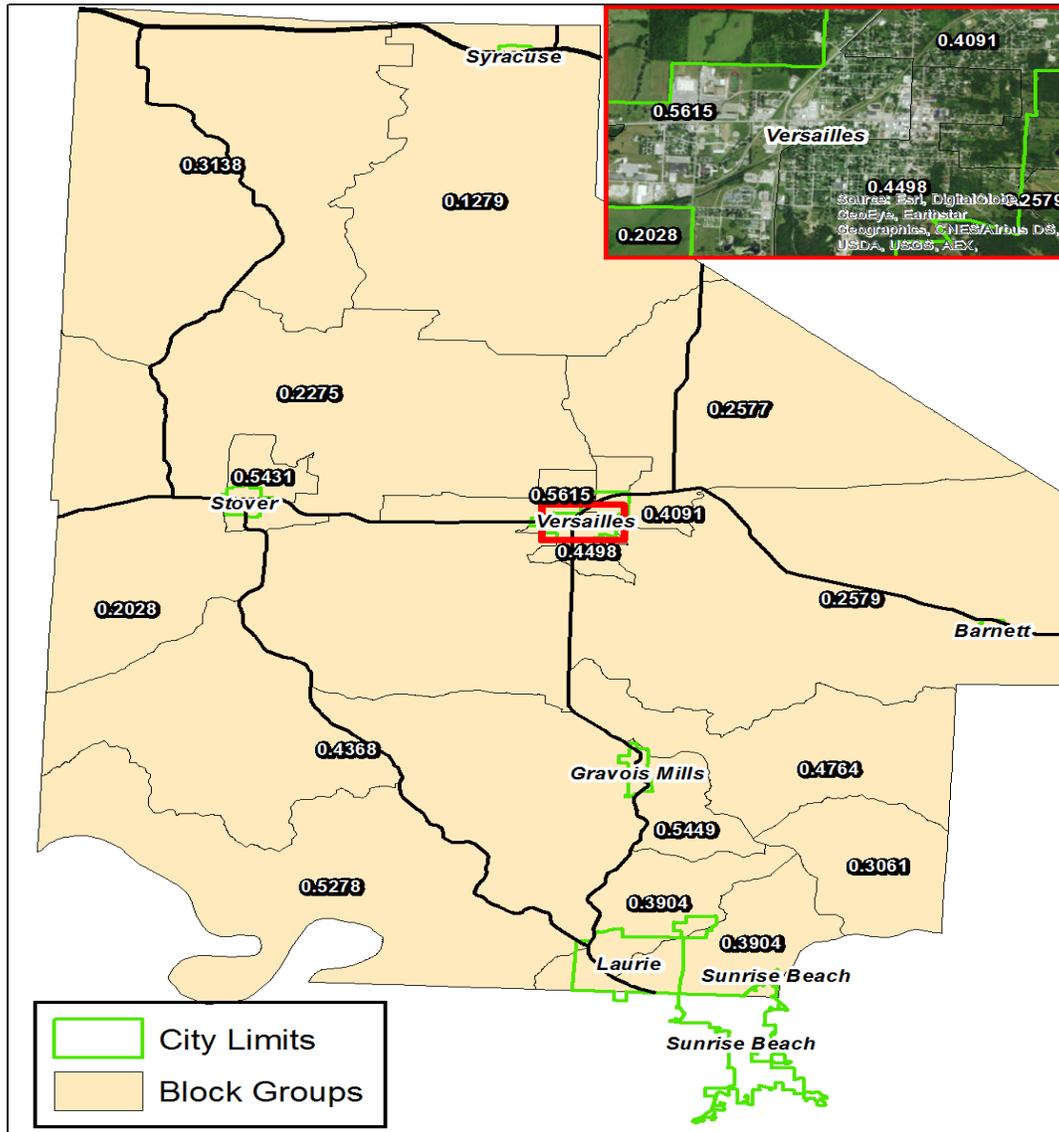


Fig: 1.10.10

### Morgan County

The Median Household Income for **Morgan County** is **\$20,565.**, which is the lowest of all the counties within the region. Based on the definition of LMI, there are areas within Morgan County that experience a high concentration of people in the LMI income brackets. The City of Versailles reflects 56 percent LMI. The City of Stover reflects a 54 percent LMI. Just south of Gravois Mills it reflects 54 percent LMI.

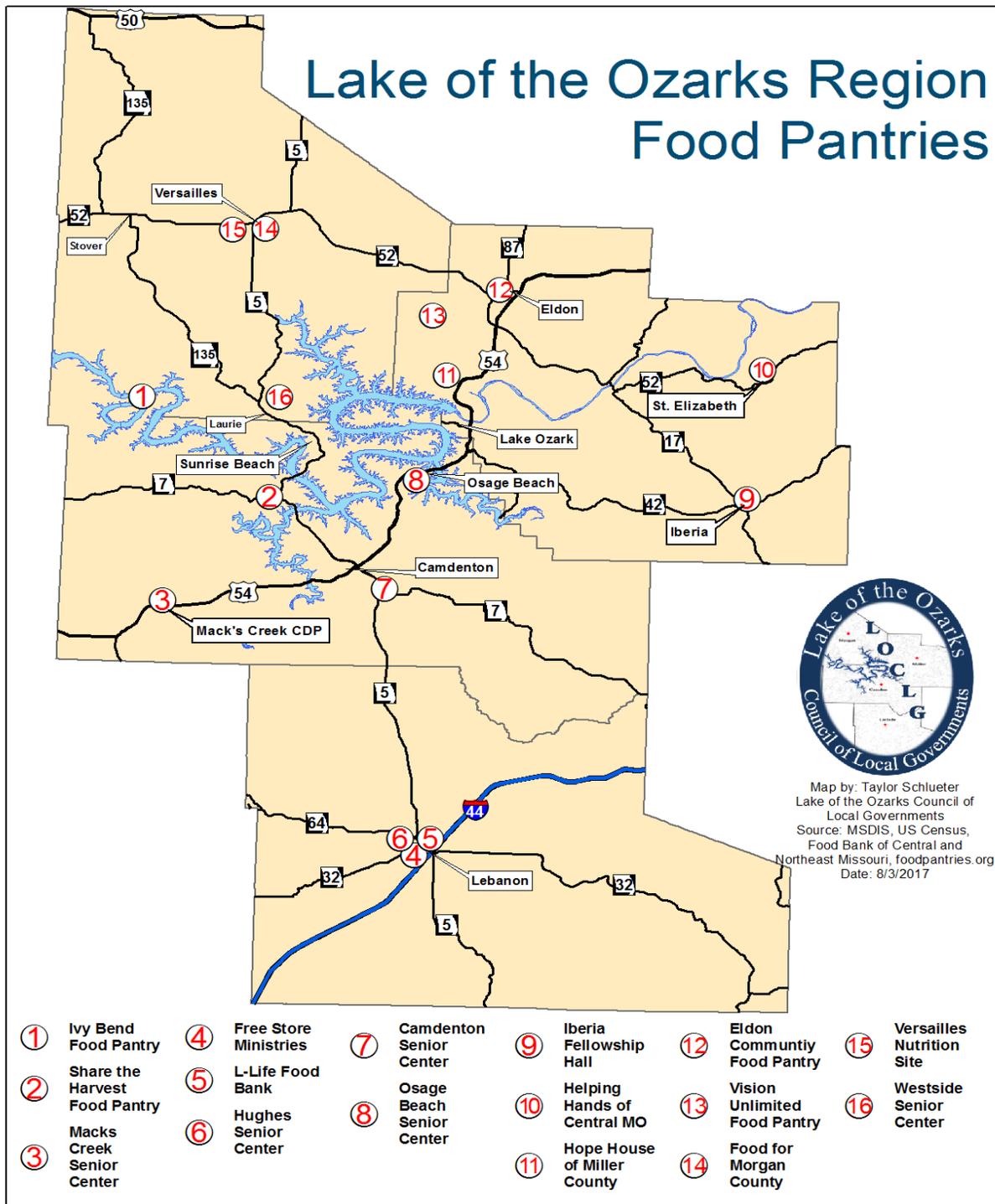


Fig 1.10.11

There are a number of food pantries and senior centers within the four-county region. These locations may offer the opportunity to coordinate transportation from a centralized location where the elderly and low-income individuals are already meeting to pick up their essential food needs.

## 1.11 Zero Vehicle Households

To better analysis the transportation needs within the region, LOCLG staff researched more census data in regard to the households that have no vehicles. The data collected showed that two of the four counties, Camden and Miller had a lower percentage of households without vehicles. Camden County data indicated that four (4) percent of households had no vehicles or 685 households. Miller County data indicated that five (5) percent of households had no vehicle or 448 households. Both of these counties are below Missouri’s no vehicle count of seven (7) percent. Laclede County is equal to Missouri also at seven (7) percent of households without vehicles or 886 households. Morgan County is the highest within the region for no vehicles at eight (8) percent of households with no vehicle or 637. The total number of households within the four-county region with no vehicles is 2,656.

It is important to note that even though we have no specific data to support the assumptions, there is a large population of Mennonites that live in the northern part of Morgan County. The Mennonite population typically does not drive motorized vehicles, but rather rely on a variety of non-motorized options such as bicycles, horse and buggy, and rides with other who have cars for their transportation needs. In these specific areas the data reflects, a nine (9) to eleven (11) percent of households have no vehicle.

While the region is comparable to Missouri’s averages, the state’s data includes two large metropolitan areas, including St. Louis, and Kansas City as well as two MPOs of Springfield and Columbia. All of these larger cities have transportation options that are not available in the more rural areas like our region.

Zero Vehicles			
	Occupied Households	Households with No Vehicle	Percent with No Vehicle
Camden	16,748	685	4%
Laclede	13,545	886	7%
Miller	9,452	448	5%
Morgan	7,812	637	8%
LOCLG	47,557	2,656	6%
Missouri	2,364,688	174,302	7%

Source: 2015 ACS

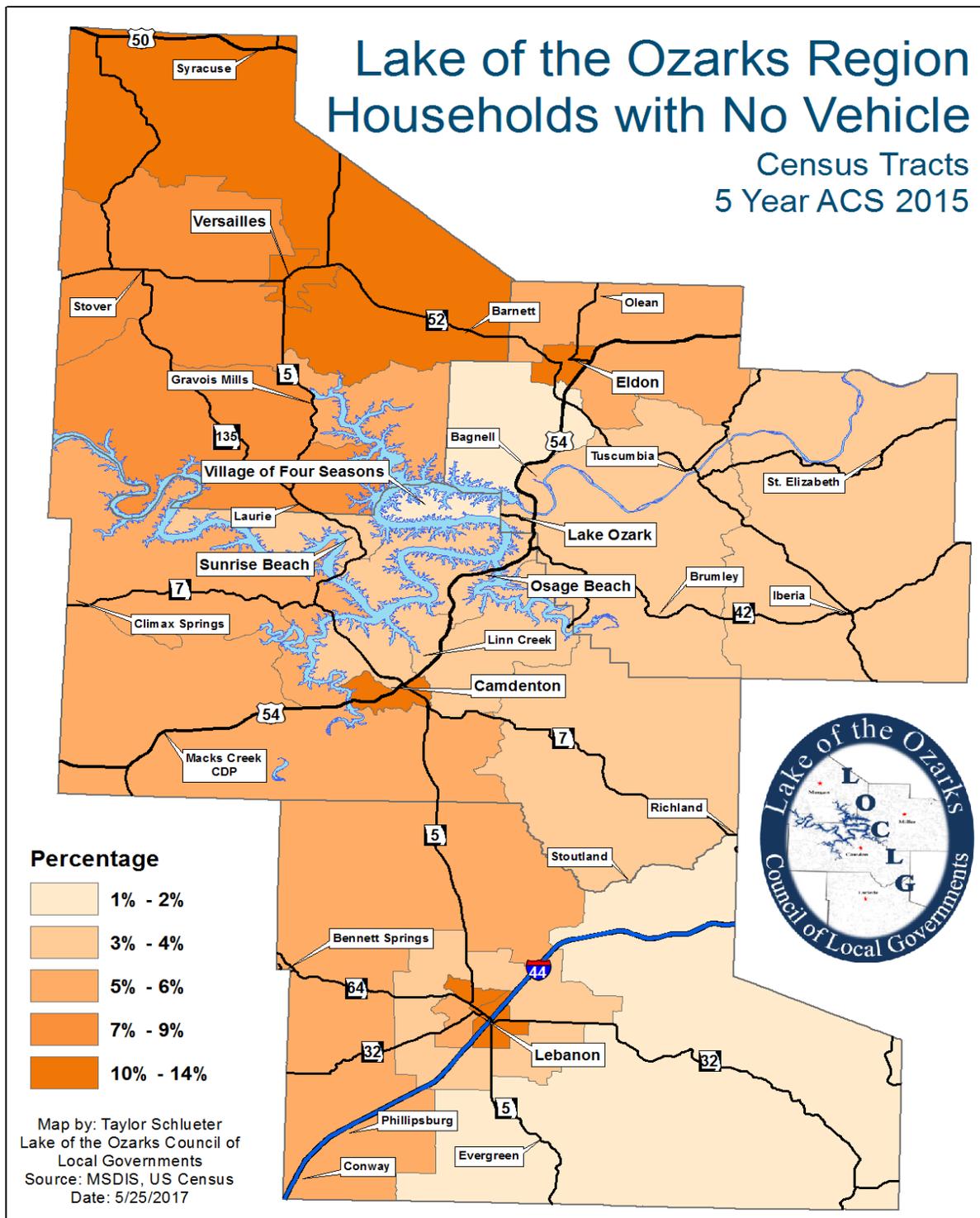


Fig: 1.11.1

## Camden County

In Camden County, four percent or 685 households have zero vehicles.

The highest concentration of households with no vehicle is in the City of Camdenton at nine percent of households have zero vehicles.

This impacts the ability to find employment and makes these households dependent on other forms of transportation or if available transportation options such as OATS. However, the reliability of the public transportation systems within Camden County will impact employment opportunities.

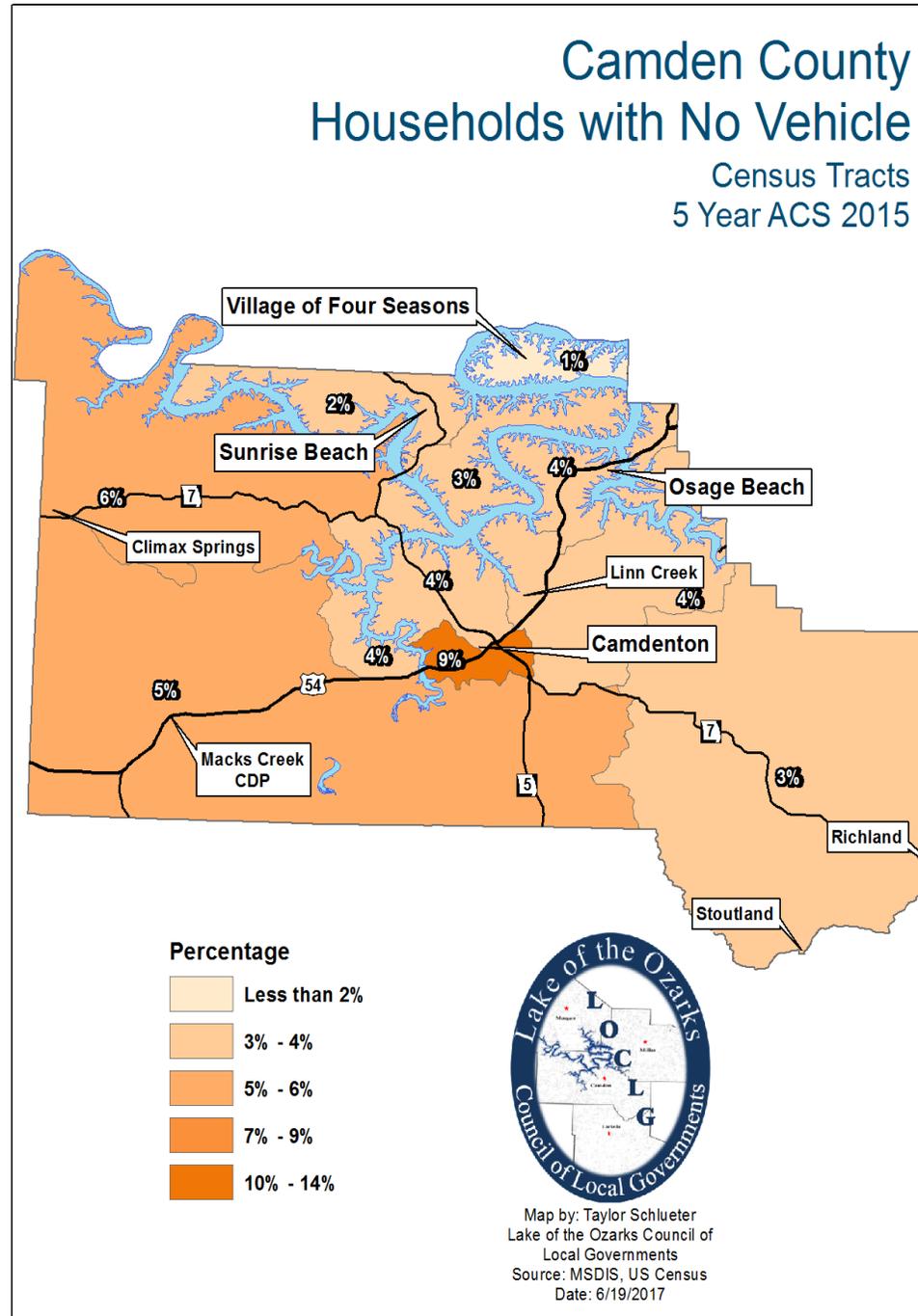


Fig: 1.11.2

### Laclede County

In Laclede County, seven percent or 886 households have zero vehicles.

The highest concentration of households with no vehicle is in the City of Lebanon at 14 percent of households have zero vehicles.

Both during the public engagement and the survey data collected there was some indication that there needed to be some form of reliable public transportation within the City of Lebanon.

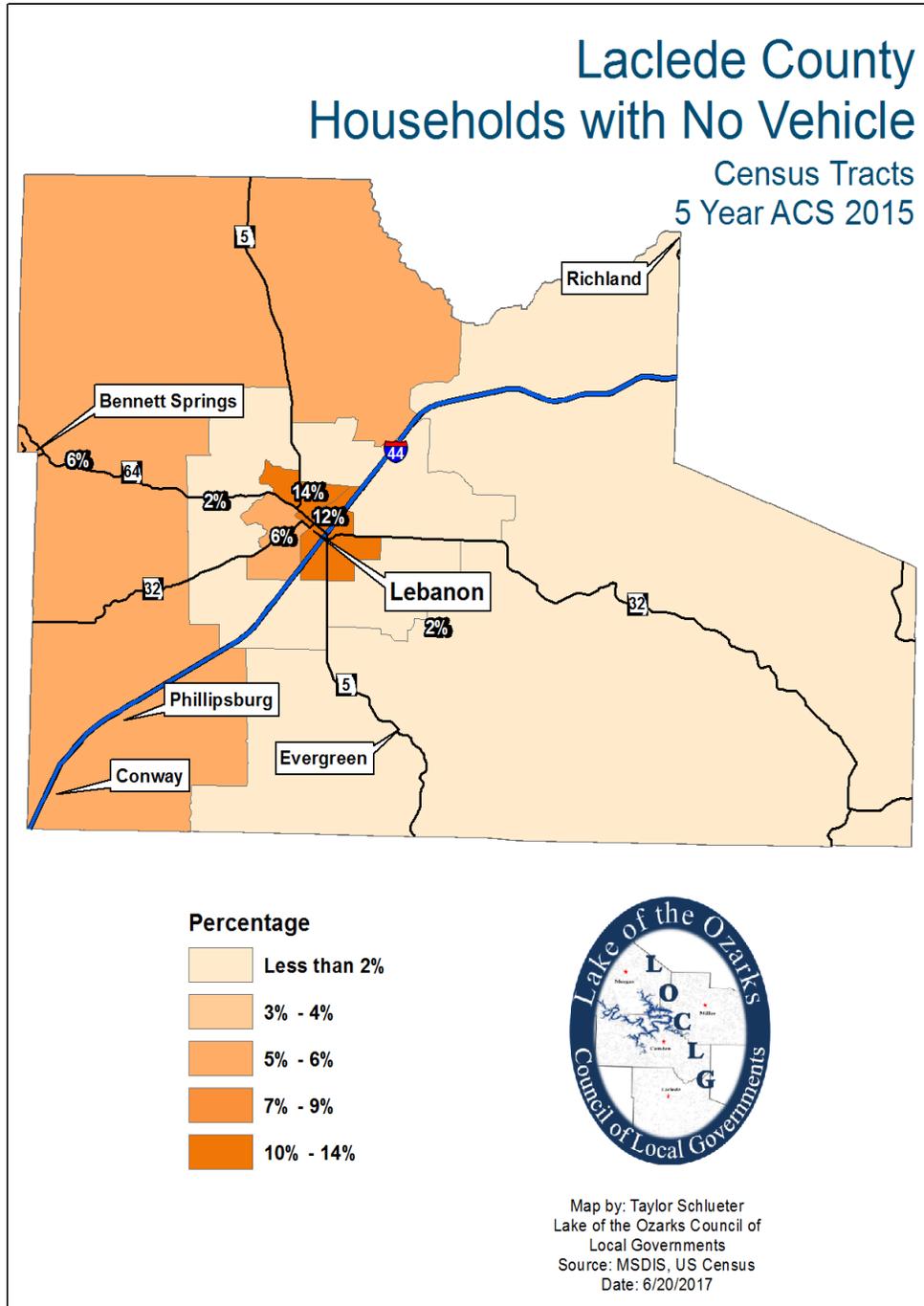


Fig: 1.11.3

## Miller County

In Miller County, five percent or 448 households have zero vehicles.

The highest concentration of households with no vehicle is in the City of Eldon at 11 percent of households have zero vehicles.

The City of Eldon has been proactive in developing a network of sidewalks and trails that network the areas of affordable housing with the shopping districts to help folks have access to the necessities with limited transportation options.

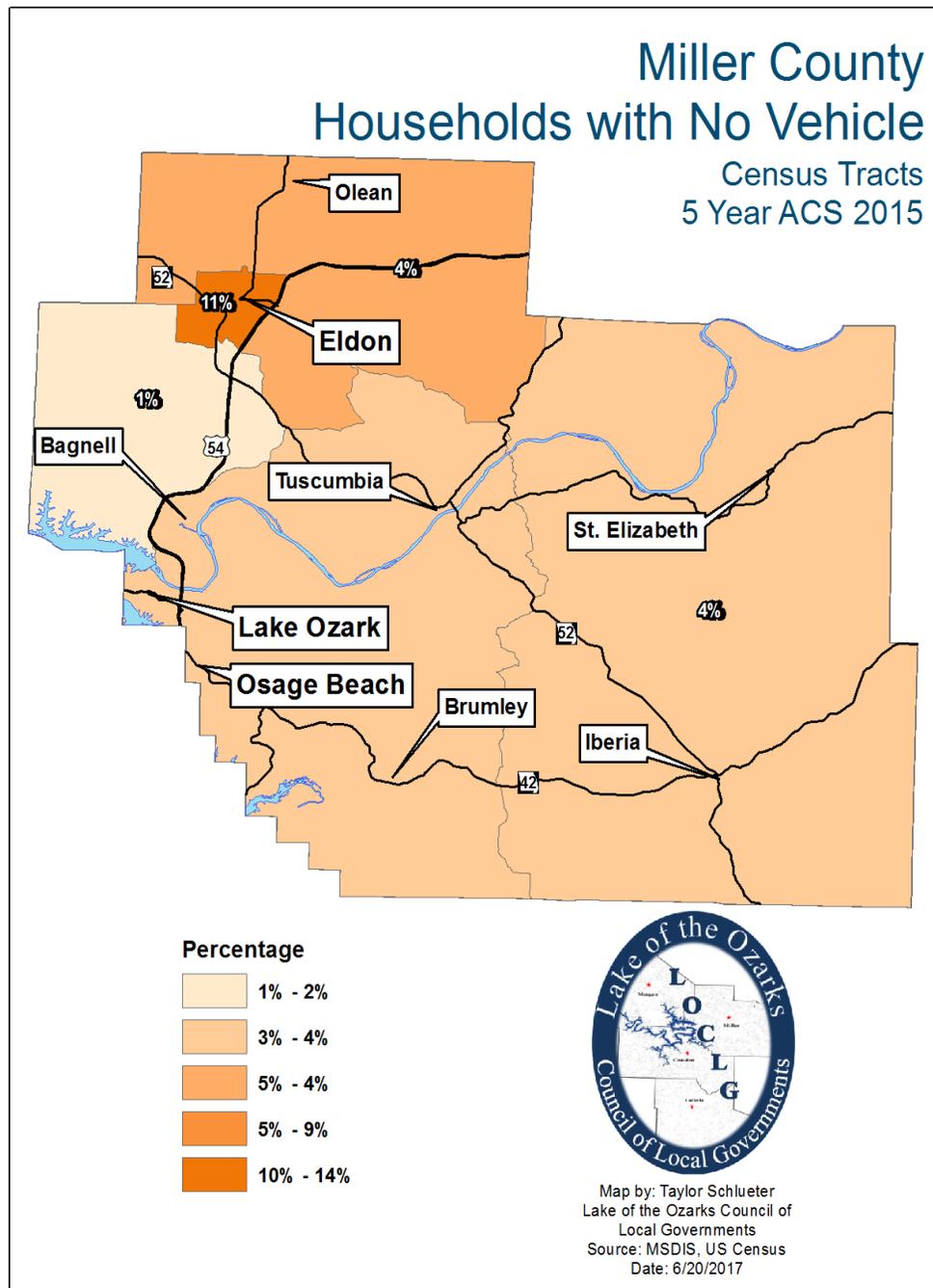


Fig: 1.11.4

## Morgan County

In Morgan County, eight percent or 637 households have zero vehicles.

The highest concentration of households with no vehicle is in and around the Barnett and Versailles area and north to Syracuse.

The northern section of Morgan County has a large population of Mennonites that typically do not drive motorized vehicles, but rather use a horse and buggy to travel.

The remainder of the county is either close to or less than Missouri.

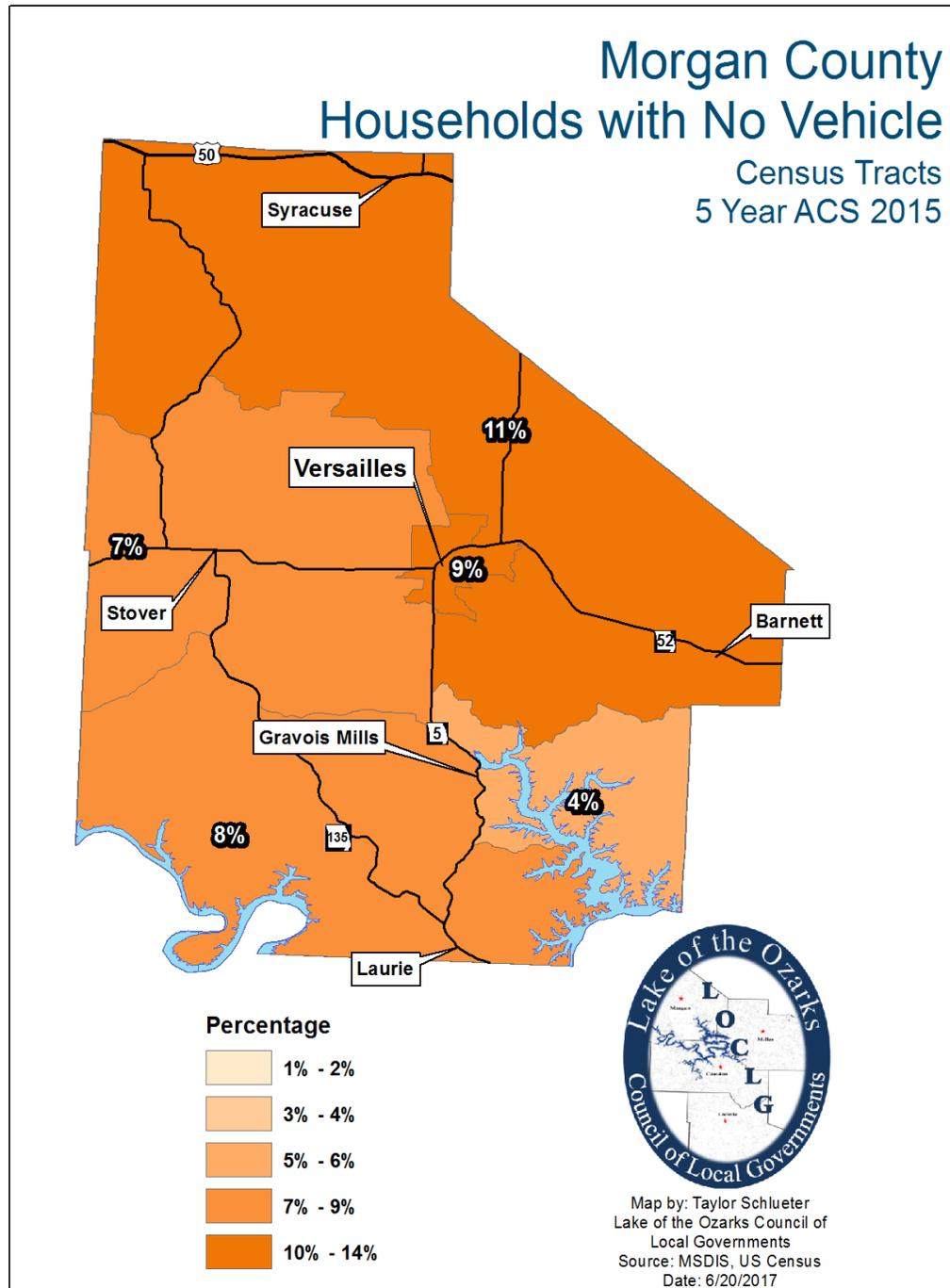


Fig: 1.11.5

## 1.12 Travel Characteristics and Commuting Patterns

Over the past five years, the primary form of transportation within the region is individuals driving themselves. There has been an increase from 2010 from 74.08 percent to 77.8 percent in 2015 of people driving alone. The use of public transportation is below one percent for the region. It was the consensus of the steering committee that the primary reason this percentage is so low is that the availability of these services are limited within the region. Other forms of transportation, including taxi, motorcycle bicycle and walking are relatively low as well at two percent for the region.

Walking to work is difficult in our rural community settings, and it reflects that in the 1.8 percent identified as walking to work. Carpooling has increased slightly to 14.1 percent of commuter carpooling. There is no established network to connect possible commuter connections and no commuter parking areas within the region. There has been a decrease in workers who are telecommuting in the region to 4.2 percent down from 6.9 percent in 2010. The need for high-speed broadband has been identified as a need to accommodate this type of working environment.

In addition to types of transportation being used, LOCLG staff took an in-depth look at commuting patterns within the region and outside the region. While the census data is not conclusive as to where these people are commuting to it at least helped the planning committee to understand areas where a considerable number of the population is commuting in or out of the region. Where the population is commuting often dictates the type of transportation options available. Longer commute times often leads to the driving alone which could account for this large percentage of 77.8 percent. Longer commute times increases the overall cost to the consumer, with increased insurance costs, as well as additional maintenance and gas costs. In relation to workers commuting, we also researched the types of jobs and large employers who are within the region. The employment opportunities or the lack of employment opportunities often impacts an individual's decision to commute for longer distances for better job and more income potential.

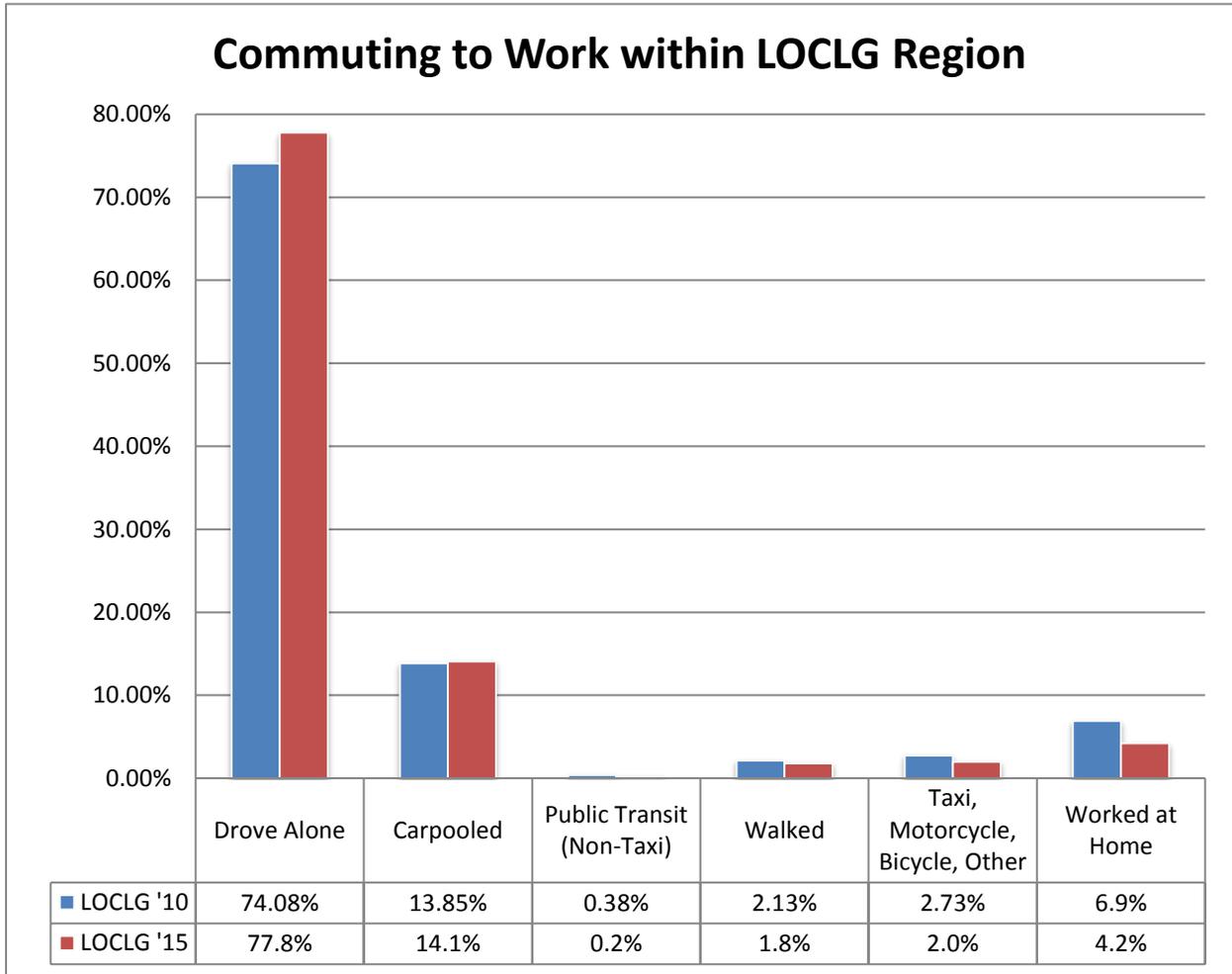


Fig: 1.12.1

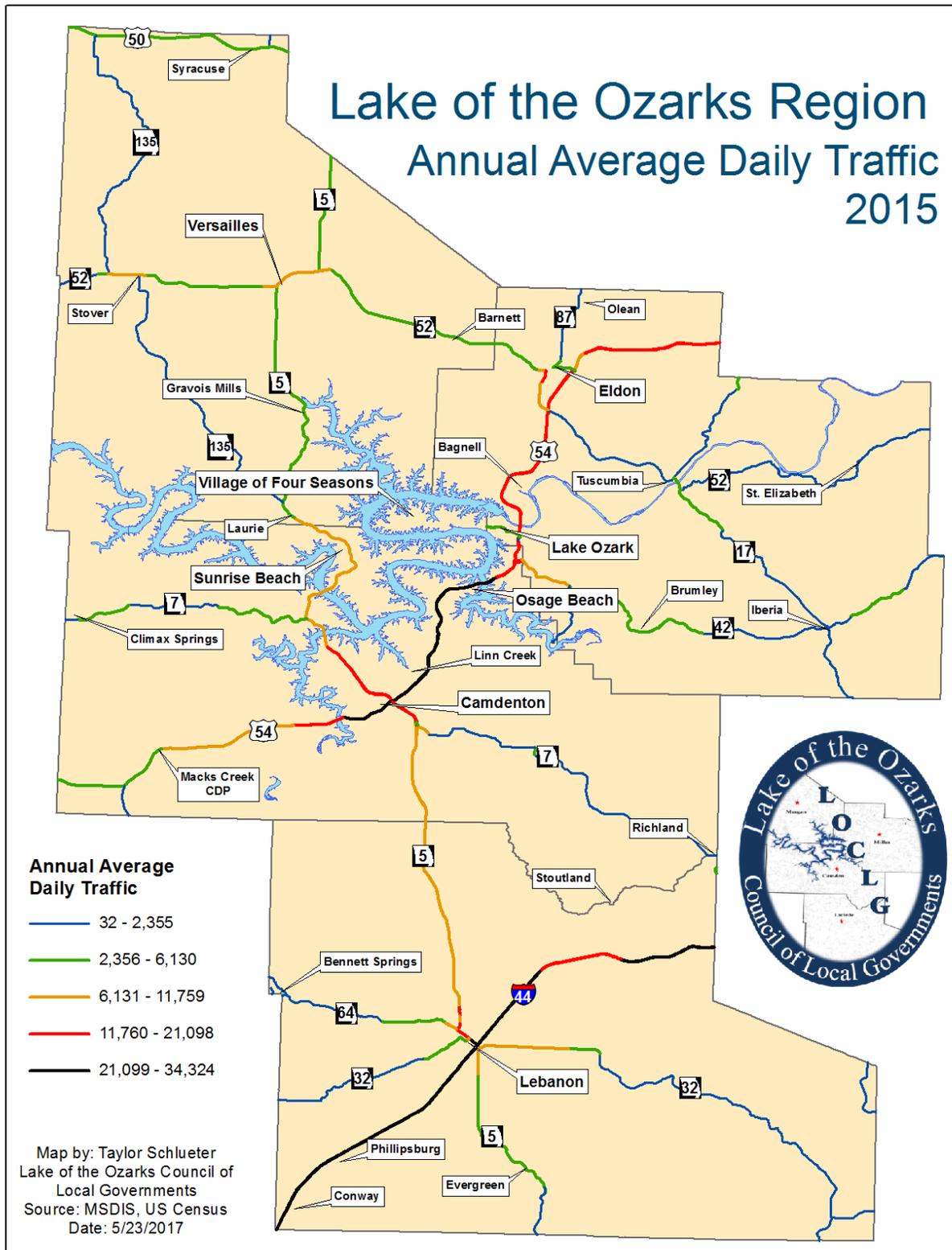
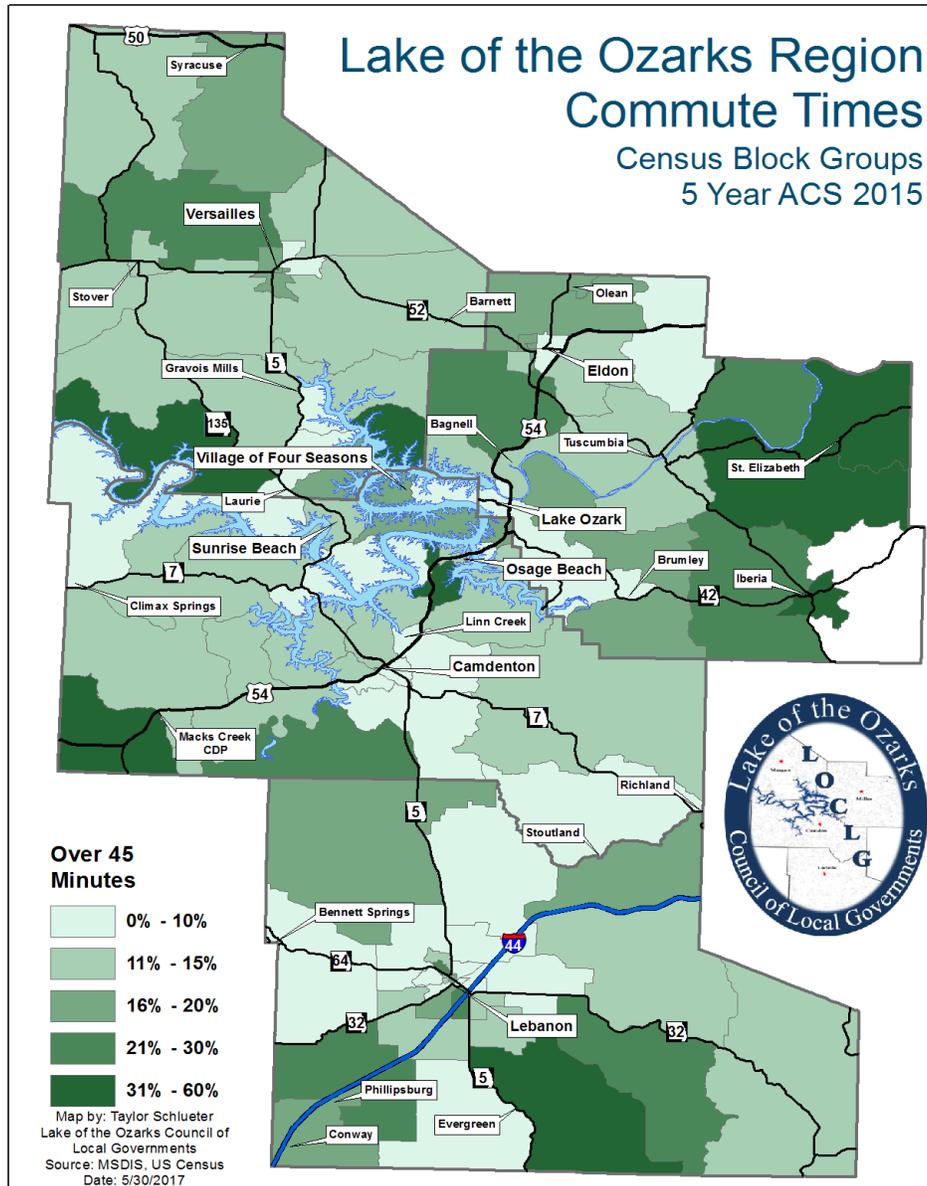


Fig: 1.12.2



Average Commute Time (Minutes)	
Camden	22.5
Laclede	21.3
Miller	27.4
Morgan	22.2
LOCLG	23.4
Missouri	23.2

Fig. 1.12.3

Source: 2015 ACS

## Camden County

The average commute time for Camden County is 22.5 minutes, which is comparable to Missouri at 23.2 minutes.

There are a couple of areas within Camden County where the workers are commuting more than 45 minutes to work.

In Osage Beach, there is a section in which 34 percent of workers are commuting more than 45 minutes. This is most likely to Jefferson City. There is an area past Macks Creek that also reflects 34 percent are traveling more than 45 minutes. That could be commuting to the Springfield area.

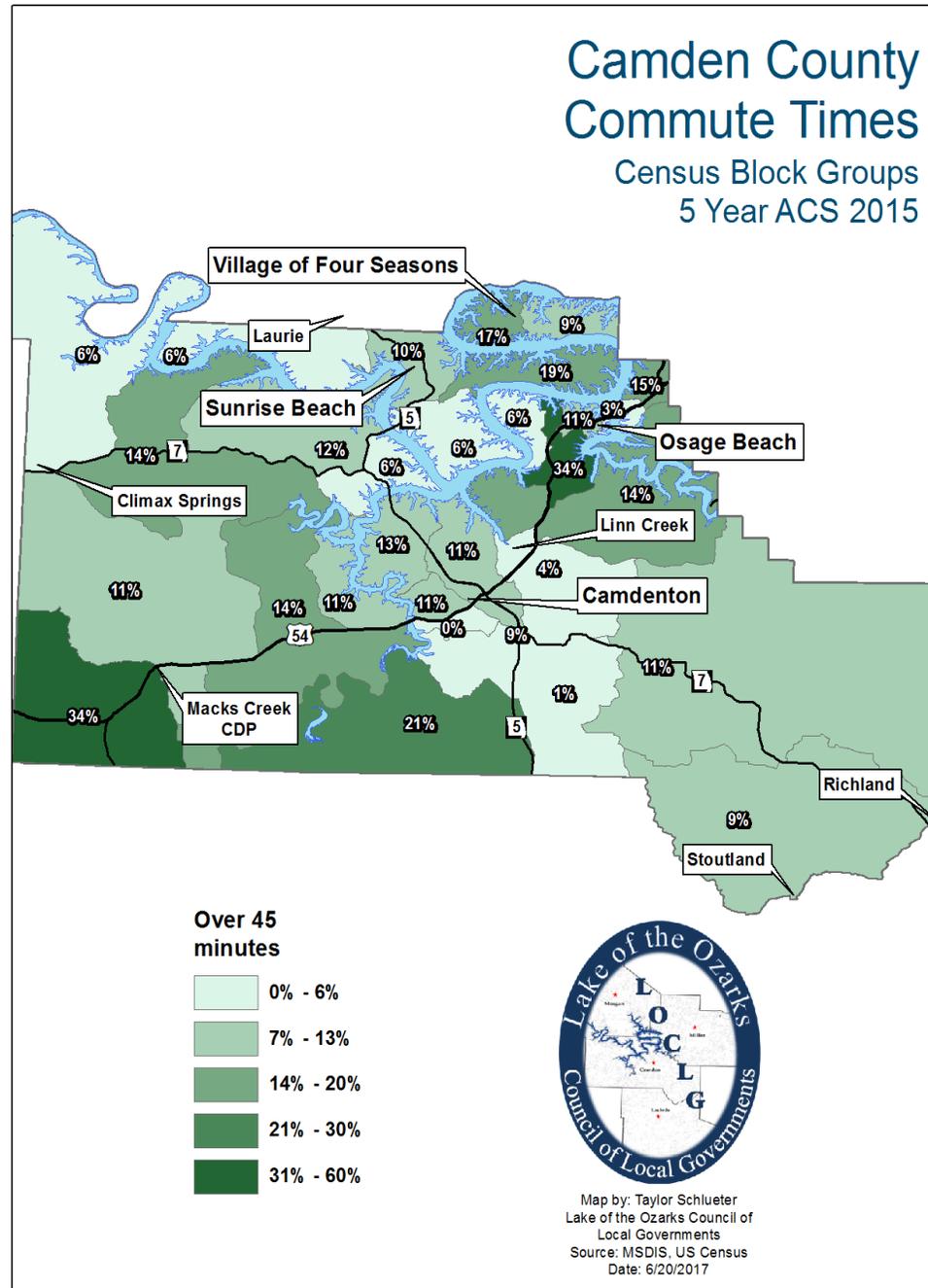


Fig: 1.12.4

## Laclede County

The average commute time for Laclede County is 21.3 minutes, which is a little less than Missouri at 23.2 minutes.

The area south of Lebanon has two sections where the commute times are more than 45 minutes at 24-32 percent. The planning committee stated it was most likely that in this area the workers are commuting to the Fort Leonard Wood region a Military base at the edge of Laclede County.

The area west of Lebanon in the Phillipsburg is at 22 percent, and Conway is at 18 percent of workers are commuting more than 45 minutes these workers are most likely commuting to the Springfield area.

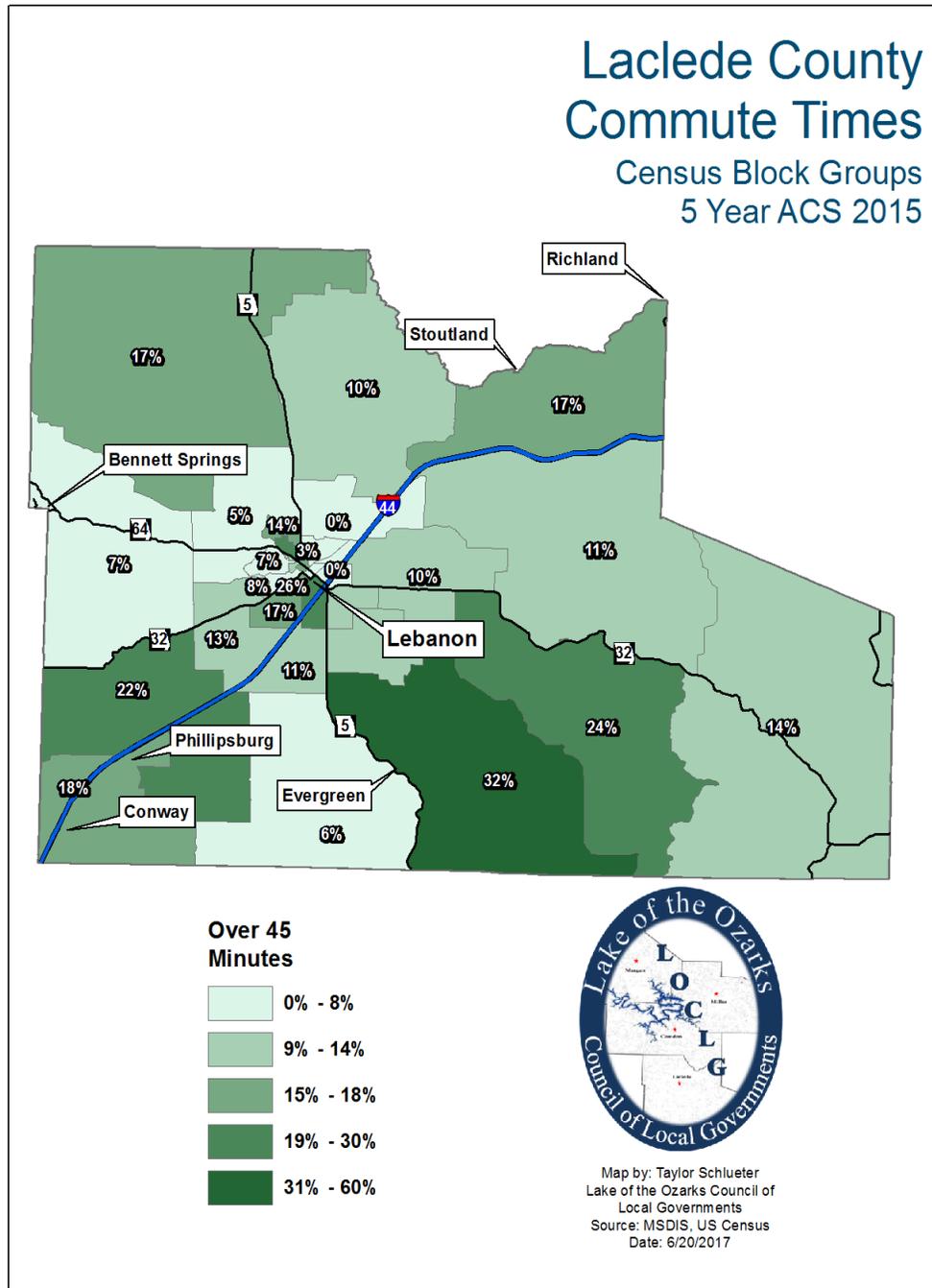


Fig: 1.12.5

## Miller County

The average commute time for Miller County is 27.4 minutes; the highest commute times in the region.

The area on the eastern side of the county in and around the St. Elizabeth area ranges from 38-41 percent commute more than 45 minutes. It is most likely that these workers are commuting to Jefferson City for work.

The area in and around Iberia at 42-67 percent commute more than 45 minutes they are most likely commuting to the Fort Leonard Wood region a Military base, it employees a large number of workers both military and civilian.

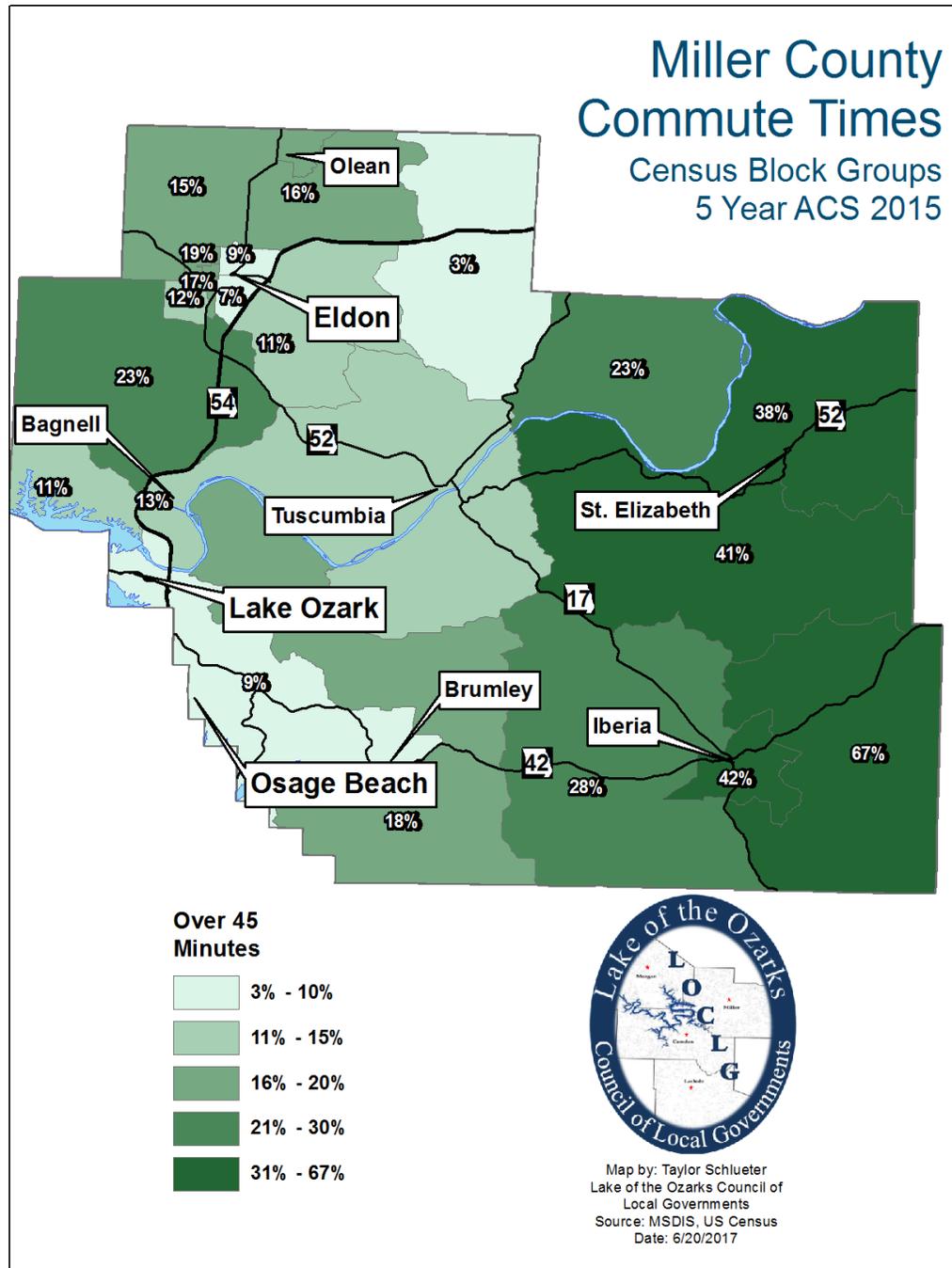


Fig: 1.12.6

## Morgan County

The average commute time for Morgan County is 22.2 minutes, which is lower than Missouri at 23.2 minutes.

Morgan County has only two sections where the commute time is more than 45 minutes both are close to the lake area just west of Laurie at 35 percent of workers commute more than 45 minutes and east of Laurie at 34 percent of workers commute more than 45 minutes.

The remainder of the county has a much lower percentage of workers traveling more than 45 minutes to work.

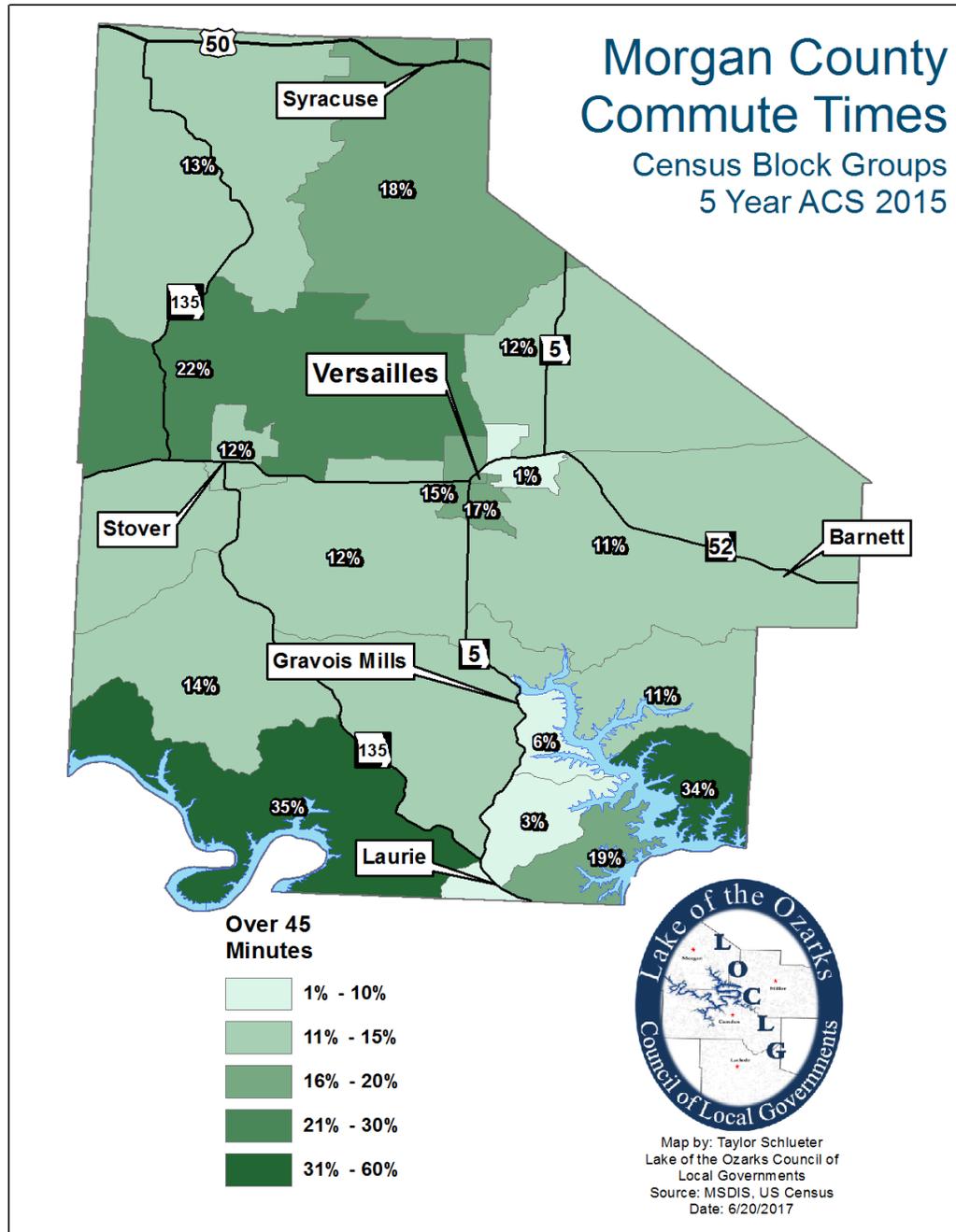


Fig: 1.12.7

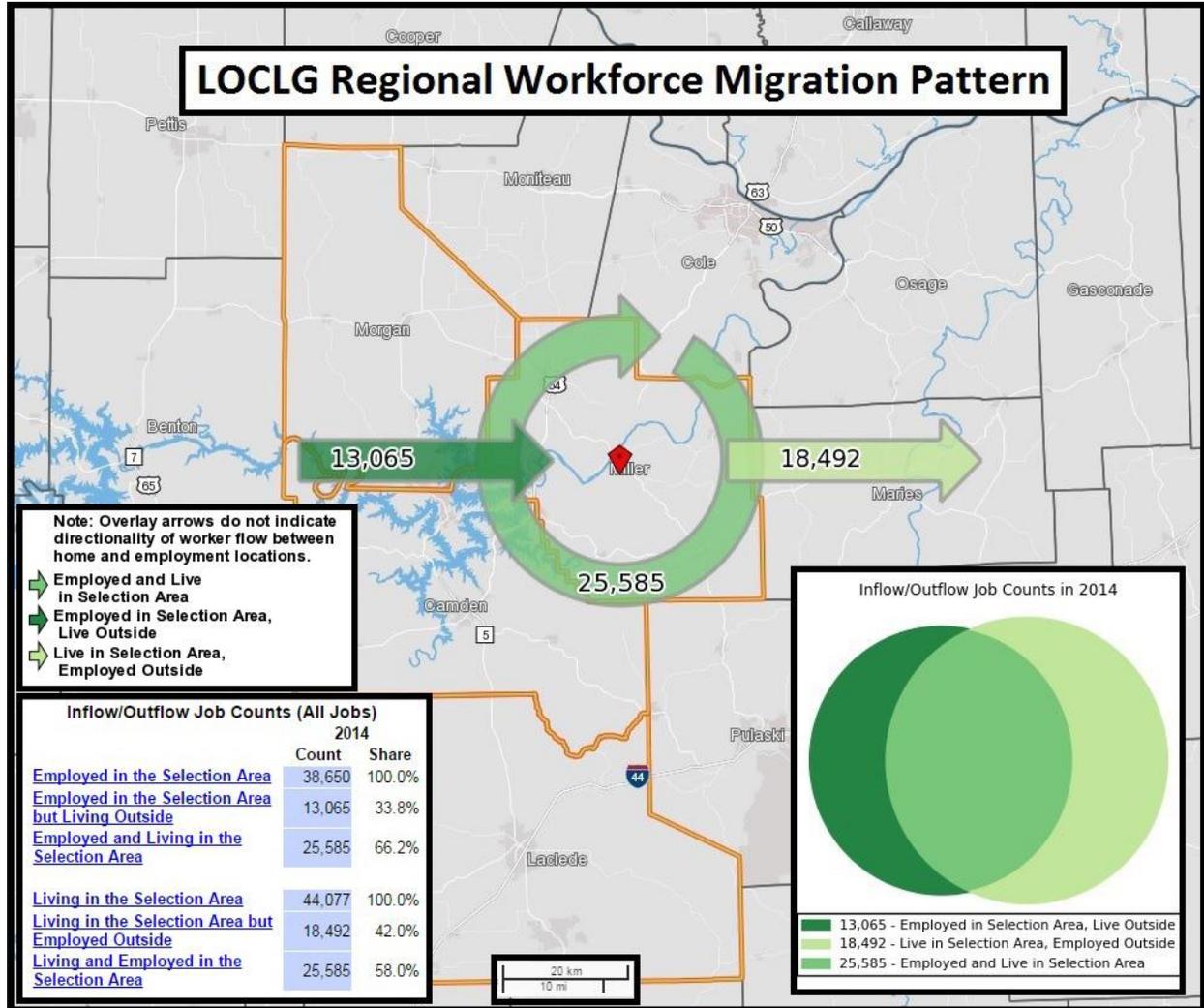


Fig: 1.12.8

Based on the Census employment and commuting data from 2014 regionally 66.2 percent of employees live and work within the four-county region. While 33.8 percent work within the four-county region but live outside of the region.

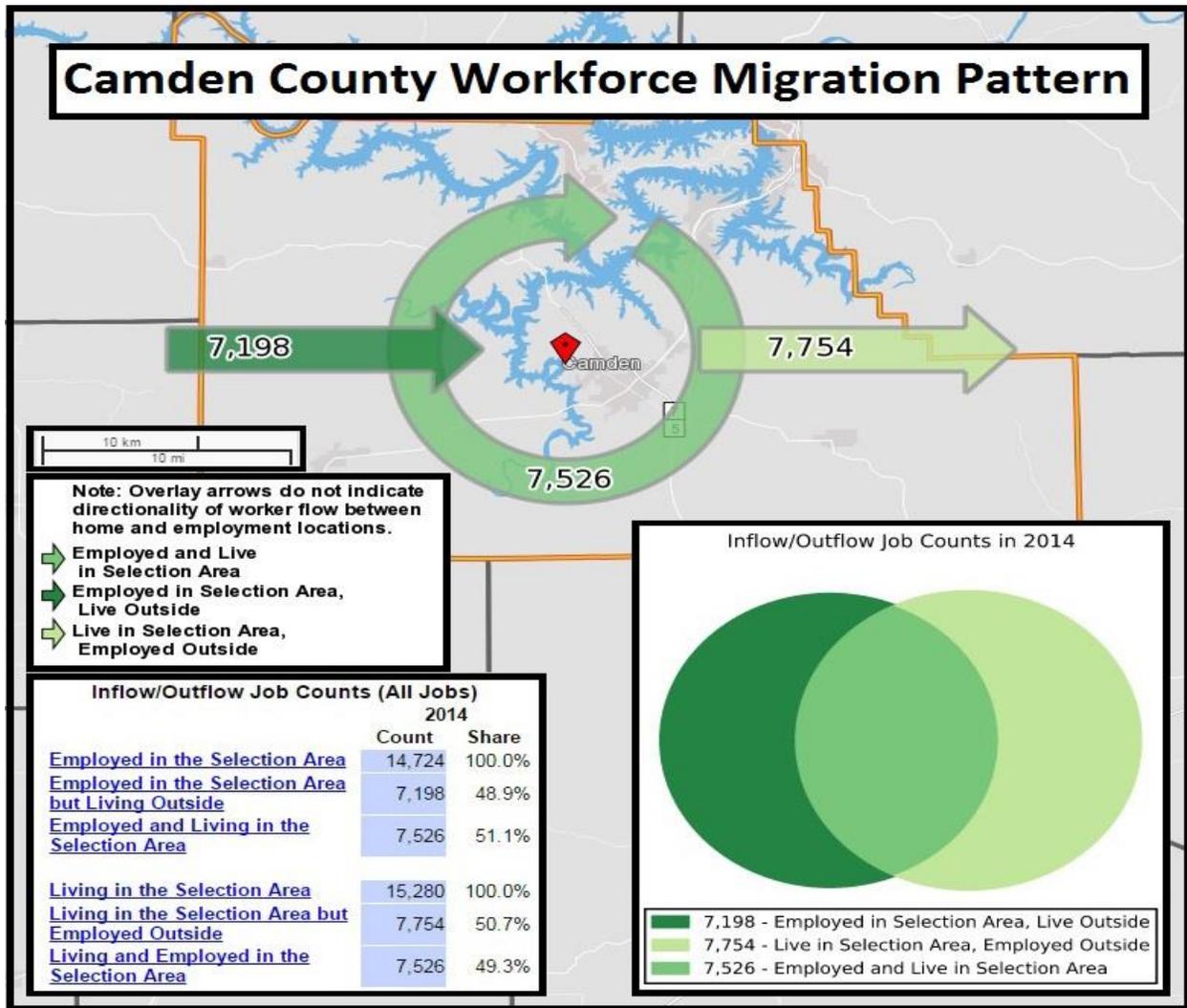


Fig: 1.12.9

Based on the Census employment and commuting data from 2014 in Camden County 51.1 percent of employees live and work within Camden County. While 48.9 percent work within Camden County but live outside of the county.

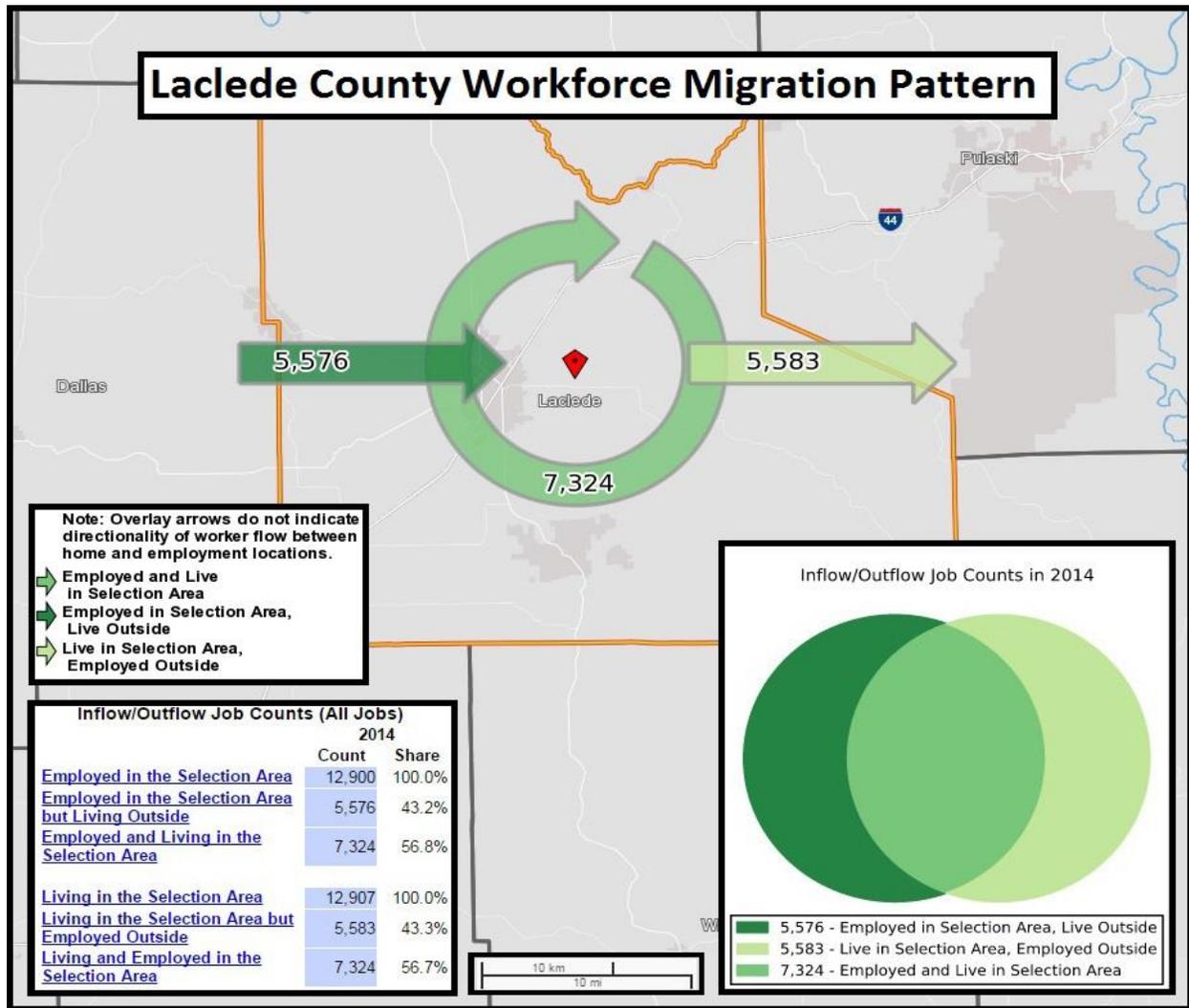


Fig: 1.12.10

Based on the Census employment and commuting data from 2014 in Laclede County 56.8 percent of employees live and work within Laclede County. While 43.2 percent work within Laclede County but live outside of the county. Nearly the same number of employees commute in as commute out of Laclede County. Laclede County has the highest percentage of employees who live and work within the county as we look at the four-county region.

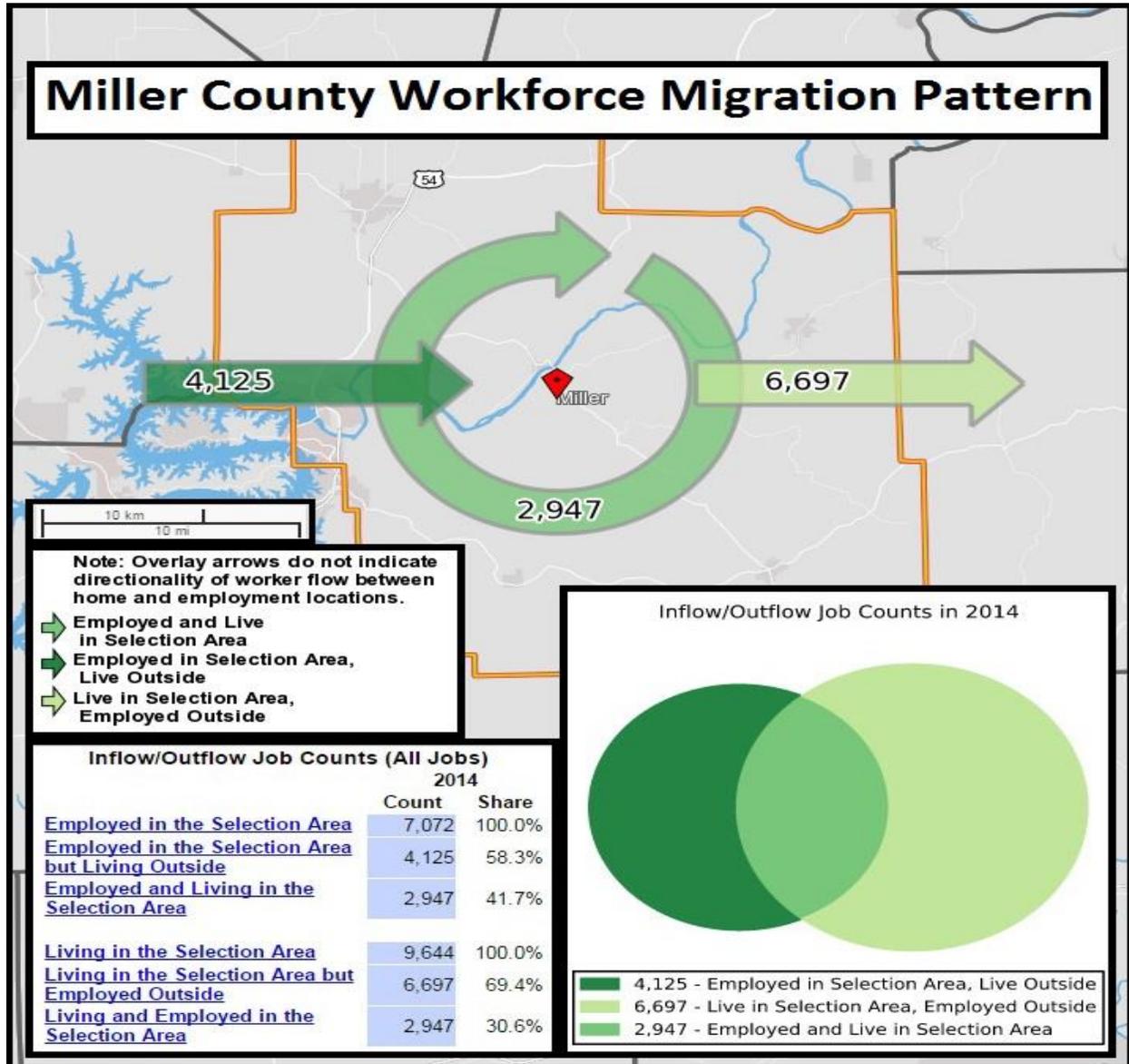


Fig: 1.12.11

Based on the Census employment and commuting data from 2014 in Miller County 41.7 percent of employees live and work within Miller County. While 58.3 percent work within Miller County but live outside of the county. Miller County has the highest percentage of residents who live in Miller County but commute out of Miller County for employment at 69.4 percent. This is most likely because of the close proximity to Jefferson City, the Missouri State capital, and state jobs with high-paying wages and benefits.

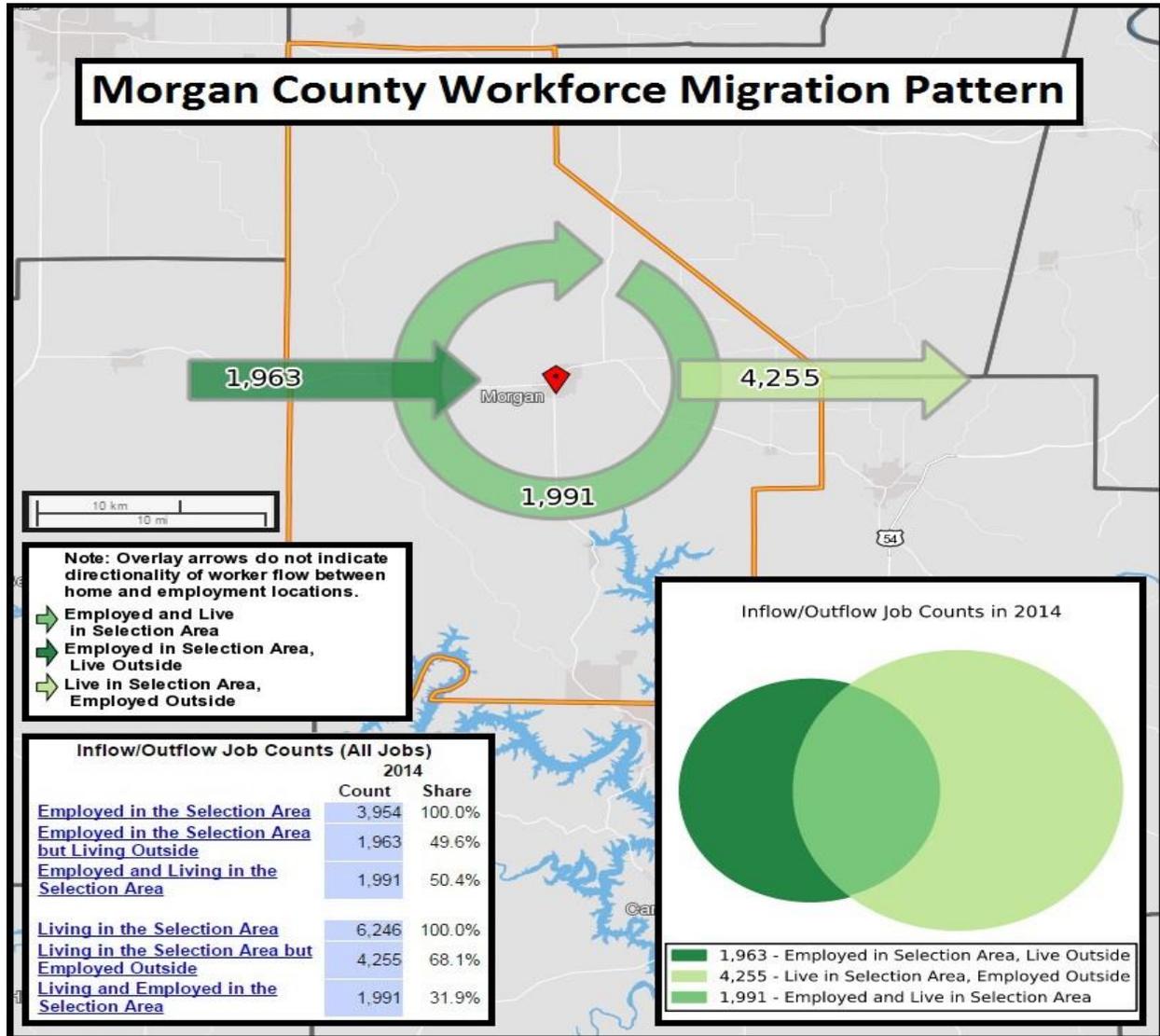


Fig: 1.12.12

Based on the Census employment and commuting data from 2014 in Morgan County 50.4 percent of employees live and work within Miller County. While 49.6 percent work within Morgan County but live outside of the county. Morgan County has the second highest percentage of residents who live in Morgan County but commute out of Morgan County for employment at 68.1 percent. This is most likely because of the close proximity to Jefferson City, the Missouri State capital, and state jobs with high-paying wages and benefits.

### 1.13 Employment Data

Lake of the Ozarks Council of Local Governments staff members examined the most prevalent NAICS codes within the four-county region to identify key industry clusters. For the overall region the top four industry clusters include:

- (1) Manufacturing
- (2) Accommodations and Food Services
- (3) Retail Trade
- (4) Healthcare and Social Services

In addition the top employers were identified for the region and for each county individually. The follow charts, and maps show the employment environment within our region.

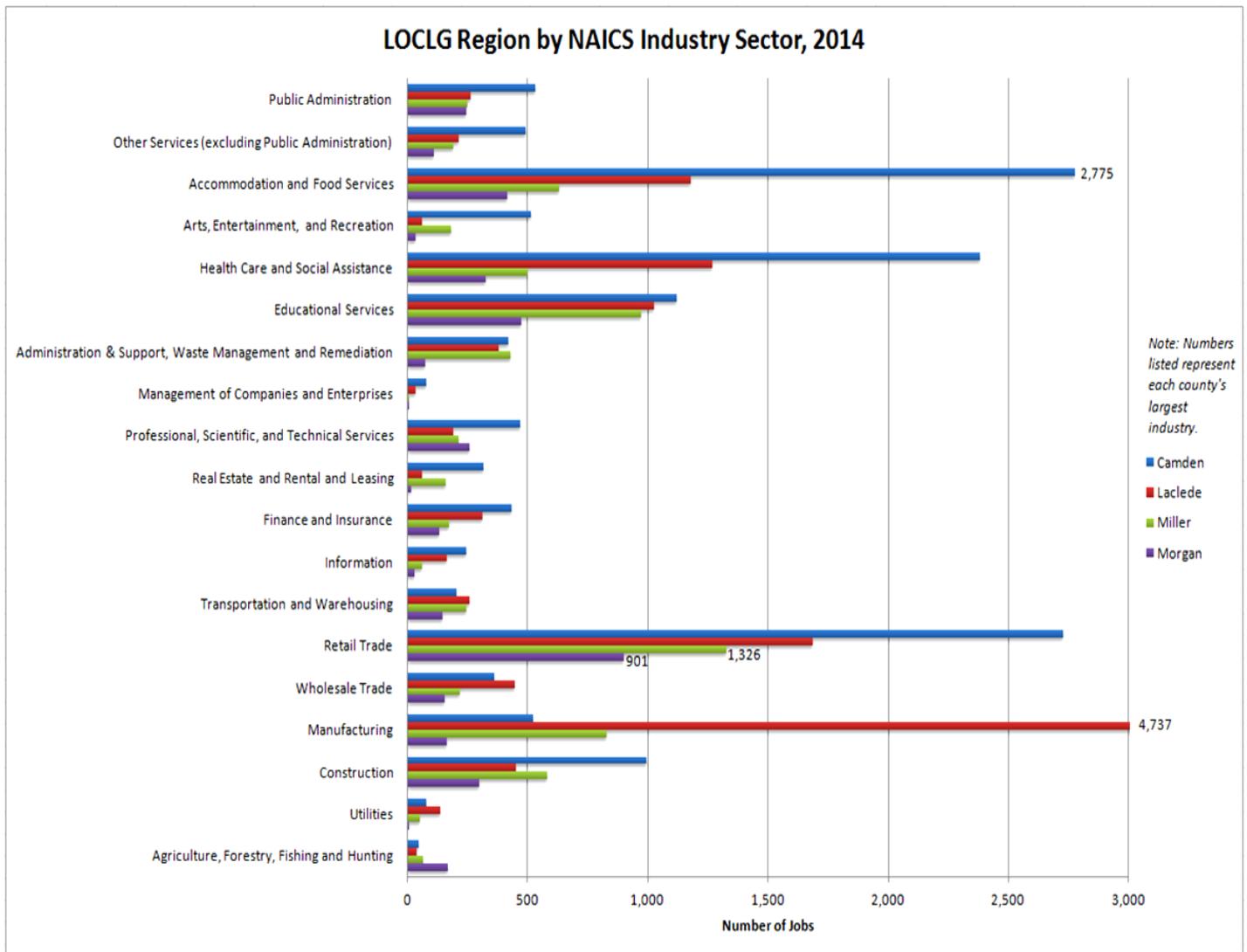


Fig: 1.13.1



## Camden County

Camden County's top 10 employers represent a variety of industry clusters, including retail, healthcare, education, and social assistance.

- (1) Accommodation and Food Services
- (2) Retail
- (3) Healthcare and Social Assistance

With employment in the accommodations and food service industries often times these are seasonal jobs closely related to the tourism industry that is a primary driver in the lake's economy.

The concentration of employment opportunities are in the City of Camdenton and City of Osage Beach.

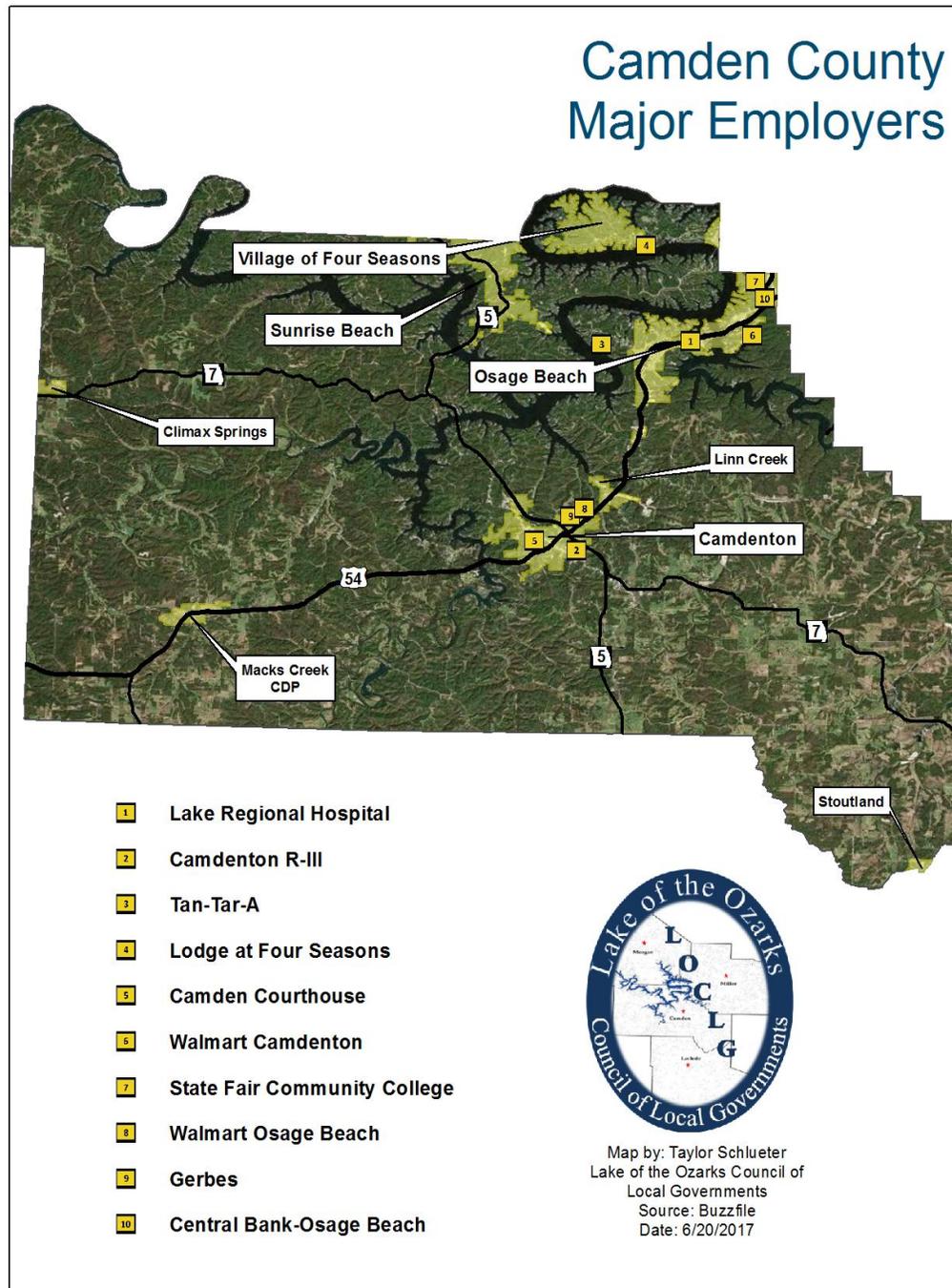


Fig: 1.13.3



## Miller County

Miller County's top 12 employers represent a variety of industry clusters administrative support, retail, transportation, education, and manufacturing.

Miller County is the base for the region's second largest manufacturing and transportation clusters, anchored by some the largest employers in Eldon Adient, Opies Transportation and Eldon Freight.

Retail also has a strong presence in Miller County.

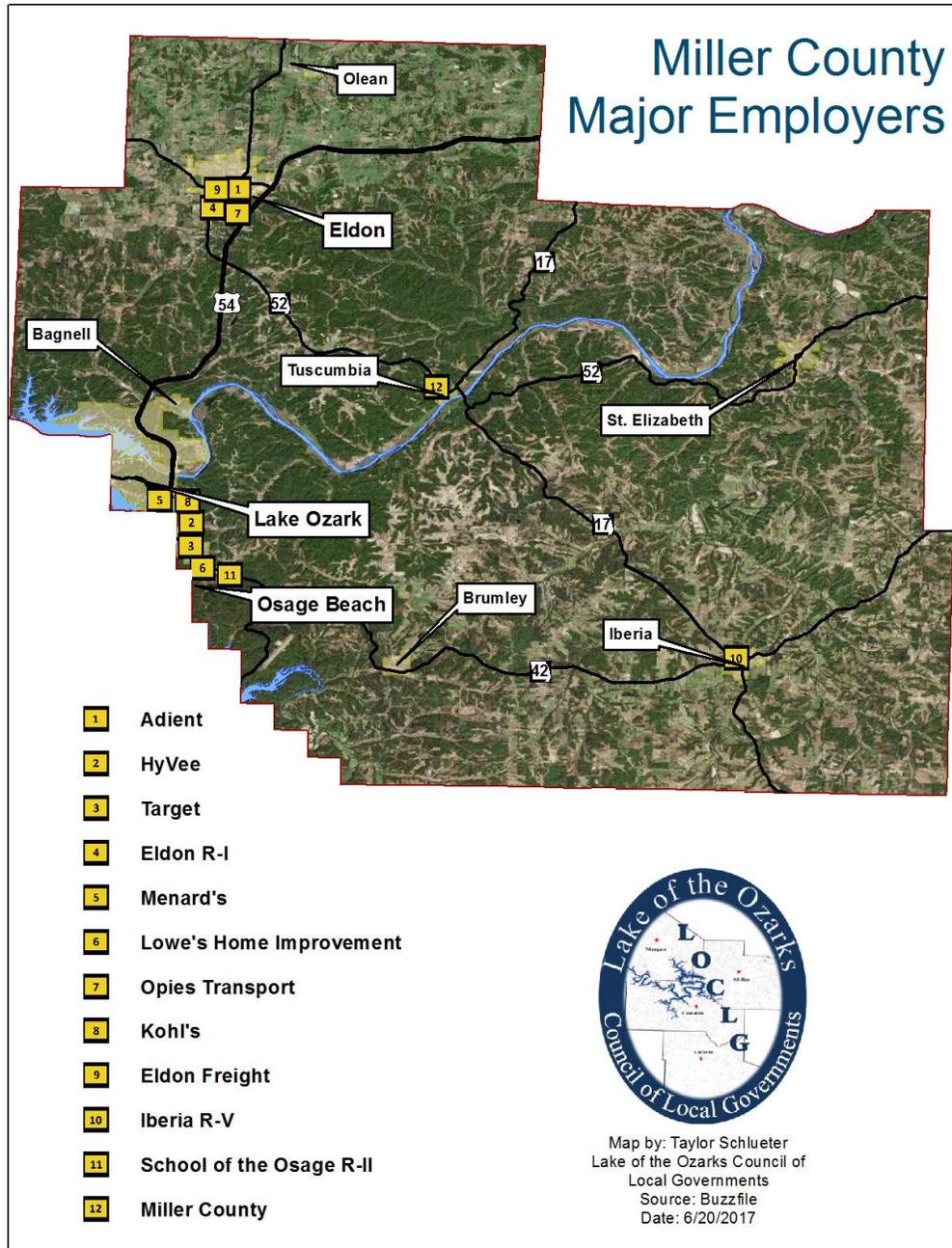


Fig: 1.13.5

## Morgan County

Morgan County's top 10 employers represent a variety of industry clusters, including manufacturing, education, agriculture, social services, and retail.

Morgan County's Sheltered workshop employing the disable is one of the top 10 employers within Morgan County.

The Good Shepherd Nursing Home and the Laurie Care Center both are recipients of the 5310 grant program to enhance the transportation opportunities to both their residents and citizens of Morgan County.

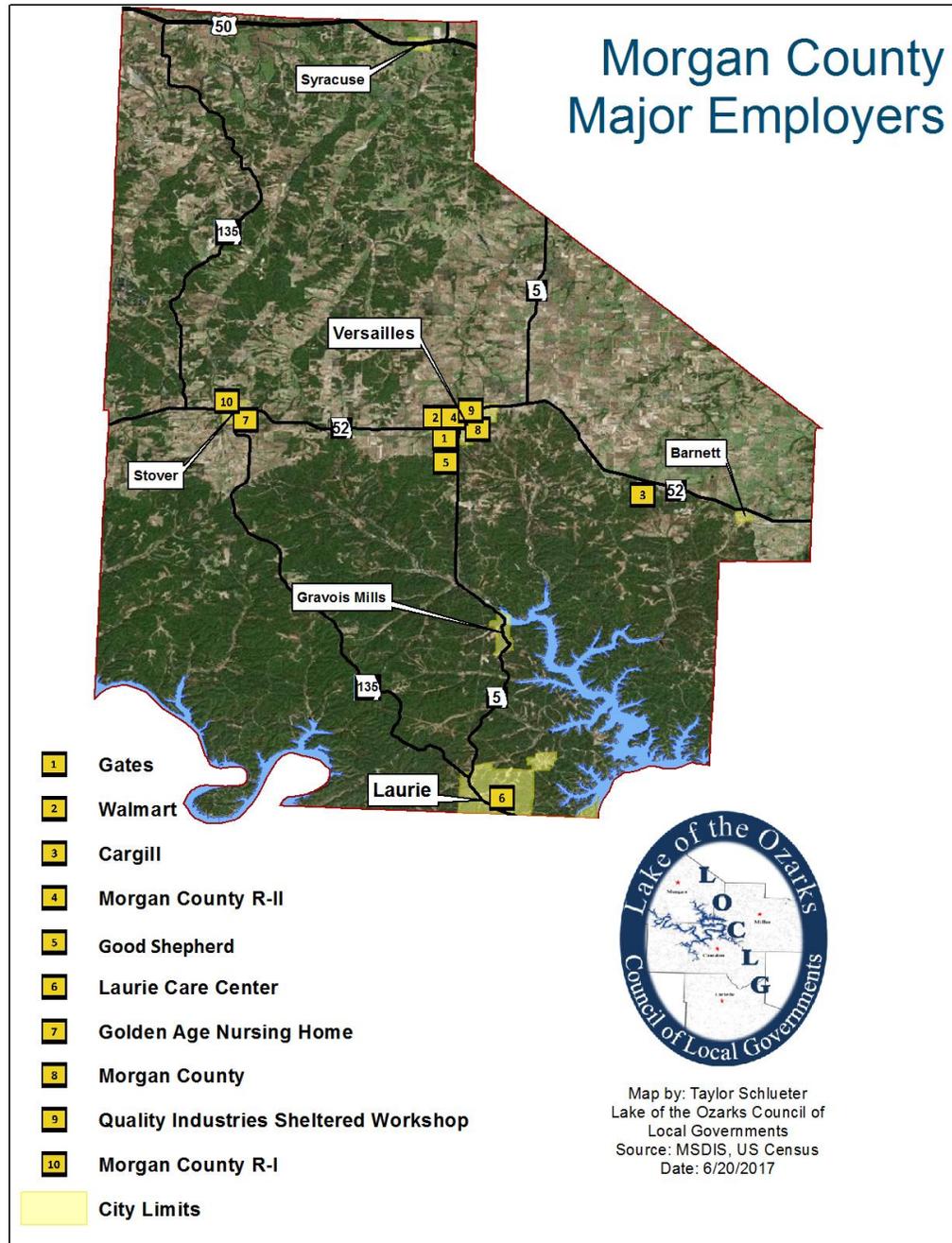


Fig 1.13.6

## Section 2: Assessment of Available Services

### MoDOT Public Transit-Human Services Transportation Coordination Plan Objectives:

- Assessment of available services, including current transportation providers, public, private, and not-for-profits, identifying the service areas and hours of operations.
- Assessment of transportation needs to the elderly, disabled, and low income.
- Identifying gaps in transportation needs and the currently available services.
- Develop strategies and activities that would address the transportation needs within the region.
- Identify funding opportunities for implementation of the plan.
- Public participation is a required element in the planning process.

One of the primary objectives of the Public Transit-Human Services Transportation Coordination Plan is to access the available services.

### 2.1 MoDOT Funded Transportation Providers

MoDOT identified all the transportation providers within the region that had received the 5310 grant program funding.

- Camden County Senate Bill 40/Camden County Developmental Disability Resource
- Gateway Industries of Eldon
- Good Shepherd Nursing Home District/Laurie Care Center
- Laclede County Association of Retarded Citizens
- Laclede Early Education Program
- Laclede Industries
- Lake Area Industries
- Lake of the Ozarks Developmental Center
- Miller County Board of Services for Developmentally Disabled
- Quality Industries of Lake of the Ozarks

### 2.2 Transportation Providers Survey

The **Transportation Provider** survey was mailed to each of the entities that have previously received the 5310 Grant funding, to gather information on their current services and gain a better understanding of the gaps or needs that are currently not being addressed.

The LOCLG staff also researched other transportation providers who are currently servicing the region. A complete list was developed, and the **Transportation Provider** survey was also mailed to the current list of transportation providers.

The survey data that was collected from the transportation providers was analyzed first to determine the services that are currently available and second to develop a list of needs that became apparent from the data collected.

Agency Name	Type of Service					Services				Funding Source				Service Area						
	Seniors	Disabled	Low Income	Employment	Social Services	Public Transportation	Fixed Routes	On-Demand	Non-Emergency Medical	Consumer Paid Service	Transportation Information	Section 5310	JARC	New Freedom	Enhanced 5310	Section 5311	Camden	Laclede	Miller	Morgan
Camden County Developmental Disability Resources	X	X					X	X									X			
Central Missouri Transportation	X	X	X				X	X				X					X	X	X	X
Gateway Industries of Eldon		X					X					X					X			
Good Shepherd Nursing Home/Laurie Care Center	X	X					X	X				X					X			X
Laclede County Early Education Program		X					X											X		
Laclede Industries	X	X	X				X	X				X						X		
Lake of the Ozarks Developmental Center	X	X					X	X				X					X			X
Miller County Board for Services of the Developmentally Disabled	X	X					X	X											X	
Quality Industries of the Lake Ozarks	X	X					X	X				X								X
OATS, Inc.	X	X	X	X	X	X	X	X	X	X		X				X	X	X	X	X
Show Me Medical Transportation, LLC.	X	X	X			X					X									X

Fig. 2.1.1.1

The transportation provider survey was sent to all transportation providers identified within our region. All but two transportation providers responded to the survey. The chart on page 69 (Fig. 2.1.1) reflects the survey data provided by the transportation providers.

Currently, Oats, Inc. is one of the primary transportation providers within our region that offers public transportation. Current services available in each county are documented below. (Fig. 2.1.2) (Fig. 2.1.3) (Fig. 2.1.4) and (Fig. 2.1.5) OATS representative stated that the schedules are subject to change and advised users to call or view website for current route and scheduling information.

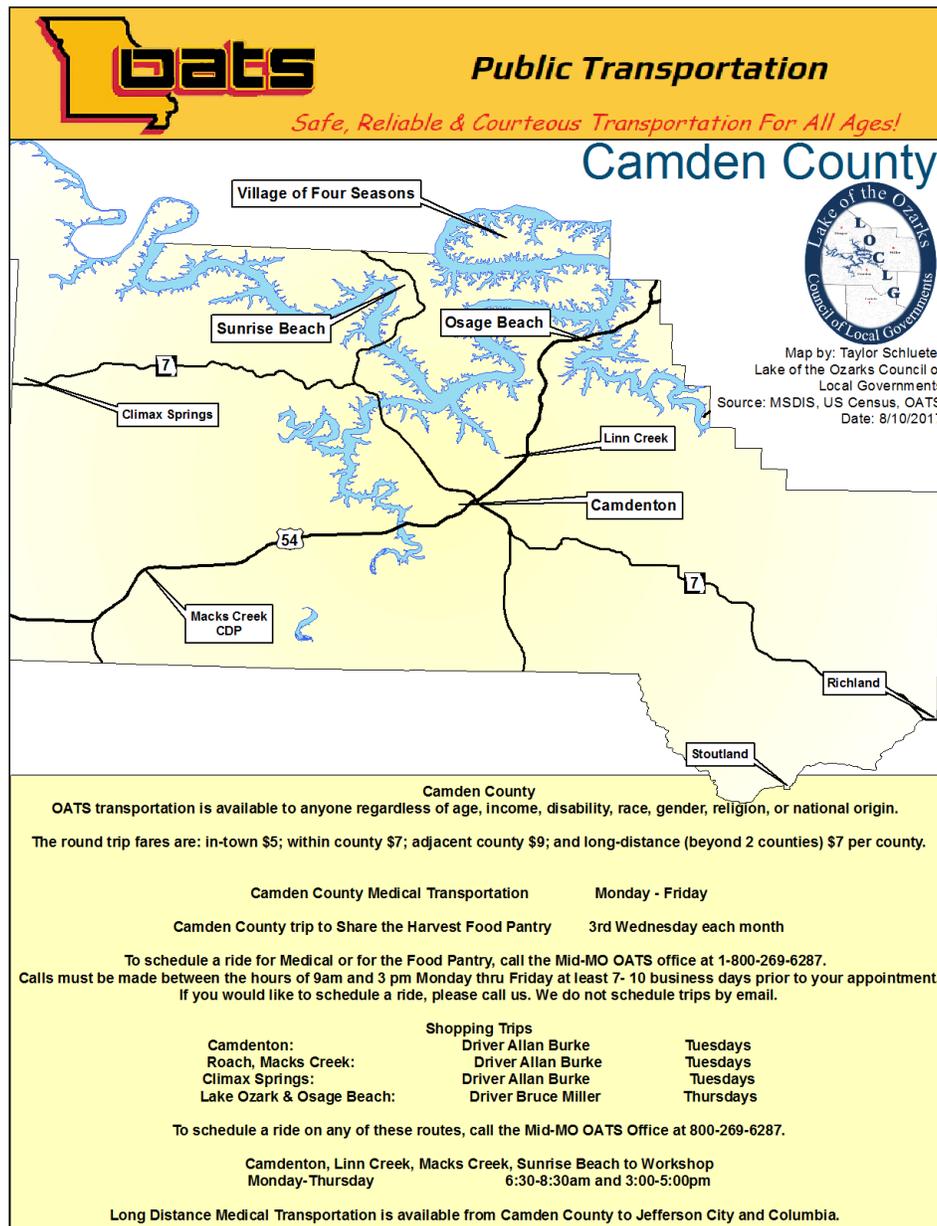


Fig. 2.1.2

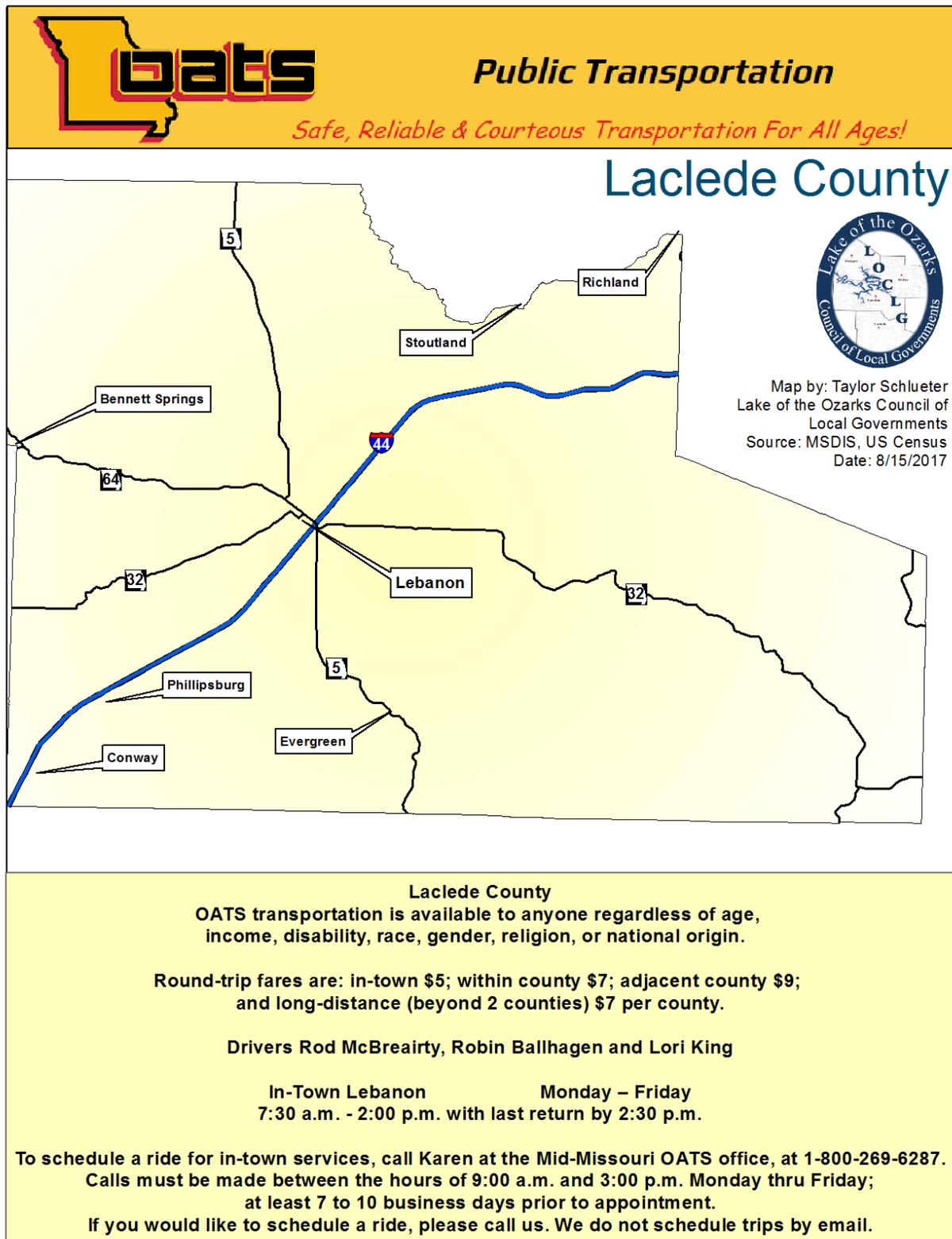


Fig.2.1.3

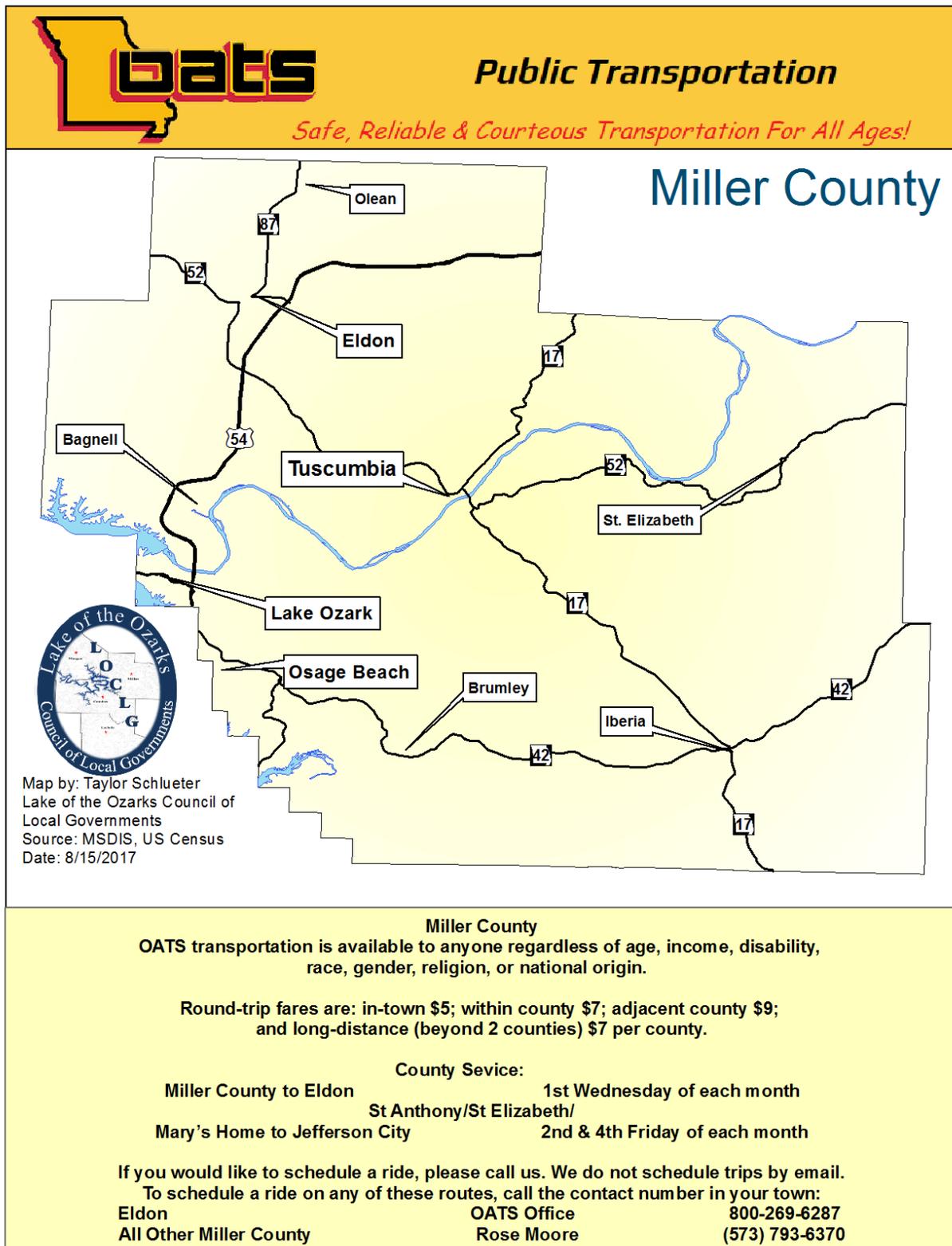


Fig. 2.1.4

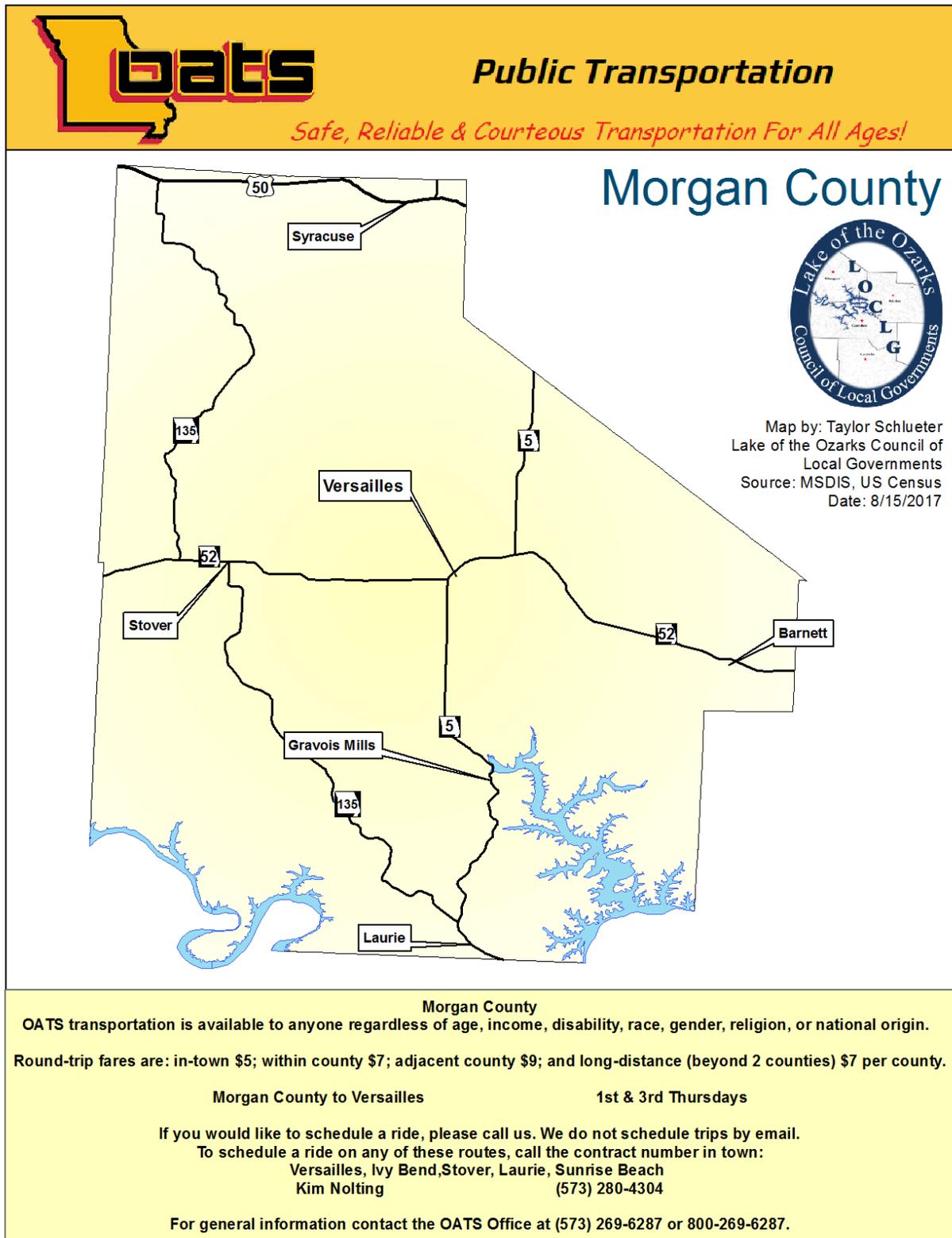


Fig. 2.1.5

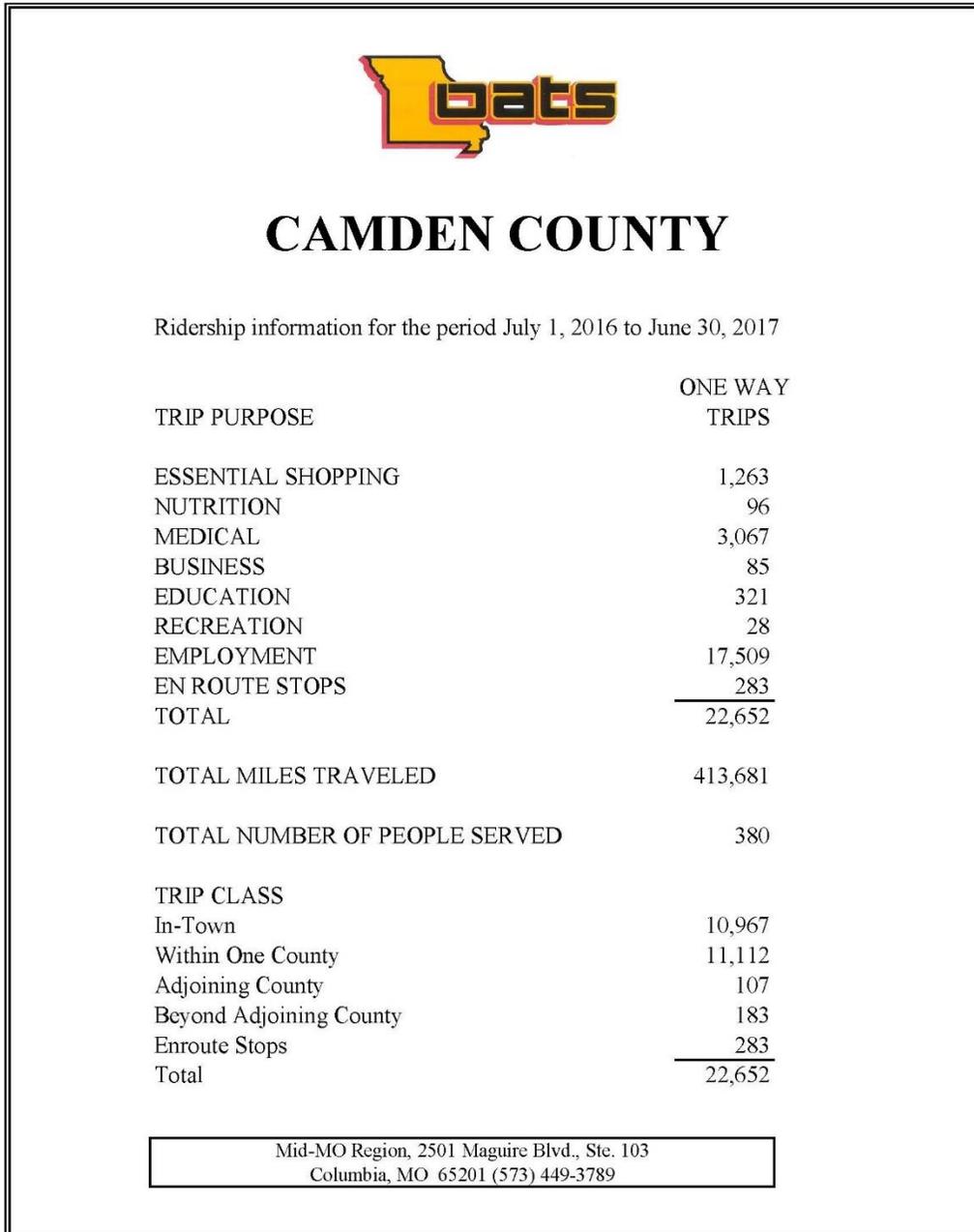


Fig 2.1.6

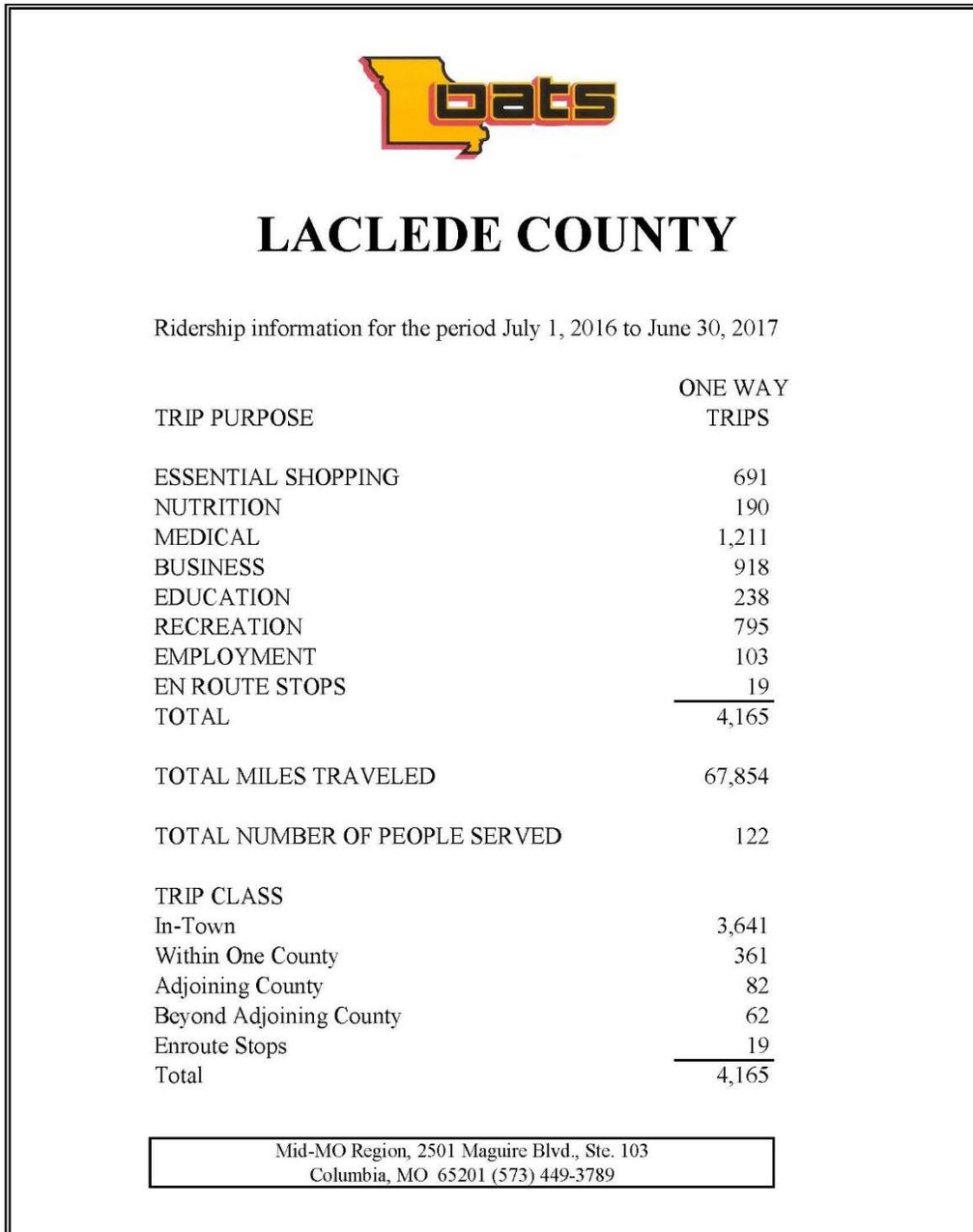


Fig 2.1.7

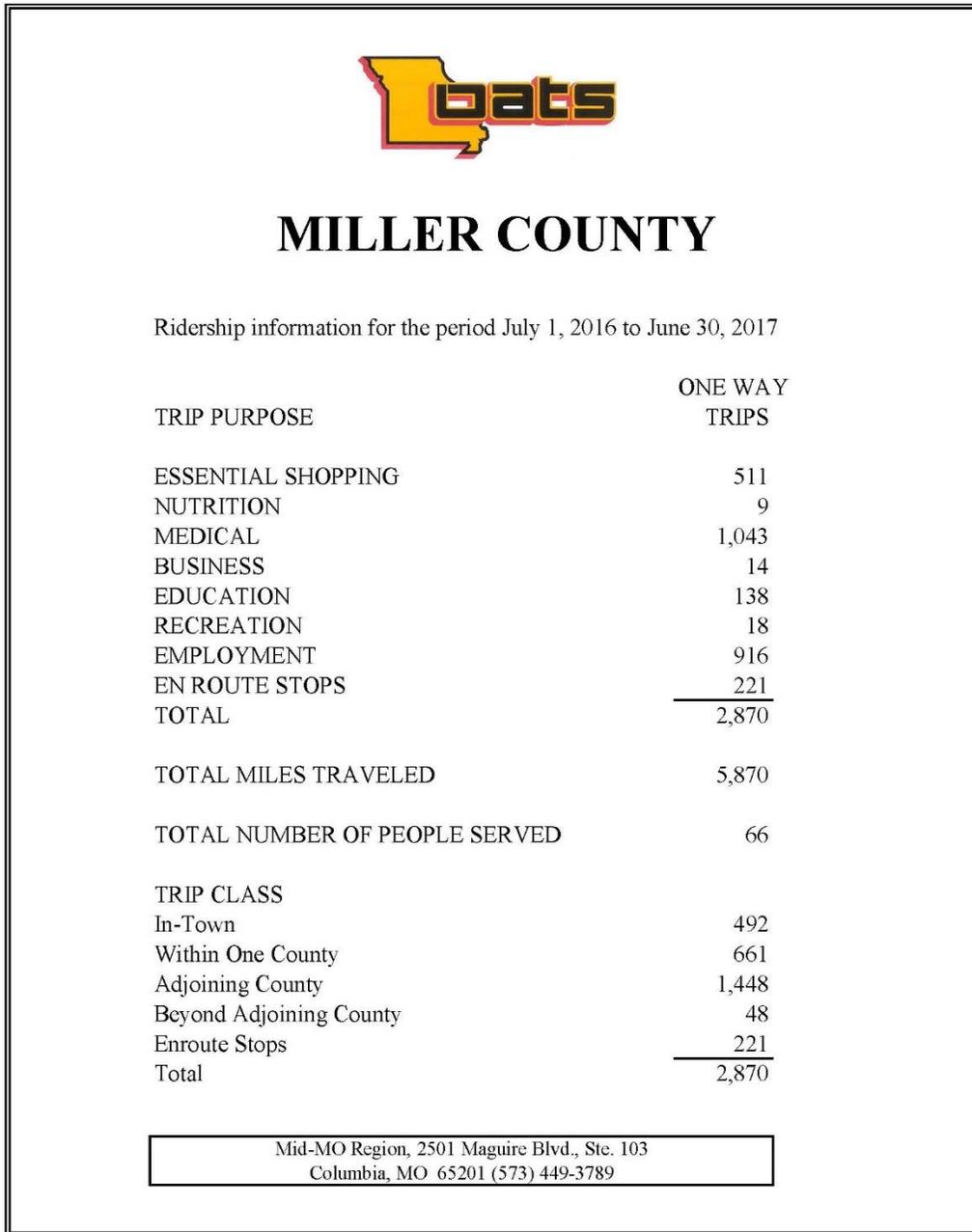


Fig 2.1.8

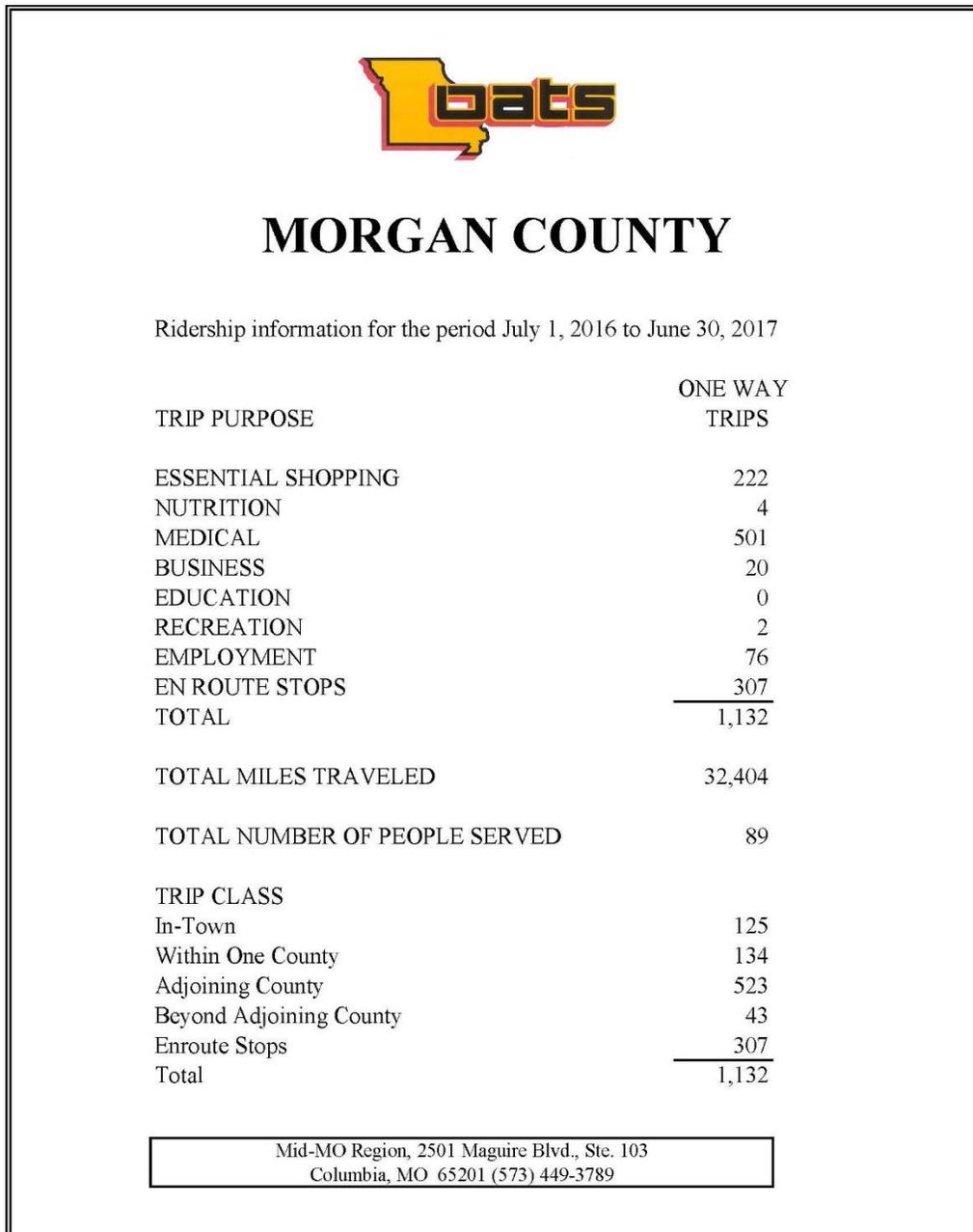


Fig 2.1.9

Tri-County Transit operated by OATS recently started transportation service in the Camden County area with services available Monday through Friday from 2:00 PM to 8:00 PM. Tri-County Transit also provides services on the weekends both Saturday and Sunday from 9:00 AM to 3:00 PM. This is a door to door service with reservations required in advance. The weekly trips Tuesday through Friday requires the riders to make their reservations 24 hours in advance. While the weekend trips and Monday require the rider to make their reservations on the Friday before by 2:00 PM. One additional bus is dedicated to this service within Camden County. The funding for Tri-County Transit is a combination of Section 5311 grant funding, local funding, Medicaid funding, and other contracts. Fares are also charged to the consumer for their service with \$5 per ride within Camden County and \$7 per ride outside the county. This transportation service is estimated to cost \$81,498. Of which 47 percent of the total costs is provided by local funding sources, including, fares and funding from Camden County Senate Bill 40 funding and funds from Camden County Developmental Disability Resources.

The information on page 74 provided by OATS in regard to the number of trips provided in Camden County (Fig 2.1.6) includes trip data from both the OATS Transportation services and the Tri-County Transit services.

Tri-County Transit currently operates in Camden County, but as the name reflects the intentions are to have this service in the three counties of Camden, Miller and Morgan. Financial participation by Miller County and Morgan County will be necessary to help support the additional transportation services.

## 2.3 Human Services Agency Survey

The **Human Services Agency** survey was sent to all identified agencies providing services to those in need. On this survey, the agencies were asked if they provide any transportation to their clients. Only three of the respondents indicated they offered some form of transportation assistance.

- COPE, Inc. a shelter in Laclede County offers transportation to their clients on an as-needed basis.
- Lighthouse Mission is a faith-based organization that offers transitional housing to their clients and transportation to their residents.
- Missouri Career Center offers transportation vouchers for low-income workers to help them get to work and school. They also offer gas vouchers for low income clients that have a vehicle, but cannot afford the gas to get to work or school.

## 2.4 Alternative Transportation Options

Alternate forms of transportation were also researched including Uber and Lyft. Uber covers the entire Lake of the Ozarks area and was launched on Memorial Day weekend, 2017. To use Uber, the app must be downloaded to a smart phone or tablet.

Uber Rates: Base Fee \$1.35 – Mileage Fee \$1.30 per mile – Booking Fee \$1.35 – Time \$.25 per minute

It is easy to use the Uber Fare Estimator, and it is updated regularly. The estimator does not require a smart phone. It includes a detailed map showing the route. In comparison with traditional cab companies in the Lake Area, Uber is cheaper. For instance, a local Cab Service charges \$3.00 per mile. A sample trip was mapped using both the local Cab Company compared to Uber. The fare with Uber was \$24.00 to \$31.00, depending on time spent going to the destination. The cost with local Cab Service was \$35.00 to \$41.00.

Uber also offers employment opportunities in the region. Uber requires its drivers to have a valid driver's license of at least one year, vehicle registration and insurance. The car used must be a model of 2002 or later, with four-doors. The applicant must pass a criminal background check, with no felonies or misdemeanors involving theft, violence, or drugs in a given time period. A clean Department of Motor vehicle's record is required, with no more than three incidents in the past three years. No DUIs or reckless driving. There is no credit check.

Lyft does not currently service the lake area; it is a St. Louis based rideshare that focuses on the St. Louis area.

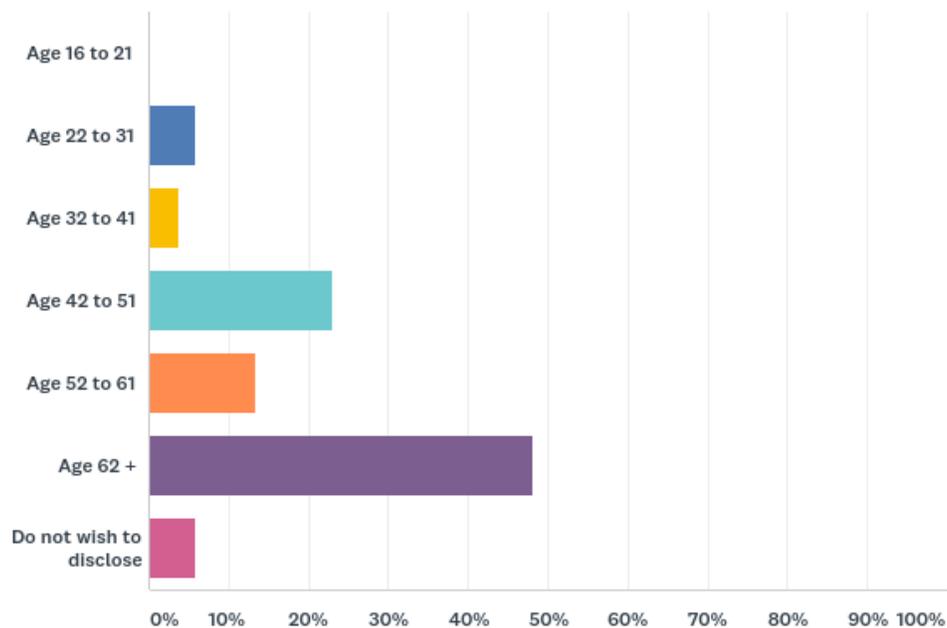
While alternate forms of transportation are available within the region, both the Cab and Uber options are expensive. Public transportation that is affordable as well as accessible is a need within the region.

### Section 3: Assessment of Transportation Needs

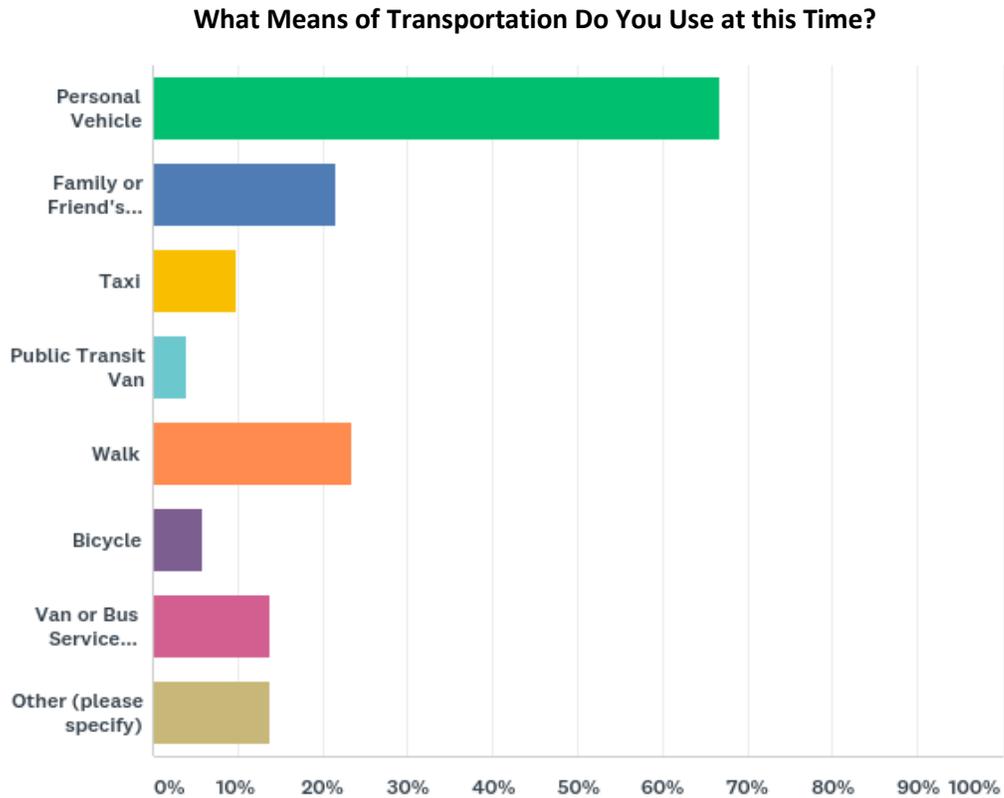
Based on the data collected in section one of the Public Transit-Human Services Transportation Coordination Plan 2018 the region has a large population of retired seniors, with each of the four counties with at least two percentage points higher than the state when it comes to the senior population (Section 1.8 Fig. 1.8.1). The **Public Transportation Customer survey** collected responses from current users of public transportation as well as potential users of public transportation. The survey results indicate that 23.08 percent of respondents were between the ages of 42 to 51, and 13.46 percent of respondents were between the ages of 52 to 61 and the age bracket with the most respondents were over the age of 62 at 48.08 percent.

#### Public Transportation Consumer Survey Results\*

Age Groups of Survey Respondents



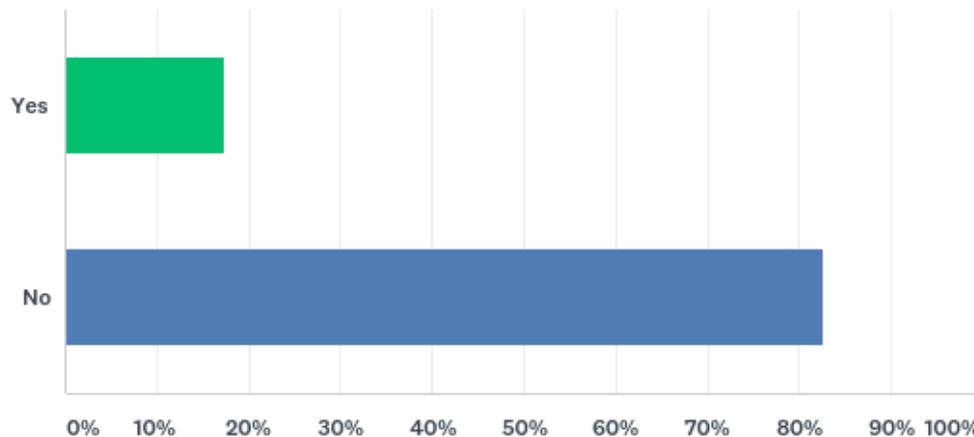
\*The distribution of these surveys did not allow us to track the number of surveys sent out. Therefore, the percentages documented in this section are based solely on the responses received compared to other respondents answers as compiled by Survey Monkey.



Other: Uber, OATS and Family

The majority of respondents indicated they use their own personal vehicle at 66.67 percent. Surprisingly, walking was the next highest percentage at 23.53 percent of respondents walk as their primary transportation option. Friends and family support to provide transportation was 21.57 percent. Consumers who rely on van or bus service at 13.73 percent. Respondents that use other sources for transportation included Uber, Oats, and Family at 13.73 percent. Using a taxi as a transportation option was 9.80 percent. The lowest of all transportation options was at 3.29 percent for Public Transit Vans. This number may be perceived lower because some respondents included OATS in the “other” category.

**Do you use Public Transportation?**



Survey respondents that answered “**no**” to the question do you use public transportation, they were then asked to explain why they do not use public transportation. The respondents could answer multiple responses to this question, with all the applied.

**No reliable service available** 32.5 percent of respondents identified this as the reason for not using public transportation.

**Schedule of available services not relevant to my schedule** 30 percent of respondents stated this as a reason for not using public transportation.

**Schedule of available services will not allow me to use because of my age** 2.5 percent of respondents shared this as a reason for not using public transportation.

**Cost is too much** 22.5 percent of respondents cited the cost as the reason for not using public transportation.

**Not aware of any service that is currently available in my area** 45 percent of respondents are not even aware of what is available within the region.

When asked how to make improvements to public transportation options respondents were mainly concerned with accessibility of services, including scheduling of services, service area, hours of service, and reliability of services. Respondents also indicated they wanted the transportation services to cost less.

## Section 4: Identified Gaps in Transportation

In the previous LOCLG Public Transit-Human Services Transportation Coordination Plan 2013, there were more human services agencies and non-profit organizations that offered transportation support for those in need. Several of the non-profit organizations no longer exist or no longer provide transportation opportunities to their clients. Many of the human services agencies do not have the funds to support a transportation option for their clients. The availability of public transportation options has declined over the past five years. The transportation needs continue to be prevalent, but the opportunities have not kept up with the demand for public transportation within the region.

Reviewing the list of transportation providers within our region (Fig. 2.1.1), you will find that many of the providers only offer services to their clients. They do not have the resources or the ability based on the funding mechanism that funds their transportation networks to expand or coordinate with any other organization to support public transportation opportunities.

Currently, Oats, Inc. is one of the primary transportation providers within our region that offers public transportation.

Show Me Medical Transportation, LLC. (SMMT) expressed a strong interest in expanding their services within the region. SMMT indicated that capital investment in vehicles is the biggest barrier to them expanding their services.

## Section 5: Strategies 2018

During the planning process, including surveys, public engagement meetings, LOCLG Transportation Advisory Committee meetings, and comments submitted, there were three specific areas identified as concerns in regard to accessibility to public transportation within our four-county region.

- **Availability of public transportation**
- **Cost of services available**
- **Knowledge of services available**

The responses to improving the transportation opportunities within the region were consistent and agreed with the identification of the problems and concerns that currently exist.

- **Increase the availability of public transportation options**
- **Increase funding for public transportation**
- **Increase the awareness of current public transportation options**

The transportation survey directed towards current users and potential users of public transportation had respondents from each of the four counties represented within the region. A majority of the respondents were over the age of 52 with 61.54 percent of the respondents 52 and older. When the respondents were asked why they do not use public transportation the top three answers included:

- **Availability of public transportation, specifically no reliable services available, scheduling of services, and accessibility of services**
- **Not aware of any service that is currently available**
- **Cost for services**

These same respondents also felt very strongly that local governments should support more public transportation options within the region with 93.33 percent saying yes; they want more support from local governments. There was also a strong response to the federal government providing funding support to public transportation options within the region with 84.78 percent indicating yes, they want more support from federal programs to support public transportation.

Throughout all the data collection and public engagement process, it became evident that our strategies for the MoDOT Public Transit Human Services Transportation Coordination Plan 2018 needed to focus on how we can address these three areas: (1) availability of services, (2) cost of services, and (3) overall knowledge of services that are already available.

**Strategies Identified During the Planning Process**

1. Provide support to local governments and communities interested in technical assistance, research and data necessary for them to make local decisions on developing a public transportation network.
2. Provide support to the already existing network of public transportation providers to help them increase their capacity and services available to underserved communities.
3. Provide support to local transportation providers in replacing aging vehicles when necessary, and funding is available.
4. Develop a marketing program for the region, increasing the awareness of existing public transportation options to increase knowledge of services available, which has the potential to increase ridership.
5. Technology increases productivity and efficiencies of transportation services, which also has the potential to lower overall costs. Seek funding opportunities to support technology integration for new and existing transportation providers within the region.
6. Support coordination of services between transportation providers and human services agencies to expand transportation options regionally.
  - a) Research opportunities for developing a volunteer driver and mileage reimbursement program if the 5310 funding allows
  - b) Research opportunities for mobility management services within the region if the 5310 funding allows

At the Transportation Advisory Committee meeting on November 7, 2017, the TAC members prioritized the strategies that were identified during the planning process. These are the strategies and their priority listing. (Fig. 4.1.1)

Ranking	<b>2018 HSTP Strategies</b>	
<b>1</b>	Develop a marketing program for the region, increasing the awareness of existing public transportation options to increase knowledge of services available, which has the potential to increase ridership.	<b>49</b>
<b>2</b>	Provide support to the already existing network of public transportation providers to help them increase their capacity and services available to underserved communities.	<b>39</b>
<b>3</b>	Provide support to local governments and communities interested in technical assistance, research and data necessary for them to make local decisions on developing a public transportation network.	<b>37</b>
<b>4</b>	Technology increases productivity and efficiencies of transportation services, which also has the potential to lower overall costs. Seek funding opportunities to support technology integration for new and existing transportation providers within the region.	<b>29</b>
<b>5</b>	Support coordination of services between transportation providers and human services agencies to expand transportation options regionally. Research opportunities for developing a volunteer driver and mileage reimbursement program if the 5310 funding allows. Also, research opportunities for mobility management services within the region if the 5310 funding allows.	<b>25</b>
<b>6</b>	Provide support to local transportation providers in replacing aging vehicles when necessary, and funding is available.	<b>23</b>

Fig.4.1.1

Some of the strategies were carried forward from the LOCLG 2013 HSTP, and new strategies were developed based on the data collected during the planning process.

The LOCLG 2018 HSTP strategies are important to the region, and the TAC members wanted to focus on the strategies that were most likely to be accomplished, and the cost associated with the strategy was within reason. There was also careful consideration on the impact to the residents and the communities with limited resources and public transportation options.

## Section 6: Missouri's Long-Range Transportation Plan

The Missouri Department of Transportation recognizes the needs of transportation choices for the residents of Missouri.

*“When looking at what Missourians need from their transportation system in 20 years, we see the need to diversify our state’s investment beyond roads and bridges. To serve all Missouri citizens, and give Missourians better access to employment, healthcare and other essential services, we need to increase scheduled public transit services and improve the reliability of on-time arrivals. More resources should be focused on public transportation so people have better access to healthcare, businesses can better recruit and all Missourians have easier access to employment”* **MoDOT Missouri on the Move**

The **Missouri on the Move Long Range Transportation Plan** identifies several strategies in regard to better connections and increased options or transportation choices. While developing the local Public Transit Human Services Transportation Coordination Plan the planning team reviewed these strategies and realized that many of the local strategies had similarities to the states strategies. The local plan deals with more rural areas that faces different challenges when it comes to providing transportation options to the rural communities. The strategies outlined in this locally developed plan are consistent with the state policies.

Funding for the Section 5310 program is based on the grant application process and the funds are included in the statewide STIP annually.

## Section 7: Plan Approval and Adoption

Lake of the Ozarks Council of Local Governments shared the draft copy of the Public Transit Human Services Transportation Coordination Plan with all the key stakeholders, transportation providers, those who attended the public engagement meetings, the press, LOCLG TAC members, LOCLG Board members, our MoDOT representatives and posted on our website. Press releases were emailed to the press asking the public to review and make comments on the draft copy of the plan. Comments were incorporated into the plan, and a final draft was shared with the LOCLG TAC members for a final review. The TAC approved the final draft of the plan and made a recommendation to the LOCLG Board to approve and adopt the plan.

# **APPENDIX A**

**PRESS RELEASES**

**MEETING AGENDAS**

# PRESS RELEASE

For Immediate Release



SERVING CAMDEN, LACLEDE, MILLER AND MORGAN COUNTIES

## Human Services Transportation Coordination Plan Update Public Meeting

Lake of the Ozarks Council of Local Governments (LOCLG) in collaboration with the Missouri Department of Transportation (MoDOT) will be hosting a series of meetings to share information and gather input on transportation-related issues within the four-county region of Camden, Laclede, Miller and Morgan. All residents are encouraged to attend and participate. Our goal is to identify the transportation needs within the region. We will also review the current transportation providers, look for gaps or unmet needs, and identify barriers to providing those needed services.

The Human Services Transportation Coordination Plan is a five-year plan; this will be an update to our existing plan originally approved in 2013. The completed plan is due to MoDOT by February 1, 2018. The planning process is estimated to take approximately 10 months, to collect the data and develop the final plan. There will be time for public review and comments on the draft plan in January 2018.

This plan is important to the many organizations within our region that offer transportation options to the elderly, disabled and low-income populations. With the approved and adopted plan in place eligible organizations can apply for grant funding to improve and support their transportation efforts.

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

Lake of the Ozarks Council of Local Governments will host four public meetings throughout the region.

### Meeting Schedule:

**Tuesday, June 27, 2017 at 4:00 p.m.**

Camden County

Camden County Historical Society

206 S. Locust Street

Linn Creek, MO 65052

Page 1 of 2

# PRESS RELEASE

For Immediate Release



SERVING CAMDEN, LACLEDE, MILLER AND MORGAN COUNTIES

Page 2 of 2

**Wednesday, July 12, 2017 at 4:00 p.m.**

Laclede County

Laclede County Library  
915 S. Jefferson Avenue  
Lebanon, MO 65536

**Tuesday, July 25, 2017 at 4:00 p.m.**

Miller County

Eldon Community Center  
309 E. 2<sup>nd</sup> Street  
Eldon, MO 65026

**Thursday, August 10, 2017 at 4:00 p.m.**

Morgan County

Laurie Care Center  
610 Hwy O  
Laurie, MO 65038

This is your opportunity for you to share your experiences with any transportation challenges that the region may have and help develop strategies to improve these conditions.

**Planning Project Objectives:**

- Assessment of available services, including current transportation providers, public, private, and not-for-profits, identifying the service area and hours of operation.
- Assessment of transportation needs of the elderly, disabled and low incomes.
- Identify gaps in transportation needs and the currently available services.
- Develop strategies and activities that would address the transportation needs within the region.
- Identify funding opportunities for implementation of the plan.

Please join us at the public engagement meetings, and offer your insight to the transportation needs within the region.

If you need special accommodations for the meeting, please contact us at 573-346-5692.



SERVING CAMDEN, LACLEDE, MILLER AND MORGAN COUNTIES

**LAKE OF THE OZARKS COUNCIL OF LOCAL GOVERNMENTS  
MoDOT HUMAN SERVICES TRANSPORTATION PLAN  
MEETING NOTICE AND AGENDA**

Tuesday, June 27, 2017

4:00 p.m.

Camden County Historical Society  
206 S. Locust Street  
Linn Creek, MO 65052

**CAMDEN COUNTY MEETING**

**AGENDA**

- I. CALL TO ORDER
- II. INTRODUCTIONS AND SIGN IN SHEET
- III. MoDOT HUMAN SERVICES TRANSPORTATION PLAN
  - a. Purpose of the plan-discussion on the funding opportunities
    - i. 5310 Funding for Elderly and Disabled
    - ii. 5316 Job Access and Reverse Commute Program
    - iii. 5317 New Freedom Program
  - b. Involvement in the plan-discussion on the importance of data collected
    - i. Transit Providers
    - ii. Public Services Agencies
    - iii. Citizens
  - c. Review of the planning process-discussion on the timeline and completed plan
    - i. Service assessments
    - ii. Needs assessments
    - iii. Prioritization of strategies
    - iv. Draft plan
    - v. Adoption process
- IV. OPEN DISCUSSION
- V. NEXT MEETING-Laclede County Library-July 12, 2017 at 4:00 p.m.
- VI. CONCLUSION
- VII. ADJOURN



SERVING CAMDEN, LACLEDE, MILLER AND MORGAN COUNTIES

**LAKE OF THE OZARKS COUNCIL OF LOCAL GOVERNMENTS  
TRANSPORTATION ADVISORY COMMITTEE (TAC)  
MEETING NOTICE & AGENDA**

**Tuesday, July 11, 2017**

**2:00PM**

**Stover Lions Club**

**101 N. Oak Street**

**Stover, MO 65078**

- I. Call To Order-** Brandon Opie, TAC Chairman
- II. Approval of Meeting Summary-**May 23, 2017
- III. MoDOT Update-**Bob Lynch
- IV. Review the Prioritization Results for Multimodal Projects**
- V. Review the Prioritization Results for Safety Projects**
- VI. MoDOT Human Services Transportation Plan (HSTP)**
  - a. History of transportation funding mechanisms for HSTP projects
  - b. Why HSTP is necessary
  - c. Defining public transportation
  - d. Review Census data from the region for HSTP plan
  - e. How the TAC can help with the HSTP plan development
- VII. Open Discussion**
- VIII. Identify Any Actions To Take to the Board**
- IX. Adjourn**

# PRESS RELEASE

For Immediate Release

June 28, 2017



SERVING CAMDEN, LACLEDE, MILLER AND MORGAN COUNTIES

## Human Services Transportation Coordination Plan Update Public Meeting

Lake of the Ozarks Council of Local Governments (LOCLG) in collaboration with the Missouri Department of Transportation (MoDOT) will be hosting a series of meetings to share information and gather input on transportation-related issues within the four-county region of Camden, Laclede, Miller and Morgan. All residents are encouraged to attend and participate. Our goal is to identify the transportation needs within the region. We will also review the current transportation providers, look for gaps or unmet needs, and identify barriers to providing those needed services.

The Human Services Transportation Coordination Plan is a five-year plan; this will be an update to our existing plan originally approved in 2013. The completed plan is due to MoDOT by February 1, 2018. The planning process is estimated to take approximately 10 months, to collect the data and develop the final plan. There will be time for public review and comments on the draft plan in January 2018.

This plan is important to the many organizations within our region that offer transportation options to the elderly, disabled and low-income populations. With the approved and adopted plan in place eligible organizations can apply for grant funding to improve and support their transportation efforts.

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

Lake of the Ozarks Council of Local Governments will host three more public meetings to engage the public in the planning process, gain a better understanding of the transportation needs throughout the region.

### Meeting Schedule:

**Wednesday, July 12, 2017 at 4:00 p.m.**

Laclede County

Laclede County Library  
915 S. Jefferson Avenue  
Lebanon, MO 65536

Page 1 of 2

# PRESS RELEASE

For Immediate Release

June 28, 2017



SERVING CAMDEN, LACLEDE, MILLER AND MORGAN COUNTIES

Page 2 of 2

**Tuesday, July 25, 2017 at 4:00 p.m.**

Miller County

Eldon Community Center  
309 E. 2<sup>nd</sup> Street  
Eldon, MO 65026

**Thursday, August 10, 2017 at 4:00 p.m.**

Morgan County

Laurie Care Center  
610 Hwy O  
Laurie, MO 65038

*If you missed our meeting in Camden County and would like the information shared, please contact our office, and we will provide you the meeting materials.*

This is your opportunity for you to share your experiences with any transportation challenges that the region may have and help develop strategies to improve these conditions.

**Planning Project Objectives:**

- Assessment of available services, including current transportation providers, public, private, and not-for-profits, identifying the service area and hours of operation.
- Assessment of transportation needs of the elderly, disabled and low incomes.
- Identify gaps in transportation needs and the currently available services.
- Develop strategies and activities that would address the transportation needs within the region.
- Identify funding opportunities for implementation of the plan.

Please join us the public engagement meetings, and offer your insight to the transportation needs within the region.

If you need special accommodations for the meeting, please contact us at 573-346-5692.

###



SERVING CAMDEN, LACLEDE, MILLER AND MORGAN COUNTIES

**LAKE OF THE OZARKS COUNCIL OF LOCAL GOVERNMENTS  
MoDOT HUMAN SERVICES TRANSPORTATION  
MEETING NOTICE AND AGENDA**

Wednesday, July 12, 2017

4:00 p.m.

Laclede County Library  
915 S. Jefferson Avenue  
Lebanon, MO 65536

LACLEDE COUNTY MEETING

AGENDA

- I. CALL TO ORDER
- II. INTRODUCTIONS AND SIGN IN SHEET
- III. MoDOT HUMAN SERVICES TRANSPORTATION PLAN
  - a. Purpose of the plan-discussion on the funding opportunities
    - i. History of the transit related funding opportunities
    - ii. What programs are still applicable for today
  - b. Involvement in the plan-discussion on the importance of data collected
    - i. Transit Providers
    - ii. Public Services Agencies
    - iii. Citizens
  - c. Review of the planning process-discussion on the timeline and completed plan
    - i. Service assessments
    - ii. Needs assessments
    - iii. Prioritization of strategies
    - iv. Draft plan
    - v. Adoption process
- IV. OPEN DISCUSSION
- V. NEXT MEETING-Miller County-Eldon Community Center, July 25, 2017 at 4:00 p.m.
- VI. CONCLUSION
- VII. ADJOURN



SERVING CAMDEN, LACLEDE, MILLER AND MORGAN COUNTIES

**LAKE OF THE OZARKS COUNCIL OF LOCAL GOVERNMENTS  
MoDOT HUMAN SERVICES TRANSPORTATION  
MEETING NOTICE AND AGENDA**

Tuesday, July 25, 2017

4:00 p.m.

Eldon Community Center

309 E. 2<sup>nd</sup> Street

Eldon, MO 65026

MILLER COUNTY MEETING

AGENDA

- I. CALL TO ORDER
- II. INTRODUCTIONS AND SIGN IN SHEET
- III. MoDOT HUMAN SERVICES TRANSPORTATION PLAN
  - a. Purpose of the plan-discussion on the funding opportunities
    - i. History of the transit related funding opportunities
    - ii. What programs are still applicable for today
  - b. Involvement in the plan-discussion on the importance of data collected
    - i. Transit Providers
    - ii. Public Services Agencies
    - iii. Citizens
  - c. Review of the planning process-discussion on the timeline and completed plan
    - i. Service assessments
    - ii. Needs assessments
    - iii. Prioritization of strategies
    - iv. Draft plan
    - v. Adoption process
- IV. OPEN DISCUSSION
- V. NEXT MEETING-Morgan County-Laurie Care Center, August 10, 2017 at 4:00 p.m.
- VI. CONCLUSION
- VII. ADJOURN



SERVING CAMDEN, LACLEDE, MILLER AND MORGAN COUNTIES

**LAKE OF THE OZARKS COUNCIL OF LOCAL GOVERNMENTS  
MoDOT HUMAN SERVICES TRANSPORTATION  
MEETING NOTICE AND AGENDA**

Thursday, August 10, 2017

4:00 p.m.

Laurie Care Center

610 Highway 0

Laurie, MO 65038

**MORGAN COUNTY MEETING**

AGENDA

- I. CALL TO ORDER
- II. INTRODUCTIONS AND SIGN IN SHEET
- III. MoDOT HUMAN SERVICES TRANSPORTATION PLAN
  - a. Purpose of the plan-discussion on the funding opportunities
    - i. History of the transit related funding opportunities
    - ii. What programs are still applicable for today
  - b. Involvement in the plan-discussion on the importance of data collected
    - i. Transit Providers
    - ii. Public Services Agencies
    - iii. Citizens
  - c. Review of the planning process-discussion on the timeline and completed plan
    - i. Service assessments
    - ii. Needs assessments
    - iii. Prioritization of strategies
    - iv. Draft plan
    - v. Adoption process
- IV. OPEN DISCUSSION
- V. CONCLUSION
- VI. ADJOURN



SERVING CAMDEN, LACLEDE, MILLER AND MORGAN COUNTIES

**LAKE OF THE OZARKS COUNCIL OF LOCAL GOVERNMENTS  
TRANSPORTATION ADVISORY COMMITTEE (TAC)  
MEETING NOTICE & AGENDA**

**Tuesday, September 5, 2017**

**2:00PM**

**Central Bank**

**Community Room**

**170 E. US Highway 54**

**Camdenton, MO 65020**

- I. Call To Order- Brandon Opie, TAC Chairman**
- II. Approval of Meeting Summary-July 11, 2017**
- III. MoDOT Update-Bob Lynch**
- IV. Finalize Prioritization of Multimodal Projects**
- V. Review New Safety Project from Laclede County**
- VI. MoDOT Human Services Transportation Plan (HSTP)**
  - a. Review List of Public Transportation Problems Submitted
  - b. Review List of Possible Public Transportation Solutions Submitted
  - c. Develop Strategies for Public Transportation Coordination
- VII. Open Discussion**
- VIII. Identify Any Actions To Take to the Board**
- IX. Adjourn**

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Lake of the Ozarks Council of Local Governments  
P.O. Box 3553 Camdenton, MO 65020  
Phone: 573-346-5692 Fax: 573-346-9686



SERVING CAMDEN, LACLEDE, MILLER AND MORGAN COUNTIES

**LAKE OF THE OZARKS COUNCIL OF LOCAL GOVERNMENTS  
TRANSPORTATION ADVISORY COMMITTEE (TAC)  
MEETING NOTICE & AGENDA**

**Tuesday, November 7, 2017**

**2:00PM**

**Cowan Civic Center**

**500 East Elm Street**

**Lebanon, MO 65536**

- I. Call To Order-** Brandon Opie, TAC Chairman
- II. Approval of Meeting Summary-**September 5, 2017
- III. MoDOT Update-**Bob Lynch
- IV. MoDOT Transit-**Dion Knipp, Administrator of Transit
- V. OATS-**Jack Heusted, Regional Director
- VI. TAC Members-**Voting on Priorities Establish Guidelines
- VII. MoDOT Human Services Transportation Plan (HSTP)**
  - a. Review Strategies that have been Developed
  - b. Discuss Additional Strategies
  - c. Prioritize Strategies
  - d. Timeline for TAC Members to Review HSTP
- VIII. Open Discussion**
- IX. Identify Any Actions To Take to the Board**
- X. Adjourn**



SERVING CAMDEN, LACLEDE, MILLER AND MORGAN COUNTIES

**LAKE OF THE OZARKS COUNCIL OF LOCAL GOVERNMENTS  
TRANSPORTATION ADVISORY COMMITTEE (TAC)  
MEETING NOTICE & AGENDA**

**Tuesday, January 9, 2018  
2:00PM  
Willmore Lodge  
1 Willmore Lane  
Lake Ozark, MO 65049**

- I. Call To Order-** Brandon Opie, TAC Chairman
- II. Approval of Meeting Summary-**November 7, 2017
- III. MoDOT Update-**Bob Lynch
- IV. MoDOT Title VI Plan**
  - a. Review Draft Plan 2018
- V. MoDOT Human Services Transportation Plan (HSTP)**
  - a. Review Draft Plan 2018
- VI. Open Discussion**
- VII. Identify Any Actions To Take to the Board**
- VIII. Adjourn**

**NEXT TAC MEETING  
MARCH 6, 2018  
MORGAN COUNTY LIBRARY  
600 N. HUNTER STREET  
VERSAILLES, MO 65084**

Lake of the Ozarks Council of Local Governments  
P.O. Box 3553 Camdenton, MO 65020  
Phone: 573-346-5692 Fax: 573-346-9686

# PRESS RELEASE

For Immediate Release

January 11, 2018



SERVING CAMDEN, LACLEDE, MILLER AND MORGAN COUNTIES

## Public Transit Human Services Transportation Coordination Plan Update 2018 DRAFT COPY OF PLAN AVAILABLE FOR REVIEW

Lake of the Ozarks Council of Local Governments (LOCLG) in collaboration with the Missouri Department of Transportation (MoDOT) has completed our planning meetings to share information and gather input on transportation-related issues within the four-county region of Camden, Laclede, Miller and Morgan.

Our goal in the planning process was to identify the transportation needs within the region. We also reviewed the current transportation providers, looked for gaps or unmet needs, and identified barriers to providing those needed services.

### Planning Project Objectives:

- Assessment of available services, including current transportation providers, public, private, and not-for-profits, identifying the service area and hours of operation.
- Assessment of transportation needs of the elderly, disabled and low incomes.
- Identify gaps in transportation needs and the currently available services.
- Develop strategies and activities that would address the transportation needs within the region.
- Identify funding opportunities for implementation of the plan.

Based on the data collected from both the surveys and the public engagement meetings, LOCLG has developed the Public Transit Human Services Transportation Coordination Plan 2018. LOCLG is asking for public comment and review of the draft plan. You can review the complete draft on our website at <http://www.loclg.org/LOCLG%20HSTP%20Plan%20DRAFT%2001102018docx.pdf>. Or you can go to [www.loclg.org](http://www.loclg.org) under publications; it will be the first document listed "Public Transit Human Services Transportation Coordination Plan 2018". You may request a printed copy for review by calling the office at 573-346-5692.

The Human Services Transportation Coordination Plan is a five-year plan; it is updated to show the changes within the region and identify the current needs to better understand where transportation challenges exist and possible solutions that can help with the problems identified during the planning process.

# PRESS RELEASE

For Immediate Release

January 11, 2018



SERVING CAMDEN, LACLEDE, MILLER AND MORGAN COUNTIES

This plan is important to the many organizations within our region that offer transportation options to the elderly, disabled and low-income populations. With the approved and adopted plan in place eligible organizations can apply for grant funding to improve and support their transportation efforts.

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

Lake of the Ozarks Council of Local Governments is asking the public to take time to review the plan and submit their questions and comments by email to [linda.conner@loclg.org](mailto:linda.conner@loclg.org) or by calling us at 573-346-5692. The draft copy will be available for comments until February 15, 2018. At which time the comments will be reviewed and incorporated into the planning document.

###



SERVING CAMDEN, LACLEDE, MILLER AND MORGAN COUNTIES

**LAKE OF THE OZARKS COUNCIL OF LOCAL GOVERNMENTS  
TRANSPORTATION ADVISORY COMMITTEE (TAC)  
MEETING NOTICE & AGENDA**

**Tuesday, March 6, 2018**

**2:00PM**

**Morgan County Library**

**600 N. Hunter Street**

**Versailles, MO 65084**

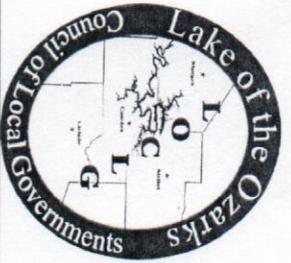
- I. Call To Order-** Brandon Opie, TAC Chairman
- II. Approval of Meeting Summary-**January 9, 2018
- III. MoDOT Update-**Bob Lynch
- IV. MoDOT Human Services Transportation Plan (HSTP)**
  - a. Review Final Draft HSTP 2018
  - b. Discuss Comments and Updates to Plan
- V. Taking the Next Step after the Prioritization Process**
- VI. Open Discussion**
- VII. Identify Any Actions To Take to the Board**
- VIII. Adjourn**

# **APPENDIX B**

**MEETING SUMMARIES**

**MEETING SIGN-IN SHEETS**

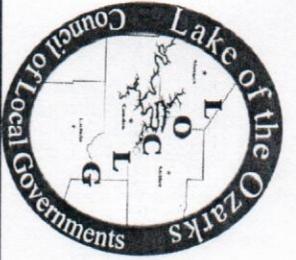
**MEETING PRESENTATIONS**



# Lake of the Ozarks Council of Local Governments

Serving Camden, Laclede, Miller and Morgan  
 Tuesday June 27, 2017 2:00 p.m. Human Services Transportation Coordination Plan Meeting  
 Camden County Historical Society 206 S. Locust Street Linn Creek, MO 65052

Name of Attendee	Representing:			County You Live In	Contact Phone #	Email Address	Miles Driven To Meeting (Round Trip)
	C=Concerned Citizen	T=Transportation Provider (Company)	O=Other Please explain				
1 Pam Gilbert	LOCG - O			Camden	573-286-8958	pam.gilbert@lccog.org	5
2 Sherre Keely	CADV - O			Camden Miller	573-346-9630	Sherre@cadv-inc.org	4
3 Sherrie Stettin	R.D. D.O.			Camden	573-346-4577	10de_wantie@cahaphd.net	6
4 Jack Hensted	OATS, Inc			Boone	573-442-3789	jhensted@oatstruck.org	160
5 Cody Macosta	Lake Sun			Camden	773-905-8192	cmacosta@lakesunhvac.com	20
6 Taylor Schloeter	LOCG - O			Camden	636-524-3519	taylor.schloeter@lccog.org	5
7 Pamela J. Thomas	CESSOR			Camden	573-726-1199	ejt@cessor.org	10
8 Jeff Hancock	City of Camden			Camden	346-3600	JHancock@camden.org	7
9 Steve Syguel	MO SOL CIR			Linn Creek	346-1766	Steve.Syguel@camden.org	2
10 Kelly Kemp	Lamb House			Camden	(573) 317-0254	kellykemp@gmail.com	12
11 Ed Thomas	QeDDR				573-462-5851	edthomas@cedd.org	5



# Lake of the Ozarks Council of Local Governments

Serving Camden, Laclede, Miller and Morgan

Tuesday June 27, 2017 2:00 p.m. Human Services Transportation Coordination Plan Meeting

Camden County Historical Society 206 S. Locust Street Linn Creek, MO 65052

	Name of Attendee	Representing: C=Concerned Citizen T=Transportation Provider (Company) O=Other Please explain	County You Live In	Contact Phone #	Email Address	Miles Driven To Meeting (Round Trip)
12	<i>Wanda Conner</i>	<i>KOLLY</i>	<i>Camden, Laclede Miller, Morgan</i>	<i>513-340-5692</i>	<i>linda.conner@kolly.org</i>	<i>5</i>
13						
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Serving Camden, Laclede, Miller and Morgan Counties

# Lake of the Ozarks Council of Local Governments

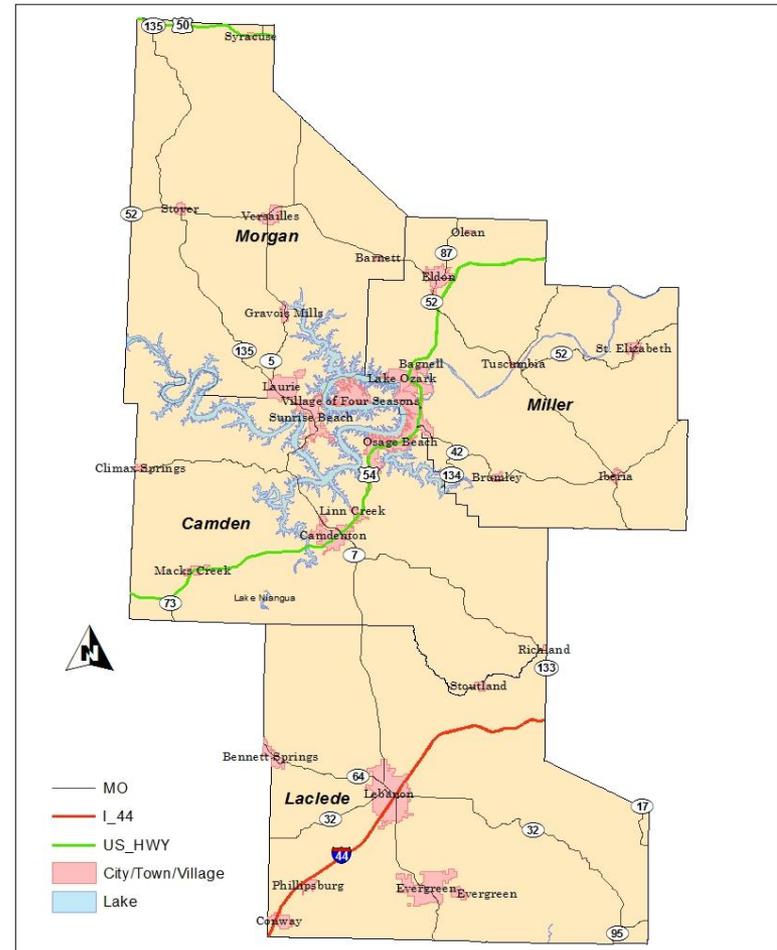
## MoDOT Public Transit Human Services Transportation Coordination Plan Meeting June 27, 2017

Meeting Location: Camden County Historical Society



Serving Camden, Laclede, Miller and Morgan Counties

Plan will include  
the counties of:  
Camden  
Laclede  
Miller  
Morgan



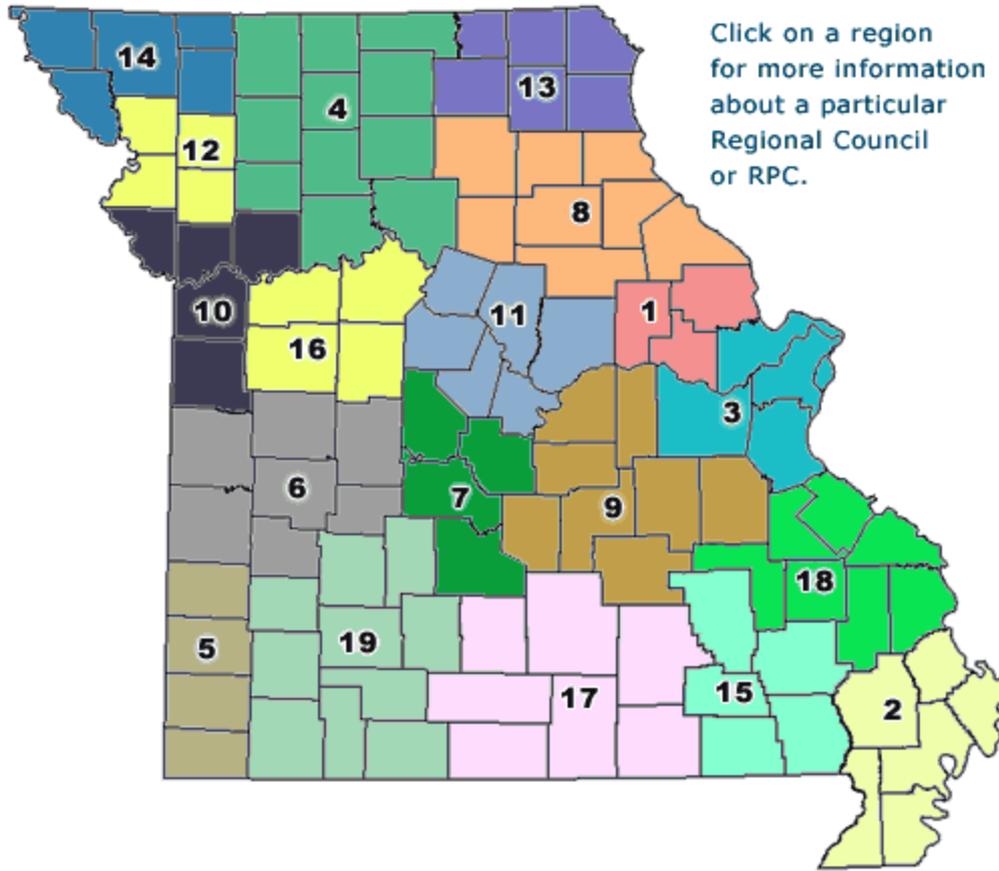


Serving Camden, Laclede, Miller and Morgan Counties





Serving Camden, Laclede, Miller and Morgan Counties



There are 19 Regional Planning Commissions in Missouri each will be completing a plan for their region.



Serving Camden, Laclede, Miller and Morgan Counties

# History Lesson

## **History of the transportation programs that are included in the Human Services Transportation Coordination Plan**

To better understand the funding mechanisms that are available with an approved **Human Services Transportation Coordination Plan**, we will review the history of federally funded transportation bills. These bills cover many aspects of transportations, so for the purpose of this presentation and planning efforts we will only review how those transportation funding bills impacted the programs for the elderly, disabled, and low income users, and transit related programs.



Serving Camden, Laclede, Miller and Morgan Counties

# History Lesson

## FTA Administered Specialized Transportation Programs

The **Federal Transit Administration 's Elderly and Persons with Disabilities Program (Section 5310)** was originally established in **1975** as a discretionary capital assistance program intended to help fill the gaps in accessibility of transportation needs for seniors and persons with disabilities.



Serving Camden, Laclede, Miller and Morgan Counties

# History Lesson

## ISTEA

### Intermodal Surface Transportation Efficiency Act of 1991

#### 1992-1997

This transportation bill was intended to help in the development of National Intermodal Transportation System, creating a positive economic impact and increase the efficiency of transportation of people and commodities across the US. Funded at **\$155 billion** there was flexibility in using the funds for a variety of transportation priorities including, a National Highway System (NHS), planning and management systems, new technology, mass transit, and safety.

**Under ISTEA the Section 5310 Program was changed from a discretionary capital assistance program to a formula funded program to states for the purpose of assisting private non-profit groups in meeting transportation needs of the elderly and persons with disabilities.**



Serving Camden, Laclede, Miller and Morgan Counties

# History Lesson

## TEA-21

**Transportation Equity Act of the 21<sup>st</sup> Century** (June 9, 1998)

**and TEA-21 Restoration Act** (July 22, 1998 provided technical corrections to the original law)  
**1998-2003**

This transportation bill was the largest public works bill to date with **\$218 billion** authorized for funding of highway projects, safety and transit programs. The bill continued past 2003 with several temporary extensions by Congress before it was allowed to lapse.

**Under TEA-21 the JARC Program-Job Access and Reverse Commute (Section 5316) was created as a discretionary program. The JARC program was established to address the unique transportation challenges faced by welfare recipients and low-income individuals seeking to obtain and maintain employment.**



Serving Camden, Laclede, Miller and Morgan Counties

# History Lesson

## SAFETEA-LU

### Safe, Affordable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

#### 2005-2009

This transportation bill was intended to maintain and make improvements to the surface transportation infrastructure network in the United States with **\$244.1 billion** to support the interstate highway system, transit systems, bike/ pedestrian facilities, railway facilities and safety priorities.

While the original bill expired on September 30, 2009 Congress continued to renew the funding formulas ten (10) more times after the expiration date. It was eventually replaced with the Moving Ahead for Progress in the 21<sup>st</sup> Century Act in 2012.

**Under SAFETEA-LU the provision for supporting public transportation options with the New Freedom program and was funded by Congress in 2006. The New Freedom program was established to provide funding for projects to develop services that created new public transportation services and alternatives beyond the ADA specific requirements.**



Serving Camden, Laclede, Miller and Morgan Counties

# History Lesson

## MAP-21

### Moving Ahead for Progress in the 21<sup>st</sup> Century

#### 2013-2014

This transportation bill was developed to create a streamlined and performance based transportation program that will allow for highway, transit, bike and pedestrian programs and was funded at **\$105 billion**.

While the original bill expired in 2014 Congress enacted short term extensions until a new transportation bill could be passed in 2015 with the enactment of the Fixing America's Surface Transportation Act in December 4, 2015.

**Under MAP-21 there were a number of consolidations of programs including the elimination of the JARC Program (Section 5316) now allowing these projects to be eligible under the Formula Grants for Rural Areas (Section 5311), and combining the New Freedom Program (Section 5317) with the Section 5310 Program to create the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310).**



Serving Camden, Laclede, Miller and Morgan Counties

# History Lesson

## **FAST Act**

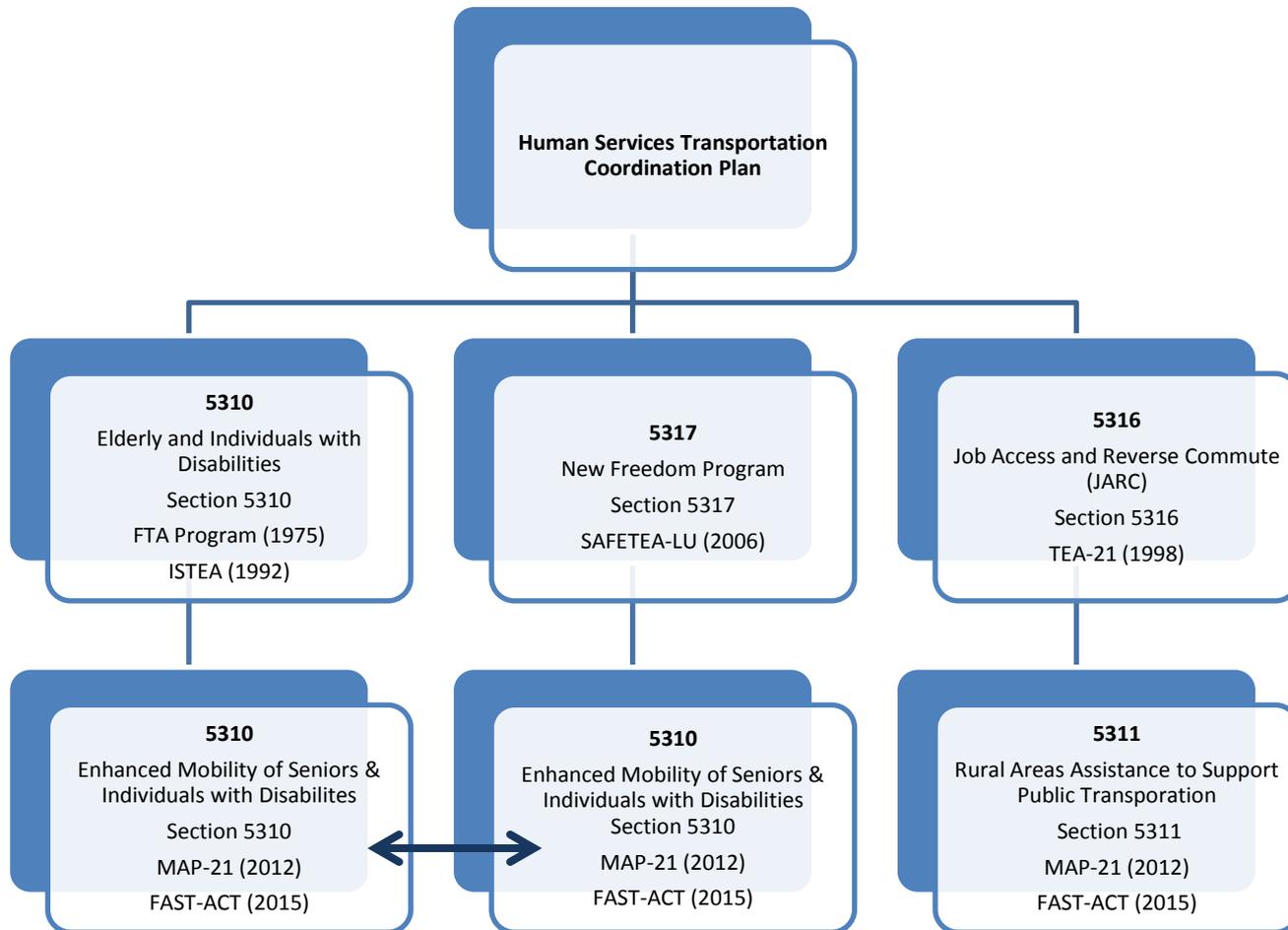
### **Fixing America's Surface Transportation Act**

**2016-2020**

This transportation bill was a long range transportation bill spanning four (4) years and was authorized at **\$305 billion** to fund projects for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous material safety, rail, research, technology, and statistics programs. There was also an emphasis on safety.

**Under FAST Act the two primary programs that are included to fund transportation related programs with a focus on the elderly, low income and persons with disabilities include the Enhanced Mobility of Seniors & Individuals with Disabilities (Section 5310) and Rural Areas Assistance to Support Public Transportation (Section 5311).**

# Funding Programs





Serving Camden, Laclede, Miller and Morgan Counties

# Why this planning process is necessary:

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



Serving Camden, Laclede, Miller and Morgan Counties

## Transportation Projects Funded within our Region:

Camden County Senate Bill 40 - Camden County Developmental Disability Resources

Gateway Industries of Eldon

Good Shepherd Nursing Home District – Laurie Care Center

Laclede County Association for Retarded Citizens

Laclede Early Education Program

Laclede Industries

Lake Area Industries, Inc.

Lake of the Ozarks Developmental Center

Miller County Board for Services for Developmentally Disabled

Quality Industries of Lake of the Ozarks

Oats-Columbia



Serving Camden, Laclede, Miller and Morgan Counties

## MoDOT Transportation Funded project:



MoDOT 5310 Grant Program

Good Shepherd Nursing Home  
Laurie Care Center

Received six (6) handicap  
accessible vehicles

We offer grant writing services for this  
program.



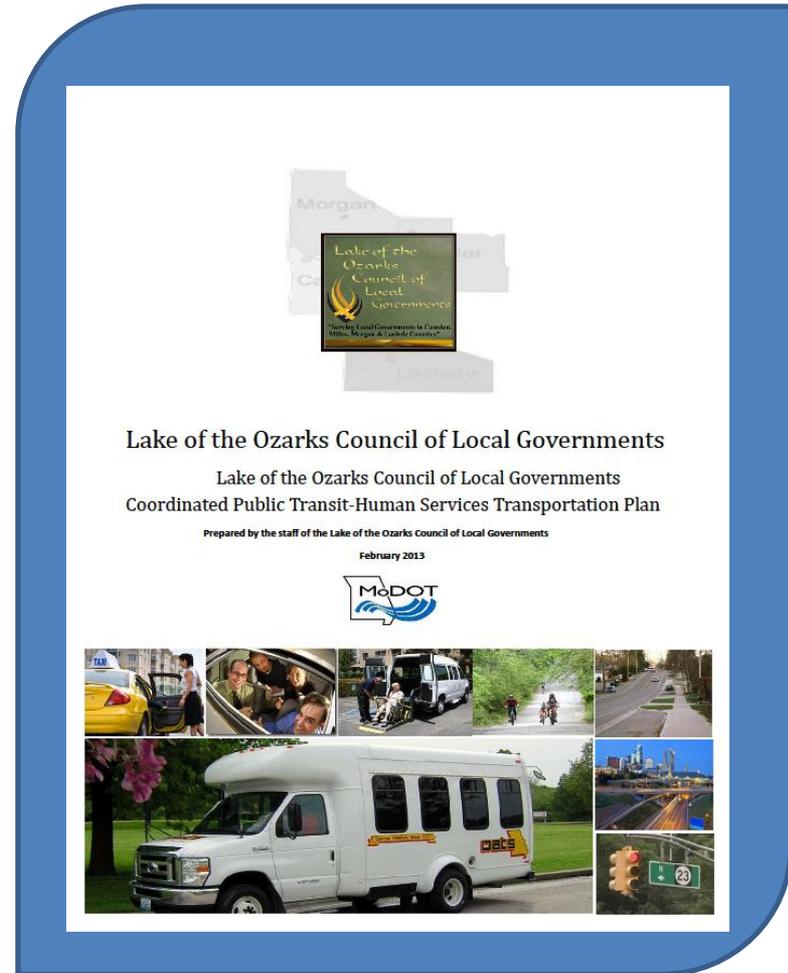
# Required Update Timeline

The Human Services Transportation Coordination Plan is updated every five (5) years.

The previous plan was approved and adopted by the LOCLG Board of Directors in February 2013.

A new plan must be completed and approved by February 2018.

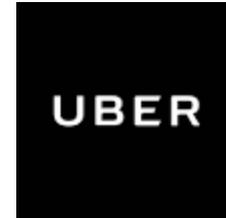
We anticipate that the planning and outreach for the plan development will take approximately 10 months to complete.



# Defining Public Transportation

For the purpose of this planning effort we will be identifying all transportation options available within the region that are “not driving yourself in your own vehicle”

All product names, logos, and brands are property of their respective owners. All company, product and service names used in this presentation are for informational purposes only. Use of these names, logos, and brands does not imply endorsement.



# Is All Public Transportation Equal?

As we look for all transportation options within the region, we also need to look at barriers that would hinder someone from using a specific form of transportation.

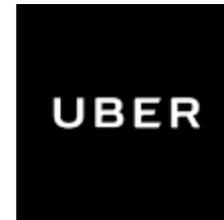
Such as:

Is it handicap assessable?

What is the cost factor, is it cost prohibitive?

When and what are the services available?

While Uber and Lyft had been approved by Missouri, how will individual communities deal with this new transportation option?



# How you can help with the plan development

First and foremost the data collection and being able to provide an accurate account of the transportation needs and current transportation options available within the region will be extremely important.

Survey 1- Transportation Providers: sent to all transportation providers that have previously received a MoDOT grants and have been identified as transportation providers within the region.

An eight (8)Page survey asking for clarification on services provided.

The image shows a screenshot of a survey form titled "Public Transportation Provider Survey 2017". The form is divided into sections, with the first section being "Transportation Provider Information". This section contains two main parts: "1. Public Transportation Provider Contact Information" and "2. Type of Agency".

**1. Public Transportation Provider Contact Information**

This section includes the following fields:

- Name of Organization
- Street Address
- Mailing Address
- City
- State
- Zip Code
- Phone
- Fax
- Contact Person
- Title/Department
- Email
- Website

**2. Type of Agency**

This section includes the following options:

- Public Transit System
- Government Human Services Agency
- Private Non-Profit Human Services Agency
- Private Non-Profit Transportation Provider
- Private For-Profit Transportation Provider
- Other (please specify)

Below the "Other" option, there is a text input field for specifying the agency type.

1

# How you can help with the plan development

Survey 2- Non-Transportation Providers: sent to all Human Services Providers, for example, MOCA, Food Pantries, Employment Services etc. These organizations come in contact with many patrons that have transportation needs.

A thirteen (13) Page survey asking for clarification on services provided and where they see the most needs in regard to transportation related issues.

**Non-Transportation Provider Survey 2017**

Agency Information

**1. Non-Transportation Provider Contact Information**

Name of Organization

Street Address

Mailing Address

City

State

Zip Code

Phone

Fax

Contact Person

Title/Department

Email

Website

**2. What type of Agency do you represent?**

Government Human Services Agency

Private Non-Profit Human Services Agency

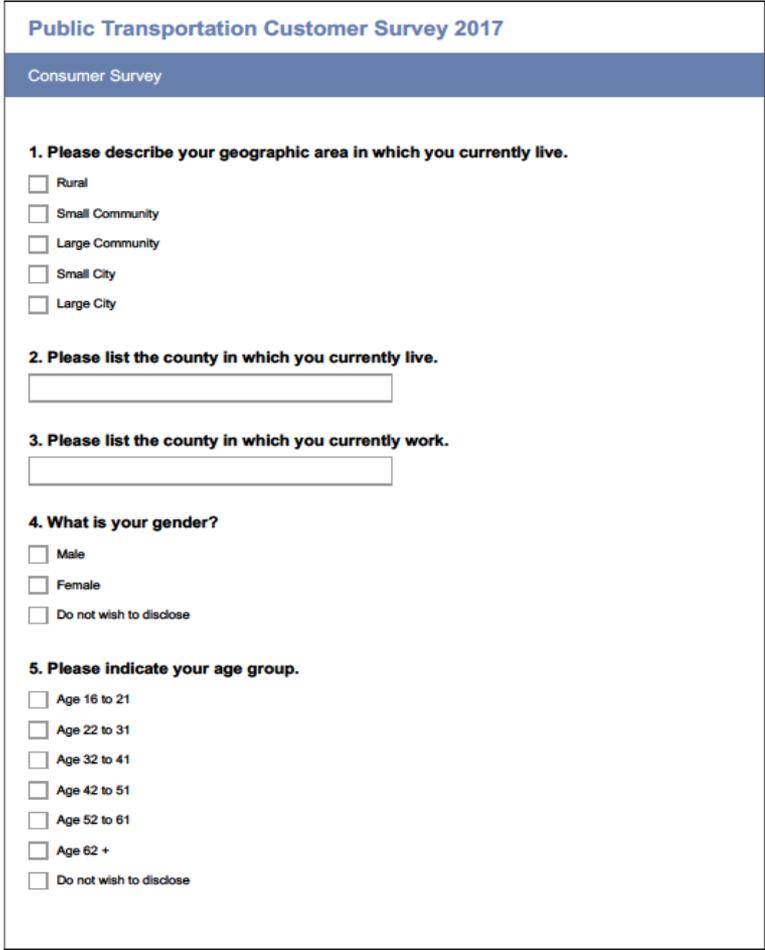
For Profit Agency

Other (please specify)

# How you can help with the plan development

Survey 3-Consumer Survey: sent to job centers, faith based institutions, elderly housing establishments, nursing homes, daycares and preschools.

A five (5) Page survey asking consumers to share with us their transportation challenges within the region and how they feel we can help alleviate the problem and provide more transportation options.



The image shows a screenshot of a survey form titled "Public Transportation Customer Survey 2017" with a sub-header "Consumer Survey". The form contains five numbered questions with checkboxes and text input fields.

**Public Transportation Customer Survey 2017**  
Consumer Survey

**1. Please describe your geographic area in which you currently live.**

- Rural
- Small Community
- Large Community
- Small City
- Large City

**2. Please list the county in which you currently live.**

**3. Please list the county in which you currently work.**

**4. What is your gender?**

- Male
- Female
- Do not wish to disclose

**5. Please indicate your age group.**

- Age 16 to 21
- Age 22 to 31
- Age 32 to 41
- Age 42 to 51
- Age 52 to 61
- Age 62 +
- Do not wish to disclose

1



Serving Camden, Laclede, Miller and Morgan Counties

### MoDOT Humans Services Transportation Planning Project Objectives:

1. Assessment of available services, including current transportation providers, public, private, and not-for-profits, identifying the service areas and hours of operations.
2. Assessment of transportation needs to the elderly, disabled, and low income.
3. Identifying gaps in transportation needs and the currently available services.
4. Develop strategies and activities that would address the transportation needs within the region.
5. Identify funding opportunities for implementation of the plan.
6. Public participation is a required element in the planning process.

# How you can help with the plan development

"Problems"

Transportation issues  
within our region.

On the white index card identify the problems that you see with our transportation networks within the region.

On the orange index card list what you think could be some possible solutions or strategies that may help fix the transportation needs within our region.

Please leave any other comments you would like.....

"Solutions"

Possible fix or help to  
solve transportation  
related issues locally.



Serving Camden, Laclede, Miller and Morgan Counties

## Primary Focus within the Planning Framework in Regard to Transportation Needs:

1. Elderly, and Senior population
2. Disabled population
3. Low-income population

So let's take a look at the data for the region.

# Census Data

5 Year ACS 2015 Population Data

Camden County 43,927

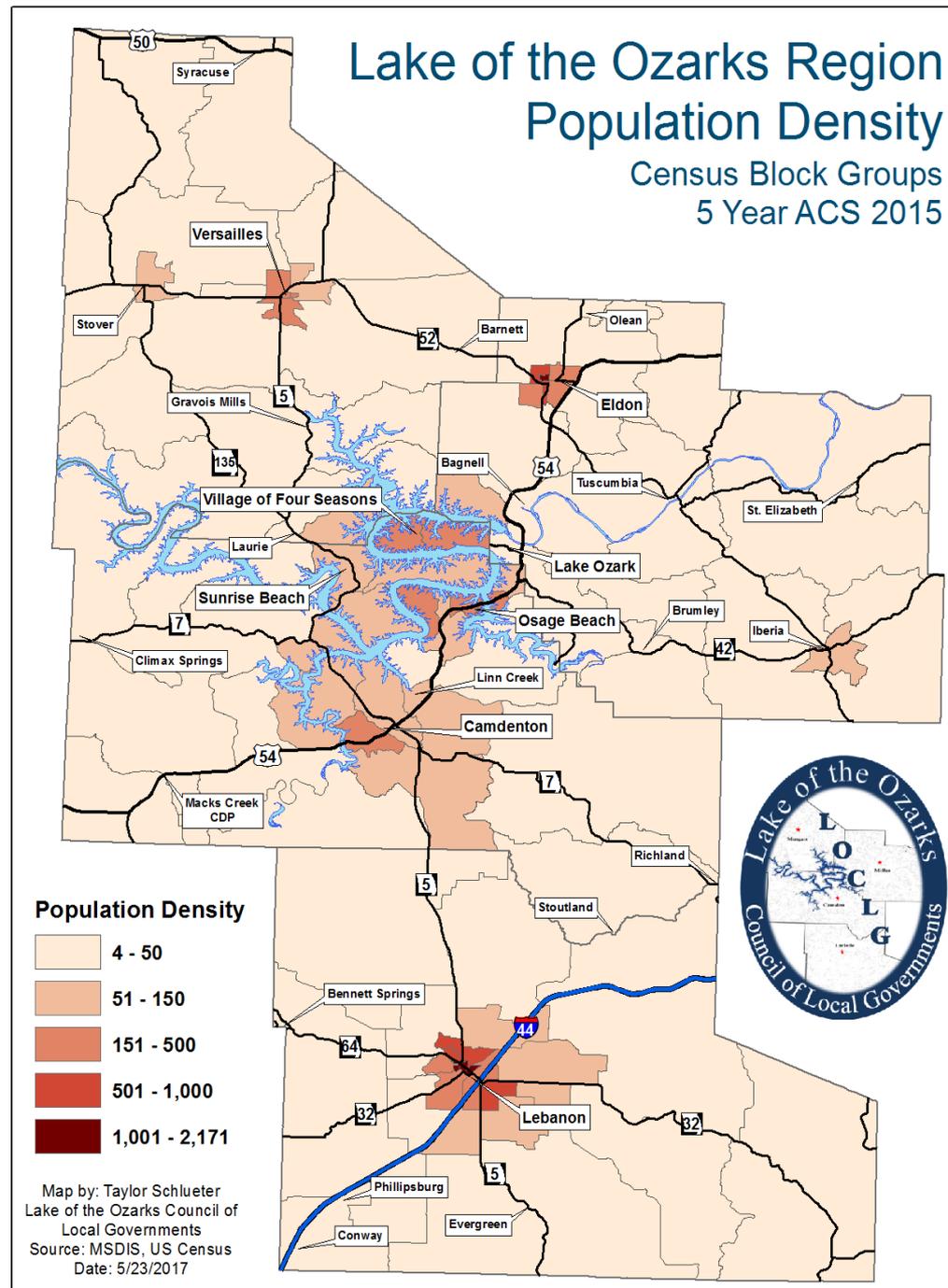
Laclede County 35,514

Miller County 24,956

Morgan County 20,225

Please note the qualification of the 5310 program is population less than 50,000 which each of the counties within our region fall below that threshold.

Total population for region 124,622



# Census Data

Total Population in Camden County 43,927

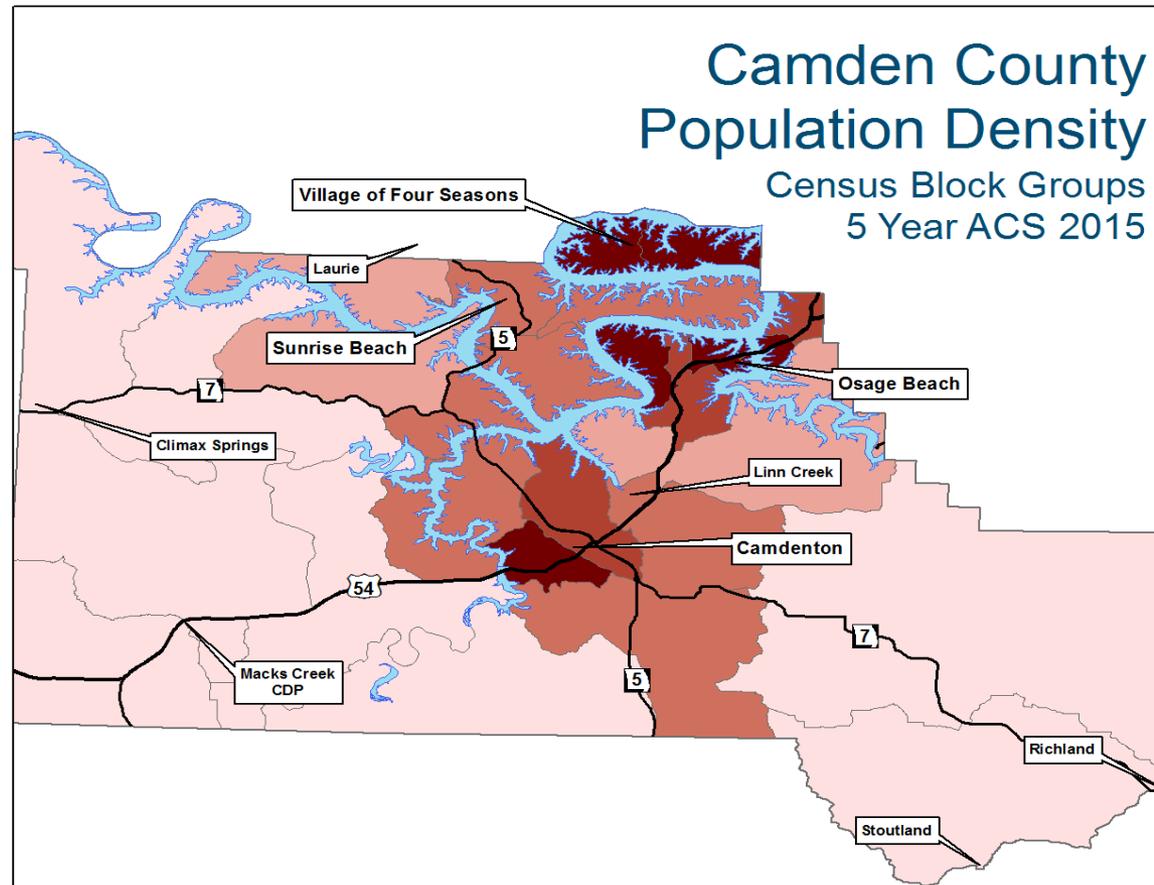
City of Camdenton	3,844
City of Linn Creek	244
City of Osage Beach	4,433
City of Macks Creek	244
City of Sunrise Beach	449
City of Climax Springs	124
Village of Four Seasons	2,233

Rural populations living outside any city limits in Camden County

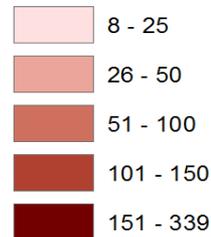
32,356

## Camden County Population Density

Census Block Groups  
5 Year ACS 2015



### DENSITY



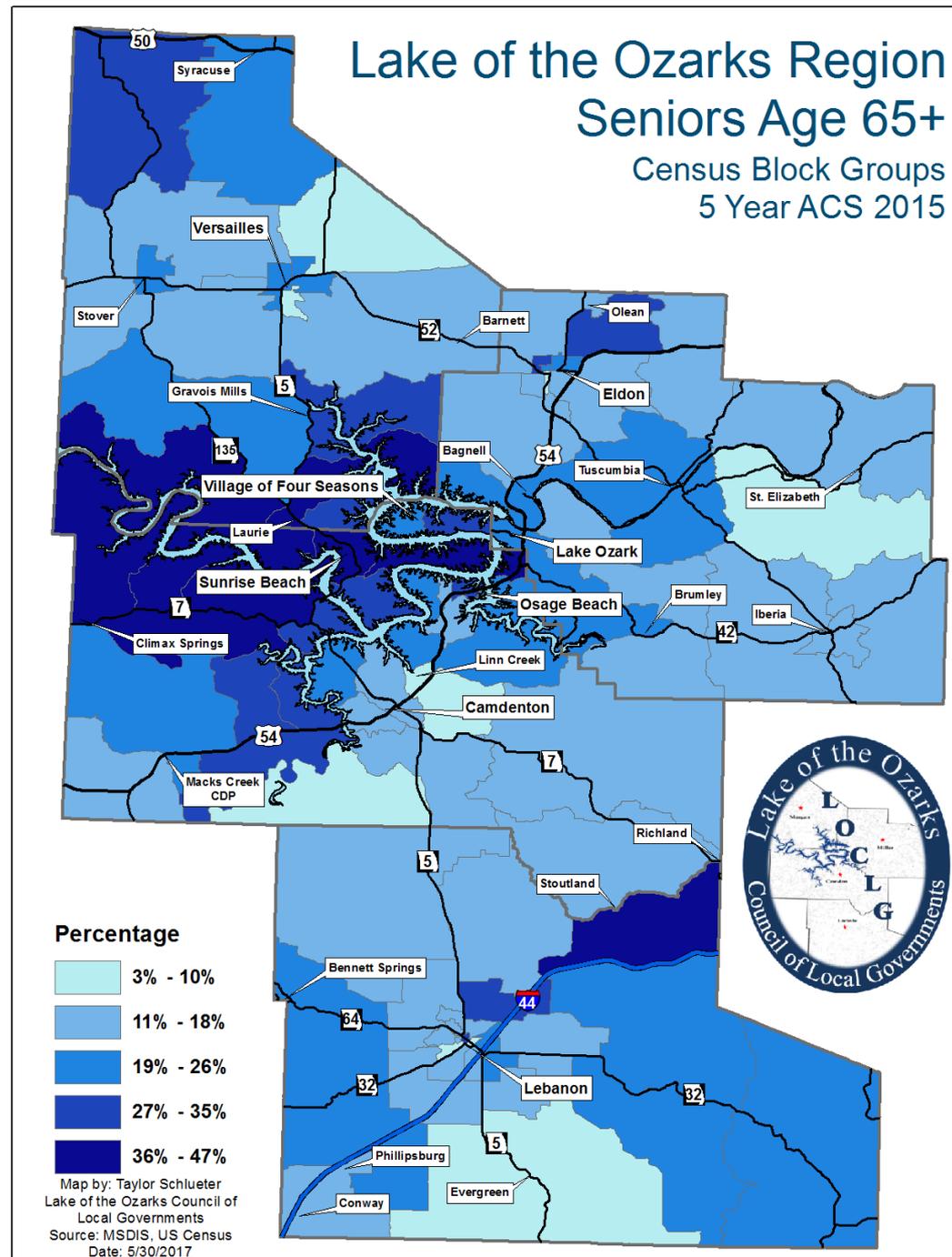
Map by: Taylor Schlueter  
Lake of the Ozarks Council of  
Local Governments  
Source: MSDIS, US Census  
Date: 5/23/2017

# Census Data

Each of the counties within the region have a higher percentage of Seniors that are 65 years of age or older compared to the Missouri State average.

Age 65+	
	%
Camden	24.1
Laclede	16.3
Miller	17.3
Morgan	23.1
Missouri	15.0

Source: 2015 ACS



# Census Data

Each of the counties within the region have a higher percentage of disabled population compared to Missouri State average.

Disability	
	%
Camden	17.7
Laclede	19.4
Miller	18.6
Morgan	19.6
LOCLG	18.8
Missouri	14.3

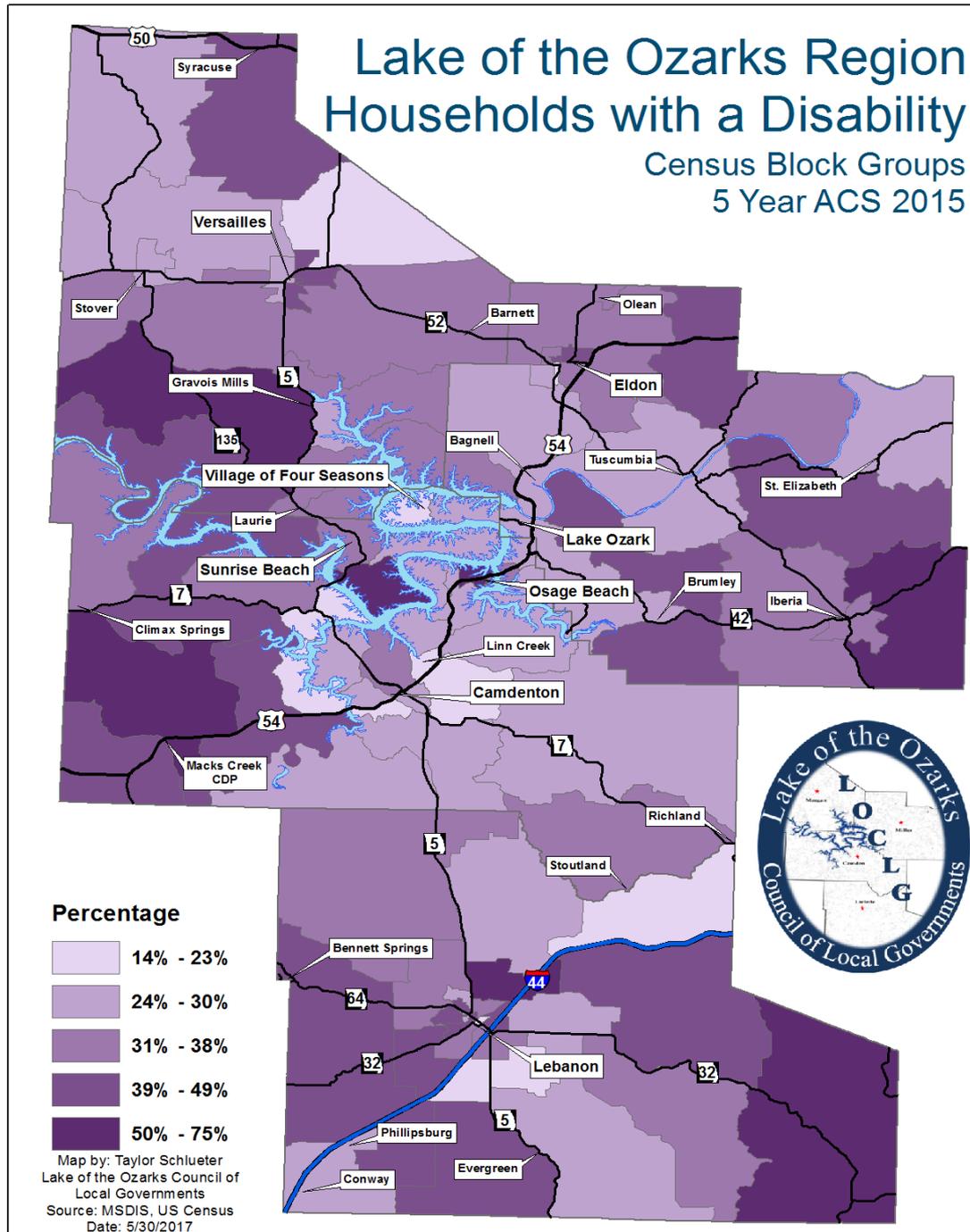
Source: 2015 ACS

## Disability Includes:

- Hearing Difficulty
- Vision Difficulty
- Cognitive Difficulty
- Ambulatory Difficulty
- Self-Care Difficulty
- Independent Living Difficulty

# Lake of the Ozarks Region Households with a Disability

Census Block Groups  
5 Year ACS 2015



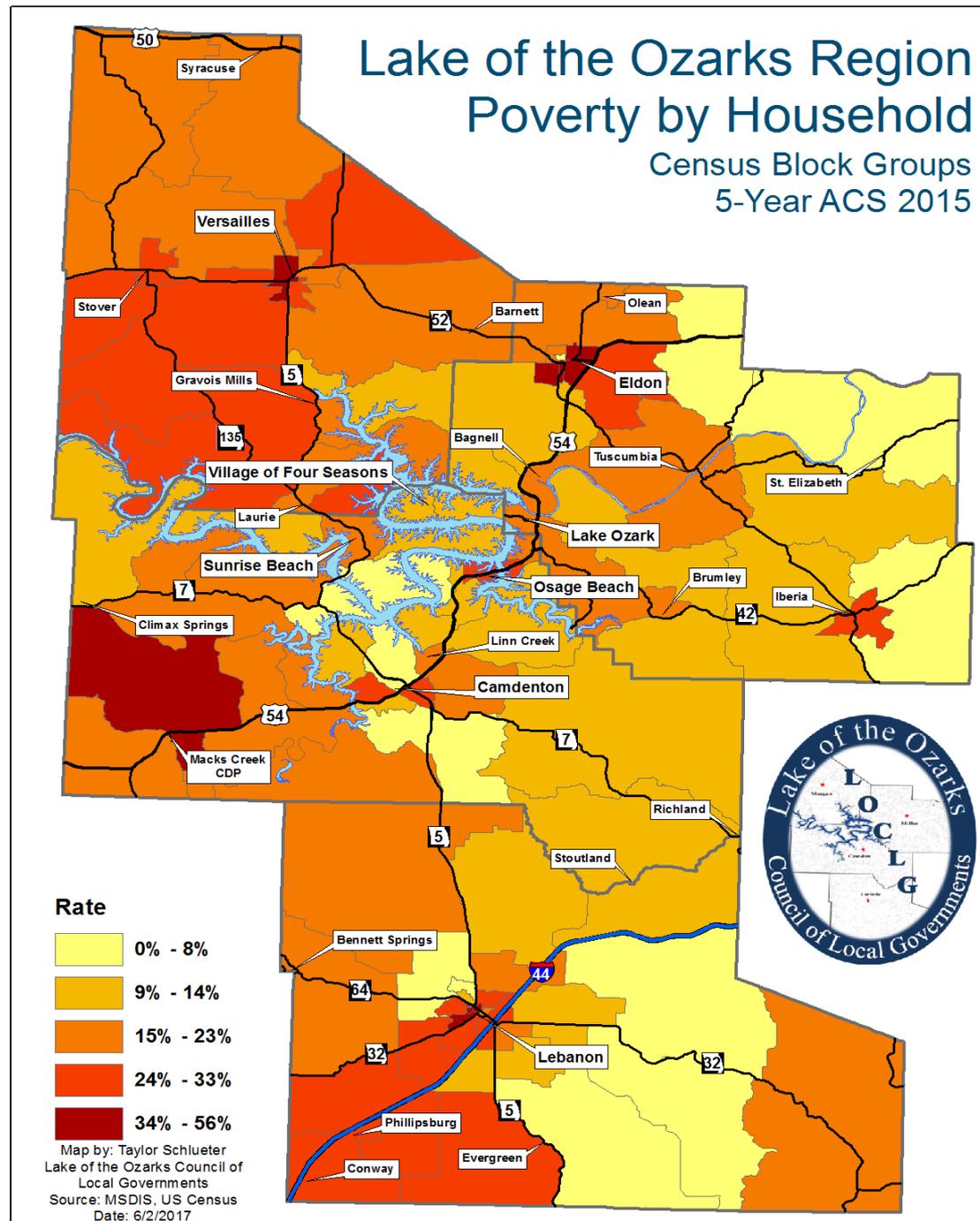
# Census Data

Poverty	
	%
Camden	12.1
Laclede	15.6
Miller	15.2
Morgan	18.7
LOCLG	15.4
Missouri	11.1

Source: 2015 ACS

## 5 Year ACS 2015 Population Data

Camden County	43,927
Laclede County	35,514
Miller County	24,956
Morgan County	20,225

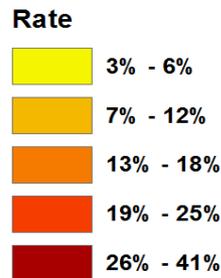
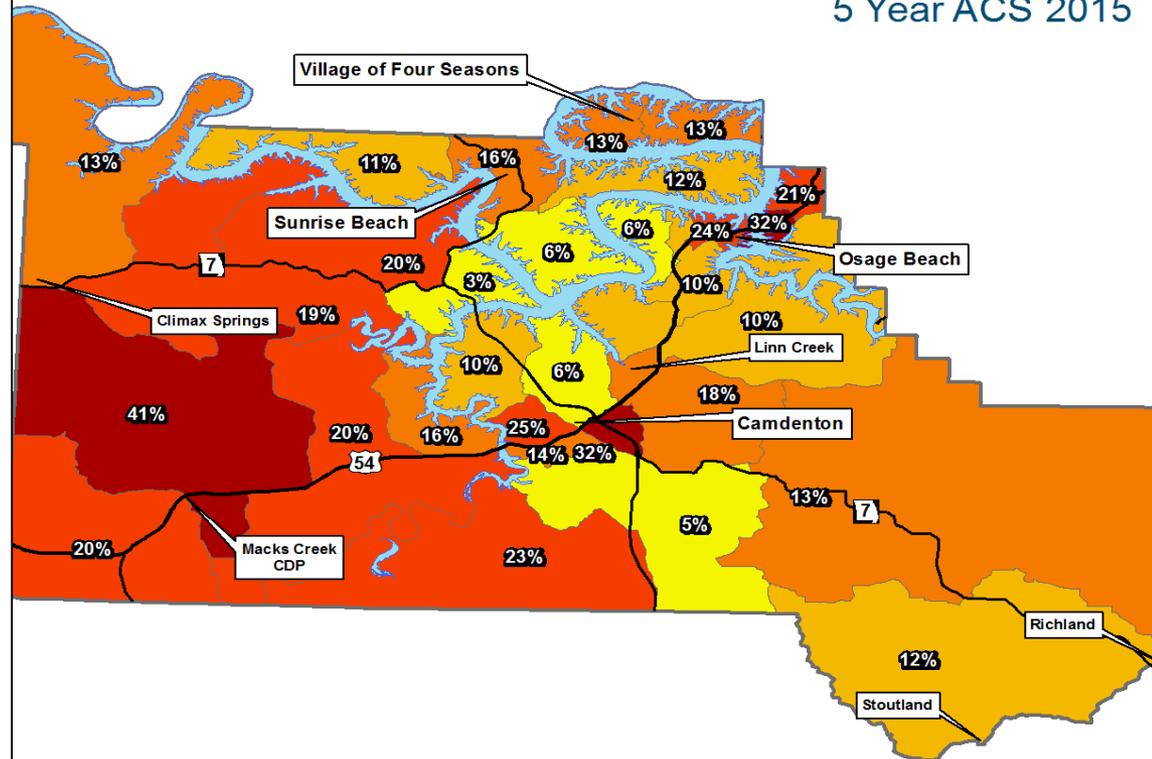


# Census Data

Total Population in Camden County 43,927 of which 12.1 percent are currently living in poverty.

## Camden County Poverty by Household

Census Block Groups  
5 Year ACS 2015



Map by: Taylor Schlueter  
Lake of the Ozarks Council of  
Local Governments  
Source: MSDIS, US Census  
Date: 6/2/2017

# Census Data

What is “Poverty”?

Individuals are considered poor if the resources they share with others in the household are not enough to meet basic needs.

The poverty threshold or poverty line is the minimum level of resources that are adequate to meet basic needs.

“The official measure uses three (3) times the cost of a minimum food diet in 1963 in Today’s Prices”

3



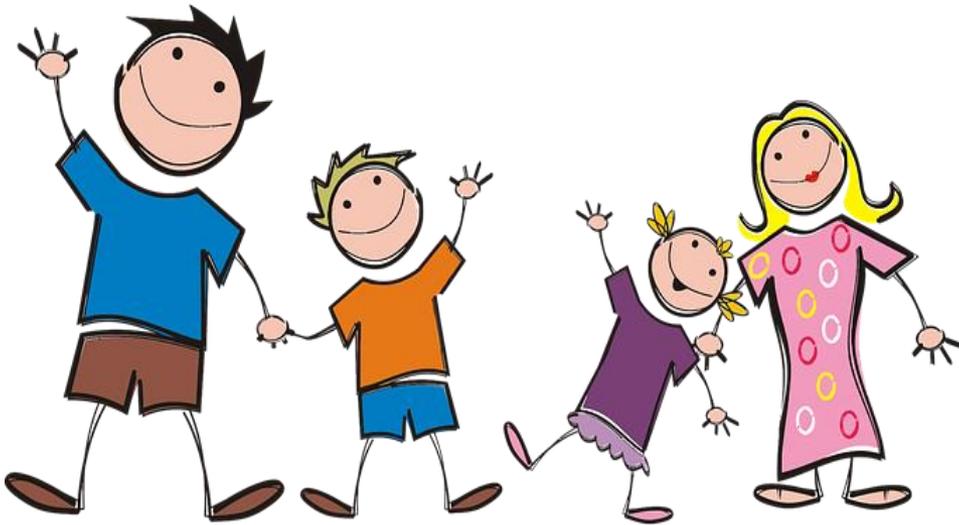
Poverty

# Census Data

What is “Poverty”?

Poverty threshold measures are adjusted to reflect the needs of families of different sizes. It does not however, account for geographic locations.

The official poverty threshold is the same throughout the US. In 2016 the poverty threshold for a family of two (2) adults and two (2) children was....



**\$24,339** Annually

# Census Data

All of the counties within the region are close to the State average for Low to Moderate Income levels.

Low to Moderate Income	
	%
Camden	38.4
Laclede	42.0
Miller	39.5
Morgan	37.8
LOCLG	39.4
Missouri	42.6

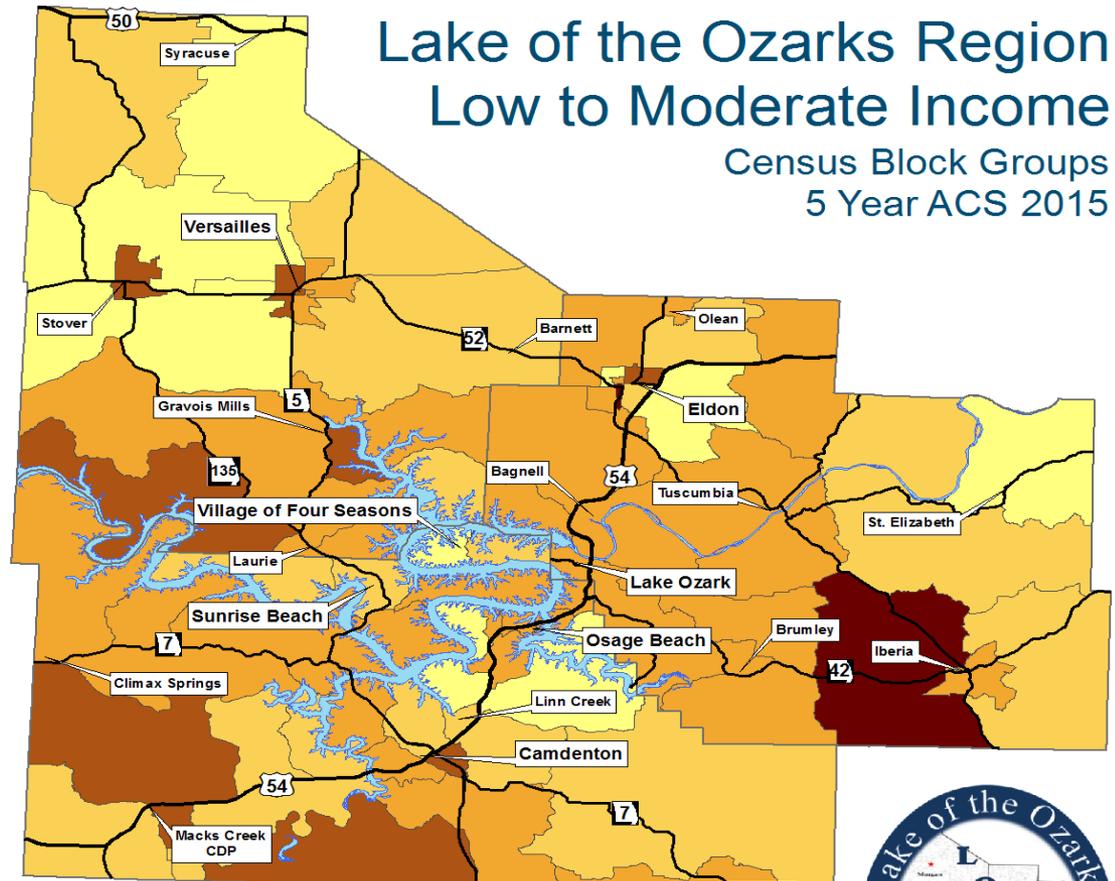
Source: 2015 ACS

## 5 Year ACS 2015 Population Data

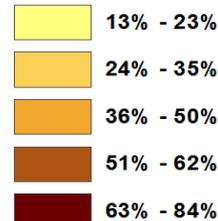
Camden County	43,927
Laclede County	35,514
Miller County	24,956
Morgan County	20,225

## Lake of the Ozarks Region Low to Moderate Income

Census Block Groups  
5 Year ACS 2015



### Percentage of Low and Moderate Income Persons



Map by: Taylor Schlueter  
Lake of the Ozarks Council of Local Governments  
Source: MSDIS, US Census  
Date: 5/25/2017



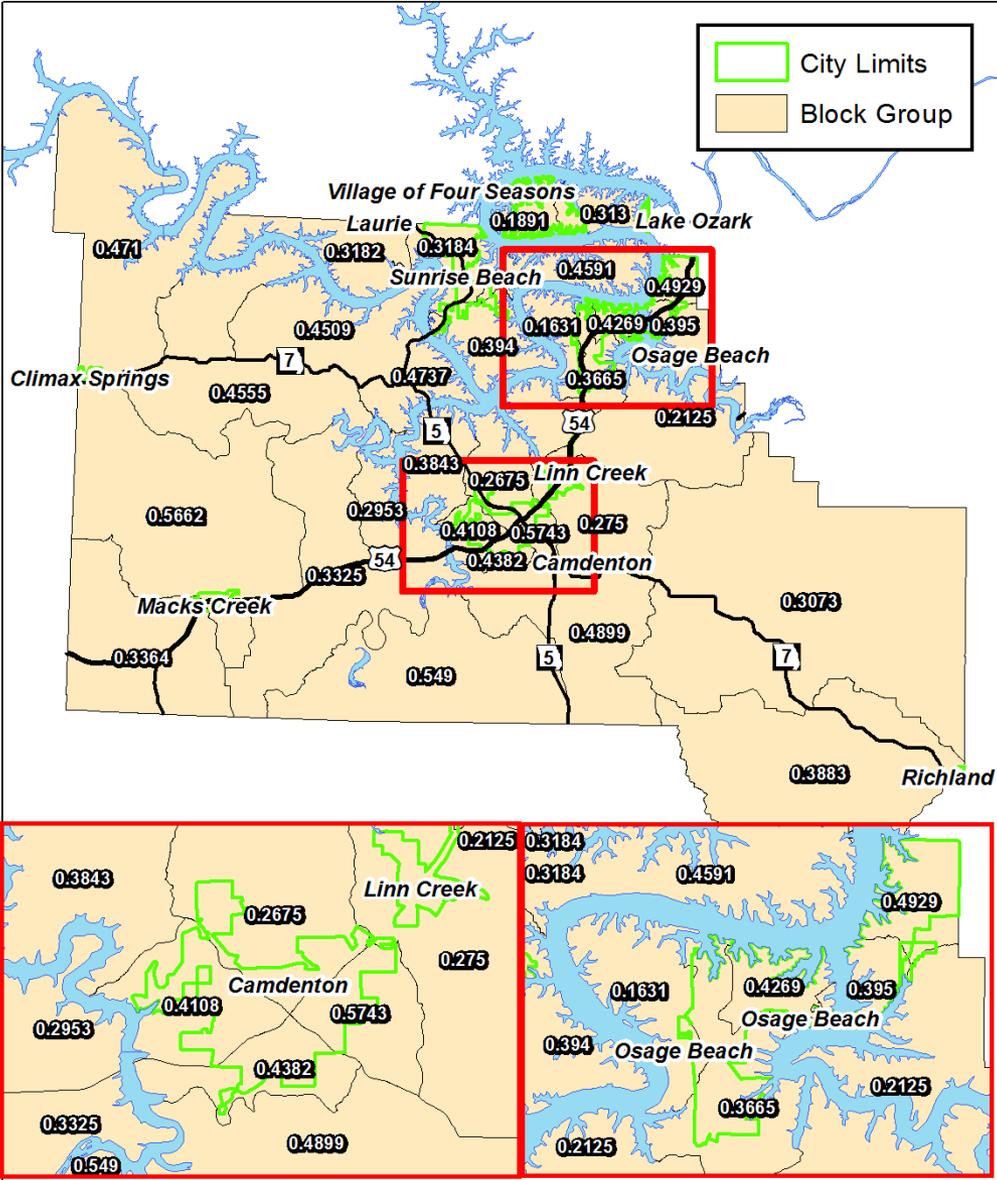
# Camden County LMI by Block Group

# Census Data

There are several locations within Camden County where more than 50 percent of the population is in the low to moderate income levels.

Low to Moderate Income	
	%
Camden	38.4
Laclede	42.0
Miller	39.5
Morgan	37.8
LOCLG	39.4
Missouri	42.6

Source: 2015 ACS



# Census Data

What is “Low to Moderate Income (LMI)”?

Very low income is defined as 50% of the national median family income for the area, subject to specified adjustments for areas with unusually high or low incomes relative to housing costs.

Low income is defined as 80% of the national median family income for the area, subject to adjustments for areas with unusually high or low incomes or housing costs.

Moderate income is defined as the greater of 115% of the US median family income or 115% of the average of the state-wide and state non-metro incomes.

“Median Household Income” for the region:

Camden County      \$44,816.

Laclede County      \$39,712.

Miller County      \$38,094.

Morgan County      \$20,565.

*While the definition of poverty did not adjust for location the LMI takes into account the cost of low incomes and housing costs.*

# Census Data

Two (2) of the counties within our region reflect a lower percentage of households with NO vehicles compared to the state. Camden and Miller

## Zero Vehicles

	Occupied Households	Households with No Vehicle	Percent with No Vehicle
Camden	16,748	685	4%
Laclede	13,545	886	7%
Miller	9,452	448	5%
Morgan	7,812	637	8%
LOCLG	47,557	2,656	6%
Missouri	2,364,688	174,302	7%

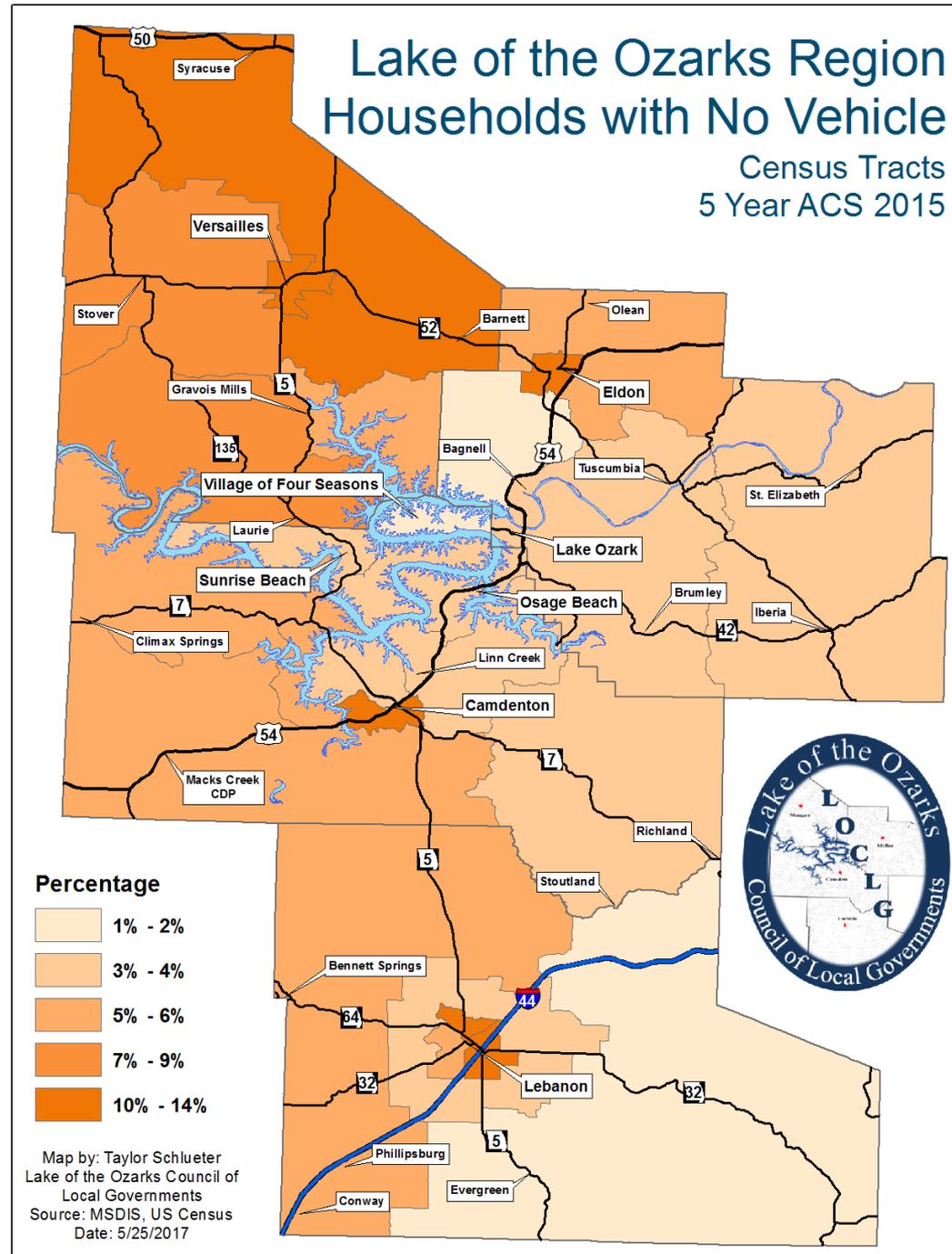
Source: 2015 ACS

Two (2) of the counties within our region are equal to or greater than the state in regard to NO vehicle households.

Laclede is equal to the state and Morgan is higher than the state.

## Lake of the Ozarks Region Households with No Vehicle

Census Tracts  
5 Year ACS 2015



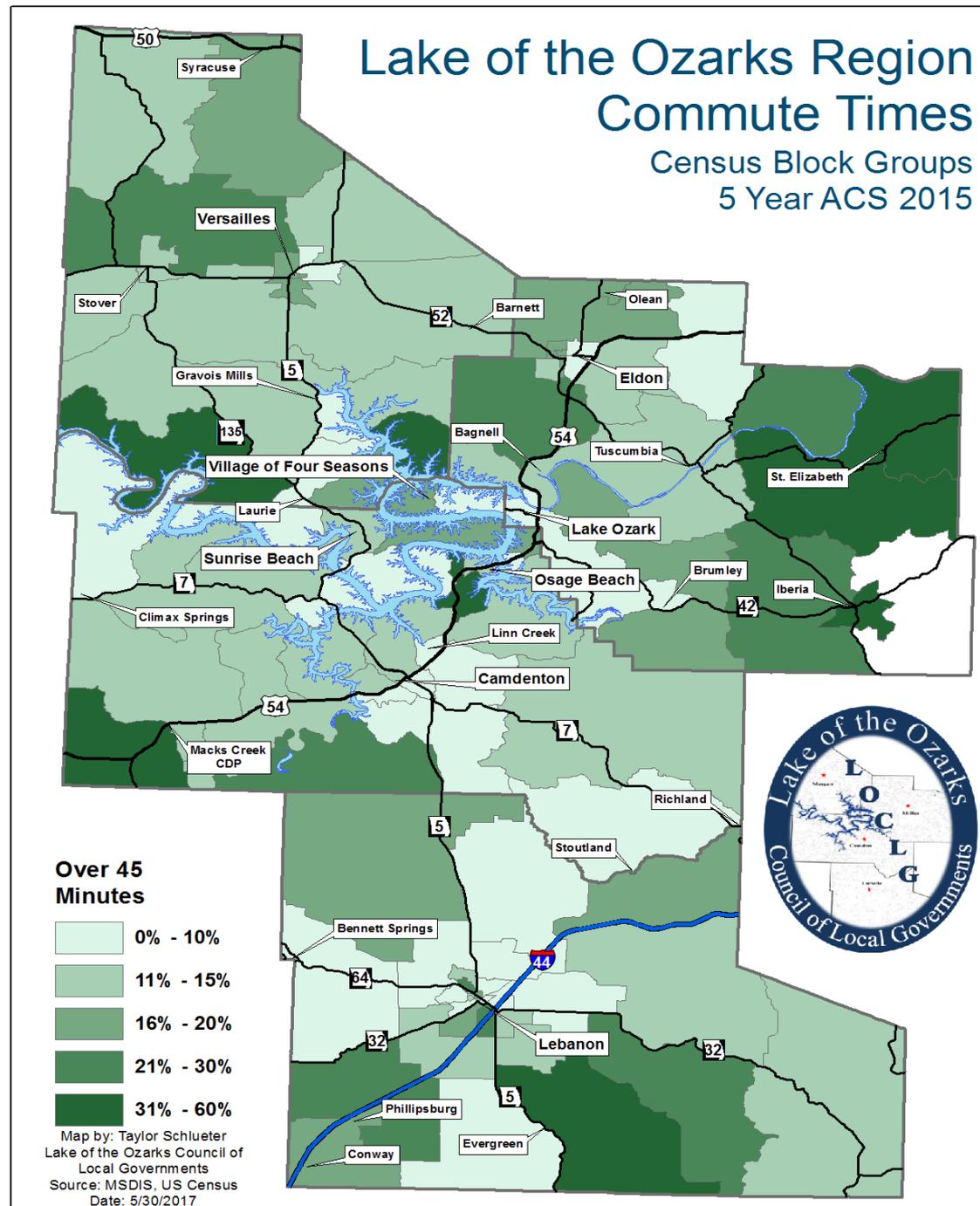
# Census Data

For the four county region of Camden, Laclede, Miller and Morgan Counties there are a large number of people who commute to work each day. The map reflects the percentage of workers that commute 45 or more minutes to work. Below is a chart of average commute times.

## Average Commute Time (Minutes)

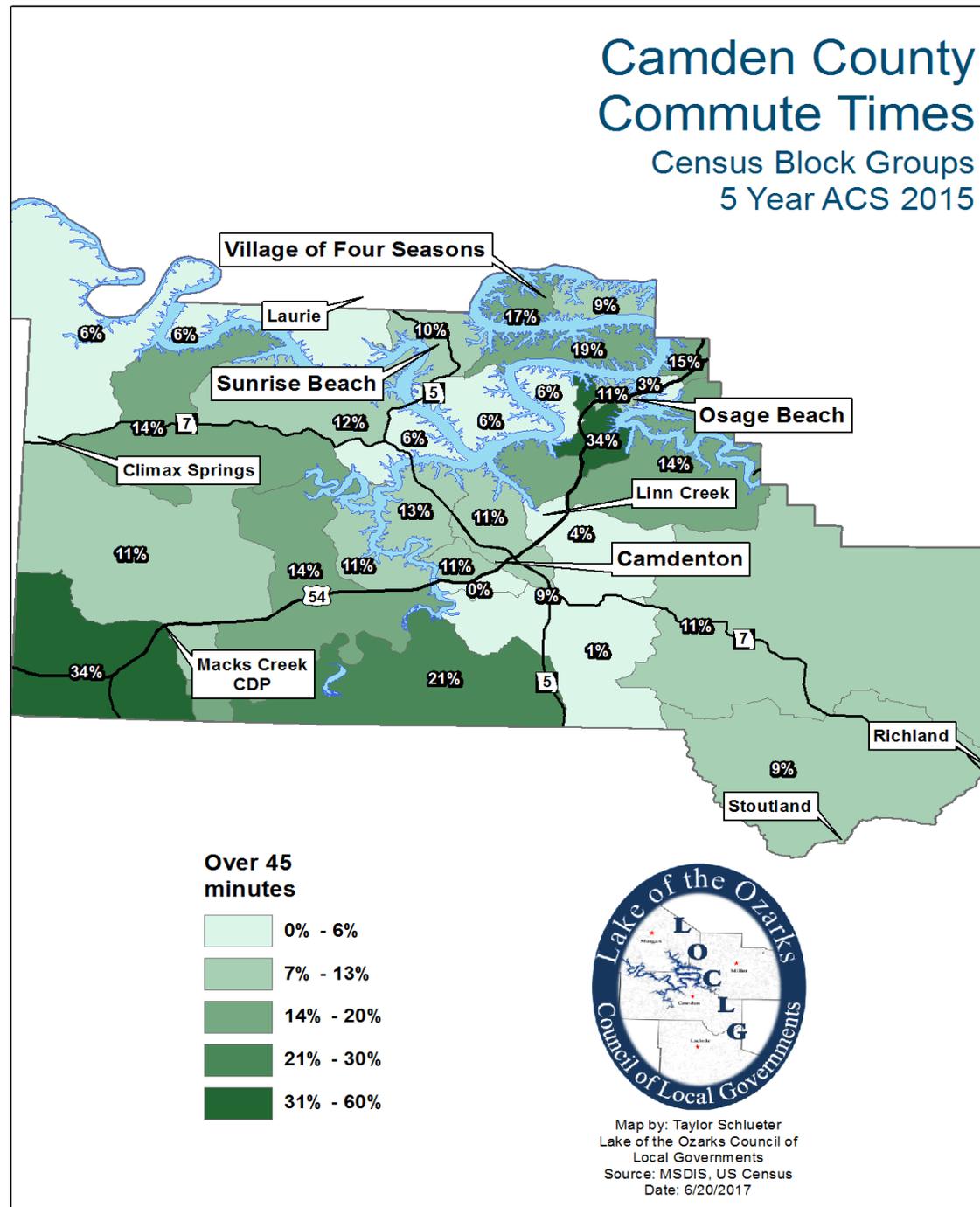
Camden	22.5
Laclede	21.3
Miller	27.4
Morgan	22.2
LOCLG	23.4
Missouri	23.2

Source: 2015 ACS



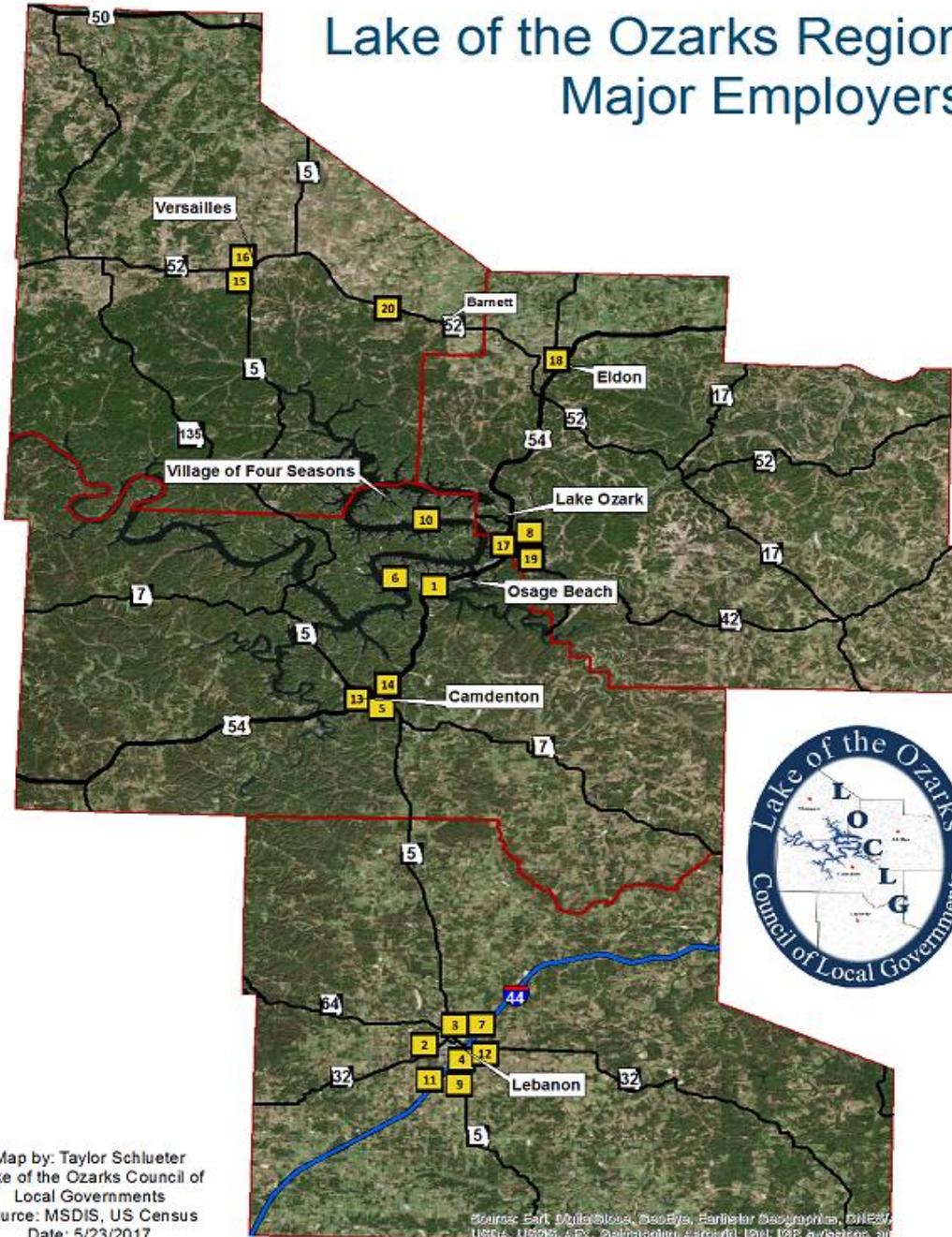
# Census Data

In Camden County some of the poor areas also have the longer commute times. The impacts the overall cost of living, based on additional costs for the vehicle, insurance, maintenance, and the gas.



# Employment Opportunities For Region

## Lake of the Ozarks Region Major Employers



### Top Employers

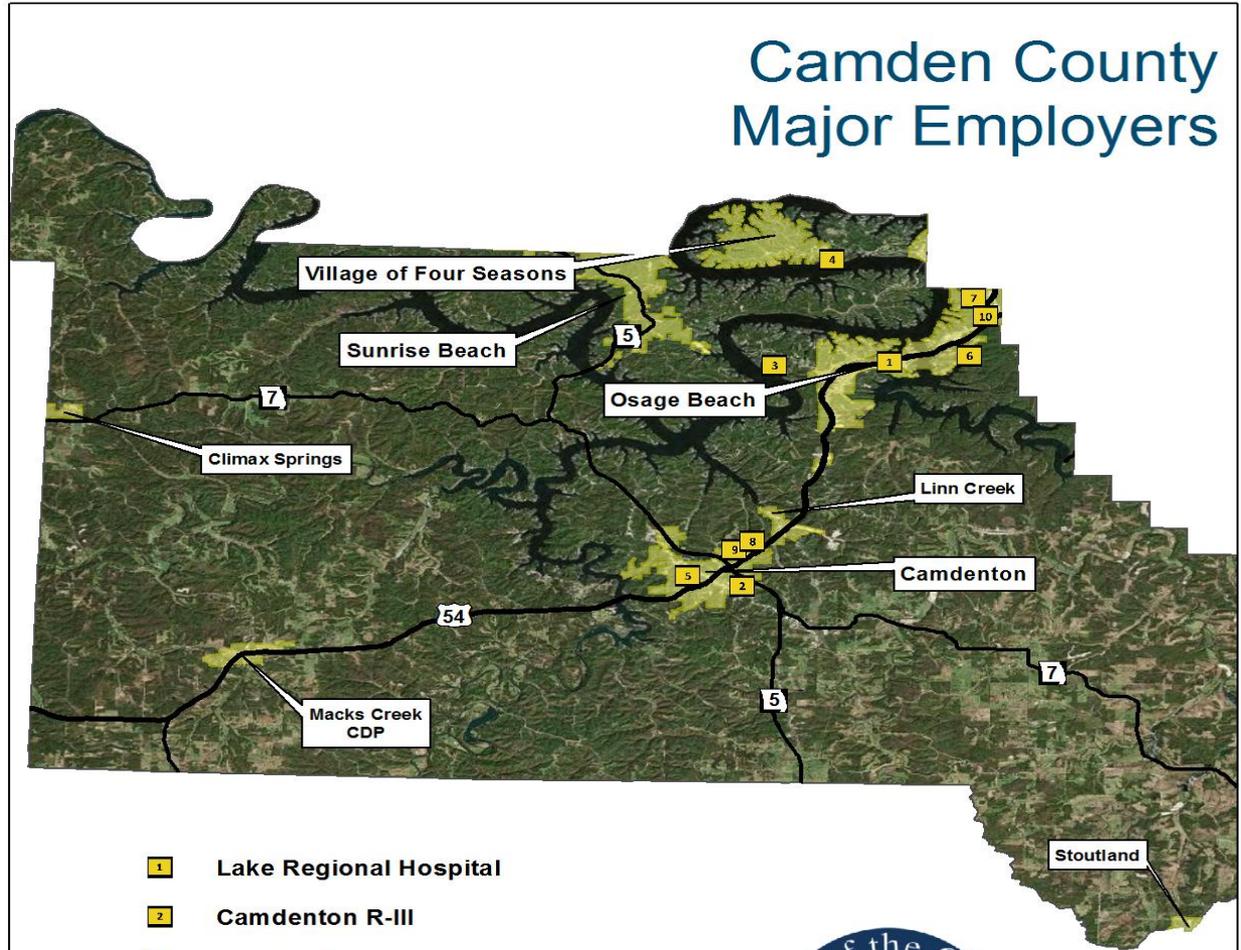
- 1 Lake Regional Hospital
  - 2 Tracker Marine
  - 3 Independant Stave Co.
  - 4 Emerson Electric
  - 5 Camdenon R-III
  - 6 Tan-Tar-A
  - 7 Durham Co.
  - 8 HyVee
  - 9 Marathon Electric Motors
  - 10 Lodge of the Four Seasons
  - 11 Lowe Boats
  - 12 Marine Electrical
  - 13 Camden County/Courthouse
  - 14 Camdenon Walmart
  - 15 Gates
  - 16 Versailles Walmart
  - 17 State Fair Community College
  - 18 Adient
  - 19 Target
  - 20 Cargill
- County Lines

Map by: Taylor Schlueter  
 Lake of the Ozarks Council of  
 Local Governments  
 Source: MSDIS, US Census  
 Date: 5/23/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus, USDA, AeroGRID, IGN, IGP, Swirephoto, and others.

# Employment Opportunities Camden County

## Camden County Major Employers

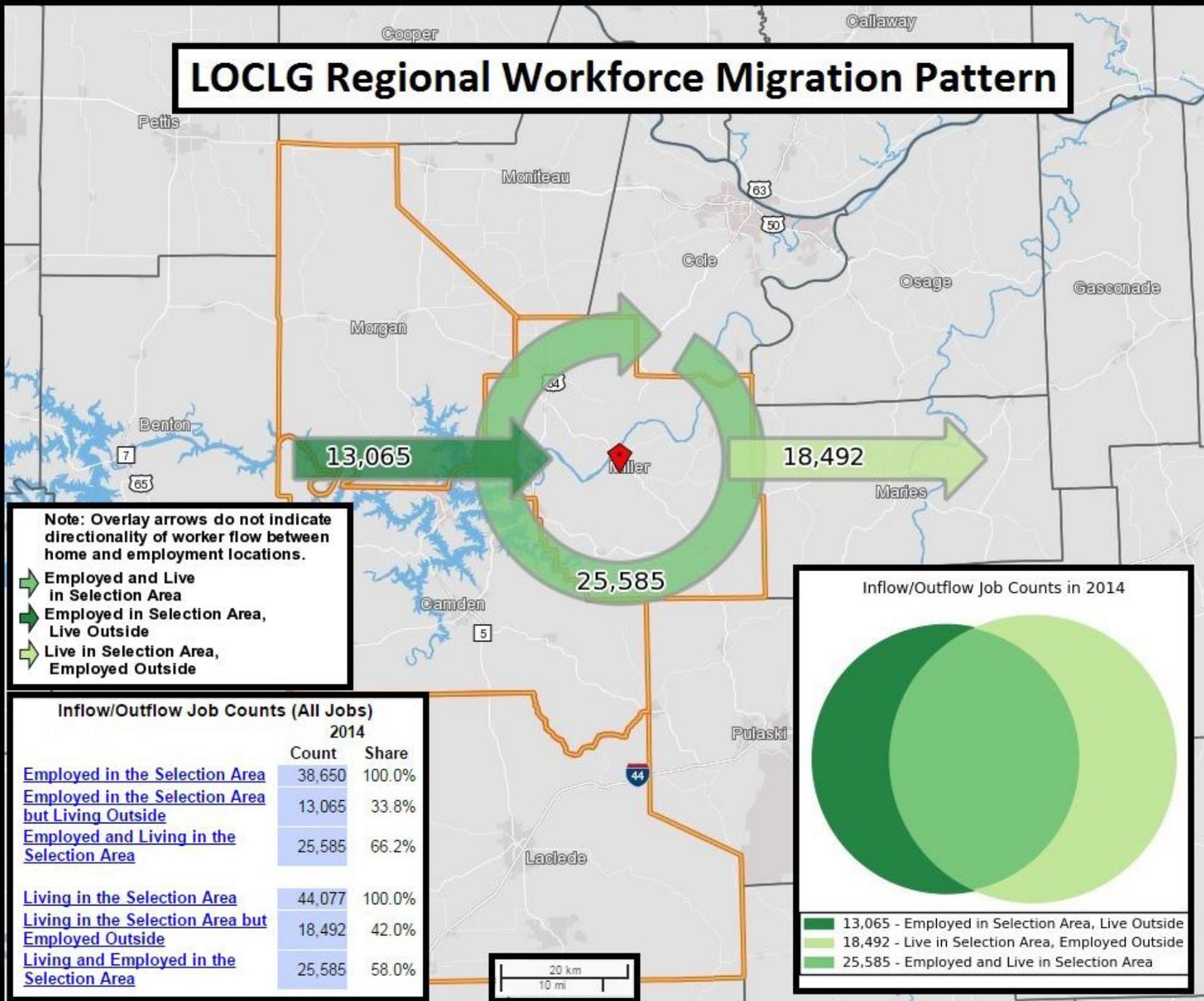


- 1** Lake Regional Hospital
- 2** Camdenton R-III
- 3** Tan-Tar-A
- 4** Lodge at Four Seasons
- 5** Camden Courthouse
- 6** Walmart Camdenton
- 7** State Fair Community College
- 8** Walmart Osage Beach
- 9** Gerbes
- 10** Central Bank-Osage Beach



Map by: Taylor Schlueter  
 Lake of the Ozarks Council of  
 Local Governments  
 Source: Buzzfile  
 Date: 6/20/2017

# LOCLG Regional Workforce Migration Pattern

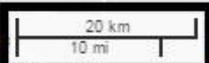
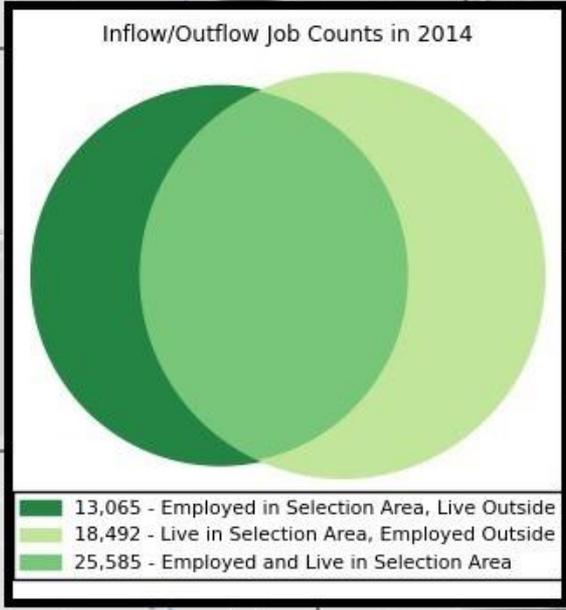


**Note:** Overlay arrows do not indicate directionality of worker flow between home and employment locations.

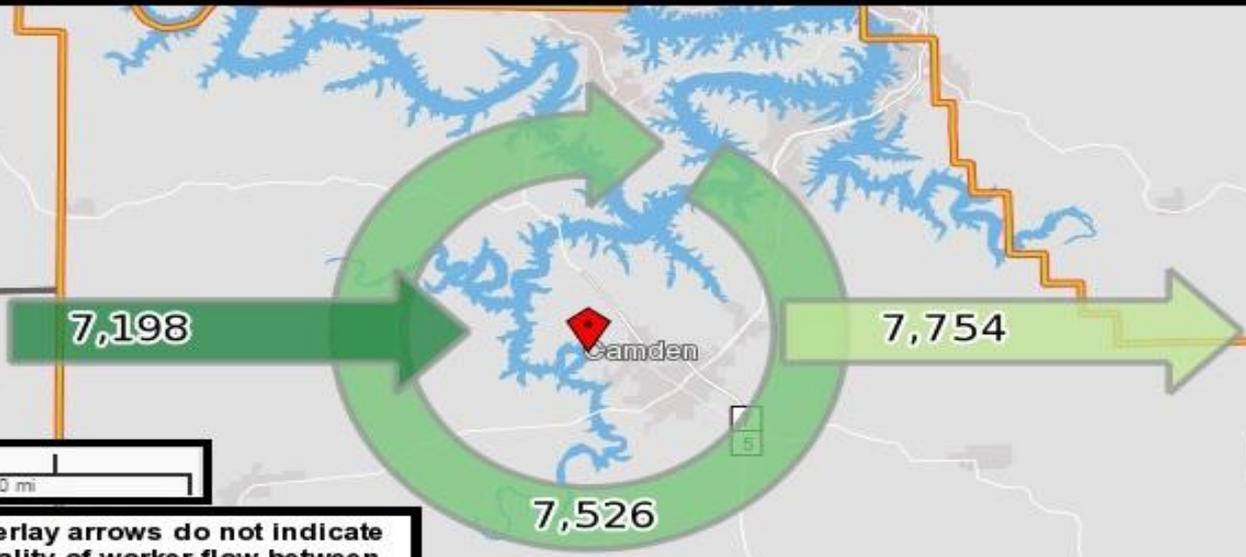
- ➔ Employed and Live in Selection Area
- ➔ Employed in Selection Area, Live Outside
- ➔ Live in Selection Area, Employed Outside

**Inflow/Outflow Job Counts (All Jobs) 2014**

	Count	Share
<a href="#">Employed in the Selection Area</a>	38,650	100.0%
<a href="#">Employed in the Selection Area but Living Outside</a>	13,065	33.8%
<a href="#">Employed and Living in the Selection Area</a>	25,585	66.2%
<a href="#">Living in the Selection Area</a>	44,077	100.0%
<a href="#">Living in the Selection Area but Employed Outside</a>	18,492	42.0%
<a href="#">Living and Employed in the Selection Area</a>	25,585	58.0%



# Camden County Workforce Migration Pattern



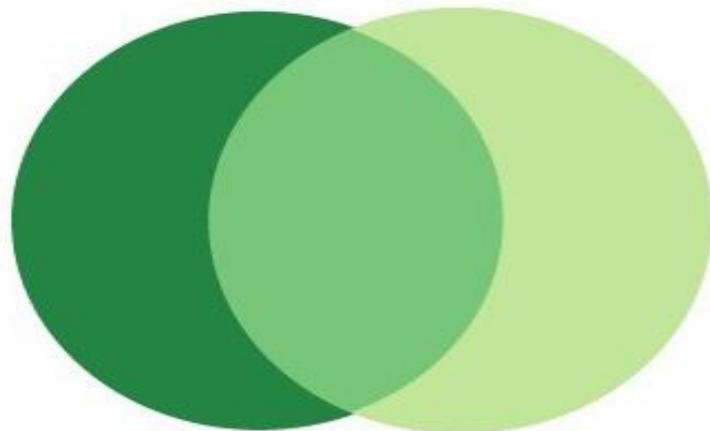
Note: Overlay arrows do not indicate directionality of worker flow between home and employment locations.

- Employed and Live in Selection Area
- Employed in Selection Area, Live Outside
- Live in Selection Area, Employed Outside

## Inflow/Outflow Job Counts (All Jobs) 2014

	Count	Share
<u>Employed in the Selection Area</u>	14,724	100.0%
<u>Employed in the Selection Area but Living Outside</u>	7,198	48.9%
<u>Employed and Living in the Selection Area</u>	7,526	51.1%
<u>Living in the Selection Area</u>	15,280	100.0%
<u>Living in the Selection Area but Employed Outside</u>	7,754	50.7%
<u>Living and Employed in the Selection Area</u>	7,526	49.3%

## Inflow/Outflow Job Counts in 2014



- 7,198 - Employed in Selection Area, Live Outside
- 7,754 - Live in Selection Area, Employed Outside
- 7,526 - Employed and Live in Selection Area





Serving Camden, Laclede, Miller and Morgan Counties

# MoDOT Humans Services Transit/Transportation Plan

## How you can help:

- Complete a survey.
- If you are aware of any gaps within your communities, please share them with us.
- If you know of any organization that may be in a position to help fill the gaps in transportation, please let us know.
- We will be hosting a series of public engagement meetings, please share with those who may be interested.



Serving Camden, Laclede, Miller and Morgan Counties

# MoDOT Humans Services Transit/Transportation Plan

## We need your help in:

- Developing strategies to enhance or expand the transportation options available within the region.
- Developing coordinated efforts to expand the capacity of existing transportation options.
- Prioritizing the strategies, to determine the importance of each strategy.
- Review the draft plan and submit comments.

# How you can help with the plan development

"Problems"

Transportation issues  
within our region.

On the white index card identify the problems that you see with our transportation networks within the region.

On the orange index card list what you think could be some possible solutions or strategies that may help fix the transportation needs within our region.

Please leave any other comments you would like.....

"Solutions"

Possible fix or help to  
solve transportation  
related issues locally.



Serving Camden, Laclede, Miller and Morgan Counties

## Draft Plan 2018

We expect the draft plan to be available for review in January 2018.

We will have a 30 day comment period in which you can review and submit your comments.

After the 30 day comment period the Transportation Advisory Committee (TAC) will review and recommend to the LOCLG Board of Directors.

Then LOCLG Board of Directors will review and adopt the plan.



Serving Camden, Laclede, Miller and Morgan Counties

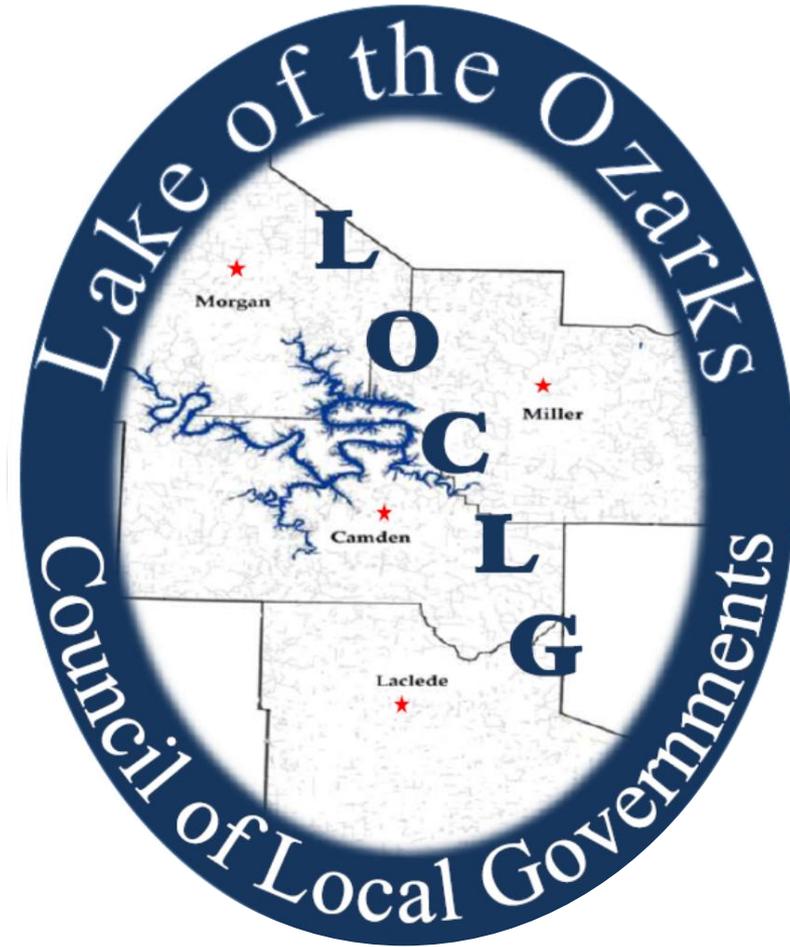
# Next Public Engagement Meeting Human Services Transportation Coordination Plan

July 12, 2017

4:00 p.m.

Laclede County Library  
915 S. Jefferson Avenue  
Lebanon, MO 65536

# Lake of the Ozarks Council of Local Governments



**P.O. Box 3553 Camdenton, MO 65020**

**Phone: 573-346-5696 Fax: 573-346-9686**

**LAKE OF THE OZARKS COUNCIL OF LOCAL GOVERNMENTS  
MoDOT HUMAN SERVICES TRANSPORTATION COORDINATION PLAN**

**PUBLIC MEETING CAMDEN COUNTY**

**MEETING SUMMARY**

Tuesday, June 27, 2017

4:00 p.m.

Camden County Historical Society

206 S. Locust Street

Linn Creek, MO 65052

**I. CALL TO ORDER**

Lake of the Ozarks Council of Local Governments Executive Director Linda Conner called the meeting to order at 4:03 p.m.

**II. INTRODUCTIONS AND SIGN-IN SHEET**

Ms. Conner reminded everyone to sign in if they haven't already done so. Then Ms. Conner introduced the LOCLG staff members attending the meeting.

**III. MoDOT HUMAN SERVICES TRANSPORTATION PLAN**

**a. Purpose of the plan-discussion on the funding opportunities**

There are a number of funding mechanisms included in the HSTP. There are federally funded transportation bills that support these funding mechanisms. We'll cover each of the bills, and will look at specifically how those bills deal with the elderly, disabled, low-income, and transit-related programs.

Ms. Conner explained the Federal Transit Administration has a program for elderly persons with disabilities. This is Section 5310, which started in 1975. This was a discretionary capital assistance program intended to help fill the gaps in accessibility in transportation needs for seniors and persons with disabilities.

Ms. Conner said that in 1991 the Intermodal Surface Transportation Efficiency Act was passed and in effect, from 1992 to 1997. It's also known as ISTEA. It was funded at \$155 billion and there was flexibility in using the funds for a variety of transportation priorities, including the National Highway System, planning and management systems, and new technology in mass transit.

Ms. Conner said under ISTEA the Section 5310 program was changed from a discretionary capital assistance program to a formula funded program, so each state received a certain amount of funding based on a formula. It was intended to assist nonprofit groups in meeting transportation needs of elderly persons with disabilities.

Ms. Conner said in 1998 the Transportation Equity Act for the 21st Century (TEA-21) was passed. An adjustment was also made because of some technical issues with the original law. That bill was funded at \$218 billion and was for safety and transit programs. Under TEA-21, a new program was created called Job Access and Reverse Commute, or Section 5316, which was again a discretionary program. The JARC Program was established to address the unique transportation challenges facing welfare recipients and low-income individuals seeking employment. The program ran from 2005 to 2009. While the funding for this was to expire in 2009, Congress continued to renew the funding 10 times, before approving a new bill.

Ms. Conner said the Safe Affordable Flexible Efficient Transportation Equity Act, a Legacy for Users, known as SAFETEA-LU, was passed at \$244 billion. This was to support highway systems, transit systems, bike/pedestrian facilities, ground facilities and safety priorities. Under SAFETEA-LU, the provisions for supporting public transportation options, with the New Freedom program, was funded by Congress in 2006. The new Freedom program was established to provide funding for projects to develop services that created new public transportation services and alternatives beyond the ADA's specific requirements. So, they wanted the enhanced transportation options beyond the ADA.

Ms. Conner explained there were some gaps in transportation funding. Either Congress extended it or there was nothing in place. In 2013-2014, Congress passed the bill Moving Ahead for Progress in the 21st century, which was MAP-21. The original bill expired in 2014, but Congress extended it several times until they were able to pass Fixing America's Surface Transportation in 2015 (FAST-ACT). Under MAP-21 many programs were consolidated, including the elimination of the JARC Program, now allowing these projects to be eligible under the Formula Grant for Rural Areas, the Section 5311, and combining the New Freedom program, Section 5317 with the Section 5310 program, to create the Enhanced Mobility for Senior and Individuals with Disabilities.

Ms. Conner said in 2016, Congress passed FAST-ACT for \$305 billion. This was a long-range transportation bill spanning four years. It funded projects for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous material safety, rail research, technology, and statistics programs.

Ms. Conner said under the FAST-ACT, the two primary programs that were included to fund transportation-related programs, with a focus on elderly, low income, and persons with disabilities, were Section 5310 and Section 5311.

For this overall planning project, we will look at the Section 5310 and Section 5311 programs, but MoDOT wants us to be familiar with the history of the overall programs in the planning process.

Ms. Conner added that she would give a quick overview of all the programs.

We have the Human Services Transportation Plan which allows funding to come from these other programs.

**i. 5310 Funding for Elderly and Disabled**

Continues to be funded as the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

**ii. 5316 Job Access and Reverse Commute Program**

The 5316 was eliminated and the 5311 is the current program

**iii. 5317 New Freedom Program**

The 5317 was consolidated into the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

**b. Involvement in the plan-discussion on the importance of data collected**

Ms. Conner then explained why this planning process is necessary. The Federal Transit Administration and Federal Transit law requires that projects selected for funding under the Enhancement Mobility for Individuals with Disabilities Section 5310 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 the public, private and non-profit transportation providers and members of the public who are actually utilizing the services.

These coordinated plans identify the needs of individuals with disabilities, older adults and people with low incomes. Also, to provide strategies to meet the needs and prioritize transportation services for funding and implementation.

Ms. Conner mentioned the transportation projects that were funded within our region through the 5310 or 5311 grant program, and we have a considerable number here.

OATS services our area even though they are based in Columbia.

Lake of the Ozarks Developmental Center and CCDDR had received funding as well.

Ms. Conner also stated that the Good Shepherd Nursing Home received six handicapped-accessible vehicles in the last two years from the 5310 grant program.

Ms. Conner added that the Lake of the Ozarks Council of Local Governments offers the grant writing services for organizations that would like to apply for the 5310 or 5311 grant. So please keep that in mind if you want to apply for those funds.

Ms. Conner then explained for the purposes of this plan will be identifying all transportation options available in the region that are not driving yourself in your own vehicle.

Ms. Conner explained that not all transportation is equal. As we are looking at the options that are available within our region, we want to also look to see if there are barriers that are hindering someone from using a particular service within our area. For example, is the vehicle handicapped accessible or is there a cost factor.

Ms. Conner added that personally she has never used Uber, so she is not sure how much it cost or Lyft, but is the cost prohibitive. Also, when and where are the services available? Ms. Conner added that there is also the political factor while Uber and Lyft have been approved in Missouri, how do individual communities deal with the new transportation option?

**i. Transit Providers**

Ms. Conner stated that we have three different surveys that have been sent out. There is one for the transportation providers because it is important that we accurately account for the transportation available in the area. That is a key factor because we need to know what is available. The transportation providers have been sent this survey, and if you did not receive a survey, please see her, and she will make sure you receive a copy. The survey is eight pages, and you can take it online.

**ii. Public Service Agencies**

Ms. Conner added that we also have a second survey which is for non-transportation providers. This survey was sent to Human Service Agencies such as MOCA, food pantries and employment services because these organizations come in contact with many people that have transportation needs. This survey is a thirteen page survey in which we asked them to clarify the services they provide and where they see the most need in regard to transportation-related issues.

**iii. Citizens**

Ms. Conner mentioned the Consumer Survey that was meant to be completed by consumers who would be using the public transportation options available. Ms. Conner stated that the consumer survey that we sent to job centers, faith-based organizations, elderly housing managers, nursing homes, day cares and preschools. This survey is a five-page survey, and we asked them to share it with their consumers and ask them to fill out the survey as well.

**c. Review of planning process-discussion on the timeline and completed plan**

The Human Services Transportation Plan must be updated every five years.

Ms. Conner stated that the plan was previously approved and adopted by our Board in 2013, and a new plan must be approved by February of 2018. We anticipate the planning to take about 10 months.

**i. Service assessments**

The Human Services planning objective, we want to assess the available services within the area as well as assess the transportation needs because the available services may not actually fit all the needs within our region.

## **ii. Needs assessments**

We want to identify the gaps in transportation needs. We want to develop strategies and activities that will address the transportation needs within the region. We also want to identify funding opportunities. The 5310 and the 5311 program are grant programs that require a match. We have an organization that may not have the match funds to do it so is there a way that we can help them afford the match.

## **iii. Prioritization of strategies**

In an effort to develop strategies, Ms. Conner asked the audience to participate by writing the problems on one index card and some possible solutions on the other index card provided.

Ms. Conner asked everyone to keep the cards handy because as we go through the program, we are going to look at some data, and you might have some additional ideas as to what the problems are and what the solutions may be. Ms. Conner added that she wanted everyone to feel free to make any comments that they would like.

Ms. Conner stated that the primary focus and framework for this particular planning document will be the elderly and senior population as well as the disabled population and the low-income population. So we are going to look at the data for the region.

Ms. Conner added that this is the Census information that we have. It is the ACS which is the American Community Survey for 2015.

The City of Camdenton has our highest population. Ms. Conner also said our focus today is in Camden County because we are here at this meeting in Camden County today, and we will be hosting meetings in each of the counties and will go into more depth as to what that particular county is experiencing.

Camden County population is 43,927. And the number one qualification for the 5310 program is to have population less than 50,000, so all of our counties qualify for the program based on their population.

In the City of Camdenton we have a population of 3,844 in the City of Linn Creek population 244, City of Osage Beach population 4,433, City of Macks Creek, which technically no longer exists there are 244, City of Sunrise Beach, there are 449, City of Climax Springs 124 and the Village of Four Seasons 2,233. You will notice that the darker the color on the map the denser the population. The rural populations living outside the City limits are where most of the population is in Camden County. So we have residents living in rural areas of 32,356, which makes it more difficult for people to get to the services they need.

We also looked at the senior population, and seniors are defined as age 65 or older. Missouri is at 15 percent over the age of 65. Camden County is much higher than the State average at 24.1 percent of the population are 65 or older.

Again, you will notice that the darker the area the more seniors are living in that populated area.

Next we will look at households with a disability. Missouri has 14.3 percent living with a disability. The disabilities include living with a hearing, vision, cognitive, ambulatory, self-care or are non independent. And Camden County has 17.7 percent that are living with one or more disabilities within our region.

Next we looked at households by poverty. Camden County is still higher than Missouri which is at 11.1 percent and Camden County has 12.1 percent living in poverty. We then drilled down to Camden County itself and the area which is close to Macks Creek area is at 41percent who live in poverty. Ms. Conner then defined poverty as individuals are considered poor if the resources they share with others in the household are not enough to meet their basic needs. The poverty line is the minimum level of resources that are adequate to meet the basic needs. The official measure uses three times the cost of the minimum food diet in 1963 in today's prices. Ms. Conner added that the poverty threshold measures are not adjusted by location or geographic area. Therefore, if you are living in New York City this would be the same amount of money as if you were living in Camden County at the poverty level. Therefore, the official poverty threshold is the same throughout the U.S. In 2016, the threshold for a family of two adults and two children was \$24,339 annually.

Another indicator is the low to moderate income, and all the counties within our region are close to the State average of low to moderate income. Missouri is at 42.6 percent, and Camden is at 38.4 percent. Ms. Conner added that we do have pockets that are much higher in the low to moderate income in that we have 56 percent in one area on the map and in the City of Camdenton, there is a 57 percent. Camden County overall is 38.4 percent in the low to moderate income bracket.

Ms. Conner then defined low to moderate income and stated that very low income is defined at 50 percent of the National Median Family income for the area. The LMI factor actually incorporates adjustments for areas that are unusually high or low-income areas that are relative to the housing costs, so they do consider the housing costs in the LMI factor. In Camden County, the median household income is \$44,816 so half of that would be considered very low income. Low income is defined as 80 percent of the National Median Income, which would be 80 percent of the \$44,816. The moderate income is defined as 115 percent. Ms. Conner added that while the definition of poverty does not adjust for location, the LMI does.

Ms. Conner mentioned that we have looked at the poor, the elderly, and now we need to look at the people who don't actually have the resources to actually have a vehicle. Ms. Conner then presented a slide which shows households that do not have a vehicle at all. Two counties within our region reflect a lower percentage of households with no vehicles compared to the State. The two counties are Camden and Miller.

Camden County has 4 percent of occupied households with no vehicle, which equals 685 households without any kind of vehicle whatsoever.

Ms. Conner stated that we also looked at commute times. We have people who are working, but they are what she considers the working poor as it is difficult for them to get to work, so how can we help them. The commute times within the four-county region and again the darker the areas are the higher percentages of people who are traveling the furthest to work. Ms. Conner referred to another map, which demonstrates 45 minutes or more for them to drive to work. The average commute time for Camden County is 22.5 minutes. So, you will notice that our poorer areas and their commute time is more because 34 percent of these people are commuting over 45 minutes to work. This increases their cost for maintenance and gas.

In addition, Ms. Conner said we also looked at where the major employers are located within the four county region. Ms. Conner referred to the top 20 employers within our region. So let's look at those people that were driving 45 minutes to work and what their options are as far as traveling within our region and the centers of employment. Ms. Conner also mentioned this is Camden County directly so you can see that most of the employers are located within Camdenton, Osage Beach and in that general area. Also, if you look at the options that they have for going to work you will notice we have a lot of hospitality such as Tan-Tar-A, Lodge of the Four Seasons, and retail with Camdenton Walmart and Osage Beach Walmart. So we live in a four county region, and we have 13,065 people that are traveling into the region to work, and we have 18,492 traveling outside the region to work. We also have 25,585 staying within the region for their employment. In Camden County itself, we have 7,198 people who are traveling into Camden County to work, and we have more than that traveling out of the county to go to work, which is actually 7,754 and then the people who stay within the county to work is 7,526.

Ms. Conner then asked where else do people need to go when they have no means of transportation or limited access to transportation. Such as accessing healthcare, how far is it for them to travel to a health care facility within our region. Ms. Conner directed the attention of the attendees to the top 20 health care facilities within our region, and a lot of them are clinics in the rural areas, but the citizens still need transportation to get there.

#### **iv. Draft plan**

Ms. Conner then explained how the audience could participate in the planning process. First of all, we would like for everyone to complete the survey that best fits their particular situation. We have three different surveys so please make sure that you are completing the correct one. The one for the transportation providers is extremely important for us to understand where we truly have service and where we have gaps in service. In addition, Ms. Conner said that if you are aware of gaps to please let us know.

If you know of an organization that would be willing to apply for some grant funding to obtain vehicles to offer services that are not already out there to please let us know that as well.

#### **v. Adoption process**

Ms. Conner mentioned that we will be hosting a series of these public engagement meetings so if you know of someone that wasn't able to be here today we have three more that have been planned within our region.

Ms. Conner added that we also need your help with the planning process because we need to develop strategies to enhance our services and transportation options within the region. We want to develop a coordinated effort to expand the capacity of our existing transportation options.

#### **IV. OPEN DISCUSSION**

Ms. Conner mentioned that she is aware that OATS has recently offered some new transportation options within Camden County. Ms. Conner then asked Jack Heusted with OATS if he would like a few minutes to talk about it.

Mr. Heusted stated that OATS has been working with CCDR for about 15 months with regards to expanded services for Camden County. They are scheduled to begin the new service on July 1, 2017 with a single bus that is going to be operated from 2:00-8:00 p.m. Monday through Friday and 9:00 a.m. through 3:00 p.m. on Saturday and Sunday. This is quite different than what OATS typical operating hours are. Mr. Heusted added that what is nice is that this represents a community effort to look at. If you read the transportation plan, those are the things that are missing as it relates to a lot of the current services, such as evenings and weekends. Even if someone just needed to go pick up a prescription at 6:00 p.m. or someone who is needing to go to work or working another shift. OATS is excited and has already been bombarded with calls asking about the service, so they are thinking that this is really going to be a big thing. Mr. Heusted added that he does worry that they might have so many requests that a single bus is not going to be able to be everywhere because they cover the entire County of Camden. But that is a good thing because that demonstrates a need. So moving forward he is hoping they can establish some data that supports this, so they can approach other agencies within the community to come together to try to look at expanding beyond just a single bus. Mr. Heusted added that he schedules about 15 buses everyday just for Camden County and there isn't any reason why those buses couldn't operate into the evening and on the weekends other than the funding to help support those expanded hours.

Mr. Heusted also mentioned that we have mentioned the problems, and everyone can put money on the list but money is a problem, and it is at every level. It is at the local level, at the State level and at the Federal level as well. There is just not enough dollars there to support the effort so you end up having to prioritize what kind of service you can provide. Mr. Heusted added that this opportunity has provided them with thinking outside the box from what they were typically doing and OATS will be taking requests for transportation 24 hours in advance rather than 5 to 7 days in advance.

Mr. Heusted also stated that they have a meeting tomorrow, and they are preparing to start offering this service. They have hired some additional drivers and staff and have another vehicle.

Mr. Heusted mentioned that he doesn't know about the timeline, but OATS is still planning to come up with another name rather than OATS.

Ms. Conner asked if they were going to have a contest. Mr. Heusted responded by saying they are having a contest to rename it, and they have conducted similar projects in Herman and Owensville, and they now have the Herman Express and the Owensville Transit and then on the bottom; it reads it is operated by OATS, Incorporated.

Mr. Heusted added that part of the plan and the strategies for OATS as a company who has been in business for almost 46 years is the misconception of who can ride because anyone can ride. There are no age restrictions or income restrictions or anything.

OATS is getting ready to have a strategic planning session in September, and everything is on the table at that meeting. They will be open to discussion regarding service delivery, logos, everything. This meeting is, so they can step back and take a look at where they are, and they are very proud of their 46 year history. However, when he can walk down almost any street and ask someone about OATS they will probably quickly tell him that it is for old people. Mr. Heusted added that they are right. However, they are also wrong. Therefore, they want to change the way people think of OATS, and he thinks with the expanded service it will certainly help to entice a different client base due to the fact that seniors typically are not out late and on weekends, they might ride a bit however, he expects that typically they will get a different clientele mix than they currently have. The 1st of July is also not too far off.

Ms. Conner asked where the first bus is going to take off from. Mr. Heusted replied by saying that it will be whoever calls first because it is door to door service. Moving forward there is the potential that they would do some deviated routes in that they might have pick up points and so on but the lake is very unique in trying to get around so it is not always that simple, but he feels as though those are things that they can build around as they start to look at this as well as the usage and the demand. OATS will be tracking very closely the request and the service.

A question was asked how much it costs to ride the bus. Mr. Heusted replied by saying to ride in town, City limits whether it is Camdenton, Osage Beach, Linn Creek, etc. the fare is \$5.00 round trip. If the service is provided within the County, then the fare is \$7.00 round trip. Mr. Heusted stated that he thinks that is not too bad.

A comment was made that the fare amount will cut a lot of people out. Mr. Heusted responded by saying that moving forward an effort is to see if the fare amount can be reduced, and they would like to be able to do that. Part of the fare amount came out of the result of several years ago when their company was no longer receiving Area on Aging Funds, which paid for a large portion of the service for folks, but when that went away they had to increase the fare just to help cover some of the cost to provide service. In addition, Mr. Heusted commented that the commenter is absolutely right because to the seniors and/or those with a disability or low income \$5.00 is a lot of money.

A question was asked if that fare covers a round trip. Mr. Heusted stated that it does. So it is \$2.50 each way, but it is also for employment when someone is going 5 days a week. Mr. Heusted also mentioned that they try to work with folks a little bit in that this is written on paper; however, it is not carved in stone. Mr. Heusted added that he sometimes gets in trouble

with his finance director but to him, the effort is to transport people. At one time, OATS operated on just a suggested donation but the problem with that is that it was kind of like going to church in that when the plate was passed the same people put in every Sunday, and the others just pass it on and that was the way it was working. They had people who were very faithful in donating, and the other people would just look the other direction, so when they implemented the fare it just went to a level playing field. If you are going to ride you have to pay plus the fact that it created an ownership and buy in to the system. Mr. Heusted added that they really have not had a lot of fallout from it, but he is aware that it would inhabit those on a frequency basis. Mr. Heusted added that a lot of the people they transport only go once or twice so it is not such a financial problem other than those people who thought they could go 3 or 4 times, but they don't have the \$20.00 to pay for the trip, and they are using that money to go to work.

Ms. Conner commented that there might be an opportunity in that we may be able to get some non-profit organizations that could raise some funds and maybe donate the funds through the food pantries where people could ride. Mr. Heusted responded by saying that they already do that. They have agencies and organizations that buy punch cards for their clients, and OATS issues the card to the client and punches the card for them, so they can ride the bus. Mr. Heusted added that there are some ways that they can kind of help, but they are excited because this is such a different process than they have had before, and his staff thinks he is nuts but that's okay because as he was sitting here before we started the meeting he was reading through the plan, and it is very interesting because this particular project addressed a lot of the same things that they consider to be high priority as well as medium priority as far as evenings, weekends and that sort of thing.

Mr. Heusted added that in short there is a solution, but they need to take it much bigger than just a single bus. And they need to think about that with regards to the entire service region.

Ms. Conner added that some thought also needs to be given as to how it can be sustained as well. Mr. Heusted agreed.

Mr. Heusted thanked everyone. Ms. Conner thanked Mr. Heusted.

Ms. Conner stated that we need to continue to develop some strategies, while OATS is filling a gap, we have there are bigger gaps that need to be filled and how can we work on those gaps and make it sustainable for the long term. Ms. Conner added that as more and more people return to the area, we are going to have more needs that are not being met.

Ms. Conner also mentioned the developing coordinated efforts to expand the capacity of existing transportation options and added that it is so much easier to expand an existing operation rather than trying to create a new operation, so if there is any way we can enhance we need to look at that as well.

Ms. Conner also stated that we will prioritize the strategies by determining the importance of each strategy.

Ms. Conner added that we would like for everyone to review the draft plan and submit their comments. And once we have the plan put together we will share it with those that have

attended. Ms. Conner asked if everyone would make sure to include their email address on the sign in sheet so once we have the draft plan put together we can email it to everybody for their review and ask them to make comments on it.

Ms. Conner once again mentioned how the attendees can help with this and stated that if everyone would fill out the cards talking about the problems that we have with transportation within our region as well as possible solutions, it would be appreciated.

Ms. Conner added that when you look at solutions, look at thinking outside the box and how you can think about options that have not really been done in the past.

Ms. Conner stated that she welcomes any comments that anyone might have as well.

Ms. Conner mentioned that we expect to have the draft plan ready in January of 2018, and we will have a 30-day comment period which will give people time to review the draft plan and then submit their comments. After the 30-day comment period, we will have our Transportation Advisory Committee review the plan. Ms. Conner added that our Transportation Advisory Committee is made up of four individuals from each county and are appointed by the Presiding Commissioner. The Transportation Advisory Committee will review and recommend the plan to the Lake of the Ozarks Council of Local Governments Board of Directors. After that, the Board of Directors will review and adopt the plan.

Ms. Conner stated the next public engagement meeting is scheduled for July 12, 2017 in Laclede County. Ms. Conner added that if you have a copy of the Press Release it gives you the dates and times of the other meetings in Miller and Morgan counties as well.

Ms. Conner stated that she will open the meeting up to answer any questions that anyone may have. Ms. Conner thanked everyone for coming.

Mr. Heusted asked Ms. Conner if she has sent out the surveys. Ms. Conner responded by saying yes we have, and we have received several that were taken online. And then what we do is if someone mails the survey in, we take it online so that we can put all the data together on the survey monkey. Ms. Conner added that we have had some really good comments and one that sticks in her mind is in Laclede County in that they need more public transportation in Lebanon as well as the area of the Fort.

Mr. Heusted responded by saying that is interesting because he operates 5 days a week in town in Lebanon. Mr. Heusted added that the county service is limited, but one of the things that OATS is looking at which is a challenge for them, is some of the funding that they utilized to provide their service is restricted for certain rural areas. Lebanon is a good example of what they are looking at in terms of expanding their service outside of the City to a radius of a certain number of miles, which would allow OATS to go outside the City limits and pull people into town. Right now, OATS provides the in town service and then there is a County bus that operates, but a lot of those people don't necessarily live in very close. If you take a look at Sleeper and some of those communities, there is not a lot of things going on there. So OATS is hopeful that they can expand their service area in the future and go out into the community on a daily basis rather than on the 3rd Tuesday of the month because for most folks that is not user friendly or convenient. Mr. Heusted added that it basically works for the seniors they transport

because they may not have other activities or other things that get in the way so it is okay for right now.

Mr. Heusted also mentioned they are getting ready to add a second bus which will run in Lebanon at least 3 of the 5 days. By doing this as well as other things OATS is trying to address some of those shortages.

Ms. Conner commented that if you look at the data that we compiled for Camden County you will notice that Camden County has a lot more options than some of our other counties such as Morgan County. In addition, Ms. Conner said the very rural areas have a lot of people that are so sparse it makes it difficult to provide them with services.

Mr. Heusted agreed and mentioned OATS is a door to door service which means that whatever county road or farm road you live on, OATS picks you up at your house and takes you where you need to go. All of that is needed, but in a sense it limits what he can do. Mr. Heusted added that when we meet in September as a group, he is hopeful that with the outside consulting services, they have obtained who will come in and take a look at their service delivery because sometimes a person is just too close to the forest to see the trees. Mr. Heusted also mentioned that he is hoping they can process all the data to where OATS can look at it, and it might not just be door to door but rather a fixed route or a deviated service or possibly feeder services.

Mr. Heusted also mentioned that OATS runs a bus from Camdenton to Jefferson City to Columbia every Wednesday. The bus runs up Highway 54 and anyone can access the bus, there are pick up points at various locations, and if you can get to the pickup point, you can go on the remainder of the route. Mr. Heusted added that there are a lot of challenges such as if someone can't get to the pickup location. So those are the types of things they have to address so it doesn't make any difference if you live in a small rural town and can't get somewhere.

Ms. Conner asked Ed Thomas if he has a comment.

Mr. Thomas replied that he does and told Mr. Heusted, he would just like to give him a scenario. For example, let's say someone works 8:00-3:00, Monday through Friday. Can they schedule a pick up time Monday through Friday through OATS? Mr. Heusted stated that the person can schedule those rides and what they have is referred to as a subscription which means when OATS is providing employment services, and they are aware of the fact that the riders work schedule is 8:00-3:00 Monday through Friday; they book that trip so that when it comes up on the program, they know they have a certain number of folks already scheduled. Mr. Heusted added that is a big plus for the employee. Employment is the toughest transportation to provide because typically it is very heavy early in the morning and then there is nothing, and then they get hit later on in the day. This makes OATS always run into a capacity restraint. Mr. Heusted added that his busses can only hold so many folks and depending on if they are running a service whereby they are taking folks to a particular factory, then that is easier because folks are all going to a common destination. In that case, they can just go pick you up and drop you off. But if someone is working at the mall, someone else is at Dierberg's, and someone else needs to go to McDonald's then all that distance is time, and sometimes that distance can become a challenge because someone needs to be at work at 7:30 in the morning, and he may have to tell them they have to get on the bus at 6:00. Mr. Heusted added that if a person is really interested and wanting to get there they will probably say that is fine, but a lot of people

will tell him that they don't want to have to get up that early. Mr. Heusted added that employment is always their priority, and they are going to look at the other off times for things such as shopping and Doctor's appointments and things of that nature. OATS is trying to look at everything people need and not just 2 or 3 purposes because your life is not just 2 or 3 purposes. Mr. Heusted used the example that people want to go to the library, for some reason, and it might be very important to them or even to a movie on a Saturday or on Sunday to go to church. They have a lot of folks that can't get to church because they don't have a ride. Mr. Heusted added that all of their vehicles are wheelchair accessible, so they are able to accommodate the folks that have mobility devices.

Ms. Conner asked Marilyn Martin if she would like to share what kind of transportation they provide.

Ms. Martin responded by saying they provide door to door transportation for the folks they support through their programs and services, and all those folks are intellectually or mentally disabled. Some live in residential homes that have staff supporting them, and others live in the four corners of our county. So distance is always an issue as was previously described and so are getting those routes together, and folks gathered up and ready to come in to participate in the services that they provide.

Ms. Conner asked Ms. Martin if she feels that mobility management within our region would help solve some of those issues if there was a central location where people could come to get information regarding transportation. Ms. Martin responded by saying that the folks that they are generally supporting really need someone as a companion to assist them from their home into the center where they are providing services. In addition, Ms. Martin mentioned that it is important that they feel they are a part of the community, so they really need to get out and do things during the day. They provide services from their location in Camdenton as well as in Morgan County. However, in Morgan County the services provided are limited to the Developmental Centers staff driving their own vehicles and are then reimbursed because that is the only way they can provide service to those folks in Morgan County. Ms. Martin added that it is a tricky deal.

Mr. Heusted addressed the issue of a mobility manager and said three of those projects have been developed over the last 2 or 3 years. MoRides is one of those that were created with some funding support. The problem with those types of systems is they work more like a referral system rather than, I can get you a ride. The reason is either because they don't understand, or they don't have enough in-depth information regarding the provider to know exactly how to handle it. Therefore, what happens is someone calls and then they in turn pick up the phone and call OATS or the Developmental Center and want to know if they can take this person somewhere tomorrow? Mr. Heusted added that the answer is he can't do it tomorrow.

Mr. Heusted also mentioned that he is thinking of his own region. He has 15 counties that he supervises, and hopefully he is going to bring all of his scheduling in house next year. OATS has some local volunteers who serve as contacts for them, and if you look at one of the publications of "The Wheel" it will have Jack Heusted name on there and if you call him, he will give you information. Mr. Heusted also mentioned the volunteers have served them very well over history, but he honestly believes that it has gotten so complicated now that they need to bring it in house so that when someone calls a staff member can ask the appropriate questions, and

they can also be able to derive better data as to why they couldn't provide the service. And also to determine why since the last 8 calls, they received asked for that very service. This finds him wondering if he needs to change his schedules, so he volunteered to be the guinea pig within the company to do this, and he thinks that it is something that will benefit greatly, and it is certainly from a marketing standpoint in that they have an 800# that they could market so that wherever a person is located, they can just call 1-800-269-OATS, and the phone would ring into his office, and he will have staff there that would, then ask the caller where they live and what their need is as well as all the other pertinent questions. Mr. Heusted added he thinks that is key and is the service-delivery model that OATS has been subscribed to for 46 years.

Mr. Heusted added that it is a little touchy because some of the volunteers probably won't take well to it but he thinks change is inevitable and they have outgrown the current process. He also doesn't think some of them could answer the appropriate questions from individuals and he is certain they couldn't answer them from down here. All the scheduling for Camden County is conducted in his office.

Ms. Conner stated that she can see advantages to having something centrally located. Mr. Heusted added that from a marketing standpoint, he thinks OATS would benefit from it. Ms. Conner mentioned that the efforts would be more coordinated. Mr. Heusted also mentioned that the other thing is that his intent is to eliminate the concept that OATS is for Camden County, Miller County, Morgan County, and Laclede County OATS. His intent is that it will be OATS, Incorporated, and today they are operating these schedules. Also to have much more inter-county exchange of services and right now the focus is a lot within the county and that certainly inhibits Miller County for employment because maybe there is not a lot of employment in Miller County and maybe a lot of people come to Camden County to work, so the effort is to say it is OATS, Incorporated and these are the schedules that you can access, call 1-800-269-OATS, and they will see if they can help you.

Ms. Conner thanked Mr. Heusted and called on Mr. Thomas. Mr. Thomas began by saying he would just like to throw out some stats and if you talk about employment, he also referred to it during the Transportation Taskforce that the metropolitan transportation systems are a lot more concentrated and obviously rural areas have their challenges just by the pure virtue of their geography.

Mr. Thomas added that 44% of the residents in Camden County don't work in Camden County and 74% of the residents in Miller County don't work in Miller County and 42% of the residents in Laclede County don't work in Laclede County. Mr. Thomas added that Ms. Conner may have addressed this in her presentation prior to his arrival. Ms. Conner went back to the slide where she had already presented the information, and Mr. Thomas commented that it was a good graph but added that what is becoming increasingly obvious is that mobility is an issue. These are not the days where people lived and died in the same community, but rather they go outside their communities, and it is almost like a global management system, in that everything is accessible, one way or another, once the infrastructure is installed. Whether it is the web or the internet, and the same thing has to be said for transportation because the jobs that were once in the hometowns are no longer there. Therefore, folks have to go where the jobs are.

Mr. Thomas then mentioned that he had a conversation with Steve at the Career Center, and he indicated that he could get more people jobs if they could just get to the Career Center.

Mr. Thomas also mentioned that he thinks Ms. Conner had a slide within the presentation with regard to people in poverty and how many vehicles are available. When you consider the wages nowadays if a person can't afford to have a decent vehicle or afford the cost of repairs when they are making \$20,000 to \$30,000 a year and that median statistic for income for this county are probably a little skewed because the number of people here on retirement income is \$34,000. So that is difficult if you have two adults and two children. That leaves the average of 3.6 and of a family of that size to have two operating vehicles at all times to be able to go back and forth to work and to meet all of the other demands that are required is \$44,000. It is \$39,000 in Laclede County.

Looking at those statistics it would lend you to understand that employment is the central focus, and he agrees with Mr. Heusted in that even if it is not something that is currently door to door the way it is now, but if someone lives in Sleeper and wants to get to work in Lebanon, then one trip in the morning and one trip in the evening will probably do the trick. But it depends on how you look at that situation and the people that are required to provide service in the area.

Mr. Thomas added that Ms. Martin's transportation service is a concentrated very small group of people who have very definite needs and who have significant needs. He never sees any of those types of situations disappearing entirely from a community which is being serviced.

In addition, Mr. Thomas said that if you expand the employment, then it becomes a little more tedious, but if you look at just from the perspective of only expanded hours and services which Mr. Heusted mentioned earlier.

Just by direct contact as Ms. Martin would know, Medicaid and their requirements make transportation services quite pricey. There are a lot of requirements and the amount of money that is expended through the system just for singular services is remarkable. Mr. Thomas then defined singular as in if someone has a Medicaid related appointment, someone from Bolivar actually comes to Camdenton to pick someone up and takes them to Lake Regional Hospital. Mr. Thomas added that to him that just isn't very efficient. And from a perspective of how many tax dollars goes through these services within just our population and he has compiled through the Transportation Task Force, they are saving approximately \$200,000 just by converting 40 people to a contract for services with a public transportation provider. That is \$200,000 a county, State and Federal. Furthermore, the fact that Mr. Heusted is already using 50% of his expenses leveraged from the existing federal dollars that comes out, it makes you wonder if we need to look at those statistics and find out how we can make these things more efficient. Mr. Thomas added that he thinks that is a good premise for what we are discussing here even though it won't get solved today.

With regards to efficiency, Ms. Conner mentioned that efficiency has a lot of aspects, for instance, creating a neighborhood network whereby the neighbors know that they are going to the grocery store on a certain day. There is door to door service if the person knows that Bob is going on Tuesday, and Wendy is going on Thursday if they coordinated together since they are really close to the neighborhood that would save both of them money so creating a coordination between communities that you know you are picking up over and over again, and it may be a benefit to you overall, plus the fact that they get to know who their neighbors are and they get to get out and meet people that they may have never met before. So there are

different areas of coordination that can be done and need to be explored. Ms. Conner added there is a new website called Neighborhood Networks that is in larger areas, but it can be implemented anywhere.

Mr. Thomas also mentioned that in a centralized system such as, we were talking about, it would help to expand efficiency because someone who lives in the neighborhood may not realize where Mr. Heusted would because he has the addresses, and they realize that they have five different people picked up on five different days, so they could communicate with those individuals, and they could all be picked up on one day.

In addition, Mr. Thomas said he thinks there are a lot of things that we can look at not only from a community aspect but for the dollars that are being spent on the transportation system. He thinks that people would be astounded at the amount of money that we waste running those buses right by them, whereas, a public transportation system would offer a lot more value to the community.

Ms. Conner stated that she appreciates everyone coming out and reminded them to fill out the cards. The white cards are for the problems, and Pam has a basket for each of these if you will drop them in the baskets on your way out. We will compile all the information and share that back with everybody as we put the plan together.

Ms. Conner also reminded everyone that we will have additional meetings. The first ones are public engagement meetings, so we can gain input from the communities; however, we will be hosting additional meetings where we will be sharing the plan itself and will be taking comments at that point as well. Ms. Conner asked if there were any more comments.

A question was asked if it would be possible to obtain a copy of the plan. Ms. Conner responded by saying that the plan is on our website and it is a big file but you are welcome to download it.

Ms. Gilbert asked Mr. Heusted how the riders physically pay the drivers for their transportation. Mr. Heusted responded by saying they have a couple of options. OATS has punch cards that the riders can purchase, or they can pay the driver. All the drivers at the end of the day then deposit the funds. Mr. Heusted added that if the rider is a repeat customer, the punch card is the best because OATS likes to keep the cash on the bus as limited as possible. But for a lot of people that is the easiest way for them to pay, and the driver collects the money.

Taylor Schlueter asked if it is a cash only basis or if they have any kind of mobile credit card machine. Mr. Heusted responded by saying that they do not have any kind of credit card device so the rider pays with cash or check. Mr. Heusted added that eventually OATS will have to start figuring out how to accept a debit card as well as a credit card.

Ms. Conner mentioned that a lot of OATS clientele have their Social Security checks automatically deposited into the bank, and if they need transportation, then how do they get to the bank to get the money. Mr. Heusted agreed and said it is that way, and it is a barrier.

Ms. Gilbert also mentioned that she had visited with the new Director of CADV prior to the meeting, and she indicated that most of the people who are living at CADV, one of the main issues they have is that they do not have any access to funds. Mr. Heusted mentioned that OATS

can also do billings for services to individuals, and they can also set up a contract ID number and bill an individual for a month's worth of services or an agency, so there are various ways that OATS can help individuals.

Ms. Conner then asked Mr. Heusted if OATS has ever worked with any City or community that adds the OATS charges to their utility bill such as the water or sewer bill. Mr. Heusted replied that as yet they have not, but have identified that concept as an option. Mr. Heusted added that OATS would like to use some of those mechanisms just to help educate folks. And that is another thing that when they start to look at some strategies is to get some of the local people more involved to help OATS educate folks about what is going on. Mr. Heusted also mentioned utility bills and various media efforts that are in the communities is something that he feels they need to tap into.

Ms. Gilbert mentioned that her reason for asking this is that she knows how it is at Christmas time and everybody wants you to donate, and it gets to be overwhelming. A lot of organizations have Christmas in July as an example. Say she wanted to donate to CADV and just pick an amount, but she wants them to spend the money on transportation. So the question is if there is a way to make that triangle to where the Director can determine that this person needs to go here today, but a different person needs to go somewhere else next week, and they can still use that same card. Mr. Heusted responded by saying that they could probably expand on what we were talking about with regards to pulling together a consortium to filter the donations through. Mr. Heusted also mentioned that Lynn was at the last meeting and spoke about having a designation so that people could donate money to help support the transportation needs, and then they could designate those funds for individuals.

A comment was made that what needs to be done is to keep a record of how much is getting used. Mr. Thomas added that technology is going to be helpful even though the system software is kind of expensive initially they are very reasonable to maintain afterwards for all non-profits, including OATS for the amount of resources available just to provide the service as well as management capabilities. From a perspective of someone wanting to donate, the Transportation Task Force is hoping to offer a function in the future to establish a transportation fund. And with it being a designated transportation fund, people could donate directly to transportation efforts to different groups. For example, it could be for social service aspects or for someone who needs specialized transportation. You can earmark those things, and they can be allocated within that fund to go towards the specific function that someone wishes to donate. Therefore, when a person donates money and says I want it to go to this particular function it has to be used for that function unless the donator relinquishes that request. Mr. Thomas added that if a person wanted the funds to go directly to CADV that would be saying I want someone transported somewhere, and they would acknowledge the request and use it for that purpose. So if you had a simple transportation fund with the Council or a non-profit organization or even a group of volunteers, then you could allocate that fund based on the donors' wishes. Mr. Thomas added that he feels like it is easy to do and is not really complicated it is just a matter of setting it up.

Ms. Gilbert said the reason for her question was that she wasn't certain if something such as that were already in place or not. Mr. Heusted replied by saying that he is sure that within the company structure, OATS has a similar program. OATS operates in 87 counties, and they have 7 regional offices throughout the State and are covering most of it, and they will make it work one

way or the other. In addition, Mr. Heusted stated that this is his whole effort now. OATS also has a giving program so people can bequest to OATS, and they have had several riders over the years that have passed on, and part of their money was donated to continue to provide service within the county to their fellow riders as well as those coming forward.

Mr. Heusted added that technology costs but you don't necessarily have to have a lot of technology in order to run smoothly, and OATS has the ability to track a lot of information within the system they have right now.

A comment was made that another aspect is important to set limits as to how much each person can receive so that one person isn't using all the funds. For instance, at Lamb House if they are helping someone with a gas bill, the person gets a certain amount every year if they are applying for it but when the amount is used up, they understand they can't ask for it again. That process is just a matter of simple record-keeping and Lamb House does that with everything, no matter if it is food or transportation or whatever.

Ms. Conner asked how many of the attendees remember when McDonald's only accepted cash. But since then they had to change their business model in order to stay alive. Mr. Heusted agreed. Ms. Conner added that is one of the big things that she thinks about is if you have options such as a debit or credit card, she thinks OATS would see more riders.

Mr. Thomas stated that he agrees in that technology has pretty much made us a cash less society. Mr. Thomas added that his Mother that is over 70 years old just got a debit card last year, but up until then she either used checks or cash. And now she realizes the convenience of the debit card. When you first start with technology, it might cost a bit but the convenience is worth it and it is kind of like a microwave in that after a while, you assume that everyone has one. Mr. Heusted mentioned that he always uses the analogy that it is just like when he used to work for Montgomery Ward, and one day they got in quartz watches, and he thinks the first one he saw was about \$75.00, but now you can get those in Cracker Jack boxes. So what costs a lot then as time goes by it's not such a big deal.

**V. NEXT MEETING-Laclede County Library-July 12, 2017 at 4:00 p.m.**

Ms. Conner stated the next meeting will be at the Laclede County Library on July 12, 2017 at 4:00 p.m.; please share this information with anyone who may be interested in attending.

**VI. CONCLUSION**

Ms. Conner stated that she appreciates everyone coming out and participating in the planning process.

**VII. Adjourn**

Ms. Conner adjourned the meeting at 5:15 p.m.



# Lake of the Ozarks Council of Local Governments

Serving Camden, Laclede, Miller and Morgan

Tuesday July 11, 2017 2:00 p.m. TAC Meeting: Human Services Transportation Coordination Plan

Stover Lions Club 101 N. Oak Street, MO 65078

	Name of Attendee	Organization	County You Represent	Contact Phone #	Email Address	Miles Driven To Meeting (Round Trip)
1	Spahn Cheryl					42
2	Francis Corner	ROCK G	Morgan Laclede Camden, Fulton	573-346-5092	linda.corner@rockg.org	82
3	Brandon Spie	Miller	Miller County	573-280-5899	bspie@spiestransport.com	
4	Mike Holland	MoDOT	Miller	573-534-6017	mhollland@missouri.gov	
5	Paul RITTER	MoDOT	Miller	573-619-9547	p.ritter@mo.gov	140
6	Jeff Hancock	Camden City of	Camden	573-346-3600	jhancock@camden.org	110
7	Bob Lynch	MoDOT	STATE	573-480-0309	robert.lynche@mo.gov	80
8	Allen Kimberling	LAURE	Morgan	573-450-0514	Allen.kimberling@laure.org	45
9	Kim Tipton	MoDOT		573-566-6994	kimberly.tipton@mo.gov	98
10	Scott	MoDOT		573-751-7689	stover.ang@mo.gov	
11	ROD REID	LAURE	LACLEDE	417-588-8309	rod@shphilis.com	130



# Lake of the Ozarks Council of Local Governments

Serving Camden, Laclede, Miller and Morgan  
 Tuesday July 11, 2017 2:00 p.m. TAC Meeting: Human Services Transportation Coordination Plan  
 Stover Lions Club 101 N. Oak Street, MO 65078

Name of Attendee	Organization	County You Represent	Contact Phone #	Email Address	Miles Driven To Meeting (Round Trip)
12 NICHOLAS EBERHARD	OSAGE BEACH	CAMDEN	573 302-2020	nledelmeand@osagebeach.org	84
13 Kevin Shuckley	Lebanon Mo	Laclede	417-531-0869	ke.shuckley@lebanonmo.org	102
14 Steve Brown	LOCLG				82
15 Taylor Schueter	Laclede	Camden			80 82
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**LAKE OF THE OZARKS COUNCIL OF LOCAL GOVERNMENTS  
TRANSPORTATION ADVISORY COMMITTEE (TAC)  
MEETING SUMMARY**

**July 11, 2017**

**2:00 PM**

**Stover Lions Club  
101 N. Oak Street  
Stover MO 65078**

**I. Call to Order**

Brandon Opie, Chairman, called the meeting to order at 2:11 p.m. He welcomed everyone and asked those present to introduce themselves.

TAC members present were: Chuck Chorpening, Brandon Opie, Mike Holland, Paul Ritter, Jeff Hancock (alternate for Greg Hasty), Allen Kimberling, Rod Reid, Nicholas Edelman, and Richard Shockley.

MoDOT representatives present were Bob Lynch, Kim Tipton, and Steven Engelbrecht.

LOCLG staff members present: Linda Conner, Taylor Schlueter, and Terre Brown.

**II. Approval of Meeting Summary**

Chairman Brandon Opie asked if there were any questions regarding the minutes from the May 23, 2017 meeting. There were none, and he called for a motion to approve the May 23, 2017 meeting summary. Rod Reid made a motion to approve, and Paul Ritter seconded the motion; the committee voted unanimously to approve the meeting summary of May 23, 2017.

**III. MoDOT Update**

Bob Lynch reported the preliminary meeting for the 54 and W Interchange had been held. Several members of the TAC were present, along with several businesses in that location. The consensus was to move forward with Option two. He brought a copy of the documents from that meeting for the Committee to look over.

Mr. Lynch said the STIP had been approved by the Commission at the June meeting. The 54 and W Interchange was funded, along with the Gasconade Bridge. However, the Bridge is not a done deal. There has been interest from a group about taking control of the Bridge; therefore, removing it from MoDOT's hands. From research, the group appears to be legitimate. He said this was not for public knowledge yet, but it looked good.

Mr. Lynch said the second round of mowing will start. MoDOT started around cities' limits before July 4, 2017 in Eldon and Osage Beach. He has not been to Lebanon yet, but hoped there had been mowing there. Next Monday MoDOT will return and finish the majors and go back to the minors for a second round of mowing.

Mr. Lynch said MoDOT is currently doing many chip and seal, and is getting ready to go into Morgan County, where there are seven or eight roads.

Steve Engelbrecht discussed cost-share applications, and said Central Division had received three from Columbia, Potosi, and St. Roberts. It was a little slow on the first round.

Mr. Lynch's office submitted those from Columbia and Potosi. The districts were allowed to pick two big projects, and those were the two his district submitted.

#### **IV. Review the Prioritization Results for Multimodal Projects**

Ms. Conner reported there were several tied multimodal projects. The Rock Island Trail Project tied in Miller and Morgan Counties, as did the Camdenton Airport and the City of Laurie sidewalks.

Ms. Conner suggested that four and five be combined. Both are the Rock Island Trail and can be made a regional priority rather than splitting them between two counties. The trail system will be beneficial as a regional project.

Ms. Conner said her second proposal would be to have Camden and Morgan Counties explain their projects, then vote anonymously on the green cards as to which should be five and six.

Ms. Conner said her third proposal would be to let Laclede County decide, which project they prefer as their top choice, since they are both in Laclede County.

Richard Shockley agreed with the way they were listed.

Ms. Conner asked Chuck Chorpening to speak regarding the City of Laurie and Jeff Hancock to speak regarding the Camdenton Airport.

Mr. Chorpening said he wasn't aware how many on the committee realized the volume of traffic on O Road. Laurie Mayor Allan Kimberling was also present in support of the Laurie sidewalk project.

Mr. Chorpening explained that at the end of O Road lies the mouth of the Gravois Arm, which is about the seven mile marker on the Main Channel. At the end of O Road, on the left, everything goes into the Gravois Arm. Everything on the right from Big Thunder, the Islands, on down goes into the Main Channel. There is a tremendous

amount of traffic. He estimates about 80 percent of the traffic is from outside the area, second homes occupied by a number of Kansas City people, etc. He said three large condo projects were at that location, Millstone, Blue Anchor, and a project next to Blue Anchor.

Mr. Chorpening explained the project will go from the light at O Road and 5 Highway past Laurie Care Center, the Laurie Knolls, to Fountain Apartments. There is another apartment project under construction on the opposite side of the road. There are ditches on both sides of O Road; there is no place whatsoever to get off O Road. Because O Road is resurfaced, there is no basic safety margin on the edge. There are many people who walk to work at Laurie Care Center from the Fountain Apartments. Regrettably, the residents at Laurie Care Center actually drive wheelchairs on O Road to the cigarette or grocery shop. There's nothing anyone can do about the situation, because these individuals are in the Knolls and, as part of that area, they're allowed to be on or off the grounds and go wherever they desire. This is an accident waiting to happen. The project would be the second for Laurie. The first project completed was not his preference; however, he wasn't in a position to comment. It probably wouldn't have been Mayor Kimberling's first project. This project is of utmost importance. It goes down O Road, to the apartments, and back up to the light. Mr. Chorpening asked the committee, for safety's sake, to vote for it.

Mr. Hancock said he felt the first priority is determining which project would have the largest regional impact. That's nothing against sidewalks, but they are a local situation. Regionally, they won't have much impact. As a group, he thought they should look at the project that would have a regional effect.

Mr. Hancock said the Airport Project was an expansion project that would bring corporate traffic to the whole region. From a funding standpoint, FAA has indicated that because of a fund shortage, they are paying for maintenance projects and not expansion. Camdenton has worked on this project for three or four years and has \$2 million invested. The City has five properties to pursue and has just finished two. Because of the funding situation, the City asked for Congressional support. The City has Congressional support from Senator Blunt, Congressman Hartzler, and Congressman Luetkemeyer. He is asking for the committee's support because this is a regional project.

Ms. Conner explained we are listing all projects and as pointed out by Mr. Hancock, they come from different pots of money; it's important to have them all on the list.

Ms. Conner asked the committee to write down, which projects they would prefer having as five and six, and the list will be updated.

**V. Review the Prioritization Results for Safety Projects**

Ms. Conner explained nine safety projects were listed. The list ran as number one being the highest priority, with the next eight numbers being less of a priority. She then asked for any comments on the order.

Mr. Lynch commented that number one would be addressed soon. MoDOT was asked to look into the issue at Julie Road and has done so. With Dollar General going in, they have decided to expedite it. Towards the end of August or early September, north of Old Route 5 where it veers off, they will start and go south on Julie Road. MoDOT will convert that section to a two-lane road with a center turn lane striping option. There will be a center lane off that entire stretch.

Ms. Conner asked if the extra lane would be eliminated.

Mr. Lynch said they would eliminate some of the passing lane locations on either side of BB, or actually shorten the existing lane. The same passing lane options there now will still be available, but will be a little shorter. The length will be similar to what is in Camden County, which is working well. So, the lanes will be about nine-tenths of a mile. MoDOT will chip and seal that segment. There is a maintenance improvement project coming up in two years to resurface Route 5 completely through that area from Route 64 to Camden County. They don't want to wait two years, so this is a band-aid, to chip and seal the area. The crews will do it at night, which will fill in the rumbles. They will return that same night and restripe to the configuration discussed. In two years, they will return and do a big project, which will take care of everything at that time.

Ms. Conner asked if there were any other comments and if not, she would like a motion to approve the safety projects. Chairman Brandon Opie called for a Motion to Approve the Safety Project for 2017. Nick Edelman made the motion, and Paul Ritter seconded. Chairman Brandon Opie asked if there was further discussion.

Mr. Shockley requested that Laclede County be allowed to submit another project, since one was being completed from the list.

Ms. Conner asked when Mr. Shockley would be able to bring the next project.

Mr. Shockley said he could submit something in the next couple of weeks, and that he wanted a chance to reach out to those in the county to determine their safety concerns; and added he would like to have something on the list.

Ms. Conner asked if the Committee finalized the safety projects for 2017, and Laclede brought forth another project, if that project could be added to the bottom of the list.

Mr. Shockley said that would be fine.

Mr. Reid said there would be another Dollar General going in at that location.

Mr. Shockley commented that may be Laclede's next safety project.

Paul Ritter said Dollar General would be coming to Brumley, along Highway 42, also.

Ms. Conner said this explains why Brumley has entered into the National Flood Insurance Program because that property is in a flood plain.

Chair Opie called for a vote approving the Safety Projects as listed. The motion passed unanimously.

**VI. MoDOT Human Services Transportation Plan (HSTP)**

Ms. Conner said the MoDOT Human Services Transportation Coordination Plan (HSTP) is done every five years. The TAC Committee is the Steering Committee for the project. The Plan will include Camden, Laclede, Miller and Morgan Counties. Throughout the rest of the State, there are 19 regional planning commissions and all 19 of them will be putting together a Human Services Transportation Plan for their counties.

- a. History of Transportation Funding Mechanisms for HSTP Projects*  
There are a number of funding mechanisms included in the HSTP. There are federally funded transportation bills that support these funding mechanisms. We'll cover each of the bills, but will look at specifically how those bills deal with the elderly, disabled, low-income, and transit-related programs.

Referring to a PowerPoint slide, Ms. Conner explained the Federal Transit Administration has a program for elderly persons with disabilities. This is Section 5310, which started in 1975. There was a discretionary capital assistance program intended to help fill the gaps in accessibility in transportation needs for seniors and persons with disabilities.

Ms. Conner said that in 1991 the Intermodal Surface Transportation Efficiency Act was passed and in effect, from 1992 to 1997. It's also known as ISTEA. It was funded at \$155 billion and there was flexibility in using the funds for a variety of transportation priorities, including the National Highway System, planning and management systems, and new technology in mass transit.

Ms. Conner said under ISTEA the Section 5310 program was changed from a discretionary capital assistance program to a formula funded program, so each state received a certain amount of funding based on a formula. It was intended to assist nonprofit groups in meeting transportation needs of elderly persons with disabilities.

Ms. Conner said in 1998 the Transportation Equity Act for the 21st Century (TEA-21) was passed. An adjustment was also made because of some technical issues with the original law. That bill was funded at \$218 billion and was for safety and transit programs. Under TEA-21, a new program was created called Job Access and Reverse commute, or Section 5316, which was again a discretionary program. The JARC Program was established to address the unique transportation challenges facing welfare recipients and low-income individuals seeking employment. The program ran from 2005 to 2009. While the funding for this was to expire in 2009, Congress continued to renew the funding 10 times, before approving a new bill.

Ms. Conner said the Safe Affordable Flexible Efficient Transportation Equity Act, a Legacy for Users, known as SAFETEA-LU, was passed at \$244 billion. This was to support highway systems, transit systems, bike/pedestrian facilities, ground facilities and safety priorities. Under SAFETEA-LU, the provisions for supporting public transportation options, with the New Freedom program, was funded by Congress in 2006. The new Freedom program was established to provide funding for projects to develop services that created new public transportation services and alternatives beyond the ADA's specific requirements. So, they wanted the enhanced transportation options beyond the ADA.

Ms. Conner explained, there were some gaps in transportation funding. Either Congress extended it or there was nothing in place. In 2013-2014, Congress passed the bill Moving Ahead for Progress in the 21st century, which was MAP-21. The original bill expired in 2014, but Congress extended it several times until they were able to pass Fixing America's Surface Transportation in 2015 (FAST-ACT). Under MAP-21 many programs were consolidated, including the elimination of the JARC Program, now allowing these projects to be eligible under the Formula Grant for Rural Areas, the Section 5311, and combining the new Freedom Program, Section 5317 with the Section 5310 program, to create the Enhanced Mobility for Senior and Individuals with Disabilities.

Ms. Conner said in 2016, Congress passed FAST-ACT for \$305 billion. This was a long range transportation bill spanning four years. It funded projects for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous material safety, rail research, technology, and statistics programs.

Ms. Conner said other than the FAST-ACT, the two primary programs that were included to fund transportation-related programs, with a focus on elderly, low income, and persons with disabilities, were Section 5310 and Section 5311. She referred to a slide, the Human Services Transportation Overall Plan, showing the original funding of 5310, which continued from 1975, to ISETEA in 1992, MAP-21

in 2012, and the FAST-ACT in 2015. The Section 5317 was consolidated with the 5310, so we currently have the 5310 for the entire program.

Ms. Conner said the Job-Related Program Section 5316 turned into Section 5311. For this overall planning project, we will look at the Section 5310 and Section 5311 programs, but MoDOT wants us to be familiar with the history of the overall programs in the planning process.

*b. Why HSTP is Necessary*

The Federal Transit Law requires that a project submitted for funding under the Enhanced Mobility of Seniors and Individuals with Disabilities, or the Section 5310 program, be included in a locally developed, coordinated public transit Human Services Transportation Coordination Plan, and that plan be developed and approved for a process that includes participation by seniors, individuals with disabilities, and representatives of public, private, nonprofit, human services providers, and other members of the public. We are hosting a series of meetings, one in each of our counties, and engaging the public. We're asking them to provide us with input on what they feel are the transportation needs and suggestions for solutions. Once that information is gathered, we'll put together a plan, a proposal, about priorities related to transit and public transportation. We'll bring it back to the TAC and ask them to prioritize those activities. Since this is the Transportation Advisory Committee, we thought that would be the best way to have those priorities brought forth in an equalized manner for each county.

Ms. Conner said transportation projects that have been funded with this project previously include the Camden County Senate Bill 40, and the Gateway Industries of Eldon. Many of the sheltered workshops have vans, which were acquired through the Section 5310 program. Good Shepherd Nursing Home District received six vehicles in the last two years. Other organizations that have received funding are as follows:

- Laclede County Association for Retarded Citizens,
- Early Education Laclede County,
- Laclede industries, another sheltered workshop,
- Lake Area Industries, a sheltered workshop,
- Lake of the Ozarks Developmental Center,
- Miller County Senate Bill 40, (services for the developmentally disabled),
- Quality Industries of Lake of the Ozarks in Versailles, a sheltered workshop,
- OATS services the local region and receives funding through this program. OATS is out of Columbia.

Ms. Conner wrote the grants for Good Shepherd Nursing Home and can do so for other organizations. If any member knows of someone wishing to expand their services for transportation, we can help them.

Ms. Conner said as far as a timeline, the Human Services Transportation Plan is updated every five years. We had an approved plan in February 2013, and need to have an updated and approved plan by February 2018. We anticipate this to be a 10-month planning process.

c. *Defining Public Transportation*

Ms. Conner said for the purpose of this planning effort, we will identify all transportation options available within the region that doesn't include driving yourself in your own vehicle. We'll discuss Lyft, Uber, OATS, Missouri Rides, taxis, any kind of medical transport, etc. While looking at those transportation options within the area, we ask the committee to look at barriers that could hinder someone from using a specific form of transportation, whether if it's handicapped accessible, the cost of the ride, or when and where a particular service is available.

Ms. Conner said there are some politics regarding Uber and Lyft. While Missouri has approved the service, some communities are not allowing the service within their area. No one is sure how that will play out.

Ms. Conner said LOCLG has put together three surveys.

- A transportation provider survey has been sent to all identified transportation providers MoDOT has indicated as receiving Section 5310 or 5311 funds previously. In addition to this list, we created a database of local public transportation providers. We sent them surveys and have received a good response. Survey information and results will be provided when we review the final plan.
- The second survey was for non-transportation providers that are human services providers, such as MOCA, food pantries, and employment services. These organizations come in contact with many people who have transportation challenges. We have asked them to fill out the survey identifying regional needs.
- The third survey is a consumer survey. Ms. Conner said there should be one in the meeting packets. This survey has been sent to job centers, faith-based institutions, nursing homes, daycares and preschools, and elderly housing establishments asking them to share it with their clients and fill it out. We want to know what consumers are experiencing,

whether it is personally, a family member, or friend facing difficulties with transportation issues.

The project requires that we assess the current available transportation services, identify gaps in transportation needs, develop strategies or activities, and funding opportunities, and have public participation.

Ms. Conner referred to an orange and white index card in each member's packet. On the white index card, she asked the members to write what they think or perceive the problems to be, what the transportation issues are in the region. What's the first thing that pops into your mind when you think of people dealing with transportation challenges? On the orange card, she asked them to provide what they thought would be possible solutions or strategies to solve that transportation needs.

Ms. Conner suggested thinking outside of the box. How can we actually create a network of sustainable transportation within our region? That's our biggest problem, making it sustainable. Because of tourism, we have many seasonal jobs. But, what can we do to support transportation regionally long-term and year-round. Feel free to leave any comments you have. While the primary focus of this framework in this plan is the elderly, senior, low-income and disabled populations, we don't want to overlook transportation as an overall need as well. But, for this particular project, these are our focus groups. We'll look at the data for the four-county area.

*d. Review Census Data from the Region for HSTP Plan*

Ms. Conner indicated that the information being presented is from the American Community Survey (ACS) 2015, which is census information. We looked at everything through the census block groups, which made it easier to make the maps. Ms. Conner shared that the qualifications for the 5310 grant are for populations fewer than 50,000. All of our counties qualify for this program, based on their populations. The darker shaded areas of the Camden County map represent concentrated population densities. So, there are large populations in Camdenton, Osage Beach, and Four Seasons.

Ms. Conner said there is a large section around the county where there's a rural population living outside the city limits. That hinders transportation being cost-effective, which is an issue. This is true throughout all our counties.

Ms. Conner said that while there is a dense population in Laclede County in the Lebanon area, Conway, Phillipsburg, and Evergreen are rural. The rural population living outside of city limits is 17,846.

In Miller County, Eldon, and the areas of Iberia and Lake Ozark are densely populated; but again, other areas in the county are very rural. More than half live in the rural areas, creating transportation issues that can't fill those gaps.

Referring to the Morgan County slide, Ms. Conner said there are dense populations around in the Lake Area and in Versailles. Again, there are populations living in the rural parts of the county.

Ms. Conner then shared information on the senior populations within the region. Again, the darker the area on the map, the more it is populated with those over 65. Camden has 24.1 percent, which is considerably above the average for the State of Missouri. Laclede and Miller counties are closer to the State average.

In Laclede County, many retirees are in the Richland and Stoutland area, though there are some in the Lebanon area. Ms. Conner asked if anyone knew why the area east of Lebanon had a large population of seniors. Mr. Shockley said it was probably associated with Fort Leonard Wood.

Ms. Conner said Miller County has a large population of residents over 65 in the Olean area. There are also populations in the Tuscumbia, Bagnell, and Lake Ozark areas. Miller County is similar to the state average of seniors living in the county.

Morgan County has the highest concentration of seniors in the Syracuse area and in retirement communities close to the Lake.

Ms. Conner then presented information concerning households with disabilities, which could include hearing, vision, cognitive, ambulatory, self-care and independent living, and can be one or more of these identified disabilities.

Ms. Conner said our area is much higher than the state average for people with disabilities. She noted there are also sheltered workshops in each of our counties as well, which could account for many disabled individuals moving to the region because they can work.

Mr. Chorpening asked if that could also be because the area is age-driven.

Ms. Conner replied it is certainly a little of both.

In Camden County the larger population of disabled is located in and around Macks Creek. This doesn't mean the individual is totally disabled and can't get out at all.

In Laclede County, there were large disabled populations in Evergreen, Phillipsburg, and Bennett springs.

In Miller County has a larger population of disabled in and around the Iberia and Brumley areas.

In Morgan County, has a larger population of disabled in and around the areas of Gravois Mills, Syracuse, and Versailles areas.

Ms. Conner will put the above information on the LOCLG website so members can go back and review the maps closer. It's interesting to compare the maps side-by-side and look at the areas of poverty and how they relate to each category.

Ms. Conner then shared information on poverty and low income within the region. Ms. Conner pointed out that our area has a higher poverty average than the State.

In Camden County, the area in and around Macks Creek has 41 percent of the population living in poverty.

In Laclede County, there is a concentration of low-income populations in and around the Lebanon area, as well as the Phillipsburg and Conway areas.

In Miller County there is a large population of what is considered poverty in the Eldon and Iberia areas.

In Morgan County, in the Stover and Gravois Mills areas, there are high concentrations of poverty.

So what is poverty? Poverty can be described as individuals whose resources, along with shared resources of others in their household, are not enough to meet their basic needs. The official measurement uses three times the cost of a minimum food diet from 1963 in today's prices. Anyone living below that is living in poverty; that is the bare minimum to live. The poverty threshold measures are adjusted to reflect the needs of a family, but don't account for the geographic locations. In 2016, the poverty level was \$24,339 annually for a family of four, and this is the same throughout the United States. This is just one factor used in regard to income levels. The census also looks at low to moderate income, which is another factor accounting for income. After going through the counties, we'll go over how that is defined. You have the poverty level, and then what is considered low to moderate.

Ms. Conner pointed out the next slide indicated Laclede County was almost equal to the State as far as low to moderate income levels. The other counties are just below. In some groups in Camden County, over 50 percent of the population is in the low to moderate income level. In Laclede County, near Lebanon 76 percent are considered low to moderate income, and they are concentrated in the middle of Lebanon.

In Miller County, Eldon and Iberia, both have areas that are considered low to moderate income.

In Morgan County, several locations are below the 50 percent of the population living in the low to moderate income bracket.

Low to moderate income is defined as: 50 percent of the national median family income for the area, subject to specific adjustments for income relative to housing costs. So, this measuring mechanism takes into account where you live. It also takes into account your household income, and what it costs to live there. For our region in Camden County, the median household income is \$44, 816; 50 percent would be considered a very low-income and 80 percent would be low income. Moderate income would be 115 percent of \$44,816. This measurement takes into account where you live, and how much it costs to live there.

We also looked at households with no vehicles, since the issue is transportation and what would be available. In Camden County, 4 percent, or 685 households do not have a car, or vehicle of any kind.

In Laclede County, the population without a vehicle is 7 percent, which is 886, in Miller County 5 percent, or 448, and Morgan County at 8 percent. In Morgan County, there's an anomaly impacting this figure. Maybe it's the Mennonite Community impacting the census information.

Referring to a slide of Camden County, Ms. Conner said the darker area shows 9 percent of the people in Camdenton don't have cars. In Laclede County, there's a concentration in downtown Lebanon who don't have cars. In Miller County, the highest percentage of households without vehicles is in Eldon. In Morgan County, the highest concentration is in Syracuse though Barnett. This is Mennonite country. The census could be impacted because many of that Community don't drive.

Chairman Brandon Opie commented that is that could reflect the low income as well, since most Mennonites don't report income. Ms. Conner asked about their not filing tax returns.

Chairman Brandon Opie said they give it to the Church and the Church redistributes it. Ms. Conner said that is an interesting fact.

The data presented next was in regard to commute times. People are working, but they're driving a long distance to find a quality job. The average commute time for Camden is 22 minutes; Laclede is 21; Miller is 27; Morgan County is 22. The region's average is 23, which is close to Missouri's average. Ms. Conner showed the map, and the darker areas represent people who are commuting farther, over 45 minutes.

In Camden County, 34 percent of the people in Macks Creek are driving 45 minutes to work, which increases their cost of living, based on the additional cost of their vehicle insurance, maintenance and gas. Thirty-four percent in Osage Beach drive 45 minutes to work.

Ms. Conner she wasn't sure how far Lebanon was from Fort Leonard Wood in Laclede County. Rod Reid said it was 33 miles on the interstate. Mr. Reid said the people in Phillipsburg are commuting to Springfield.

In Miller County in the St. Elizabeth area, 41 percent of their population is commuting more than 45 minutes, most likely to Jefferson City and Fort Leonard Wood; Iberia is 42 minutes, most likely to Fort Leonard Wood.

In Morgan County, the longest commute time is the Laurie area, with some in the Versailles area, at 45 minutes. Mr. Chorpening said they are working in Osage Beach.

Ms. Conner continued and said now let's look at the top employers to determine where people were driving. Camden County has Lodge of the Four Seasons, Camden County Courthouse, the School District and the Camdenton Wal-Mart, State Fair Community College, and Osage Beach has Lake Regional, Tan-Tar-A, and HyVee. The Laclede area has Lowe's Boats, Marine Electric, Tracker Marine, the Independent State Company, Emerson Electric, Marathon Electric Motors in Lebanon, and Durham Company. Morgan County has Gates Rubber in Versailles, and the Versailles Wal-Mart. She made the comment there were some jobs that paid well and some that didn't, and people are traveling for those jobs.

Mr. Shockley mentioned Mercy Hospital in Laclede County. Ms. Conner said that in looking at the overall, they did only the first 20. We then looked at each county separately, and did the top 10. Except for Central Bank, they're all on the first list in Camden County. However, she said Mercy should be listed in Laclede County, but didn't see it. Mr. Schlueter said the source from which he received the information separated each department into separate entities. Ms. Conner

said we need the numbers from Mercy for the list. Mr. Schlueter will recalculate the information on Mercy.

Ms. Conner asked Mr. Reid how many Pathways employed since opening. He replied 87, and that doesn't include Jordan Valley. Ms. Conner said Jordan Valley would be added.

Miller County has HyVee, Opie's Transportation, Menard's, Target, Kohl's, and the School District. There is a lot of retail.

Morgan County includes Gates Manufacturing, Cargill, the School District, the Good Shepherd Nursing Home, Laurie Nursing Home, Golden Age Nursing Home, the County, and Quality Industries, a sheltered workshop.

Ms. Conner referred to a slide with census information as to how many people commute into the region, how many people work in the region, and how many people work out of the region. There are more people commuting out than coming in, but there is a large number that stay in the region.

In Camden County, 7,198 commute into the county, and 7,754 commute out. Approximately the same number stays in the county to work.

In Laclede County, 5,576 commute into the county, and 5,583 commute out. The incoming is just replacing the outgoing. There are about 5,327 that stay within the region.

In Miller County, there's a large exodus of people leaving the county for work. There are 4,125 coming in and only 2,947 actually staying in Miller County to work.

In Morgan County 4,255 leave the county for work and 1,963 come into the county to work. Approximately the same number stays in the county to work.

Ms. Conner said another area where people need transportation access is healthcare. There are clinics in larger areas such as Iberia, Eldon and Lake Ozark, but the major hospital is in Osage Beach. Their clinics cover what they can; but, there are times you have to go to a hospital, and that requires travel of quite a distance.

e. *How the TAC can Help with the HSTP Plan development.*

First of all, complete the consumer survey. If the committee is aware of gaps in the community, please share that information with us. If you know about an organization that could help fill those gaps, maybe it only uses its van on weekends during church; however, it may be able to use it at other times to help

people to a destination. Maybe that's an organization with which we could have that conversation and see how those capacities can be increased. If you know about an organization who could provide this transportation or that would be willing to apply for the grant funding through the Section 5310, to support a transportation network within your region, let us know.

Ms. Conner said one of the returned surveys clearly stated that Lebanon needs public transportation.

Ms. Conner said LOCLG is hosting a series of public engagement meetings to share this information. We need this committee's help in developing and putting together strategies. What are your ideas? How can we network with other providers and create new sustainable providers? We'll put together a plan and ask this committee to approve it, and then ask the Board to approve it. We'll prioritize the strategies, review the draft plan, and submit comments. She asked the committee to fill out and leave the cards. Let us know what you think are the problems, what are the solutions; and make any comments you wish. We expect the draft plan to be finished sometime in January 2018. So, at our January meeting, I will bring a draft plan; we'll have a 30-day public comment period. After 30 days I will bring it back to the Committee, then to the Board for approval based on this Committee's recommendations.

As far as upcoming public meetings, we have one tomorrow at 4:00 p.m. in Laclede County at the Laclede County Library, and on July 25, 2017 at 4:00 p.m. in Miller County at the Eldon Community Center. Please share this information with any party that may have an interest.

In Morgan County, we'll meet at the Laurie Care Center because they received six vehicles in the last two years, and we thought they would be a good advocate for the program. The date will be August 10, 2017 at 4:00 p.m. at the Laurie Care Center.

## **VII. Open Discussion**

The next TAC meeting is September 5, 2017 at 2:00 p.m. in Camden County, and we will meet at the Central Bank on Highway 54.

Mr. Lynch commented it seemed like the current generation doesn't want to drive as much and don't necessarily fall into the low-income category. How will they be addressed?

Ms. Conner said many of them in Camden County will fall into that low to moderate income level of \$44,000, unless they have a profession. This program does not support

other than the three categories mentioned. If there is a large gap of people who are not low income, and don't want to drive, we want to accommodate them as well, but it would have to be with a different program. This would be a good place to put that information. We do need to talk about that; this is the only planning atmosphere where public transportation can be discussed.

Mr. Edelman has a cousin at KU who still doesn't have a driver's license. Kim Tipton agreed there are many kids who feel the same way.

Ms. Conner said this is a serious issue. If kids are looking at public transportation, we would not be able to attract them to our region.

Mr. Shockley Laclede County has a workforce development program with participants ranging in age from 16 through 20, who want to learn job skills. Many of them make big drives for the training. There's one who depends on all kinds of means to get there. A lot of them don't have vehicles.

Ms. Conner said probably this group would fall into a low-income category, and Mr. Shockley agreed. Ms. Conner said if we could come up with a transportation program connected to the workforce development program, that problem could be addressed.

Mr. Edelman asked how was the public meeting in Camdenton; Ms. Conner replied there were probably 12 attendees. There were three transportation providers, OATS, the Developmental Center in Lake Ozark, and one other provider. Finding another transportation provider to service our region needs to be explored. Right now, there is no competition. OATS covers the region.

Mr. Chorpening commented that OATS is not reliable. Mayor Kimberling agreed, saying there is no schedule; it changes all the time. You never know where they will be.

Ms. Conner said we had this conversation at the last meeting. OATS will only take cash or a check. They don't accept debit or credit cards, so if you're an elderly person and your Social Security is deposited directly into your bank account, and you have no way to get to the bank for your money, there's no way to ride OATS. If they could use a debit or credit card to swipe, it would be easier and likely, more people would ride. Mr. Kimberling agreed that OATS needs a charge account system in place.

Mr. Chorpening said the biggest problem in Morgan County is residents want to know a schedule, so they can make doctor appointments and so forth. OATS is on a "If we want to, when we want to" schedule.

Mr. Edelman said he attends a Camden County Senate Bill 40 meetings on a regular basis. It's his understanding; they gave some money to OATS to provide additional service for Camden County.

Ms. Conner said they donated around \$40,000 to create a door-to-door service in Camden County, but she questioned if this was really efficient. For instance, you pick up a passenger who lives 15 miles down a gravel road, and then drive another 12 miles to pick up someone else who lives down another gravel road. It seems OATS should find a way to be in a central location.

Chairman Brandon Opie remarked he couldn't imagine the logistics and liability to put it all together.

Ms. Conner said she would be taking a webinar later this week. There's actually a group that's using Uber and Lyft to pick up people from their homes and drive them to a central location where public transportation is available, OATS or whatever. This would cut down that door-to-door cost, making those individuals responsible for getting to a certain location. That may be an option.

Mr. Edelman said he was aware that the City of Kirksville has some kind of transportation service through MoDOT.

Ms. Conner said it was her understanding the City of Kirksville has a transportation tax to support that system. We can put that in the Plan. We'll document which communities already have a transportation tax; that would be an option, to have a tax that supports a transportation system within a city.

Mr. Lynch said when they visited Kansas City, they visited the Streetcar Complex. It's free for anyone riding the streetcar and is handled by MCIT.

Mayor Kimberling said Union Station, and City Market receives a lot of use from the streetcar.

Paul Ritter said someone had asked him about the status of St. Anthony Bridge on A Road. Mr. Lynch said it's in the STIP to be done, but he doesn't think it's a complete replacement. It was decided to widen the deck. Mr. Ritter said it's a one-way now. Mr. Lynch said it will be two-way when they're finished.

**VIII. Identify any Actions to Take to the Board**

Chairman Brandon Opie asked if there were any actions to take to the Board. There were none.

**IX. Adjourn**

Chairman Brandon Opie asked for a Motion to Adjourn. Nick Edelman made the motion, and Rod Reid seconded. The motion carried unanimously, and the meeting adjourned at 3:26 PM.



Council of Local Government

TAC Meeting  
July 11, 2017  
2:00 p.m.  
Stover Lions Club  
101 N. Oak Street  
Stover, MO 65078

07/11/2017





# Lake of the Ozarks Council of Local Governments

Serving Camden, Laclede, Miller and Morgan  
 Tuesday July 12, 2017 2:00 p.m. Human Services Transportation Coordination Plan Meeting  
 Laclede County Library 915 S. Jefferson Avenue Lebanon, MO 65536

Name of Attendee	Representing:			County You Live In	Contact Phone #	Email Address	Miles Driven To Meeting (Round Trip)
	C=Concerned Citizen	T=Transportation Provider (Company)	O=Other Please explain				
1 Angie Seaton	T			Morgan	573-372-5544	aseaton@smmt-llc.com	120
2 Terri Phillips		Affordable housing seniors		Laclede	417-532-9734	terri-phillips@lssliving.org	3
3 Rod Reid		PATHWAYS iTRC		LACLEDE	417-532-7000	RODD@SHEPHERDUS.COM	4
4 Richard Miller		St Francis de Sales Ch		"	417-532-4811	Yes	2.4
5 Linda Kinney		Laclede Industries		Laclede	417-588-3241	lkinney@hotmail.com	2
6 Nancy Hamilton		Juni-County Home Health		Laclede	417-650-7817	calene3712@yahoo	15
7 Rod Stovely		City of Lebanon		Laclede	417-532-0845		4
8 Terre Brown		LACLEDE		Laclede the Laclede Camden, MO	573-346-5692	terre.brown@lclg.org	
9 Nancy Peltzer		LACLEDE		Laclede, - Camden, Laclede Miller, Morgan	417-322-3937	nancy.peltzer@lclg.org	4
10 Linae Connor		LACLEDE			573-346-5692	linae.connor@lclg.org	52
11 Taylor		LACLEDE				Taylor.schluter@lebanonmo.gov	52



Serving Camden, Laclede, Miller and Morgan Counties

# Lake of the Ozarks Council of Local Governments

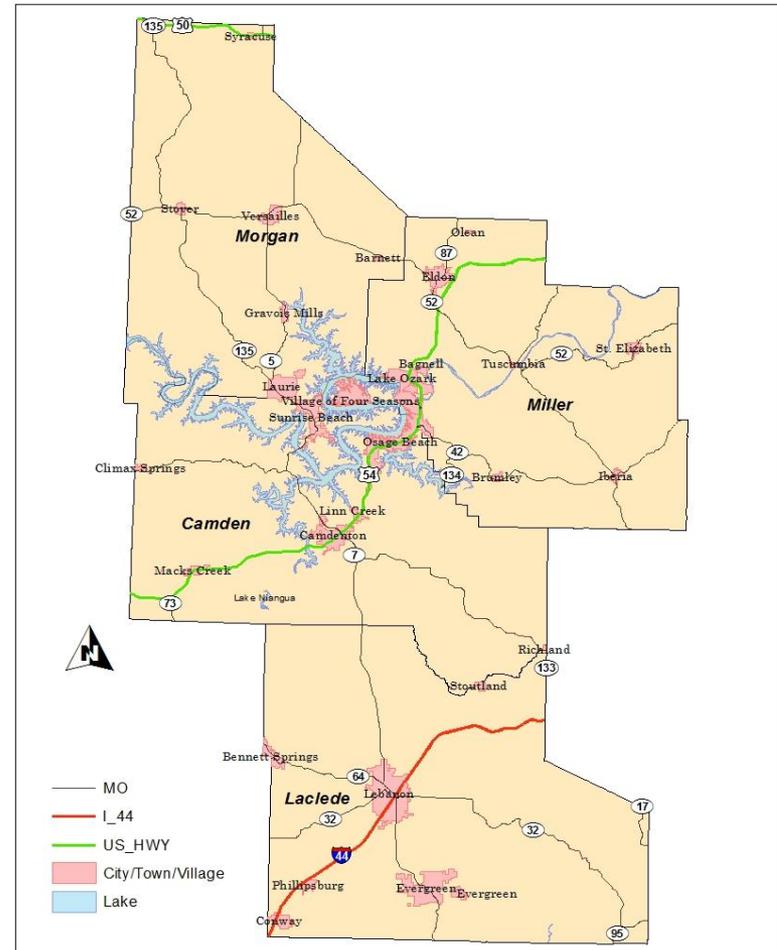
## MoDOT Public Transit Human Services Transportation Coordination Plan Meeting July 12, 2017

Meeting Location: Laclede County Library



Serving Camden, Laclede, Miller and Morgan Counties

Plan will include  
the counties of:  
Camden  
Laclede  
Miller  
Morgan



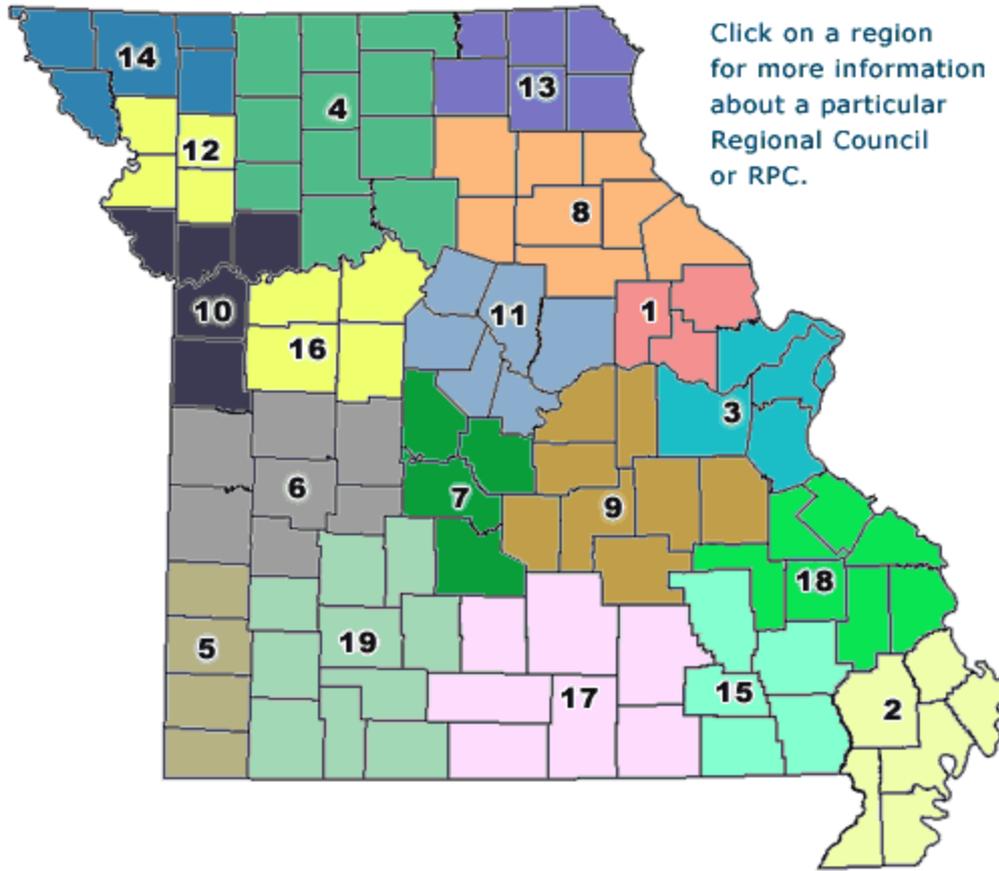


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Serving Camden, Laclede, Miller and Morgan Counties



There are 19 Regional Planning Commissions in Missouri each will be completing a plan for their region.



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# History Lesson

## **History of the transportation programs that are included in the Human Services Transportation Coordination Plan**

To better understand the funding mechanisms that are available with an approved **Human Services Transportation Coordination Plan**, we will review the history of federally funded transportation bills. These bills cover many aspects of transportations, so for the purpose of this presentation and planning efforts we will only review how those transportation funding bills impacted the programs for the elderly, disabled, and low income users, and transit related programs.



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# History Lesson

## FTA Administered Specialized Transportation Programs

The **Federal Transit Administration 's Elderly and Persons with Disabilities Program (Section 5310)** was originally established in **1975** as a discretionary capital assistance program intended to help fill the gaps in accessibility of transportation needs for seniors and persons with disabilities.



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# History Lesson

## ISTEA

### Intermodal Surface Transportation Efficiency Act of 1991

#### 1992-1997

This transportation bill was intended to help in the development of National Intermodal Transportation System, creating a positive economic impact and increase the efficiency of transportation of people and commodities across the US. Funded at **\$155 billion** there was flexibility in using the funds for a variety of transportation priorities including, a National Highway System (NHS), planning and management systems, new technology, mass transit, and safety.

**Under ISTEA the Section 5310 Program was changed from a discretionary capital assistance program to a formula funded program to states for the purpose of assisting private non-profit groups in meeting transportation needs of the elderly and persons with disabilities.**



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# History Lesson

## TEA-21

**Transportation Equity Act of the 21<sup>st</sup> Century** (June 9, 1998)

**and TEA-21 Restoration Act** (July 22, 1998 provided technical corrections to the original law)  
**1998-2003**

This transportation bill was the largest public works bill to date with **\$218 billion** authorized for funding of highway projects, safety and transit programs. The bill continued past 2003 with several temporary extensions by Congress before it was allowed to lapse.

**Under TEA-21 the JARC Program-Job Access and Reverse Commute (Section 5316) was created as a discretionary program. The JARC program was established to address the unique transportation challenges faced by welfare recipients and low-income individuals seeking to obtain and maintain employment.**



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# History Lesson

## SAFETEA-LU

### Safe, Affordable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

#### 2005-2009

This transportation bill was intended to maintain and make improvements to the surface transportation infrastructure network in the United States with **\$244.1 billion** to support the interstate highway system, transit systems, bike/ pedestrian facilities, railway facilities and safety priorities.

While the original bill expired on September 30, 2009 Congress continued to renew the funding formulas ten (10) more times after the expiration date. It was eventually replaced with the Moving Ahead for Progress in the 21<sup>st</sup> Century Act in 2012.

**Under SAFETEA-LU the provision for supporting public transportation options with the New Freedom program and was funded by Congress in 2006. The New Freedom program was established to provide funding for projects to develop services that created new public transportation services and alternatives beyond the ADA specific requirements.**



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# History Lesson

## MAP-21

### Moving Ahead for Progress in the 21<sup>st</sup> Century

#### 2013-2014

This transportation bill was developed to create a streamlined and performance based transportation program that will allow for highway, transit, bike and pedestrian programs and was funded at **\$105 billion**.

While the original bill expired in 2014 Congress enacted short term extensions until a new transportation bill could be passed in 2015 with the enactment of the Fixing America's Surface Transportation Act in December 4, 2015.

**Under MAP-21 there were a number of consolidations of programs including the elimination of the JARC Program (Section 5316) now allowing these projects to be eligible under the Formula Grants for Rural Areas (Section 5311), and combining the New Freedom Program (Section 5317) with the Section 5310 Program to create the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310).**



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# History Lesson

## **FAST Act**

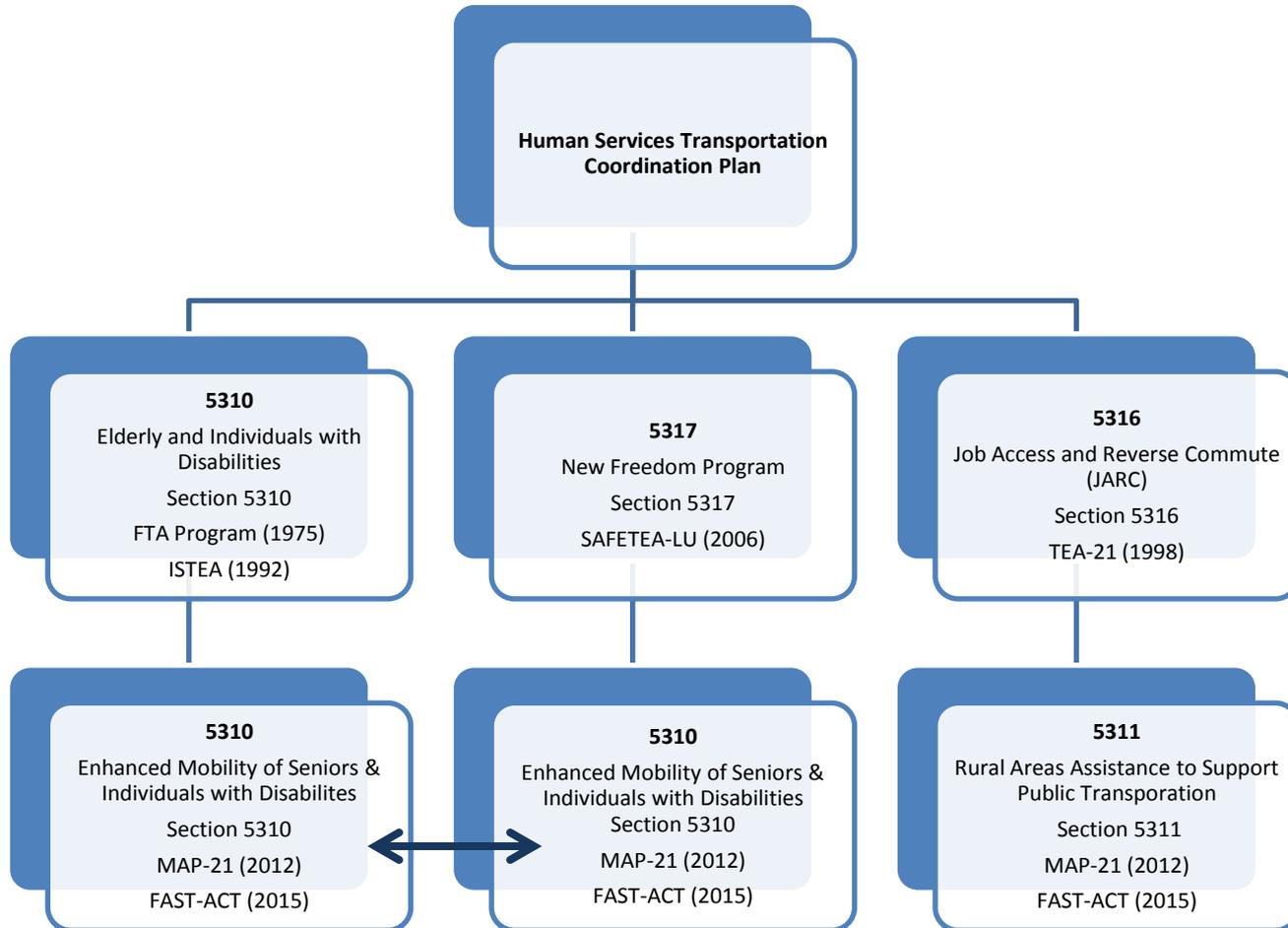
### **Fixing America's Surface Transportation Act**

#### **2016-2020**

This transportation bill was a long range transportation bill spanning four (4) years and was authorized at **\$305 billion** to fund projects for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous material safety, rail, research, technology, and statistics programs. There was also an emphasis on safety.

**Under FAST Act the two primary programs that are included to fund transportation related programs with a focus on the elderly, low income and persons with disabilities include the Enhanced Mobility of Seniors & Individuals with Disabilities (Section 5310) and Rural Areas Assistance to Support Public Transportation (Section 5311).**

# Funding Programs





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# Why this planning process is necessary:

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



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## Transportation Projects Funded within our Region:

Camden County Senate Bill 40 - Camden County Developmental Disability Resources

Gateway Industries of Eldon

Good Shepherd Nursing Home District – Laurie Care Center

Laclede County Association for Retarded Citizens

Laclede Early Education Program

Laclede Industries

Lake Area Industries, Inc.

Lake of the Ozarks Developmental Center

Miller County Board for Services for Developmentally Disabled

Quality Industries of Lake of the Ozarks

Oats-Columbia



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## MoDOT Transportation Funded project:



MoDOT 5310 Grant Program

Good Shepherd Nursing Home  
Laurie Care Center

Received six (6) handicap  
accessible vehicles

We offer grant writing services for this  
program.



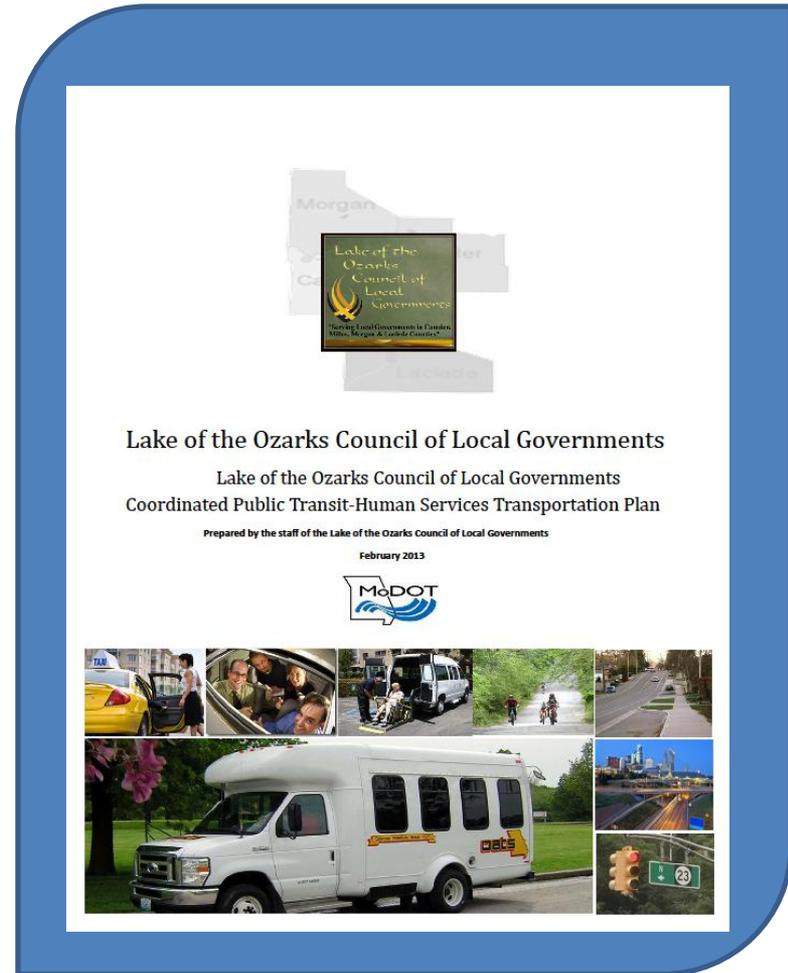
# Required Update Timeline

The Human Services Transportation Coordination Plan is updated every five (5) years.

The previous plan was approved and adopted by the LOCLG Board of Directors in February 2013.

A new plan must be completed and approved by February 2018.

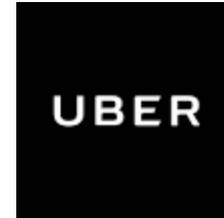
We anticipate that the planning and outreach for the plan development will take approximately 10 months to complete.



# Defining Public Transportation

For the purpose of this planning effort we will be identifying all transportation options available within the region that are “not driving yourself in your own vehicle”

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# Is All Public Transportation Equal?

As we look for all transportation options within the region, we also need to look at barriers that would hinder someone from using a specific form of transportation.

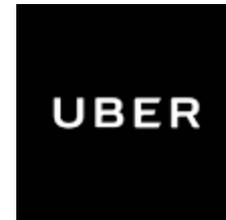
Such as:

Is it handicap assessable?

What is the cost factor, is it cost prohibitive?

When and what are the services available?

While Uber and Lyft had been approved by Missouri, how will individual communities deal with this new transportation option?



# How you can help with the plan development

First and foremost the data collection and being able to provide an accurate account of the transportation needs and current transportation options available within the region will be extremely important.

Survey 1- Transportation Providers: sent to all transportation providers that have previously received a MoDOT grants and have been identified as transportation providers within the region.

An eight (8)Page survey asking for clarification on services provided.

The image shows a screenshot of a survey form titled "Public Transportation Provider Survey 2017". The form is divided into sections, with the first section being "Transportation Provider Information". This section is further divided into two parts: "1. Public Transportation Provider Contact Information" and "2. Type of Agency".

**1. Public Transportation Provider Contact Information**

This section contains several text input fields for the following information:

- Name of Organization
- Street Address
- Mailing Address
- City
- State
- Zip Code
- Phone
- Fax
- Contact Person
- Title/Department
- Email
- Website

**2. Type of Agency**

This section contains a list of agency types with checkboxes:

- Public Transit System
- Government Human Services Agency
- Private Non-Profit Human Services Agency
- Private Non-Profit Transportation Provider
- Private For-Profit Transportation Provider
- Other (please specify)

Below the "Other" option is a text input field for specifying the agency type.

1

# How you can help with the plan development

Survey 2- Non-Transportation Providers: sent to all Human Services Providers, for example, MOCA, Food Pantries, Employment Services etc. These organizations come in contact with many patrons that have transportation needs.

A thirteen (13) Page survey asking for clarification on services provided and where they see the most needs in regard to transportation related issues.

**Non-Transportation Provider Survey 2017**

Agency Information

**1. Non-Transportation Provider Contact Information**

Name of Organization

Street Address

Mailing Address

City

State

Zip Code

Phone

Fax

Contact Person

Title/Department

Email

Website

**2. What type of Agency do you represent?**

Government Human Services Agency

Private Non-Profit Human Services Agency

For Profit Agency

Other (please specify)

# How you can help with the plan development

Survey 3-Consumer Survey: sent to job centers, faith based institutions, elderly housing establishments, nursing homes, daycares and preschools.

A five (5) Page survey asking consumers to share with us their transportation challenges within the region and how they feel we can help alleviate the problem and provide more transportation options.

The image shows a screenshot of a survey form titled "Public Transportation Customer Survey 2017" with a sub-header "Consumer Survey". The form contains five numbered questions:

- 1. Please describe your geographic area in which you currently live.**
  - Rural
  - Small Community
  - Large Community
  - Small City
  - Large City
- 2. Please list the county in which you currently live.**
- 3. Please list the county in which you currently work.**
- 4. What is your gender?**
  - Male
  - Female
  - Do not wish to disclose
- 5. Please indicate your age group.**
  - Age 16 to 21
  - Age 22 to 31
  - Age 32 to 41
  - Age 42 to 51
  - Age 52 to 61
  - Age 62 +
  - Do not wish to disclose

A small number "1" is visible in the bottom right corner of the form's border.



Serving Camden, Laclede, Miller and Morgan Counties

### MoDOT Humans Services Transportation Planning Project Objectives:

1. Assessment of available services, including current transportation providers, public, private, and not-for-profits, identifying the service areas and hours of operations.
2. Assessment of transportation needs to the elderly, disabled, and low income.
3. Identifying gaps in transportation needs and the currently available services.
4. Develop strategies and activities that would address the transportation needs within the region.
5. Identify funding opportunities for implementation of the plan.
6. Public participation is a required element in the planning process.

# How you can help with the plan development

"Problems"

Transportation issues  
within our region.

On the white index card identify the problems that you see with our transportation networks within the region.

On the orange index card list what you think could be some possible solutions or strategies that may help fix the transportation needs within our region.

Please leave any other comments you would like.....

"Solutions"

Possible fix or help to  
solve transportation  
related issues locally.



Serving Camden, Laclede, Miller and Morgan Counties

## Primary Focus within the Planning Framework in Regard to Transportation Needs:

1. Elderly, and Senior population
2. Disabled population
3. Low-income population

So let's take a look at the data for the region.

# Census Data

5 Year ACS 2015 Population Data

Camden County 43,927

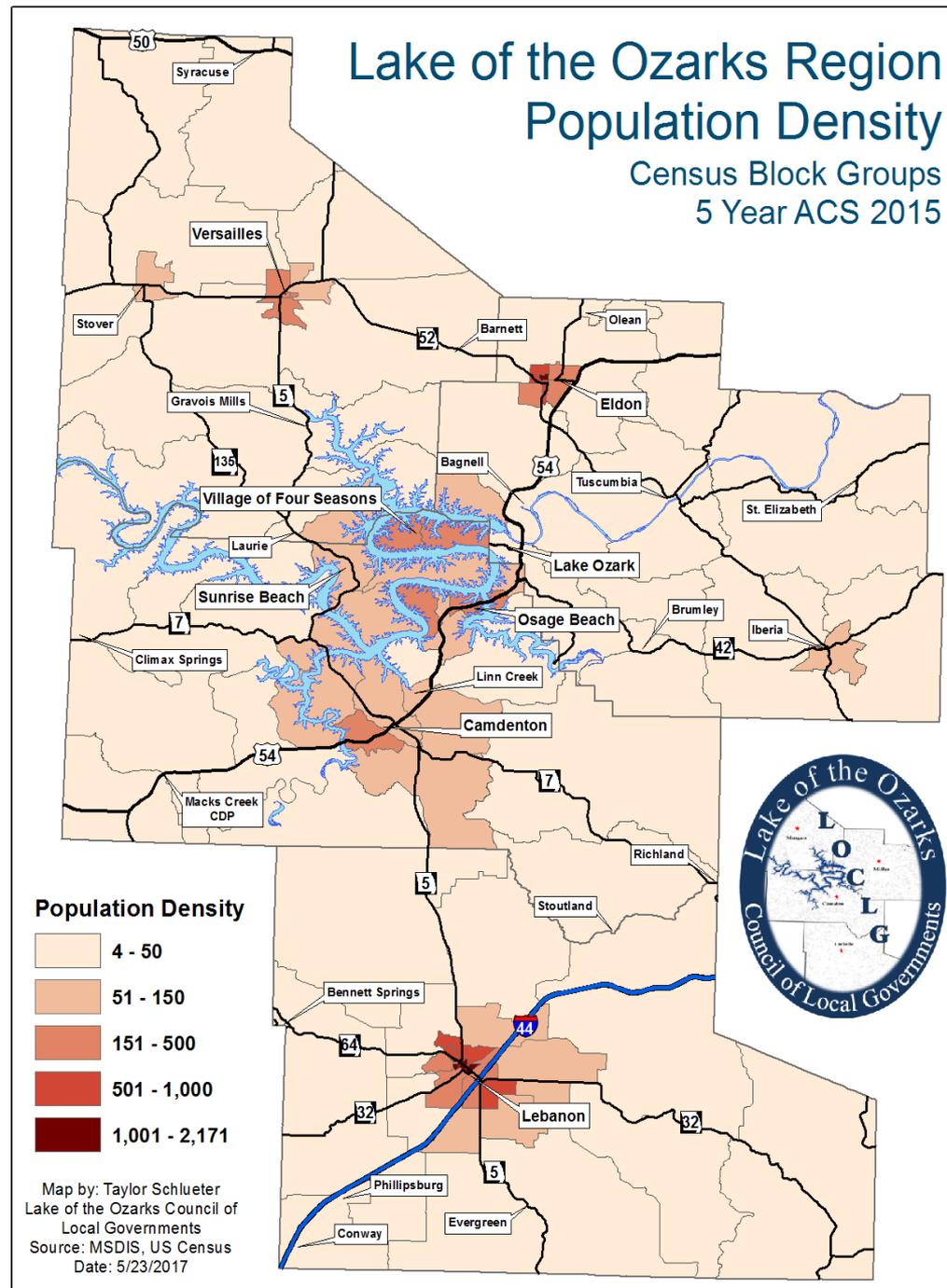
Laclede County 35,514

Miller County 24,956

Morgan County 20,225

Please note the qualification of the 5310 program is population less than 50,000 which each of the counties within our region fall below that threshold.

Total population for region 124,622



# Census Data

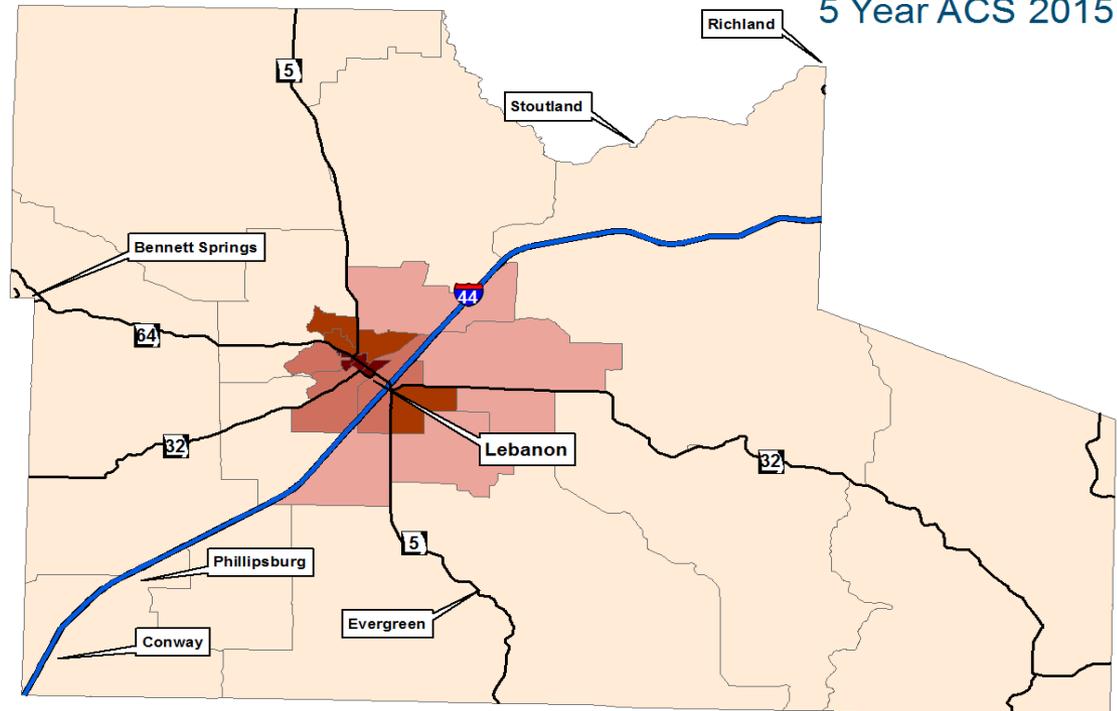
Total Population in Laclede County  
County 35,514

City of Conway	778
Village of Evergreen	28
City of Lebanon	14,650
Village of Phillipsburg	201
City of Stoutland	192
City of Richland	1,839

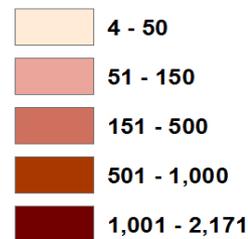
Rural populations living outside  
any city limits in Laclede  
County 17,846

## Laclede County Population Density

Census Block Groups  
5 Year ACS 2015



### People Per Square Mile



Map by: Taylor Schlueter  
Lake of the Ozarks Council of  
Local Governments  
Source: MSDIS, US Census  
Date: 6/5/2017

# Census Data

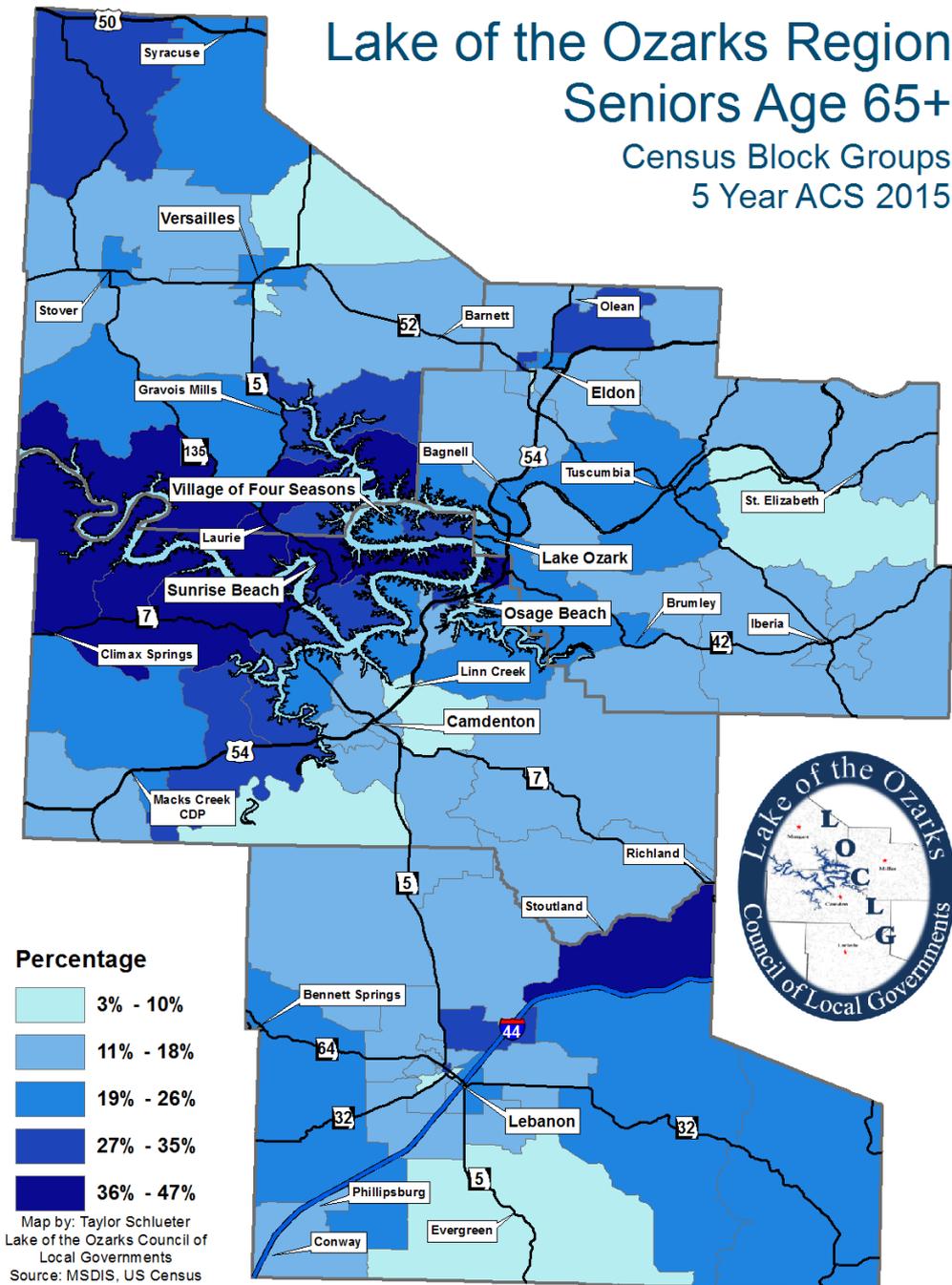
Each of the counties within the region have a higher percentage of Seniors that are 65 years of age or older compared to the Missouri State average.

Age 65+	
	%
Camden	24.1
Laclede	16.3
Miller	17.3
Morgan	23.1
Missouri	15.0

Source: 2015 ACS

## Lake of the Ozarks Region Seniors Age 65+

Census Block Groups  
5 Year ACS 2015

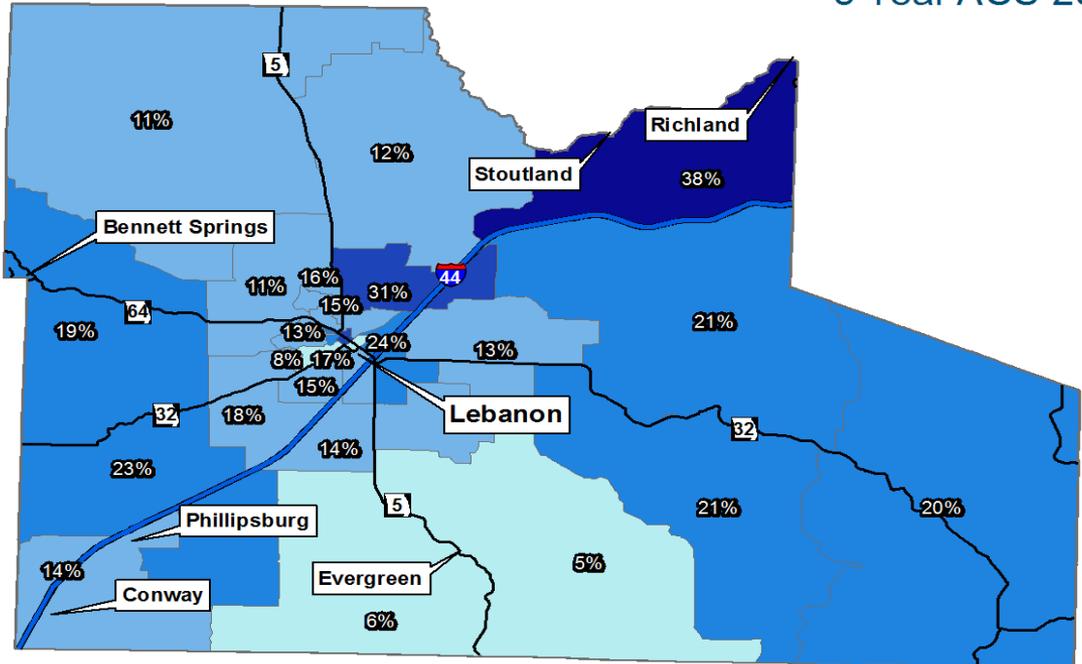


# Census Data

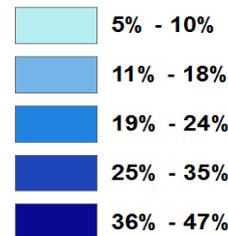
Laclede County Senior Population

In Laclede County 16.3 percent of the population is 65 or older.

## Laclede County Seniors Age 65+ Census Block Groups 5 Year ACS 2015



### Percentage



Map by: Taylor Schlueter  
Lake of the Ozarks Council of  
Local Governments  
Source: MSDIS, US Census  
Date: 5/30/2017

# Census Data

Each of the counties within the region have a higher percentage of disabled population compared to Missouri State average.

Disability	
	%
Camden	17.7
Laclede	19.4
Miller	18.6
Morgan	19.6
LOCLG	18.8
Missouri	14.3

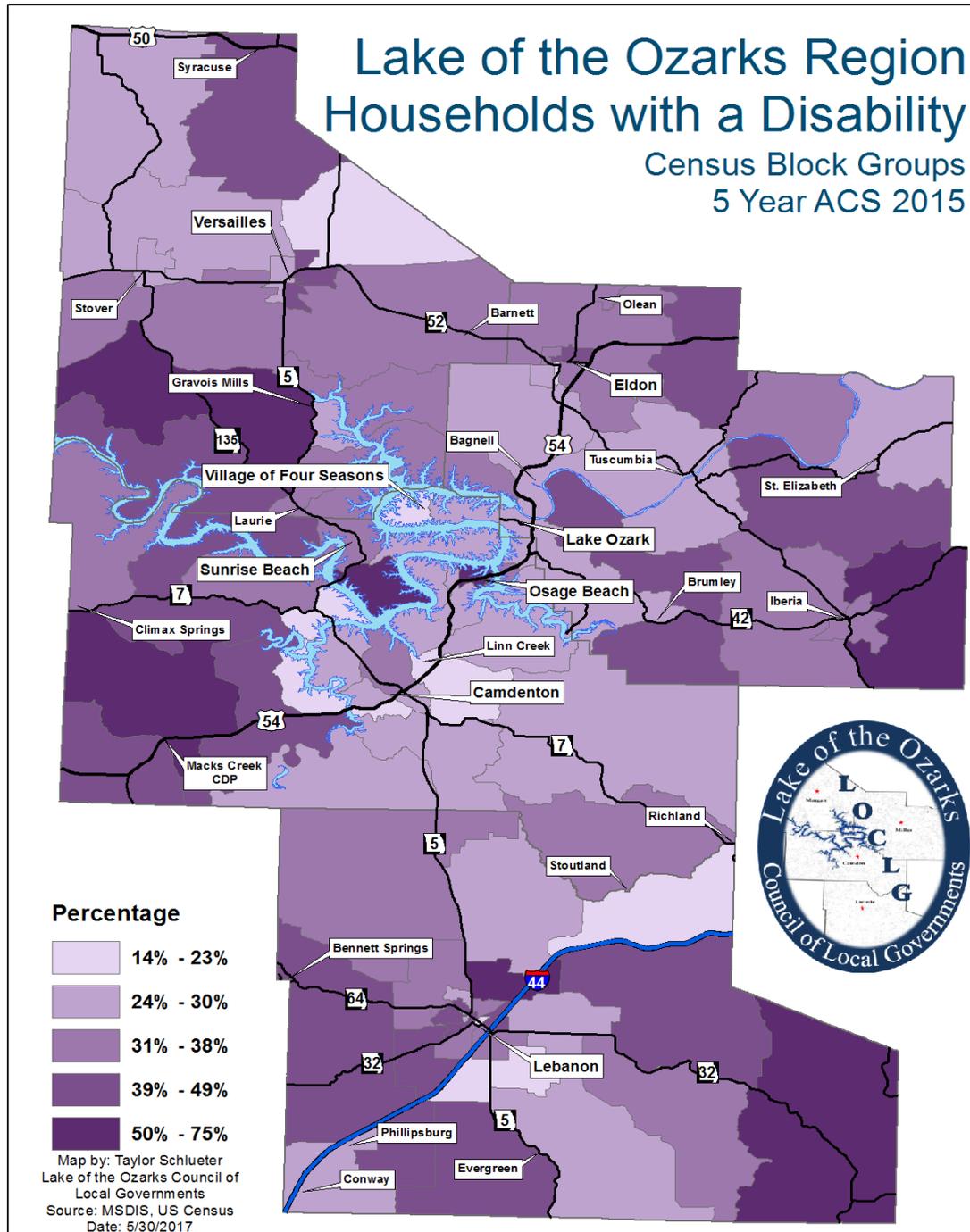
Source: 2015 ACS

## Disability Includes:

- Hearing Difficulty
- Vision Difficulty
- Cognitive Difficulty
- Ambulatory Difficulty
- Self-Care Difficulty
- Independent Living Difficulty

# Lake of the Ozarks Region Households with a Disability

Census Block Groups  
5 Year ACS 2015



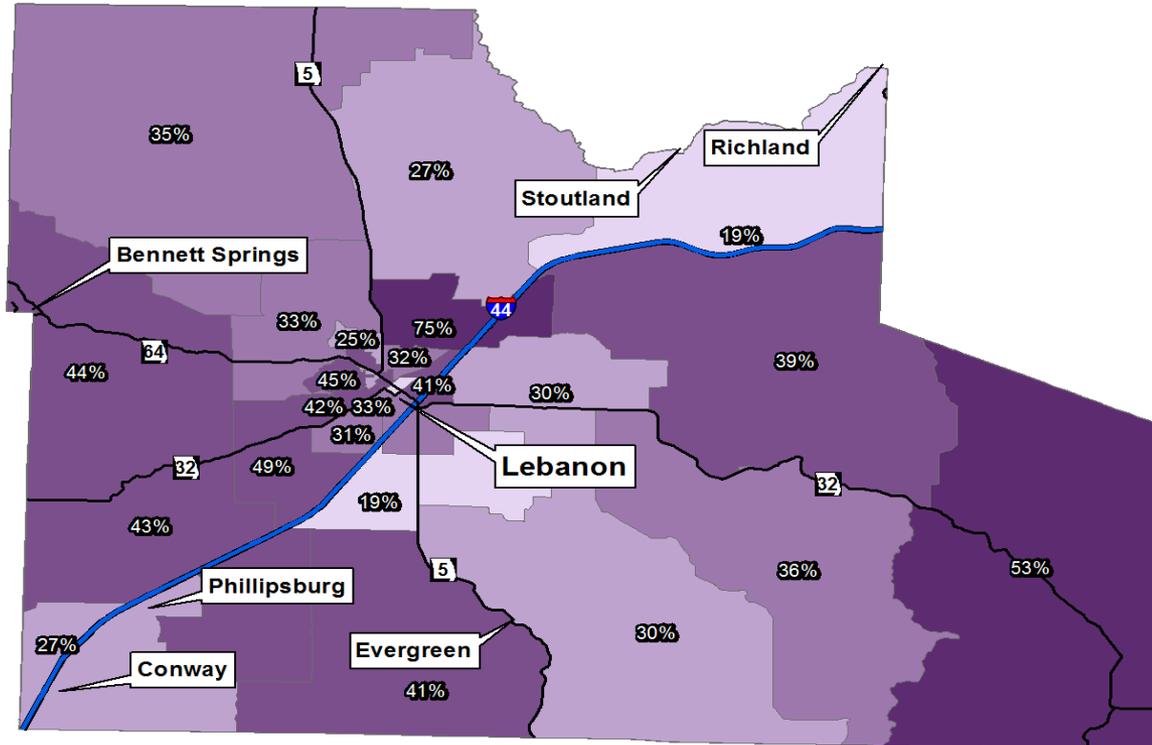
# Census Data

Laclede County  
Disabled Population

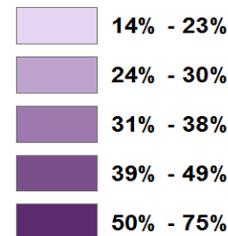
In Laclede County 19.4 percent of the population has some disability.

## Laclede County Households with a Disability

Census Block Groups  
5 Year ACS 2015



### Percentage



Map by: Taylor Schlueter  
Lake of the Ozarks Council of  
Local Governments  
Source: MSDIS, US Census  
Date: 5/30/2017

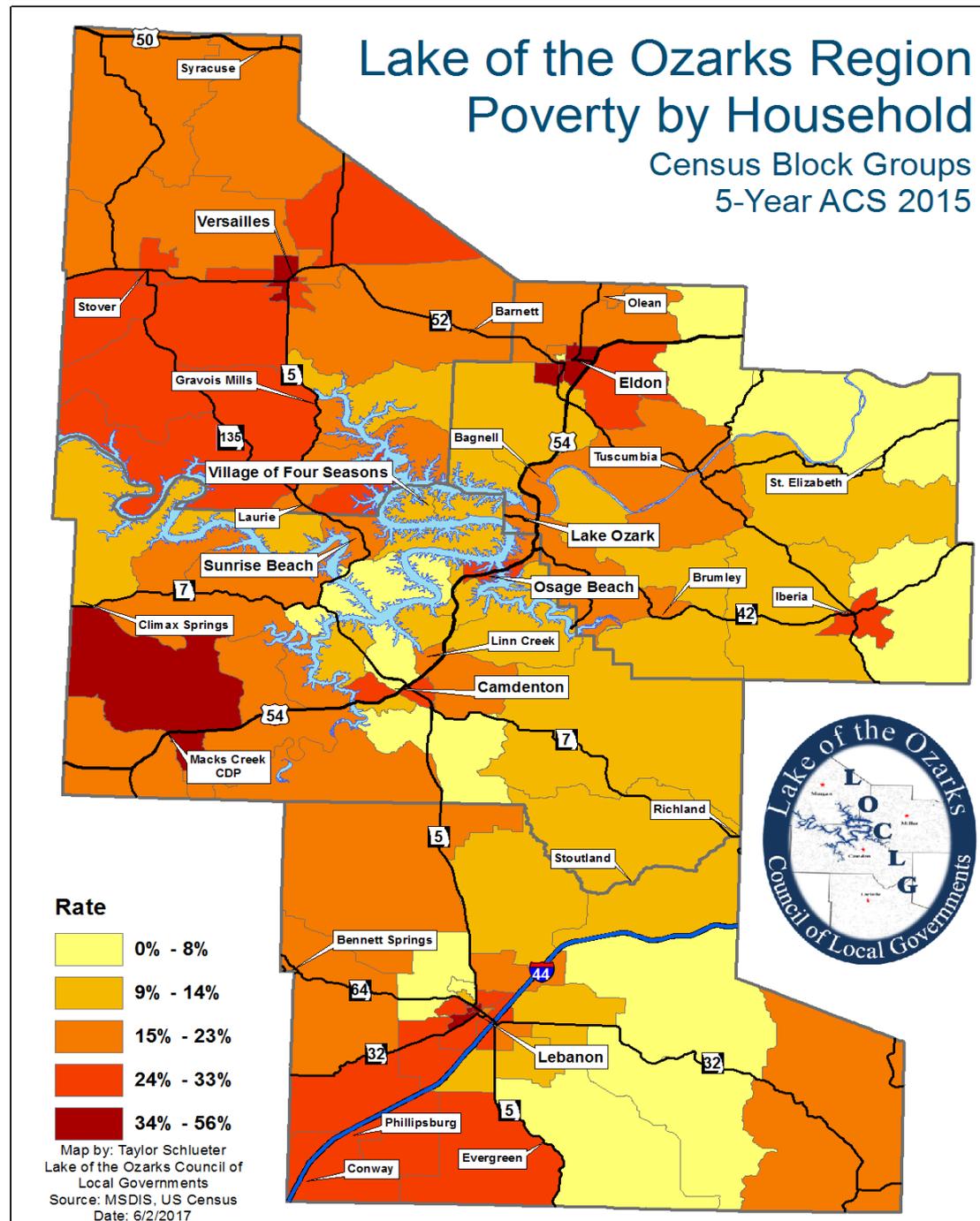
# Census Data

Poverty	
	%
Camden	12.1
Laclede	15.6
Miller	15.2
Morgan	18.7
LOCLG	15.4
Missouri	11.1

Source: 2015 ACS

## 5 Year ACS 2015 Population Data

Camden County	43,927
Laclede County	35,514
Miller County	24,956
Morgan County	20,225

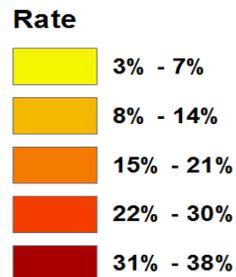
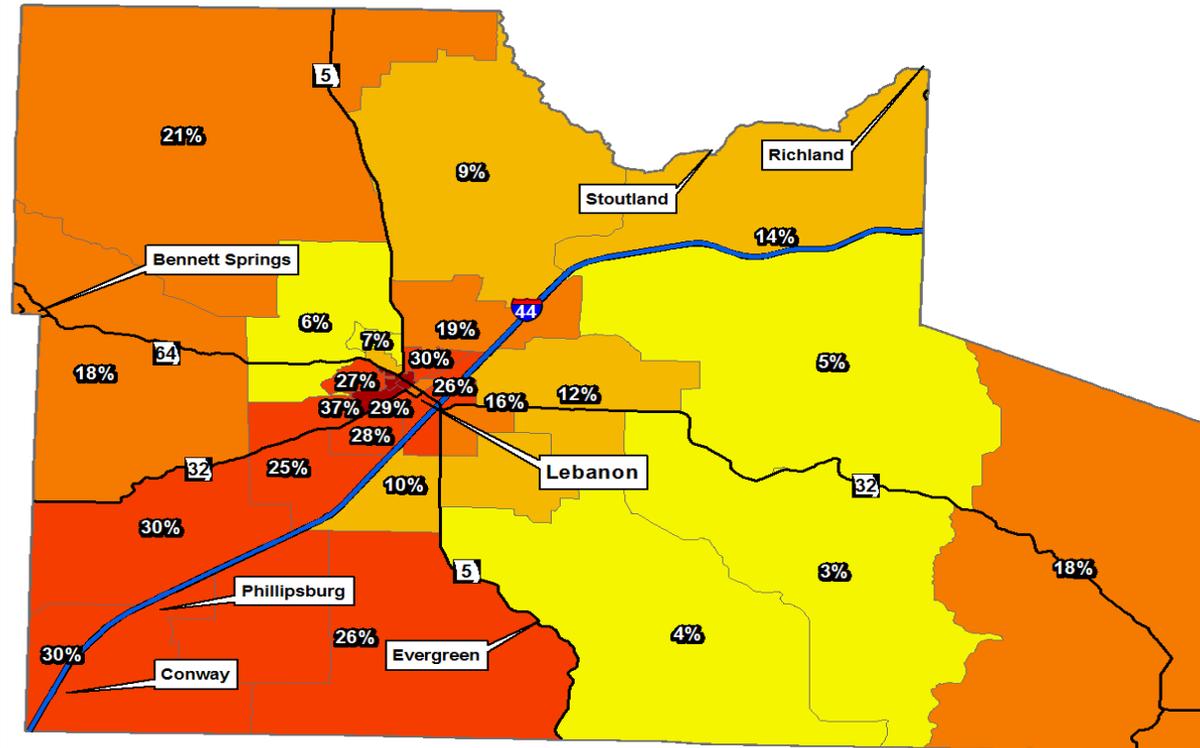


# Census Data

Total Population in Laclede County 35,514 of which 15.6 percent are currently living in poverty.

## Laclede County Poverty by Household

Census Block Groups  
5 Year ACS 2015



Map by: Taylor Schlueter  
Lake of the Ozarks Council of  
Local Governments  
Source: MSDIS, US Census  
Date: 6/2/2017

# Census Data

What is “Poverty”?

Individuals are considered poor if the resources they share with others in the household are not enough to meet basic needs.

The poverty threshold or poverty line is the minimum level of resources that are adequate to meet basic needs.

“The official measure uses three (3) times the cost of a minimum food diet in 1963 in Today’s Prices”

3



Poverty

# Census Data

What is “Poverty”?

Poverty threshold measures are adjusted to reflect the needs of families of different sizes. It does not however, account for geographic locations.

The official poverty threshold is the same throughout the US. In 2016 the poverty threshold for a family of two (2) adults and two (2) children was....



**\$24,339** Annually

# Census Data

All of the counties within the region are close to the State average for Low to Moderate Income levels.

Low to Moderate Income	
	%
Camden	38.4
Laclede	42.0
Miller	39.5
Morgan	37.8
LOCLG	39.4
Missouri	42.6

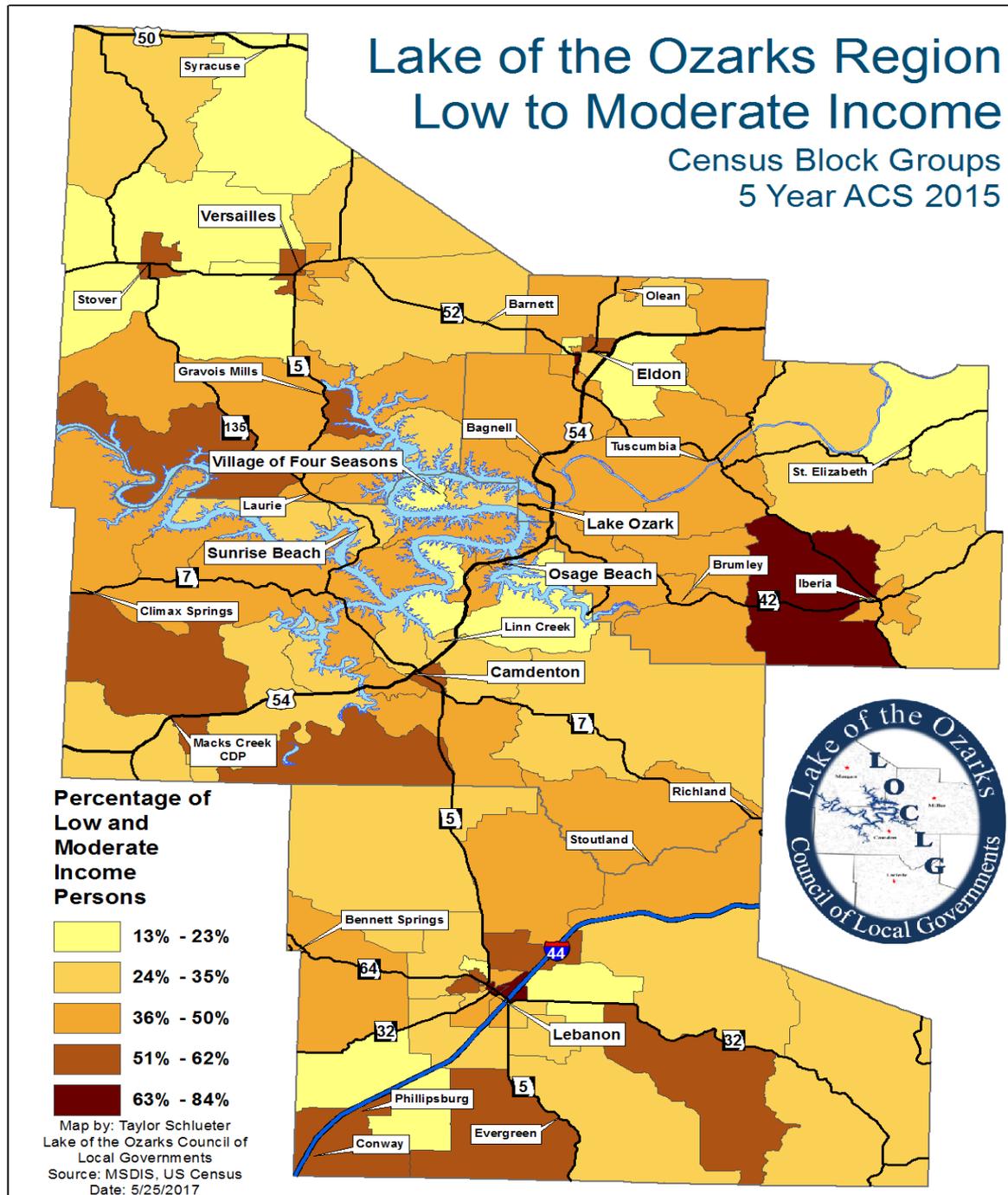
Source: 2015 ACS

## 5 Year ACS 2015 Population Data

Camden County	43,927
Laclede County	35,514
Miller County	24,956
Morgan County	20,225

## Lake of the Ozarks Region Low to Moderate Income

Census Block Groups  
5 Year ACS 2015



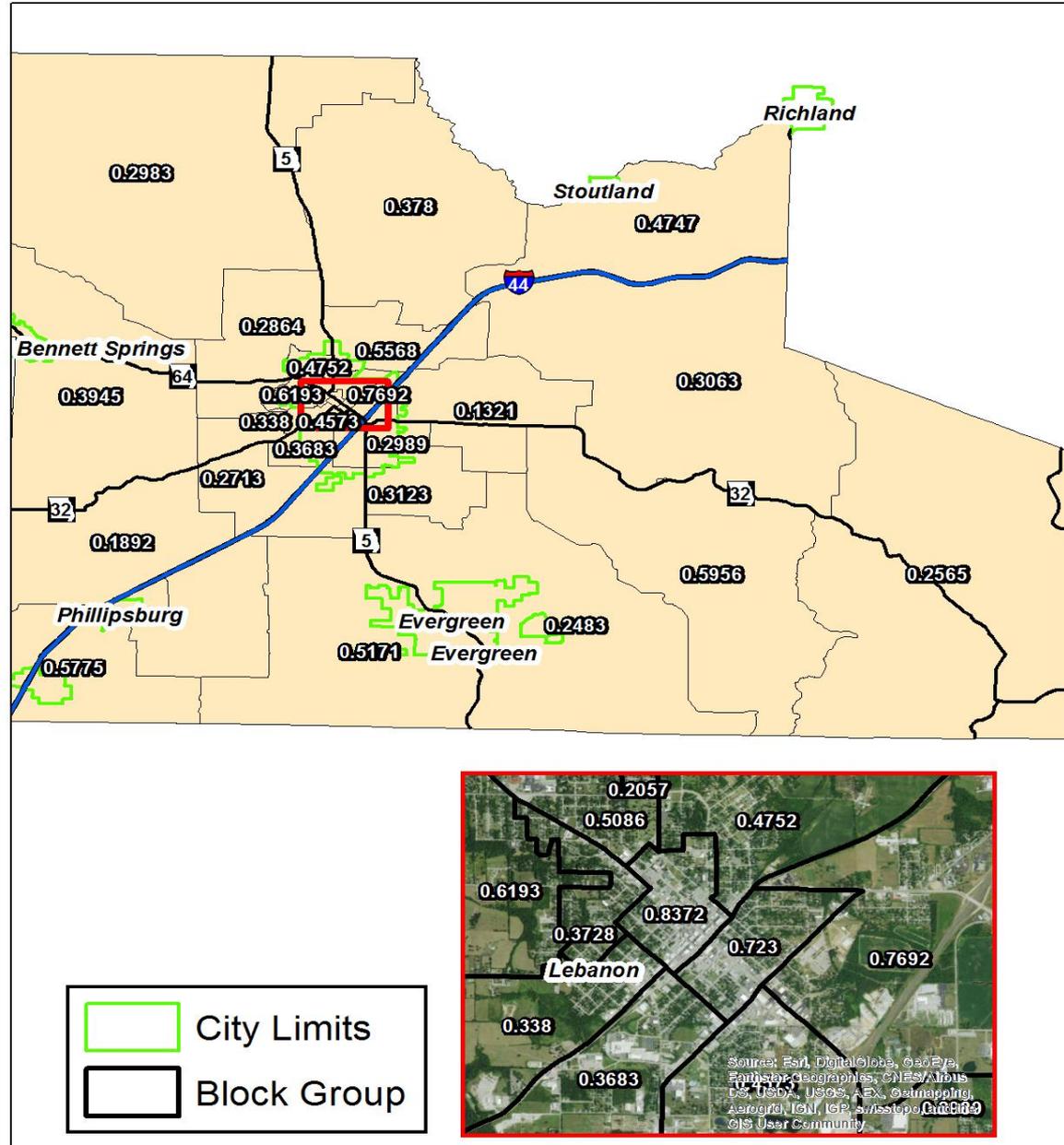
# Laclede County LMI by Block Group

## Census Data

There are several locations within Laclede County where more than 50 percent of the population is in the low to moderate income levels.

Low to Moderate Income	
	%
Camden	38.4
Laclede	42.0
Miller	39.5
Morgan	37.8
LOCLG	39.4
Missouri	42.6

Source: 2015 ACS



# Census Data

What is “Low to Moderate Income (LMI)”?

Very low income is defined as 50% of the national median family income for the area, subject to specified adjustments for areas with unusually high or low incomes relative to housing costs.

Low income is defined as 80% of the national median family income for the area, subject to adjustments for areas with unusually high or low incomes or housing costs.

Moderate income is defined as the greater of 115% of the US median family income or 115% of the average of the state-wide and state non-metro incomes.

“Median Household Income” for the region:

Camden County      \$44,816.

Laclede County      \$39,712.

Miller County      \$38,094.

Morgan County      \$20,565.

*While the definition of poverty did not adjust for location the LMI takes into account the cost of low incomes and housing costs.*

# Census Data

Two (2) of the counties within our region reflect a lower percentage of households with NO vehicles compared to the state. Camden and Miller

## Zero Vehicles

	Occupied Households	Households with No Vehicle	Percent with No Vehicle
Camden	16,748	685	4%
Laclede	13,545	886	7%
Miller	9,452	448	5%
Morgan	7,812	637	8%
LOCLG	47,557	2,656	6%
Missouri	2,364,688	174,302	7%

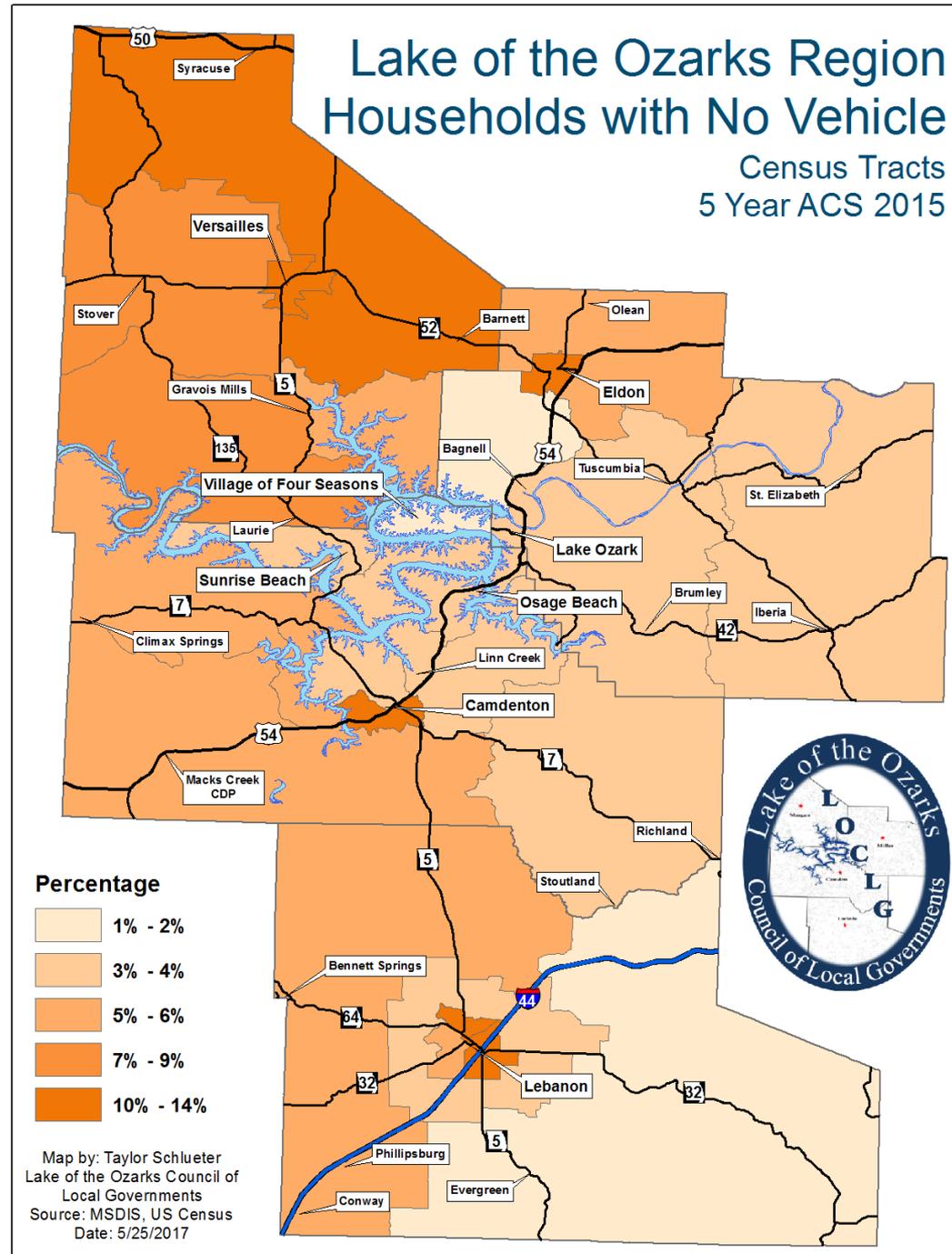
Source: 2015 ACS

Two (2) of the counties within our region are equal to or greater than the state in regard to NO vehicle households.

Laclede is equal to the state and Morgan is higher than the state.

## Lake of the Ozarks Region Households with No Vehicle

Census Tracts  
5 Year ACS 2015

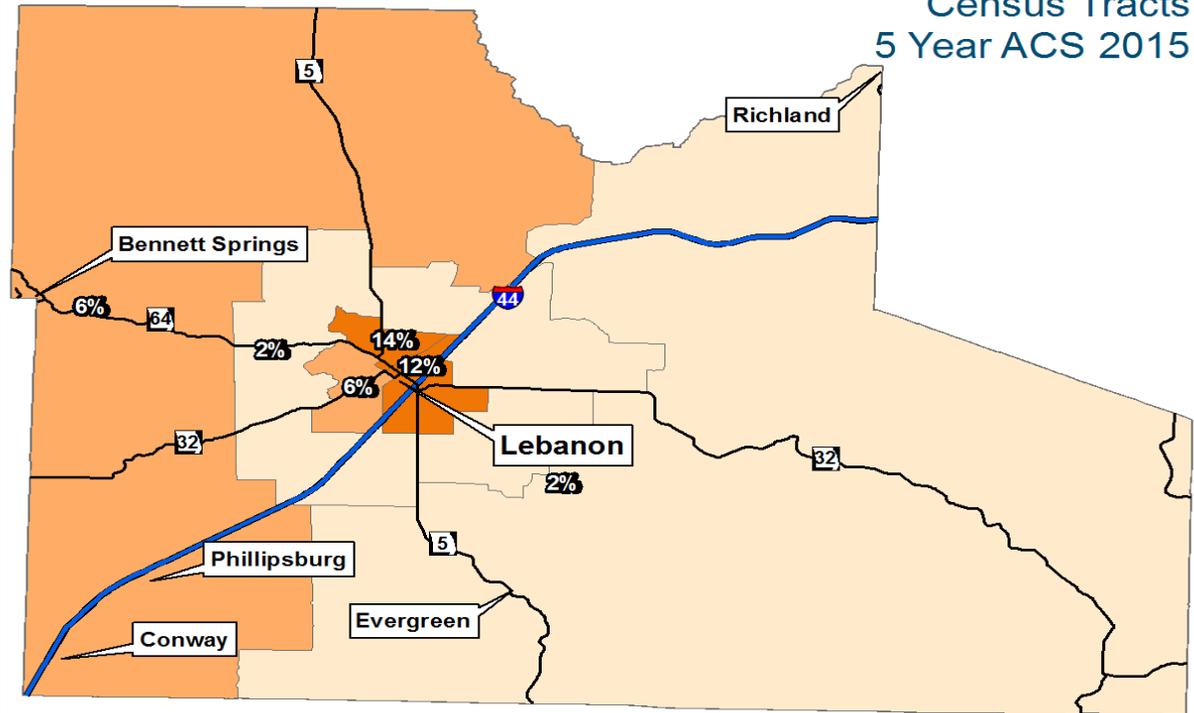


# Census Data

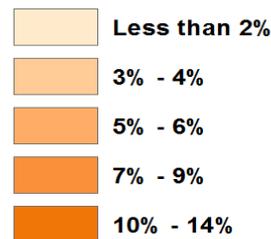
Laclede County has 886 Households with NO Vehicle.

## Laclede County Households with No Vehicle

Census Tracts  
5 Year ACS 2015



### Percentage



Map by: Taylor Schlueter  
Lake of the Ozarks Council of  
Local Governments  
Source: MSDIS, US Census  
Date: 6/20/2017

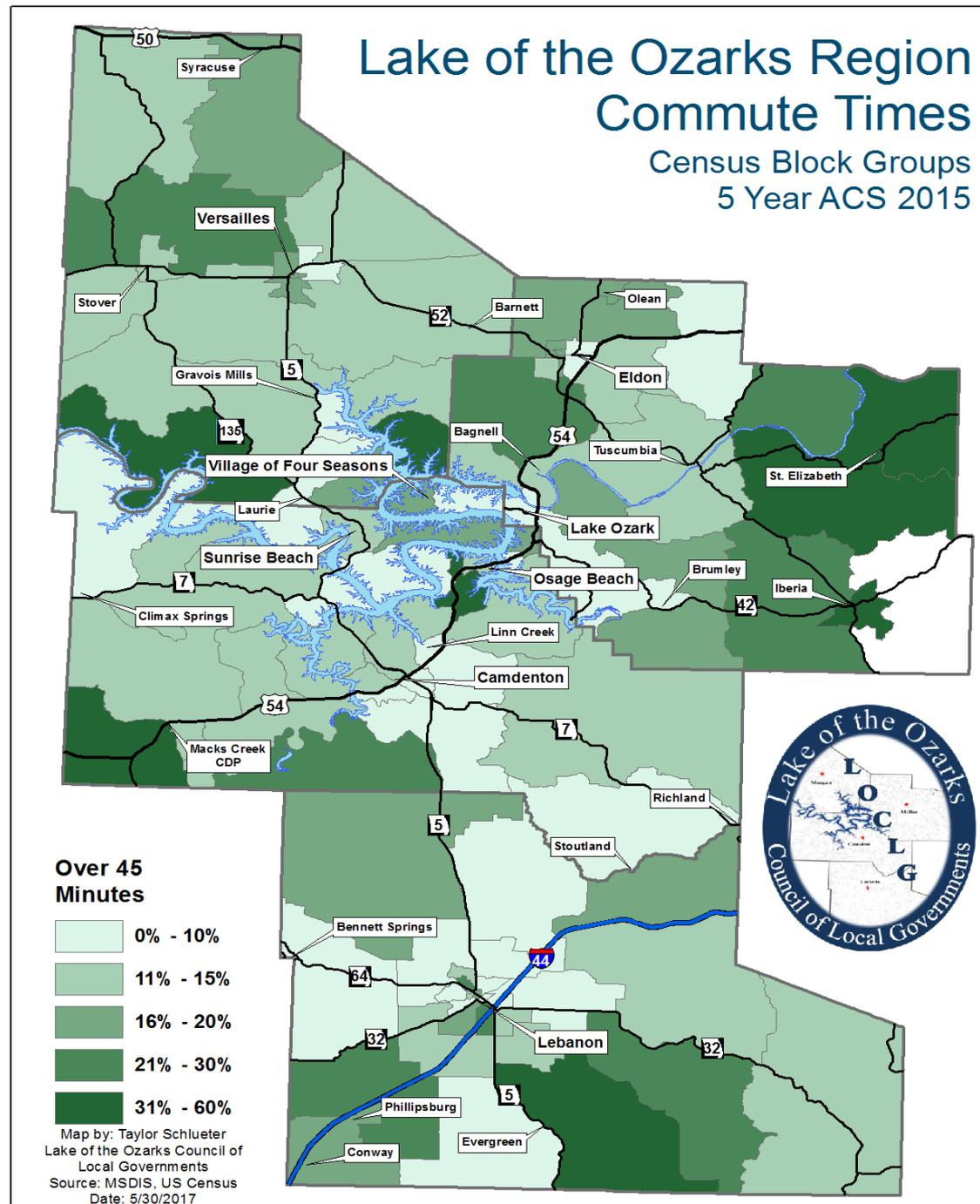
# Census Data

For the four county region of Camden, Laclede, Miller and Morgan Counties there are a large number of people who commute to work each day. The map reflects the percentage of workers that commute 45 or more minutes to work. Below is a chart of average commute times.

## Average Commute Time (Minutes)

Camden	22.5
Laclede	21.3
Miller	27.4
Morgan	22.2
LOCLG	23.4
Missouri	23.2

Source: 2015 ACS

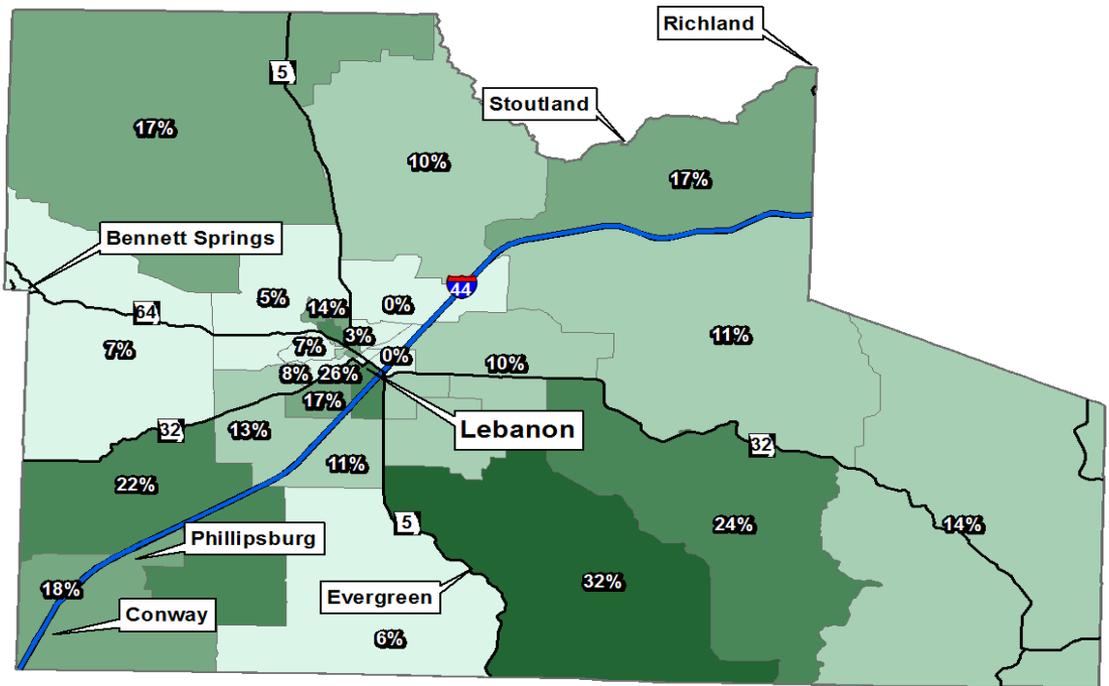


# Census Data

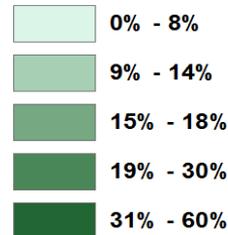
In Laclede County some of the poor areas also have the longer commute times. The impacts the overall cost of living, based on additional costs for the vehicle, insurance, maintenance, and the gas.

## Laclede County Commute Times

Census Block Groups  
5 Year ACS 2015



### Over 45 Minutes



Map by: Taylor Schlueter  
Lake of the Ozarks Council of  
Local Governments  
Source: MSDIS, US Census  
Date: 6/20/2017



# Laclede County Major Employers

## Employment Opportunities Laclede County

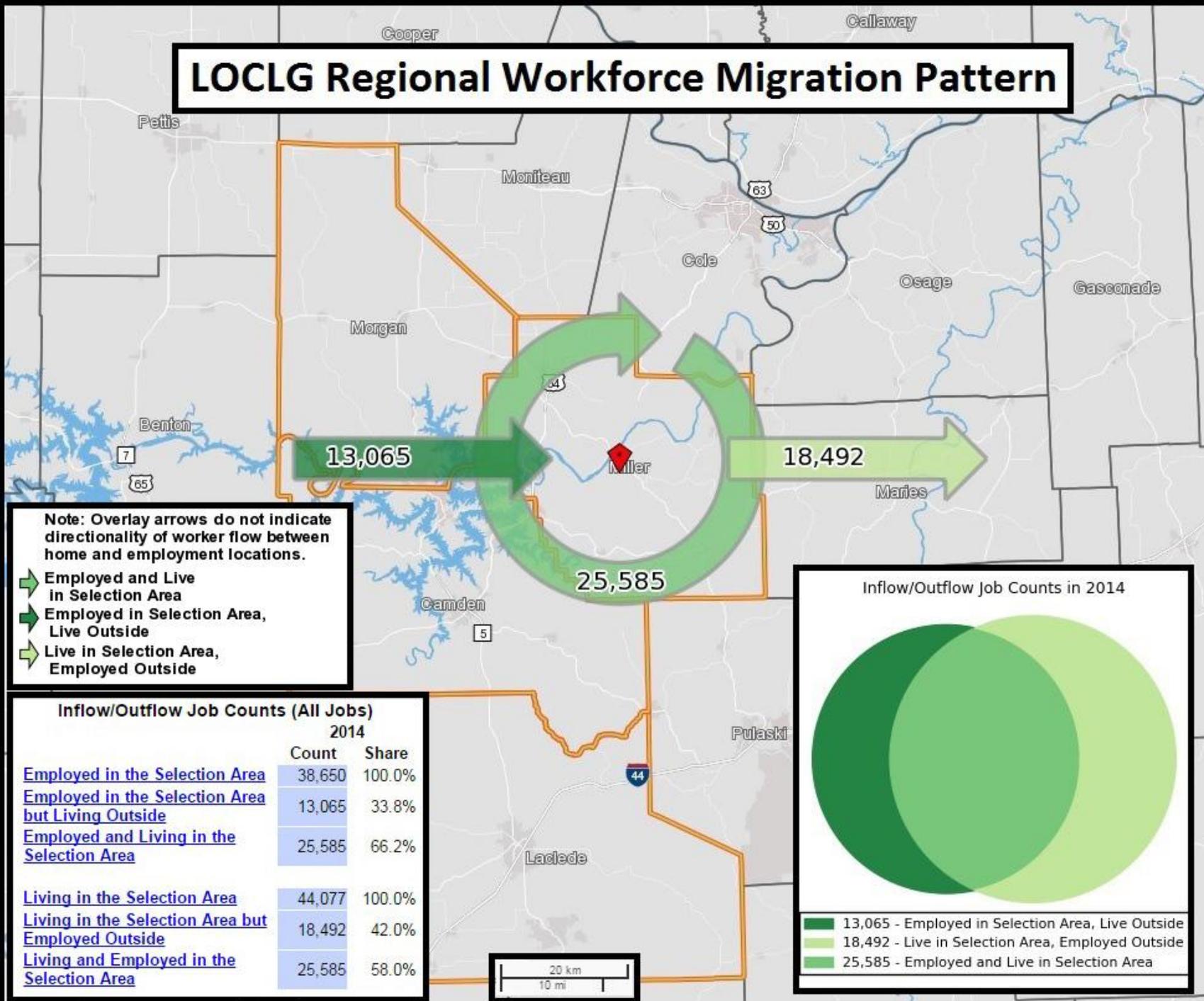


- |                                   |                                      |
|-----------------------------------|--------------------------------------|
| <b>1</b> Independent Stave Co.    | <b>7</b> Marine Electrical Products  |
| <b>2</b> Tracker Marine           | <b>8</b> Detroit Tool Metal Products |
| <b>3</b> Emerson Electric         | <b>9</b> Walmart                     |
| <b>4</b> Mercy Hospital Lebanon   | <b>10</b> Lowe's Home Improvement    |
| <b>5</b> Marathon Electric Motors | <b>11</b> Durham Co.                 |
| <b>6</b> Lowe Boats               |                                      |



Map by: Taylor Schlueter  
 Lake of the Ozarks Council of  
 Local Governments  
 Source: MSDIS, US Census  
 Date: 7/12/2017

# LOCLG Regional Workforce Migration Pattern

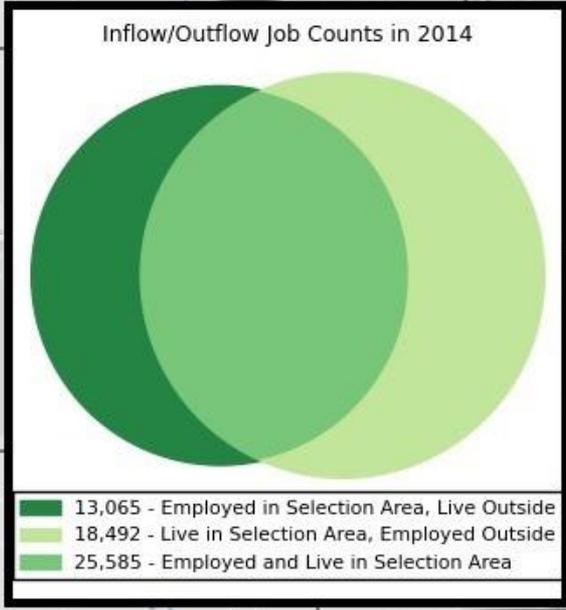


**Note:** Overlay arrows do not indicate directionality of worker flow between home and employment locations.

- ➔ Employed and Live in Selection Area
- ➔ Employed in Selection Area, Live Outside
- ➔ Live in Selection Area, Employed Outside

**Inflow/Outflow Job Counts (All Jobs) 2014**

	Count	Share
<a href="#">Employed in the Selection Area</a>	38,650	100.0%
<a href="#">Employed in the Selection Area but Living Outside</a>	13,065	33.8%
<a href="#">Employed and Living in the Selection Area</a>	25,585	66.2%
<a href="#">Living in the Selection Area</a>	44,077	100.0%
<a href="#">Living in the Selection Area but Employed Outside</a>	18,492	42.0%
<a href="#">Living and Employed in the Selection Area</a>	25,585	58.0%

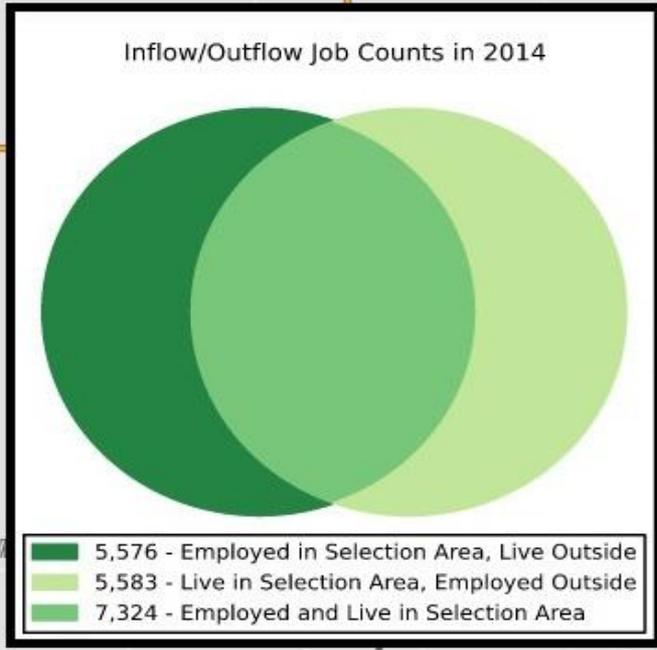


# Laclede County Workforce Migration Pattern

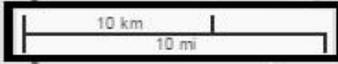


**Note:** Overlay arrows do not indicate directionality of worker flow between home and employment locations.

- ➔ Employed and Live in Selection Area
- ➔ Employed in Selection Area, Live Outside
- ➔ Live in Selection Area, Employed Outside



Inflow/Outflow Job Counts (All Jobs) 2014		
	Count	Share
<u>Employed in the Selection Area</u>	12,900	100.0%
<u>Employed in the Selection Area but Living Outside</u>	5,576	43.2%
<u>Employed and Living in the Selection Area</u>	7,324	56.8%
<u>Living in the Selection Area</u>	12,907	100.0%
<u>Living in the Selection Area but Employed Outside</u>	5,583	43.3%
<u>Living and Employed in the Selection Area</u>	7,324	56.7%







Serving Camden, Laclede, Miller and Morgan Counties

# MoDOT Humans Services Transit/Transportation Plan

## How you can help:

- Complete a survey.
- If you are aware of any gaps within your communities, please share them with us.
- If you know of any organization that may be in a position to help fill the gaps in transportation, please let us know.
- We will be hosting a series of public engagement meetings, please share with those who may be interested.



Serving Camden, Laclede, Miller and Morgan Counties

# MoDOT Humans Services Transit/Transportation Plan

## We need your help in:

- Developing strategies to enhance or expand the transportation options available within the region.
- Developing coordinated efforts to expand the capacity of existing transportation options.
- Prioritizing the strategies, to determine the importance of each strategy.
- Review the draft plan and submit comments.

# How you can help with the plan development

"Problems"

Transportation issues  
within our region.

On the white index card identify the problems that you see with our transportation networks within the region.

On the orange index card list what you think could be some possible solutions or strategies that may help fix the transportation needs within our region.

Please leave any other comments you would like.....

"Solutions"

Possible fix or help to  
solve transportation  
related issues locally.



Serving Camden, Laclede, Miller and Morgan Counties

# Draft Plan 2018

We expect the draft plan to be available for review in January 2018.

We will have a 30 day comment period in which you can review and submit your comments.

After the 30 day comment period the Transportation Advisory Committee (TAC) will review and recommend to the LOCLG Board of Directors.

Then LOCLG Board of Directors will review and adopt the plan.



Serving Camden, Laclede, Miller and Morgan Counties

# Next Public Engagement Meeting Human Services Transportation Coordination Plan

July 25, 2017

4:00 p.m.

Eldon Community Center

309 E. 2<sup>nd</sup> Street

Eldon, MO 65026



Serving Camden, Laclede, Miller and Morgan Counties

# Next Public Engagement Meeting Human Services Transportation Coordination Plan

August 10, 2017

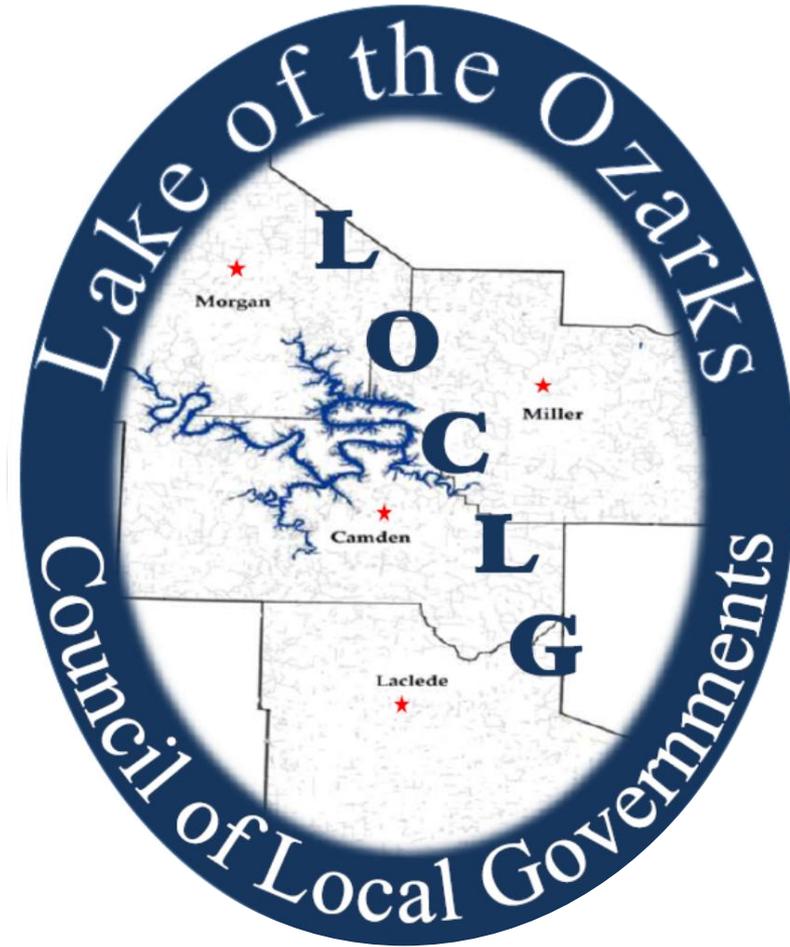
4:00 p.m.

Laurie Care Center

610 Highway O

Laurie, MO 65038

# Lake of the Ozarks Council of Local Governments



**P.O. Box 3553 Camdenton, MO 65020**

**Phone: 573-346-5696 Fax: 573-346-9686**

**LAKE OF THE OZARKS COUNCIL OF LOCAL GOVERNMENTS  
MoDOT HUMAN SERVICES TRANSPORTATION COORDINATION PLAN**

**PUBLIC MEETING LACLEDE COUNTY**

**Wednesday, July 12, 2017**

**4:00 p.m.**

**Laclede County Library**

**915 S. Jefferson Avenue**

**Lebanon, MO 65536**

**I. CALL TO ORDER**

Lake of the Ozarks Council of Local Governments' Executive Director (LOCLG) Linda Conner called the meeting to order at 4:07 p.m.

**II. INTRODUCTIONS AND SIGN-IN SHEET**

Ms. Conner reminded everyone to sign in if they had not done so. She introduced her staff, Taylor Schlueter, Planning Technician, Nancy Crall, Planner I, and Terre Brown, Administrative Assistant.

**III. MoDOT HUMAN SERVICES TRANSPORTATION PLAN**

*a. Purpose of the Plan-Discussion on the Funding Opportunities*

Ms. Conner explained today's discussion centered around transportation; and said LOCLG is working on the Human Services Transportation Plan (HSTP), which is updated every five years. Camden, Laclede, Miller and Morgan Counties are included in the Plan, and they are the counties LOCLG serves.

Referring to a slide showing a map of the region, which is in the middle of the State, Ms. Conner explained there are 19 regional planning commissions in Missouri, and each is working on a plan similar to the one discussed today, but based on the needs of their particular region.

*i. History of the Transit Related Funding Opportunities*

Ms. Conner said we would look at the history of some of the funding mechanisms included in the HSTP. We'll look at how the funding bills impacted the programs that are specific to the elderly, disabled, low-income and transit related programs. The Federal Transit Administration Elderly and Persons with disabilities Program, the 5310, began in 1975 as a discretionary capital assistance program intended to help fill the gaps in accessibility of transportation for seniors and persons with disabilities.

Referring to the next slide, Intermodal Surface Transportation Efficiency Act (ISTEA), Ms. Conner explained this was a funding mechanism from 1991 to 1997 and signed into law in 1991, taking effect in 1992. It was funded at \$155 billion and allowed flexibility in using the funds for a variety of transportation priorities, including the national highway system, planning and management

systems, new technology, mass transit and safety. Under ISTEA, the 5310 Program was changed from a discretionary capital assistance program to a formula funded assistance program, so the state would receive a dollar amount based on a formula. It was for the purpose of assisting nonprofit groups in meeting transportation for elderly persons with disabilities.

Ms. Conner said that in 1998 the Transportation Equity Act was passed. There were some technical issues with the bill, so in July some adjustments were made to it. This bill, known as TEA21, was in effect from 1998 to 2003 and funded at \$218 million. This was for highway, safety, and transit projects. Under TEA21, a new program was created known as the Job Access and Reverse Commute, which was called Section 5316. That was a discretionary program; unique in that it was based on challenges that welfare recipients and low-income individuals were having in finding employment and getting to work. This was supposed to help with that problem.

Ms. Conner said in 2005 Congress passed Safe Affordable Flexible Efficient Transportation Equity Act, a legacy for users known as SAFETY-LU. This transportation bill was funded at \$244.1 billion to support the interstate highway systems, transit systems, bike/pedestrian facilities, ground facilities, and safety priorities. The bill expired in 2009, but Congress extended it 10 times before letting it expire. Under SAFETY-LU, the provisions for supporting transportation options, Congress came up with another new program. It was called the New Freedom Program and was established to provide funding for services that created new transportation services and alternatives on the ADA specific requirements.

Ms. Conner explained there were gaps for transportation. In 2013, Congress passed the Moving Ahead for Progress in the 21st Century, known as MAP21. This was a one-year bill for \$105 billion. Congress extended it into 2015, when another bill was passed. Under MAP21, a number of programs were consolidated. The JARC Program, 5316, was changed into a 5311. This combined the New Freedom Program, the new 5317, with the 5310 to create Enhanced Mobility for Seniors and Individuals with Disabilities.

In 2016, Congress passed the Fixing America Surface Transportation Act (FAST). This Act was more of a long-term solution for transportation and was funded at \$305 billion. Under the FAST Act, the two primary programs that were included to fund transportation-related programs, with a focus on elderly, low income, and persons with disabilities, were the Enhanced Mobility for Seniors and Individuals with Disabilities, the 5310, and the Rural Areas Assistance to Support Public Transportation, the 5311.

**ii. *What programs are Still Applicable for Today***

The HSTP now covers the 5310 Program which came all the way through to Enhanced Mobility; the 5317 is now the 5310 and the 5316 is the 5311. Ms. Conner said in this planning process we will talk about the 5310 and the 5311.

Ms. Conner referred to a slide entitled "Why this Planning Process is Necessary." The Federal Transit Law requires that a project submitted for funding under the Enhanced Mobility of Seniors and Individuals with Disabilities, or the Section 5310 Program, be included in a locally developed, coordinated public transit Human Services Transportation Plan, and that Plan be developed and approved for a process that includes participation by seniors, individuals with disabilities, and representatives of public, private, nonprofit, human services providers, and other members of the public. We are hosting a series of meetings throughout our four counties. We had one earlier in Camden County and, on this, the second meeting, we're in Laclede County. We'll have two more after this meeting.

Ms. Conner referred to the next slide, and said it listed projects already funded within our region from the 5310 Program. Listed in Laclede County are the Association of Retarded Citizens, the Laclede County Early Education, and Laclede Industries, a sheltered workshop. OATS is in Columbia, but it too receives funding and services this area. We offer grant writing services, and wrote the grant for the Good Shepherd Nursing Home. In the last two years, they've obtained six vehicles for the purpose of transportation for their residents. If you're interested in writing a grant, we can help you.

Ms. Conner said as far as a timeline, the Human Services Transportation Plan is updated every five years. We had an approved plan in February 2013, and need to have an updated and approved plan by February 2018. We anticipate this to be a 10-month planning process.

Moving to the next slide, "How will we define public transportation," we are defining it as anything that is not driving yourself in your own car. What else is available and how can we make those networks work together? This would include: Uber, Lyft, OATS, Missouri Rides, taxis.

"Is all transportation equal"? As we look at transportation options, we also have to look at some of the barriers that would hinder someone from using those transportation options. Is the transportation handicap accessible? What is the cost factor? When and where are services available? That's our biggest issue; when and where are the services available? Are they available when you need them?

While Uber and Lyft have been approved by Missouri, we're not sure how the individual communities will actually deal with them at this point. Some of the communities in our area, like Lake Ozark, have decided they don't want to allow Uber and Lyft to provide services. It's too early in the game to know where this will go.

The next slide was entitled: "How can you help with the plan development?" We have three surveys. Our first survey is to transportation providers. Ms. Conner said this survey was sent out to transportation providers of which we were aware. She asked the group if they were aware of any others to let LOCLG

know, so they can be engaged in the process. The survey was eight-pages asking what services their organization provided. A different survey was sent to the human services providers, such as MOCA, food pantries, employment services, asking them to fill out a 13-page survey indicating what were their clients' biggest needs. A five-page consumer survey was mailed to individuals who would be using the services, asking what they felt were transportation issues. We sent it to job centers, churches, to elderly housing establishments, daycares and preschools.

Through the planning process the objective was to assess the available services, transportation needs, and identify the gaps in transportation needs. Then, we will develop strategies and activities that could address those issues. We'll identify funding opportunities and public participation.

Ms. Conner explained the orange and white index cards that were provided to the attendees. She requested the attendees to write what they believed were transportation needs on the white cards; for instance, medical transportation, people going to the grocery store, etc.

She asked the group to think outside the box and write down possible solutions on the orange cards. We've had transportation issues a long time, and the before-mentioned billions of dollars spent on the transportation hasn't solved the problems for people who have the real needs. How can we create networks? How can we recreate resources for those people? She added the group could leave any comments they wished.

The next set of slides Ms. Conner presented concerned a review of Census Data. Our primary focus for transportation needs are for senior population, the disabled and low income. We'll look at these areas and how they are impacted in Laclede County. At each of our county meetings, we will highlight data sets from that particular county. First, we'll look at the region as a whole and then specifically at Laclede County.

Ms. Conner said the Program requires each county to have fewer than 50,000 population to qualify for the Program. All of our counties qualify for the Program; they are fewer than 50,000 in population.

For Laclede County, the largest population is in the Lebanon area. There's a larger population in the Richland area, not nearly the size of Lebanon, but you can see the population concentrations. The darker the color the heavier the population concentration. She referred to a whiter section of Laclede County and said it was the rural population living outside the city limits. It becomes difficult, because of resident scarcity, to effectively support transportation needs for that population.

The slide indicated that in Laclede County, the senior population over 65 was 16.3%. This is lower than some of the other counties, but is higher than the

State of Missouri. There is a higher concentration of seniors over 65 in the Richland/Stoutland, and a small group in the Lebanon area.

The census considers a person disabled for any of the following reasons: Difficulty with hearing and/or visual, cognitive, ambulatory, self-care and independent living. If an individual has any of those disabilities, they are considered to have a disability. In Laclede County, there is a high population (53%) of people with disabilities towards Fort Leonard Wood, 43% in Phillipsburg, and 41% in Evergreen. There are many elderly people in the rural areas, and servicing them will be difficult.

Moving to the census data on households in poverty, in Laclede County 15.6% population is living in poverty. This is higher than the State of Missouri average, which is 11.1%. In Laclede County there is a concentration-the darker the color on the map, the higher the concentration. There is 37% in the Lebanon area; and 30% in Phillipsburg and Conway.

What is poverty? Individuals are considered poor if resources they share with others in the house are not enough to meet their basic needs. The official measure uses three times the cost of a minimum food diet in 1963 in today's prices. Three times a meal equals the minimum, and that's barely surviving. So, poverty threshold measures are adjusted to reflect the needs of the family. If there are additional children in the family, the amount goes up. It does not take into consideration the geographical location of where that family lives. Someone living in Washington D.C. and someone living in Lebanon, Missouri have the same poverty denominator, based on the number in the family.

With low to moderate income; housing is used for a measure as well. Low to moderate income in Laclede County is 42%, which is around the average in Missouri, or 42.6%.

Ms. Conner said in Laclede County, 76% living in the Lebanon area are considered low to moderate income. In Laclede County, the median income is \$39,712. A very low income is defined as 50% of that amount. A low income is based on 80% of that amount. The moderate income is 115%. She said this measurement takes into account the cost of housing, whereas the poverty denominator did not.

Next, we looked at households with no vehicles. Seven percent of the population in Laclede County, 886 households, have no vehicle. Pointing to another area, she said 6% in this area have no vehicle. area, the downtown area there is a higher population with no vehicles.

Ms. Conner said LOCLG looked at commute times. People going to work can be the working poor as well. Average commute time for Laclede County is 21.3 minutes. We looked at how many people are driving more than 45 minutes to work. In Laclede county, pointing to a section, she said 32% are driving at least 45 minutes to work. In another area, there is 22%. In Lebanon, in a small

section, about 26% drive more than 45 minutes. They are driving either to Fort Leonard Wood or Springfield.

Ms. Conner presented information on major employers in the region and said there are a number in the Lebanon area, Tracker Marine, Mercy Hospital, the State Company, Durham, Marathon Electric Motors, Lowe's Boat, Marine Electrical; these are the top 20 in the four-county region. She referred to a list on the slide of the top 11 employers: Detroit Tool, Wal-Mart, Lowe's.

Ms. Conner referred to the next slide, which indicated migration patterns within the region. It compared the number of people driving into the region for work and the number of people who stay in the region to work, along with the number of people driving out of the region to go to work. There are 25,585 staying within the region.

Laclede County has 5,576 driving into the region to work and nearly the same are driving out of the region. Basically, these workers are just being displaced. There are actually 7,324 that stay in the region to work.

Another big factor for transportation is people who need to travel for medical reasons, to see a doctor or go to a hospital. There are a number of clinics throughout the region, but the major hospitals are Lake Regional and Mercy in Lebanon.

**b. *Involvement in the Plan-Discussion on the Importance of Data Collected***

Ms. Conner now explained to the audience how they can help in the planning process.

**i. *Transit Providers***

First, if you're a transportation provider, please fill out the transportation provider survey.

**ii. *Public Services Agencies***

Ms. Conner asked human service agencies present to fill out the agency survey, and the consumer survey. If anyone is aware of an organization that may be in a position to help fill those gaps in transportation, we'd like to know that as well.

**iii. *Citizens***

Ms. Conner asked that attendees share the provided information with anyone who would be interested in attending one of the public engagement meetings also.

**c. *Review of the Planning Process-Discussion on the Timeline and Completed Plan.***

Ms. Conner then went on to explain the timeline and when the plan should be completed.

*i.*        **Service Assessments**

Ms. Conner said help is needed in developing strategies to enhance and expand the transportation options, coordinated efforts. Working together, we can provide more services with less cost. That's the key component, coordination. For example, if a church uses its van only on weekends, and there's a way for it to use that van during the week to support a workforce initiative, we can work together to facilitate that. We need to develop strategies, determine the importance of each strategy, and prioritize them.

*ii.*       **Needs Assessments**

Once we put the Plan together, we'll share it with everyone who has attended our meetings and ask that you read through the entire Plan. Then give us comments. We'll use those comments to improve the Plan.

Again, if you haven't filled out your cards, we want to know what are the problems and what you think could be solutions. Please hand them to Terre on your way out. We expect the draft plan to be available in January of 2018. There will be a 30-day comment period to review and submit comments.

*iii.*      **Prioritization of Strategies**

After the public comment period, our Transportation Advisory Committee (TAC) will review the Plan. The TAC is made up of four members from each county we serve. The Committee meets every other month and prioritizes safety projects, multimodal projects, road and bridge projects and projects like the Human Services Transportation Plan. They are my "go-to" people when we have transportation issues. Two of them are attending today, Rod Reid and Richard Shockley. Then the LOCLG Board of Directors adopts the plan.

As mentioned, there are two more of these meetings; we will be highlighting the counties where the meetings are held. Our next meeting will be in Miller County on July 25 at the Eldon Community Center. The meeting for Morgan County will be August 10 at the Laurie Care Center. The Laurie Care Center has received six vehicles and they believe in the program. They want others to take advantage of it as well. The gentleman at Laurie Care Center giving the presentation will discuss how the vans have impacted their ability to support members within their facilities.

**IV.        OPEN DISCUSSION**

Ms. Conner said she would be happy to answer questions the group may have.

An attendee said he had no problem with their church van being used by other groups, but asked who would pay for gas, insurance, and reimburse the church for extra maintenance.

Ms. Conner explained for example there could be a coordinated effort where the church leases it to a nonprofit organization, so it can be used during the week. She added no one is being asked to just make a donation without reimbursement for expenses. Ms. Conner said this was one of the items she referred to we need to think how to coordinate, make sure you're

reimbursed and covered for insurance, and that the leasing company covers that insurance. We need to think through the whole process and how to make it work.

An attendee asked what were the chances of getting a bus route in the area.

Ms. Linda said this was an excellent question and she had hoped Jack Husted from OATS would attend this meeting. In the Camdenton Area, there is a Senate Bill 40 that funds a specific route in Camden County. Rather than using all their funds, they've created a network with OATS. OATS have extended their hours in Camden County and are offering rides on Saturday from 9:00 to 3:00. Riders still have to call ahead, but now there is increased service. This can be done for an area if there is enough interest and we can find alternate ways to fund the project. I know a transportation tax could be considered, but we need the right people involved to expand services.

Ms. Conner said OATS isn't the only transportation service. Can we find another provider who would be willing to expand their services in the area? From survey responses received so far, the number one suggestion for Laclede County is that Lebanon needs public transportation.

An attendee asked if it was possible a different provider would be willing to offer extended services and have a set route that would run on Monday, Wednesday, and Friday. The number one comment she hears is having a set route that ran on Monday, Wednesday, and Friday. Lebanon has a ridiculous amount of apartments, and senior and low-income family housing. If a set route could be established from those buildings to the hospital, the pharmacies, Wal-Mart, grocery stores, with stops, like in a city. She said as her residents filled out the surveys, the first comment concerned having a bus route like a city.

Ms. Conner said Lebanon's population density of 14,000 is the highest in the four-county area. A bus route needs to be discussed, a specific route where the drivers stop at all housing complexes and facilities, and drive to specific stops at Lowe's, Menard's, Wal-Mart, etc.

Richard Shockley commented it was obvious that as a city, they didn't have the comprehension of the transportation needs that the attendee, in her role, would have.

The attendee asked how she could show him, and Mr. Shockley said he would like to meet with her to get a better understanding.

Ms. Conner added that government officials like to have a plan in place, see it in writing. She suggested after talking with Mr. Shockley, make LOCLG aware of those needs, so we can document them in the Plan. The perception to others may not reflect the reality. It's a matter of people telling us the real needs. How many residents do you have? How many people don't drive? How many people don't have a car? How many times do they not get a ride when they need one? Document that so we have firm information to share.

The attendee commented in comparison with Camden County, Camden County is a community with over a million visitors and homeowners in the summertime so, their SB40 tax base is \$1.2 million.

They have about \$300,000 a year for workshops. The rest is put into disabled services and other areas. Because they're dealing with OATS, OATS can also pick up Medicaid money for older people and low-income people, who are not disabled, when they're running those routes.

Ms. Conner asked if the SB40 was a nonprofit, or government entity.

The attendee replied Senate Bill 40, which passed in 1996 in Laclede County, did not include disabled services; specifically, it said will fund a sheltered workshop.

Ms. Conner asked if any of the individuals at the sheltered workshop would be able to pay \$5.00 for a ride.

The attendee said no. It's \$5.00 each way to go in a taxi. \$10.00 to go to a medical appointment; for someone who is a senior, or in HUD housing, that's a lot of money.

Another attendee said roughly 40% or more of their people earn minimum wage. Because of Medicaid and disability guidelines, income has to stay at no more than \$1,100 a month to maintain disability. If they lose that, then they lose their Medicaid and the medicine, which costs thousands.

Ms. Conner said when LOCLG held the meeting in Camdenton, Citizens Against Domestic Violence (CADV) attended. CADV receive donations, but were discussing donations specifically for a Transportation Fund, which would enable them to provide transportation to their residents. Perhaps there could be networking with nonprofits, where they would collect money or do fundraising, which could support transportation needs.

The attendee commented that as far as charging for transportation, the user can't be charged, but Medicaid can be charged. Ms. Conner said you could cover your costs, even though the consumer couldn't be charged. However, if the program is not self-sufficient, how do you cover the rest of your costs? Most of the time, a 5310 program funds only 80% of the vehicle for the entity. The entity has to pay the 20% match. There are some management program, available through the 5310 Program, but they're seldom funded because of their limitations.

An attendee commented they have three busses that run four days a week. On Friday, Saturday, Sunday, someone could use them. She said their entity would be happy to offer that, but no one has approached us. She added she had offered this at the meeting five years ago, in which Ms. Conner had not been involved.

Mr. Shockley asked what was the daily cost on each unit to operate.

The attendee said quarterly she spends about \$20,000, and that doesn't include the asset-acquisition, that's just the operating cost, and this is a fixed-route system.

Mr. Shockley asked how many were hauled.

The attendee replied they have a 10-passenger, a 12-passenger and a 15 passenger. Once you reach 15-passenger, The Federal Transit Authority has implemented many restrictions and regulations with which to comply, and there is an every three-year audit. If you want anything over 15 passengers, you have to meet all the DOT requirements. That means literally going to the urine collection facility, and you are not the only one. You are told upfront to be prepared for long lines. DOT is nice about it, but the process is very detailed.

Ms. Conner added there's also an audit on maintenance.

The attendee said you have to maintain the vehicle, fund the vehicle, and show any invoices. It's very doable, but there needs to be a large population. If you want a fixed-route system, someone has to be able to coordinate the dispatcher, understand it, take phone calls, maintain the vehicles, keep the backup paper work. A larger city could do it, but it'll cost over \$100,000 a year to do a minimum fixed-route.

Ms. Conner said sustainability is another thing to consider when you're putting together a plan. You don't want to start a fixed-route on certain days and three months into it discover you can't afford it.

Mr. Shockley said probably only 10% of the population who would use it are represented here today. But once started, many people with needs will use it.

The attendee commented that the outliers would be missed.

Mr. Shockley said but if you have the asset you're already managing it, so it's setting a fraction of time. Otherwise, you miss out on so much of the community.

The attendee joked that Mr. Shockley should make a plan, and if he wants to rent her vehicles she would be happy to rent them.

Ms. Conner pointed out it could make the attendee's asset more cost-effective.

Another attendee said she was representing two of the affordable housing units for seniors, Madison Manor and Vernon Heights. She added in the past they had vehicles and made trips to Bennett Springs, but that stopped before she started a year ago. She said she was concerned now about the residents getting the necessities. She said her residents can do Logisticare if they have Medicaid transport. Some of her people had gone to ER, were discharged with a follow-up cardiac appointment, then three days later when they have the follow-up, they can't get Logisticare because they don't have that five-day notice. She added that she personally could not plan out seven days ahead for the majority of situations. In seven days, she may need to go to the grocery store. She believes her residents don't always get to the pharmacy on time, so they may miss medications. Out of her 65 residents, the majority do not drive. There's more senior housing on Tower Road, Lebanon Properties, which is low income family housing. They too have needs. She offered to survey them.

Ms. Conner said some of the other planning commissions have Mobility Management Directors that facilitate hooking up riders with providers. It's that coordination and trying to make that

connection because there is a gap between what the consumer is aware of and what is available. If there's a need, we might consider that.

An attendee said they had used Area Agency on Aging for people who don't have Medicaid or the money for a cab and need transportation and they've paid for the transportation. However, that Agency can't be used on a regular basis.

Ms. Conner asked the church representative how many vans he had and he replied one and one-third. This was an eight-passenger van and two seats were removed so two people in wheelchairs could be accommodated. The other does not have wheelchair availability. One van could pick wheelchairs, people in wheelchairs and the other could pick up people in nursing homes or individual pickups.

Ms. Conner asked what they were primarily used for.

He said normally Mass are on the weekend, either Saturday or Sunday. They also have a day for a salad luncheon so vans go pick up those who want to attend. Occasionally, they have an outing. Normally, during the week, it's not being used.

An attendee said one of her predecessors had this, some of the churches about this and they said no, as it was a liability issue.

The attendee said it was terrible that the insurance companies decide what they can certain can't do, but there are certain things their church can't certain. The drivers need to have certain licenses; they have to do a job awareness program. Right now, the van can't be used for anything other than church business, unless there is some type of remuneration.

Mr. Shockley pointed out that while the 5310 enables you to buy an asset, it doesn't provide for operations. If the politicians were a little more clever; they might understand that the funding needs to go to operations instead of assets.

One attendee said there is a program called the Missouri Handicapped and Transportation Assistance program, but they fund a very small portion. She receives \$3,000 every three months. Riders must be documented, so you're right back into the administrative business.

**V. NEXT MEETING**

Ms. Conner reminded the group the next meeting was scheduled at the Eldon Community Center in Miller County on July 25, 2017 at 4:00 p.m.

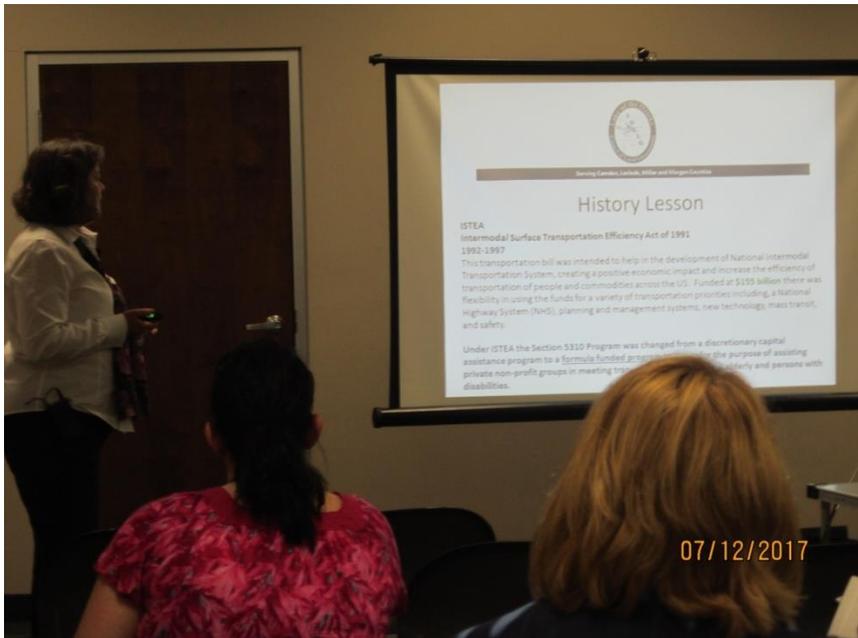
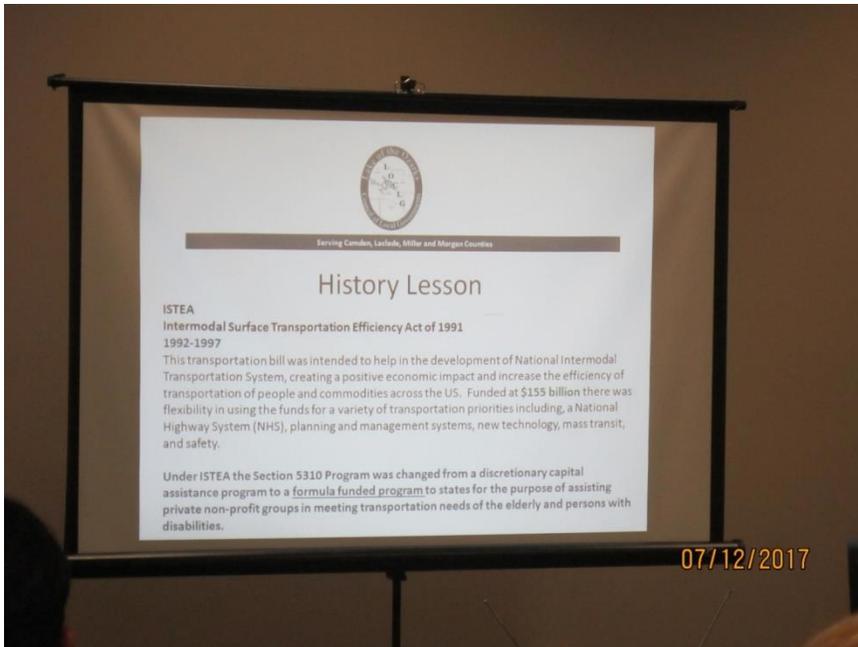
**VI. CONCLUSION**

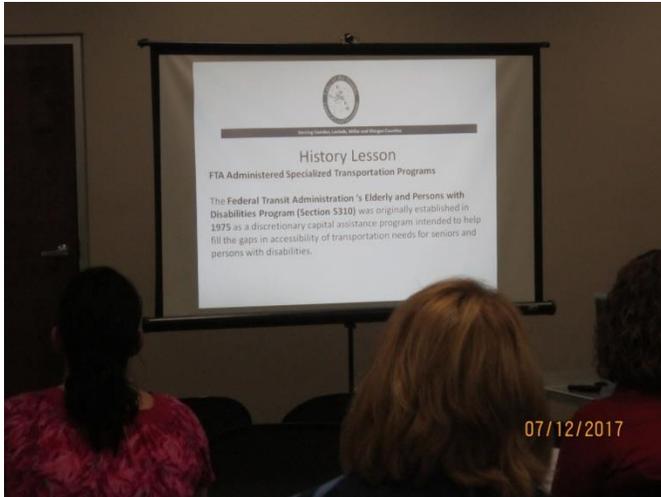
Ms. Conner thanked everyone for attending and giving their comments. Please leave your comment cards. We will contact you; did you leave email addresses on the sign in sheet?

**VII. ADJOURN**

The meeting adjourned at 5:04 p.m.









**Lake of the Ozarks Council of Local Governments**  
 Serving Camden, Laclede, Miller and Morgan  
 Tuesday July 25, 2017 2:00 p.m. Human Services Transportation Coordination Plan Meeting  
 Eldon Community Center 309 E. 2nd Street Eldon, MO 65026

Name of Attendee	Representing: C=Concerned Citizen T=Transportation Provider (Company) O=Other Please explain	County You Live In	Contact Phone #	Email Address	Miles Driven To Meeting (Round Trip)
1 Linda Conner	O = LOCALG	Camden Laclede Miller Morgan	573-346-5692	linda.conner@lodge.org	62
2 Polly South	O = Eldon Uniteds	Morgan	573-552-1260		34
3 Ann Gier	C	Miller <small>Camden Morgan Laclede Miller</small>	573 365 9417	AnnGier@lodge.org	54
4 Taylor Schueter	O = LOCALG	<small>Camden Morgan Laclede Miller</small>	573-346-5692	taylor.schueter@lodge.org	62
5 Jamie Morasid	VERSAILLES CHAMBER	Morgan	573-690-8398	jmorasid@versailles.com	34
6 Jason Mosher	T = central Mo. Trans.	Morgan	573-529-8569	Jmosher713@gmail.com	52
7 Darius McDaniel	C	Miller	573-793-2147		30
8 Jimmy Duffield	Eldon Advertiser	Miller	392-5658		0
9 Gandy Kilkenny	O-Chamber Director	Morgan	816-786-2275	SKilkenny@eldonchamber.com	1
10 Paul Ritter	C	M. Hill	573-418-9547	p.ritter44@yahoo.com	75
11 Pam Gilbert	O = LOCALG	Camden	573-346-5692	pam.gilbert@lodge.org	62



# Lake of the Ozarks Council of Local Governments

Serving Camden, Laclede, Miller and Morgan

Tuesday July 25, 2017 2:00 p.m. Human Services Transportation Coordination Plan Meeting

Eldon Community Center 309 E. 2nd Street Eldon, MO 65026

	Name of Attendee	Representing: C=Concerned Citizen T=Transportation Provider (Company) O=Other Please explain	County You Live In	Contact Phone #	Email Address	Miles Driven To Meeting (Round Trip)
12	ELBA Beth Foglesong		Miller	314-616-8046	over 500 miles	1
13	REBEKA Deborah		Miller		gabindc@att.net	1
14	Matt Davis	Eldon School District	Miller	573-332-8000	Mat.Davis@eldon.mo.us	1
15	Tiffany Rutledge	Cap Region	Moniteau	573 690 0952	trutledge@cmrc.org	60
16						
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Serving Camden, Laclede, Miller and Morgan Counties

# Lake of the Ozarks Council of Local Governments

MoDOT Public Transit  
Human Services Transportation Coordination  
Plan

Miller County Meeting  
July 25, 2017  
Eldon Community Center



Serving Camden, Laclede, Miller and Morgan Counties

# Public Engagement Meetings for the Human Services Transportation Coordination Plan

**Camden County-June 27, 2017** at 4:00 p.m. at the Camden County Historical Society

**Laclede County-July 12, 2017** at 4:00 p.m. at the Laclede County Library

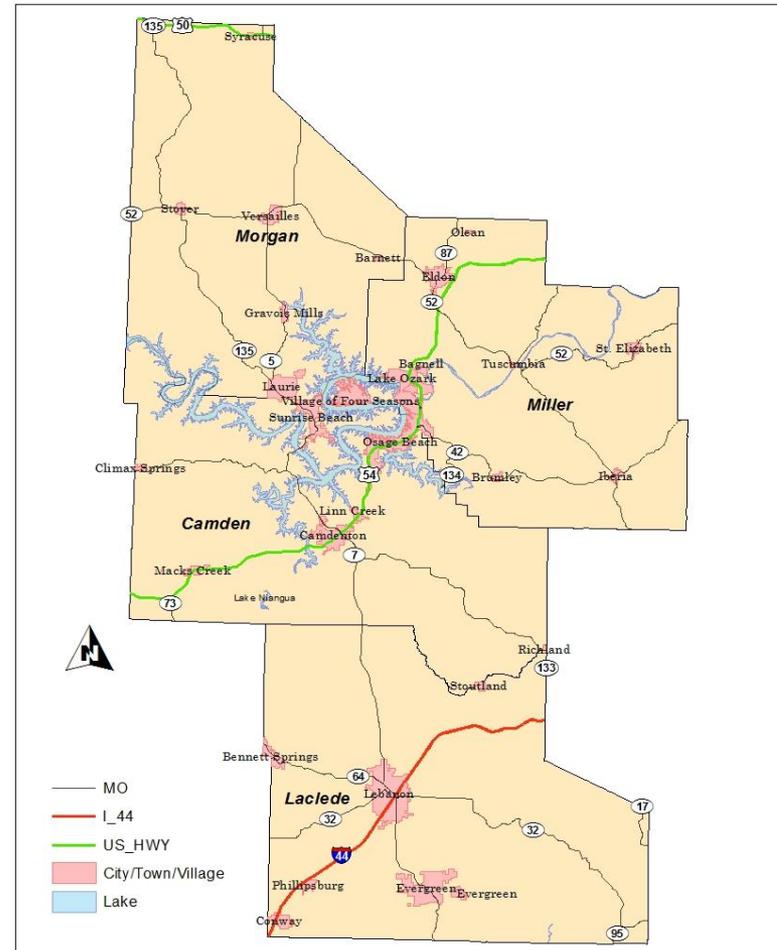
**Miller County- July 25, 2017** at 4:00 p.m. at the Eldon Community Center

**Morgan County- August 10, 2017** at 4:00 p.m. at the Laurie Care Center



Serving Camden, Laclede, Miller and Morgan Counties

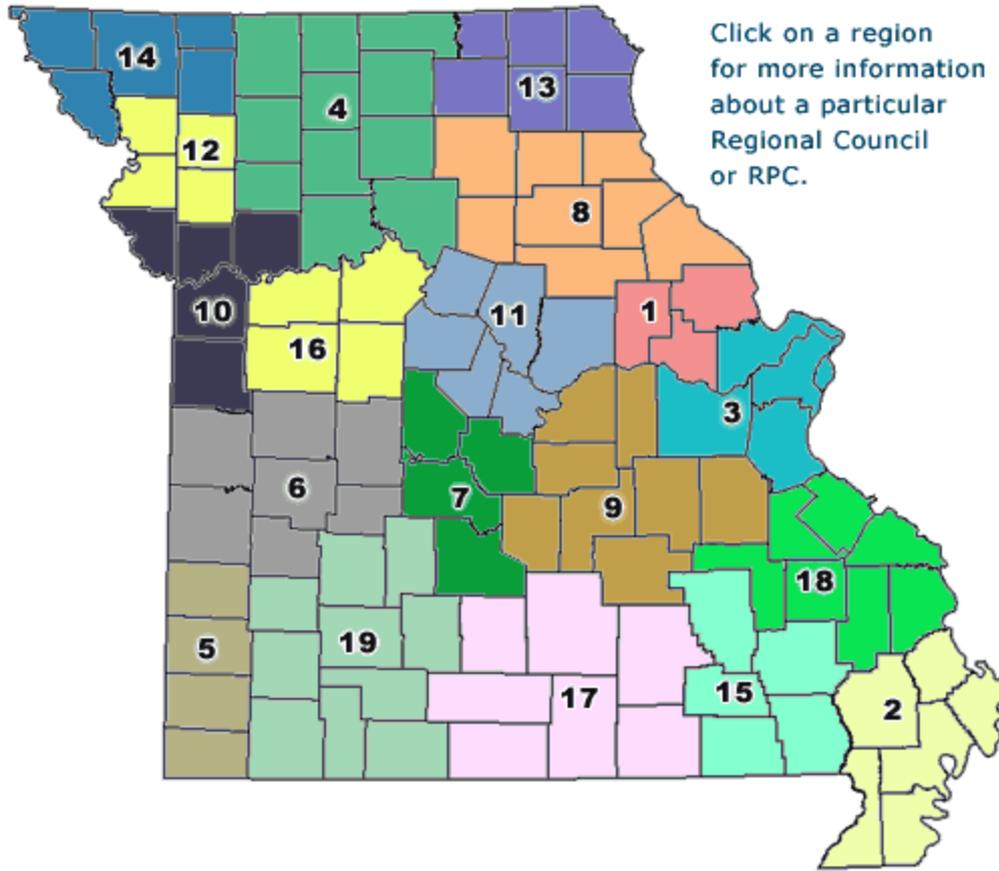
Plan will include  
the counties of:  
Camden  
Laclede  
Miller  
Morgan







Serving Camden, Laclede, Miller and Morgan Counties



There are 19 Regional Planning Commissions in Missouri each will be completing a plan for their region.



Serving Camden, Laclede, Miller and Morgan Counties

# History Lesson

## **History of the transportation programs that are included in the Human Services Transportation Coordination Plan**

To better understand the funding mechanisms that are available with an approved **Human Services Transportation Coordination Plan**, we will review the history of federally funded transportation bills. These bills cover many aspects of transportations, so for the purpose of this presentation and planning efforts we will only review how those transportation funding bills impacted the programs for the elderly, disabled, and low income users, and transit related programs.



Serving Camden, Laclede, Miller and Morgan Counties

# History Lesson

## FTA Administered Specialized Transportation Programs

The **Federal Transit Administration 's Elderly and Persons with Disabilities Program (Section 5310)** was originally established in **1975** as a discretionary capital assistance program intended to help fill the gaps in accessibility of transportation needs for seniors and persons with disabilities.



Serving Camden, Laclede, Miller and Morgan Counties

# History Lesson

## ISTEA

### Intermodal Surface Transportation Efficiency Act of 1991

#### 1992-1997

This transportation bill was intended to help in the development of National Intermodal Transportation System, creating a positive economic impact and increase the efficiency of transportation of people and commodities across the US. Funded at **\$155 billion** there was flexibility in using the funds for a variety of transportation priorities including, a National Highway System (NHS), planning and management systems, new technology, mass transit, and safety.

**Under ISTEA the Section 5310 Program was changed from a discretionary capital assistance program to a formula funded program to states for the purpose of assisting private non-profit groups in meeting transportation needs of the elderly and persons with disabilities.**



Serving Camden, Laclede, Miller and Morgan Counties

# History Lesson

## TEA-21

**Transportation Equity Act of the 21<sup>st</sup> Century** (June 9, 1998)

**and TEA-21 Restoration Act** (July 22, 1998 provided technical corrections to the original law)  
**1998-2003**

This transportation bill was the largest public works bill to date with **\$218 billion** authorized for funding of highway projects, safety and transit programs. The bill continued past 2003 with several temporary extensions by Congress before it was allowed to lapse.

**Under TEA-21 the JARC Program-Job Access and Reverse Commute (Section 5316) was created as a discretionary program. The JARC program was established to address the unique transportation challenges faced by welfare recipients and low-income individuals seeking to obtain and maintain employment.**



Serving Camden, Laclede, Miller and Morgan Counties

# History Lesson

## SAFETEA-LU

### Safe, Affordable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

#### 2005-2009

This transportation bill was intended to maintain and make improvements to the surface transportation infrastructure network in the United States with **\$244.1 billion** to support the interstate highway system, transit systems, bike/ pedestrian facilities, railway facilities and safety priorities.

While the original bill expired on September 30, 2009 Congress continued to renew the funding formulas ten (10) more times after the expiration date. It was eventually replaced with the Moving Ahead for Progress in the 21<sup>st</sup> Century Act in 2012.

**Under SAFETEA-LU the provision for supporting public transportation options with the New Freedom program and was funded by Congress in 2006. The New Freedom program was established to provide funding for projects to develop services that created new public transportation services and alternatives beyond the ADA specific requirements.**



Serving Camden, Laclede, Miller and Morgan Counties

# History Lesson

## MAP-21

### Moving Ahead for Progress in the 21<sup>st</sup> Century

#### 2013-2014

This transportation bill was developed to create a streamlined and performance based transportation program that will allow for highway, transit, bike and pedestrian programs and was funded at **\$105 billion**.

While the original bill expired in 2014 Congress enacted short term extensions until a new transportation bill could be passed in 2015 with the enactment of the Fixing America's Surface Transportation Act in December 4, 2015.

**Under MAP-21 there were a number of consolidations of programs including the elimination of the JARC Program (Section 5316) now allowing these projects to be eligible under the Formula Grants for Rural Areas (Section 5311), and combining the New Freedom Program (Section 5317) with the Section 5310 Program to create the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310).**



Serving Camden, Laclede, Miller and Morgan Counties

# History Lesson

## **FAST Act**

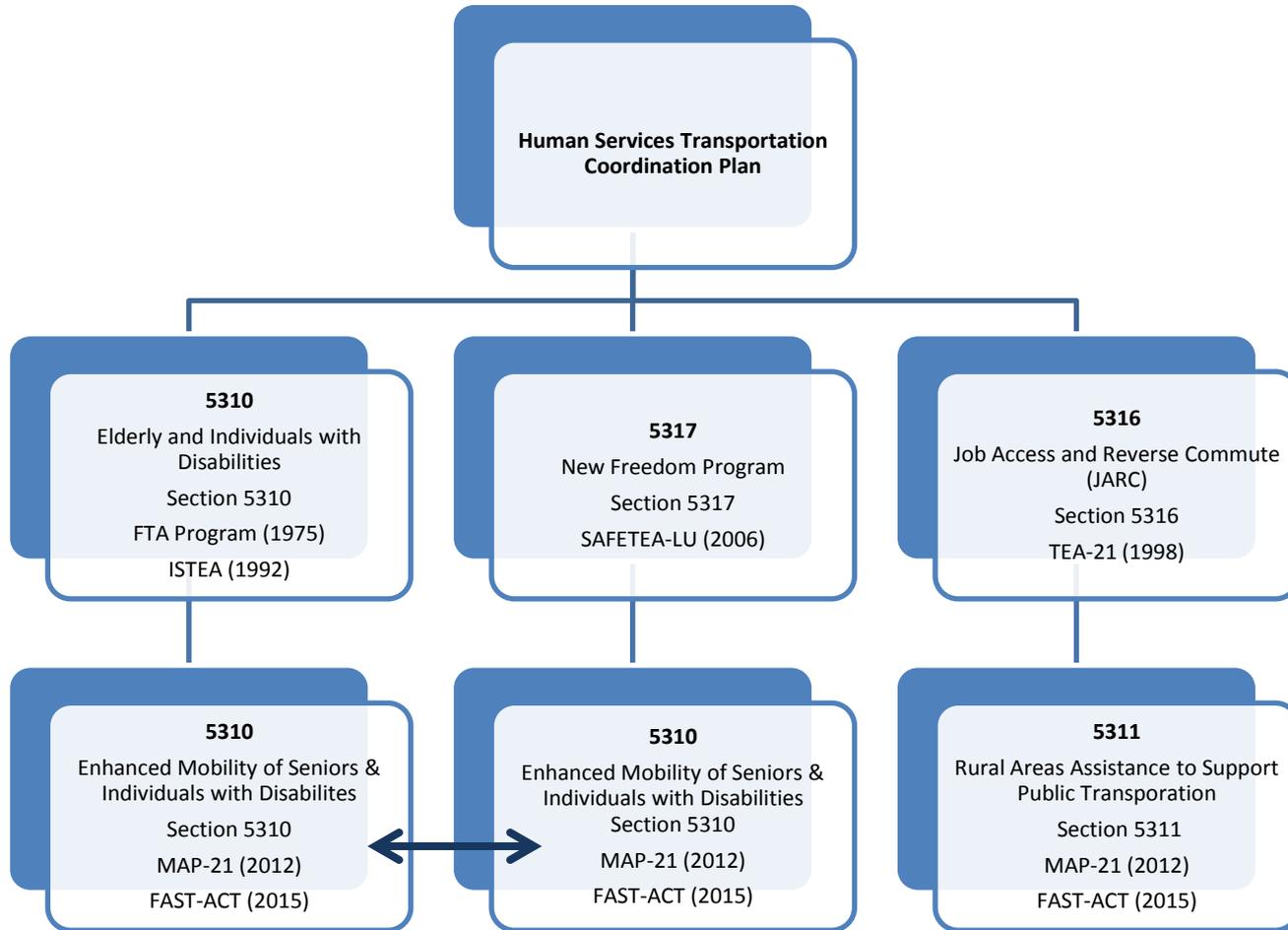
### **Fixing America's Surface Transportation Act**

**2016-2020**

This transportation bill was a long range transportation bill spanning four (4) years and was authorized at **\$305 billion** to fund projects for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous material safety, rail, research, technology, and statistics programs. There was also an emphasis on safety.

**Under FAST Act the two primary programs that are included to fund transportation related programs with a focus on the elderly, low income and persons with disabilities include the Enhanced Mobility of Seniors & Individuals with Disabilities (Section 5310) and Rural Areas Assistance to Support Public Transportation (Section 5311).**

# Funding Programs





Serving Camden, Laclede, Miller and Morgan Counties

# Why this planning process is necessary:

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



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## Transportation Projects Funded within our Region:

Camden County Senate Bill 40 - Camden County Developmental Disability Resources

Gateway Industries of Eldon

Good Shepherd Nursing Home District – Laurie Care Center

Laclede County Association for Retarded Citizens

Laclede Early Education Program

Laclede Industries

Lake Area Industries, Inc.

Lake of the Ozarks Developmental Center

Miller County Board for Services for Developmentally Disabled

Quality Industries of Lake of the Ozarks

Oats-Columbia



Serving Camden, Laclede, Miller and Morgan Counties

## MoDOT Transportation Funded project:



MoDOT 5310 Grant Program

Good Shepherd Nursing Home  
Laurie Care Center

Received six (6) handicap  
accessible vehicles

We offer grant writing services for this  
program.



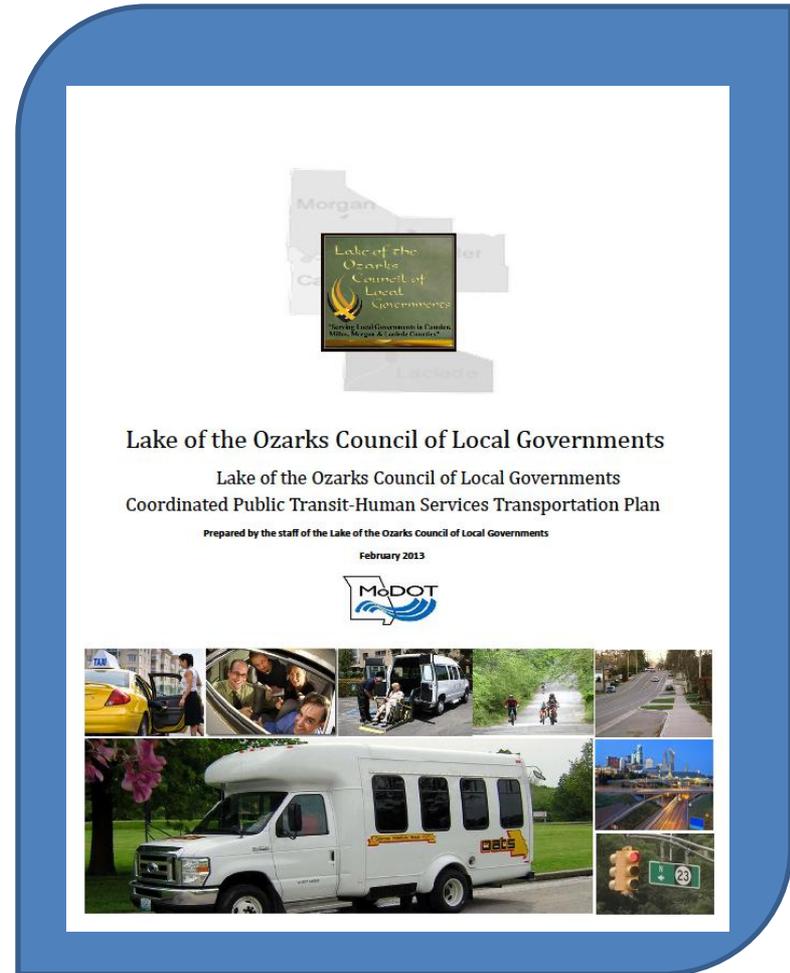
# Required Update Timeline

The Human Services Transportation Coordination Plan is updated every five (5) years.

The previous plan was approved and adopted by the LOCLG Board of Directors in February 2013.

A new plan must be completed and approved by February 2018.

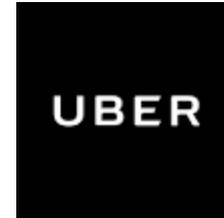
We anticipate that the planning and outreach for the plan development will take approximately 10 months to complete.



# Defining Public Transportation

For the purpose of this planning effort we will be identifying all transportation options available within the region that are “not driving yourself in your own vehicle”

All product names, logos, and brands are property of their respective owners. All company, product and service names used in this presentation are for informational purposes only. Use of these names, logos, and brands does not imply endorsement.



# Is All Public Transportation Equal?

As we look for all transportation options within the region, we also need to look at barriers that would hinder someone from using a specific form of transportation.

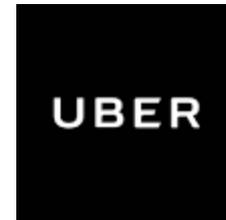
Such as:

Is it handicap assessable?

What is the cost factor, is it cost prohibitive?

When and what are the services available?

While Uber and Lyft had been approved by Missouri, how will individual communities deal with this new transportation option?



# How you can help with the plan development

First and foremost the data collection and being able to provide an accurate account of the transportation needs and current transportation options available within the region will be extremely important.

Survey 1- Transportation Providers: sent to all transportation providers that have previously received a MoDOT grants and have been identified as transportation providers within the region.

An eight (8)Page survey asking for clarification on services provided.

The image shows a screenshot of a survey form titled "Public Transportation Provider Survey 2017". The form is divided into sections, with the first section being "Transportation Provider Information". This section is further divided into two parts: "1. Public Transportation Provider Contact Information" and "2. Type of Agency".

**1. Public Transportation Provider Contact Information**

This section contains several text input fields for the following information:

- Name of Organization
- Street Address
- Mailing Address
- City
- State
- Zip Code
- Phone
- Fax
- Contact Person
- Title/Department
- Email
- Website

**2. Type of Agency**

This section contains a list of agency types with checkboxes:

- Public Transit System
- Government Human Services Agency
- Private Non-Profit Human Services Agency
- Private Non-Profit Transportation Provider
- Private For-Profit Transportation Provider
- Other (please specify)

Below the "Other" option is a text input field for specifying the agency type.

1

# How you can help with the plan development

Survey 2- Non-Transportation Providers: sent to all Human Services Providers, for example, MOCA, Food Pantries, Employment Services etc. These organizations come in contact with many patrons that have transportation needs.

A thirteen (13) Page survey asking for clarification on services provided and where they see the most needs in regard to transportation related issues.

The image shows a screenshot of a survey form titled "Non-Transportation Provider Survey 2017". The form is enclosed in a blue border. At the top, there is a header "Non-Transportation Provider Survey 2017" in blue text. Below the header is a dark blue bar with the text "Agency Information" in white. The main content of the form is divided into two sections. The first section is titled "1. Non-Transportation Provider Contact Information" and contains a list of fields for contact details: Name of Organization, Street Address, Mailing Address, City, State, Zip Code, Phone, Fax, Contact Person, Title/Department, Email, and Website. Each field is represented by a rectangular input box. The second section is titled "2. What type of Agency do you represent?" and contains four radio button options: "Government Human Services Agency", "Private Non-Profit Human Services Agency", "For Profit Agency", and "Other (please specify)". Below the "Other" option is a small rectangular input box for specifying the agency type. The form is set against a white background.

**Non-Transportation Provider Survey 2017**

Agency Information

**1. Non-Transportation Provider Contact Information**

Name of Organization

Street Address

Mailing Address

City

State

Zip Code

Phone

Fax

Contact Person

Title/Department

Email

Website

**2. What type of Agency do you represent?**

Government Human Services Agency

Private Non-Profit Human Services Agency

For Profit Agency

Other (please specify)

# How you can help with the plan development

Survey 3-Consumer Survey: sent to job centers, faith based institutions, elderly housing establishments, nursing homes, daycares and preschools.

A five (5) Page survey asking consumers to share with us their transportation challenges within the region and how they feel we can help alleviate the problem and provide more transportation options.

The image shows a screenshot of a survey form titled "Public Transportation Customer Survey 2017" with a sub-header "Consumer Survey". The form contains five numbered questions:

- 1. Please describe your geographic area in which you currently live.**
  - Rural
  - Small Community
  - Large Community
  - Small City
  - Large City
- 2. Please list the county in which you currently live.**
- 3. Please list the county in which you currently work.**
- 4. What is your gender?**
  - Male
  - Female
  - Do not wish to disclose
- 5. Please indicate your age group.**
  - Age 16 to 21
  - Age 22 to 31
  - Age 32 to 41
  - Age 42 to 51
  - Age 52 to 61
  - Age 62 +
  - Do not wish to disclose

A small number "1" is visible in the bottom right corner of the form area.



Serving Camden, Laclede, Miller and Morgan Counties

### MoDOT Humans Services Transportation Planning Project Objectives:

1. Assessment of available services, including current transportation providers, public, private, and not-for-profits, identifying the service areas and hours of operations.
2. Assessment of transportation needs to the elderly, disabled, and low income.
3. Identifying gaps in transportation needs and the currently available services.
4. Develop strategies and activities that would address the transportation needs within the region.
5. Identify funding opportunities for implementation of the plan.
6. Public participation is a required element in the planning process.

# How you can help with the plan development

"Problems"

Transportation issues  
within our region.

On the white index card identify the problems that you see with our transportation networks within the region.

On the orange index card list what you think could be some possible solutions or strategies that may help fix the transportation needs within our region.

Please leave any other comments you would like.....

"Solutions"

Possible fix or help to  
solve transportation  
related issues locally.



Serving Camden, Laclede, Miller and Morgan Counties

## Primary Focus within the Planning Framework in Regard to Transportation Needs:

1. Elderly, and Senior population
2. Disabled population
3. Low-income population

So let's take a look at the data for the region.

# Census Data

5 Year ACS 2015 Population Data

Camden County 43,927

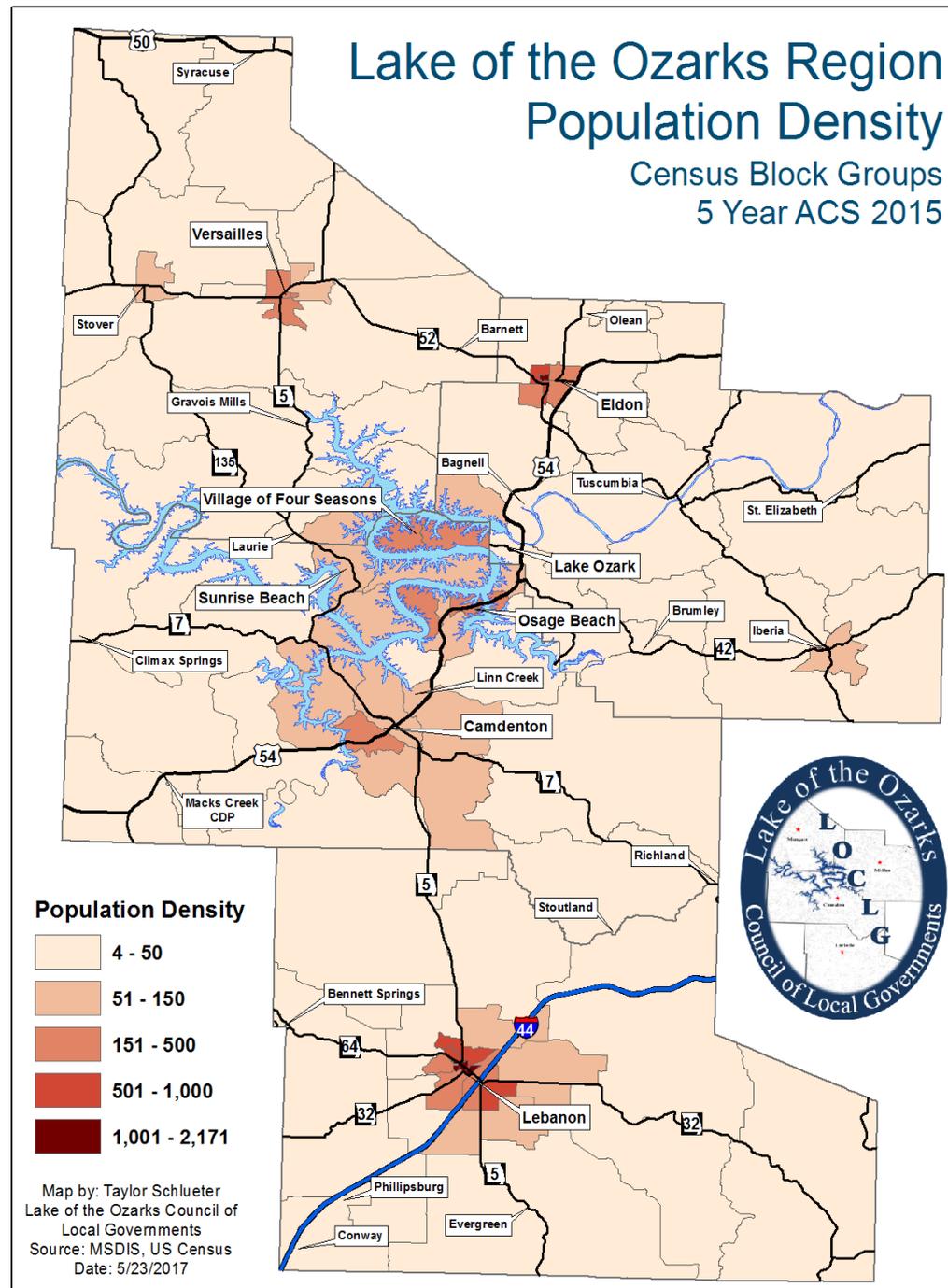
Laclede County 35,514

Miller County 24,956

Morgan County 20,225

Please note the qualification of the 5310 program is population less than 50,000 which each of the counties within our region fall below that threshold.

Total population for region 124,622



# Census Data

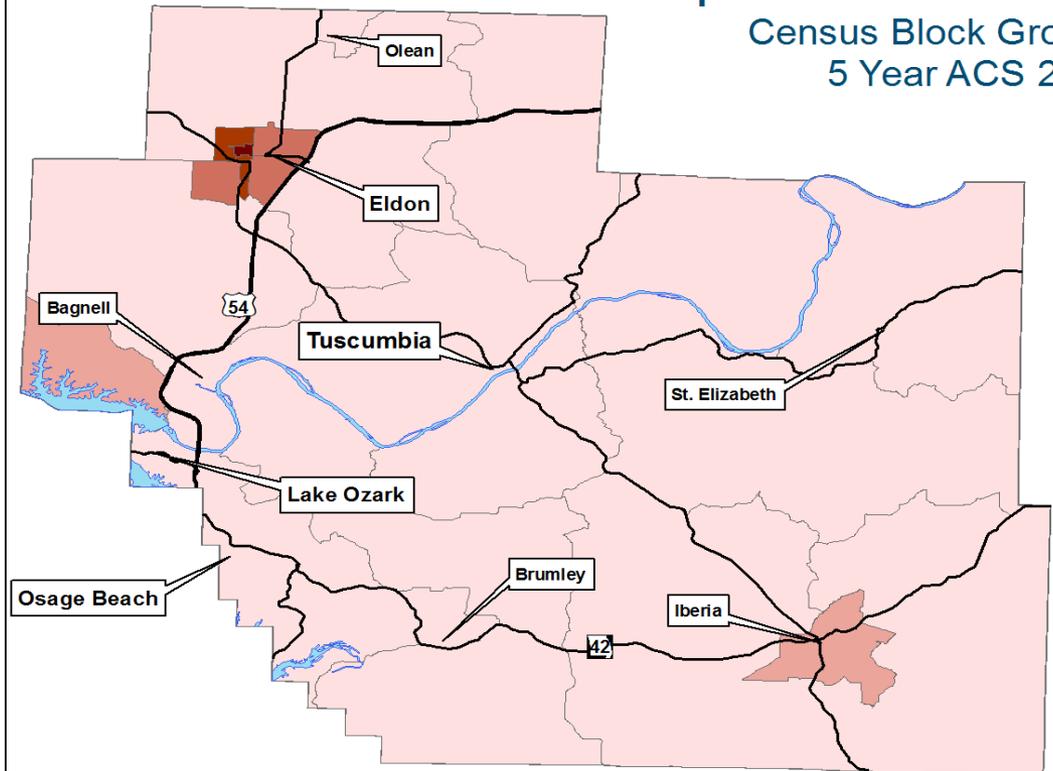
Total Population in Miller County  
County 24,956

City of Bagnell	95
Village of Brumley	93
City of Eldon	4,632
City of Iberia	745
City of Lake Ozark	1,761
City of Olean	130
Village of St. Elizabeth	341
Village of Tuscumbia	205

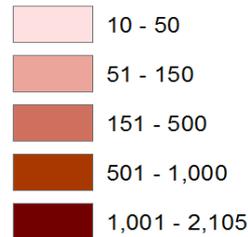
Rural populations living outside  
any city limits in Miller County  
16,954

## Miller County Population Density

Census Block Groups  
5 Year ACS 2015



### DENSITY



Map by: Taylor Schlueter  
Lake of the Ozarks Council of  
Local Governments  
Source: MSDIS, US Census  
Date: 5/23/2017

# Census Data

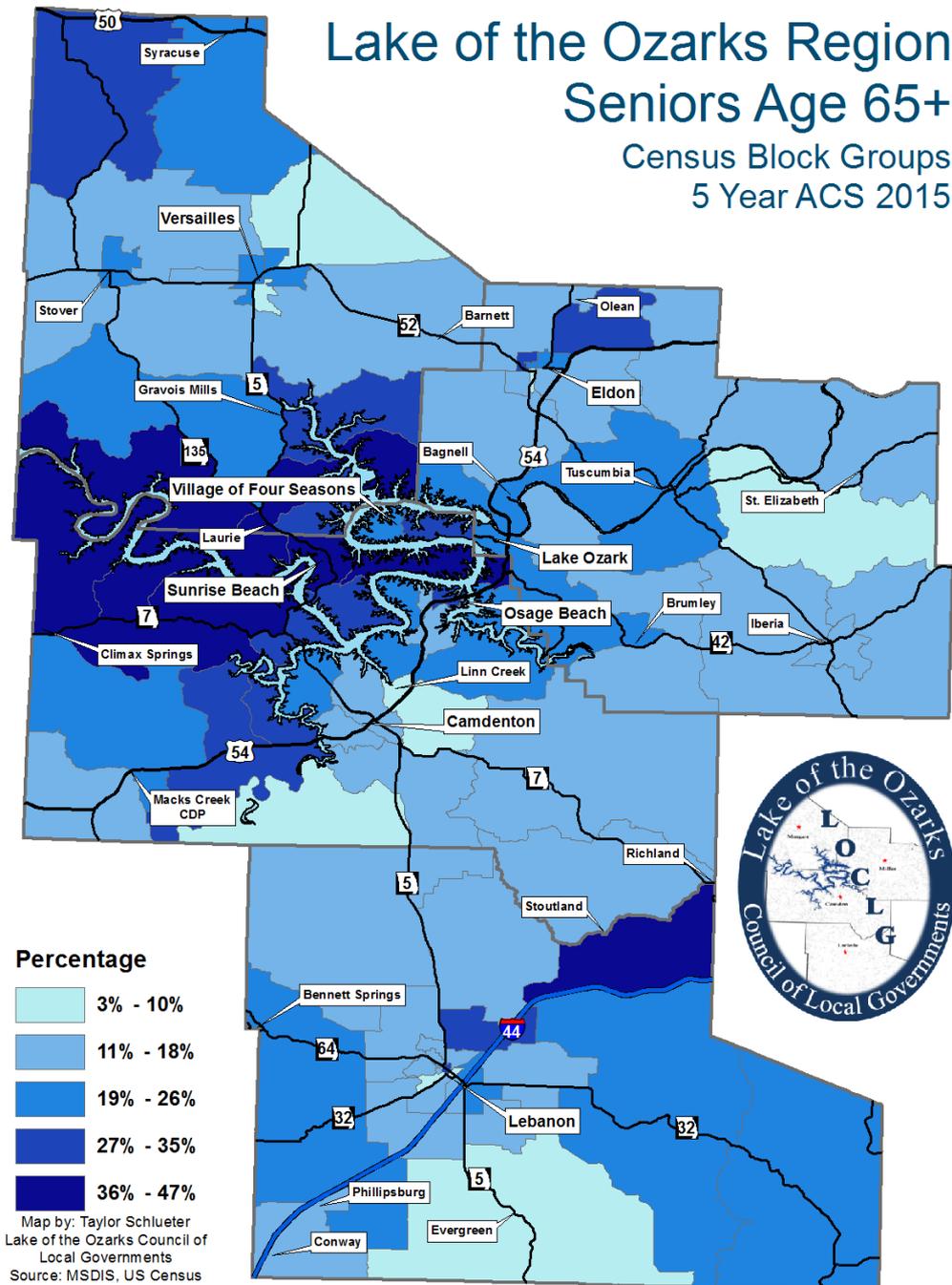
Each of the counties within the region have a higher percentage of Seniors that are 65 years of age or older compared to the Missouri State average.

Age 65+	
	%
Camden	24.1
Laclede	16.3
Miller	17.3
Morgan	23.1
Missouri	15.0

Source: 2015 ACS

## Lake of the Ozarks Region Seniors Age 65+

Census Block Groups  
5 Year ACS 2015

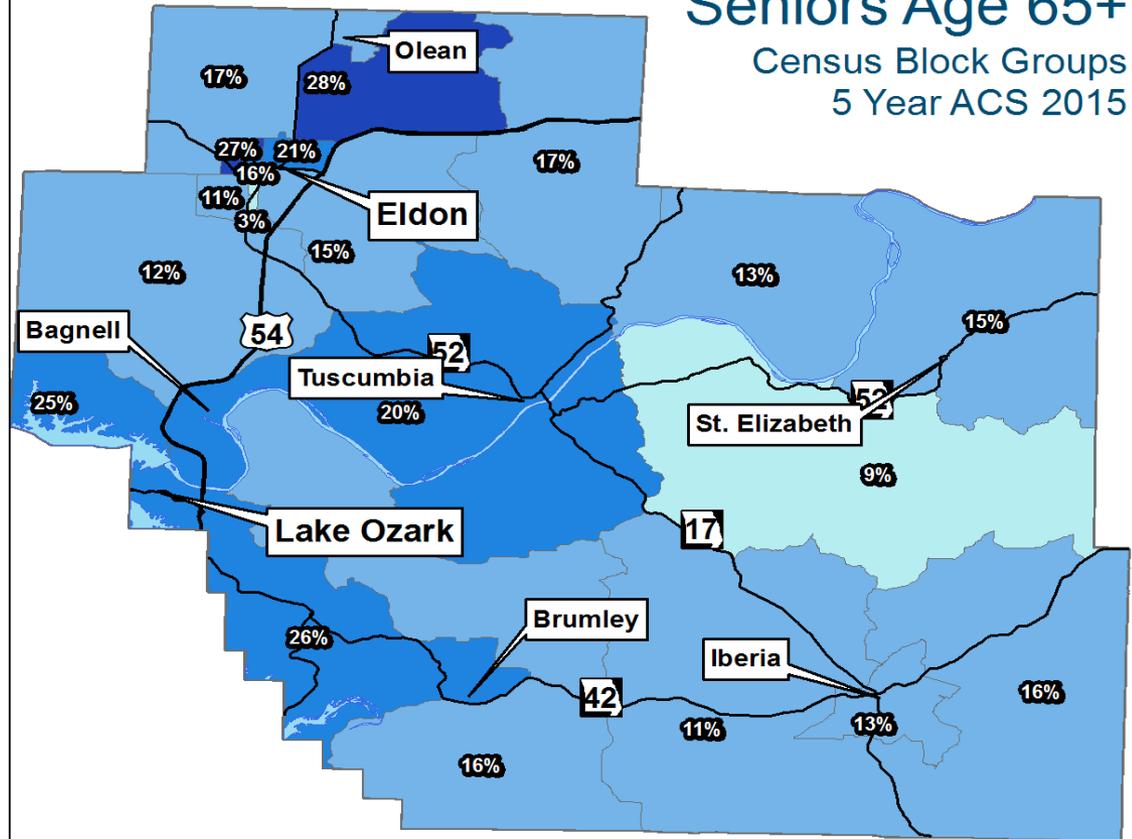


# Census Data

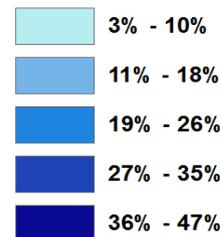
Miller County Senior Population

In Miller County 17.3 percent of the population is 65 or older.

Miller County  
Seniors Age 65+  
Census Block Groups  
5 Year ACS 2015



Percentage



Map by: Taylor Schlueter  
Lake of the Ozarks Council of  
Local Governments  
Source: MSDIS, US Census  
Date: 6/20/2017

# Census Data

Each of the counties within the region have a higher percentage of disabled population compared to Missouri State average.

Disability	
	%
Camden	17.7
Laclede	19.4
Miller	18.6
Morgan	19.6
LOCLG	18.8
Missouri	14.3

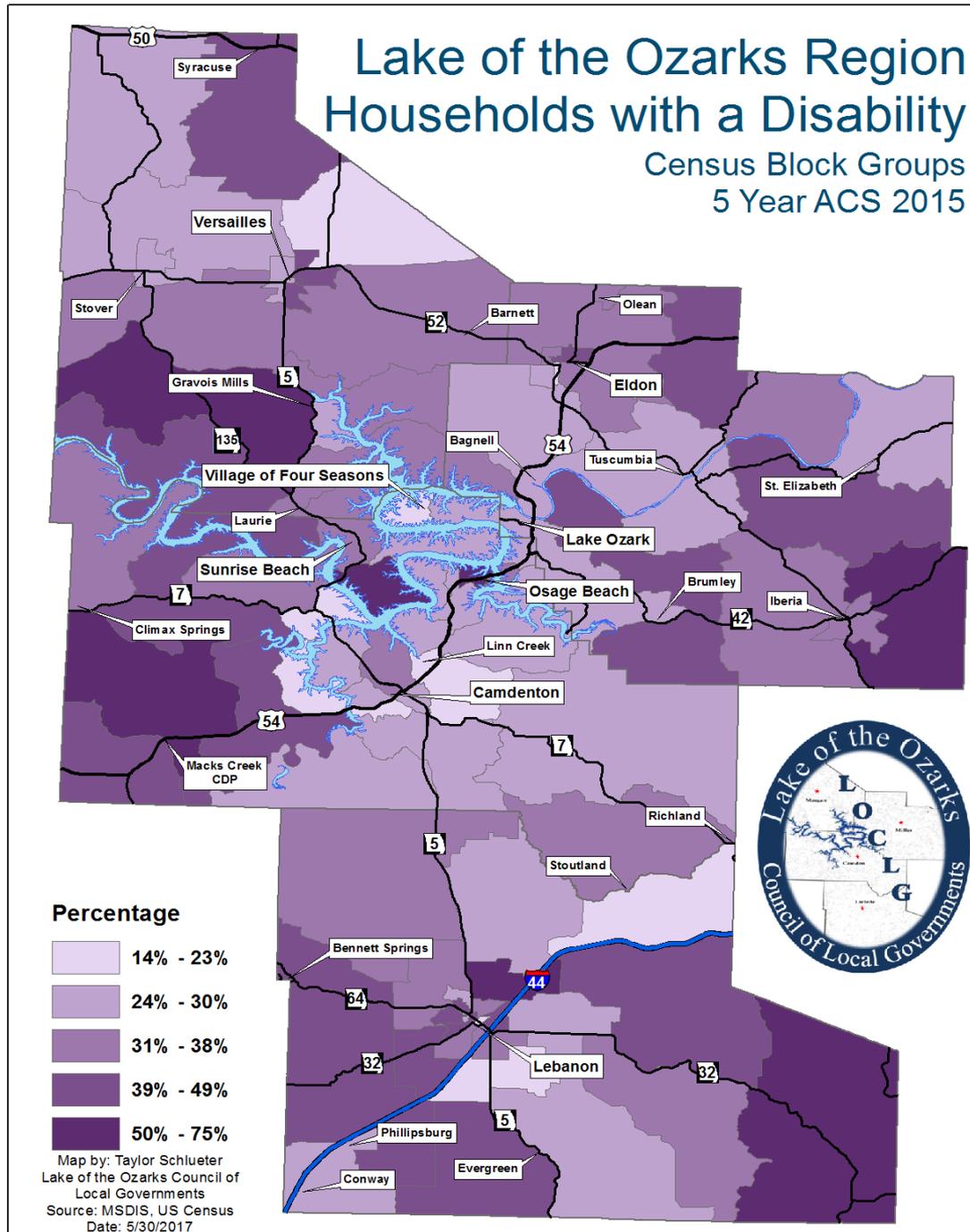
Source: 2015 ACS

## Disability Includes:

- Hearing Difficulty
- Vision Difficulty
- Cognitive Difficulty
- Ambulatory Difficulty
- Self-Care Difficulty
- Independent Living Difficulty

# Lake of the Ozarks Region Households with a Disability

Census Block Groups  
5 Year ACS 2015



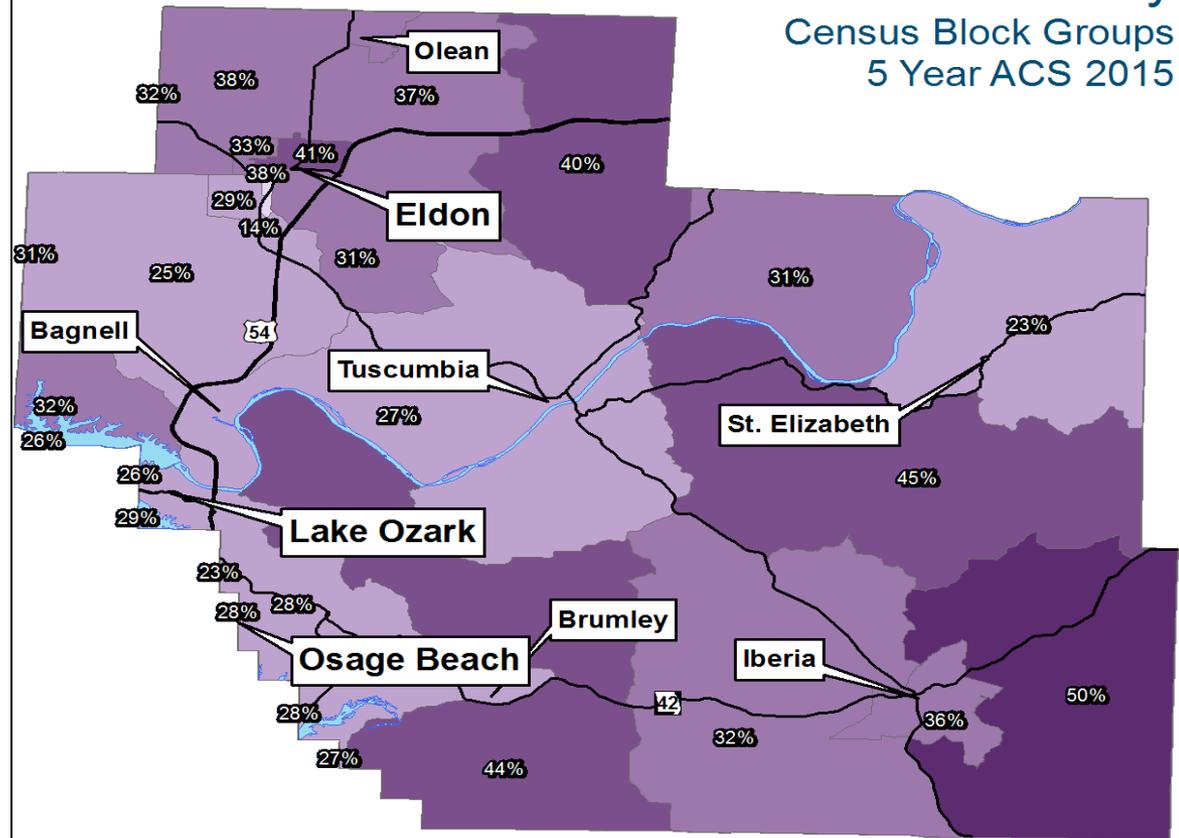
# Census Data

Miller County  
Disabled Population

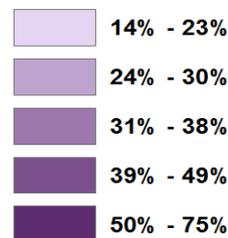
In Miller County 18.6 percent of the population has some disability.

## Miller County Households with a Disability

Census Block Groups  
5 Year ACS 2015



### Percentage



Map by: Taylor Schlueter  
Lake of the Ozarks Council of  
Local Governments  
Source: MSDIS, US Census  
Date: 5/30/2017

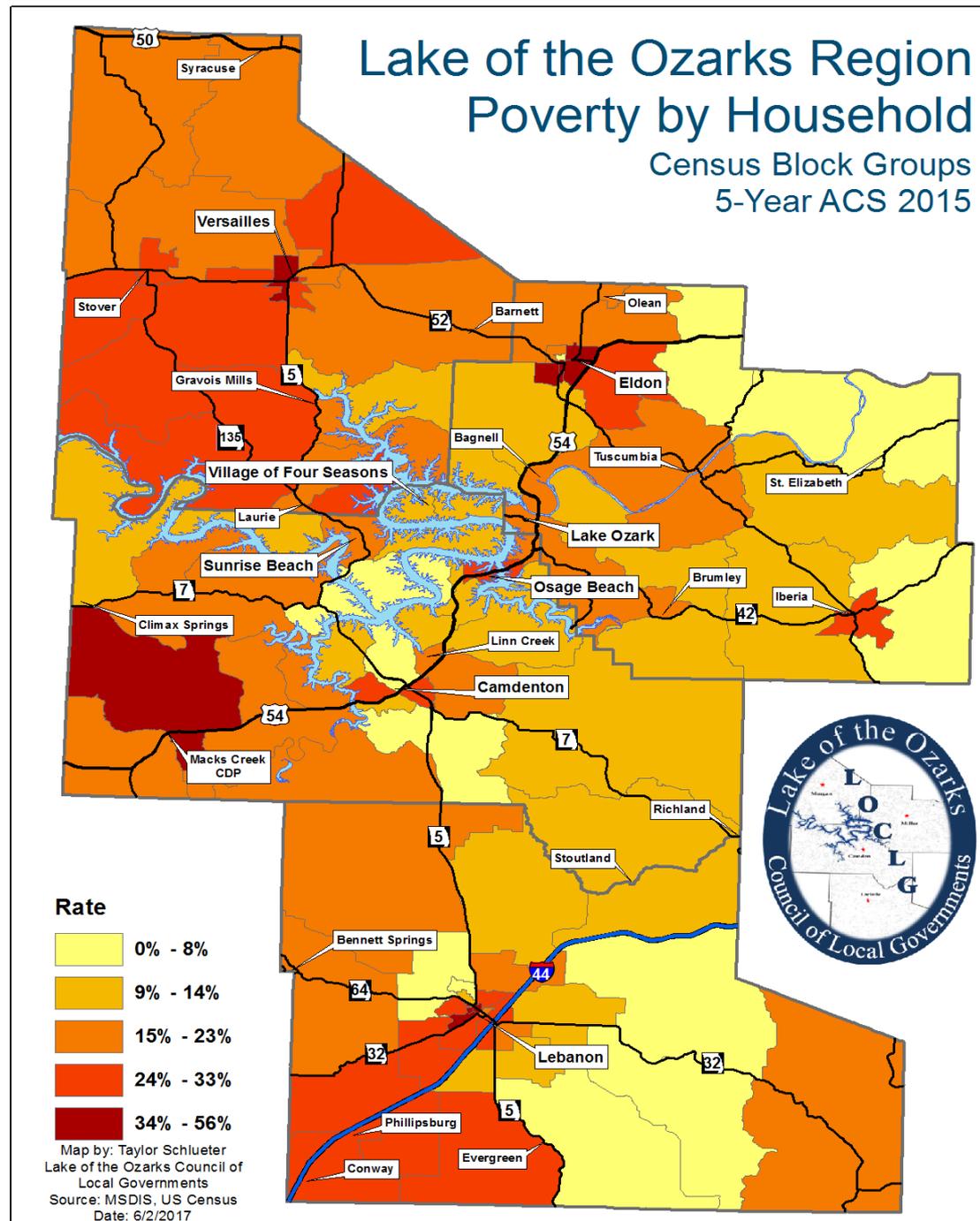
# Census Data

Poverty	
	%
Camden	12.1
Laclede	15.6
Miller	15.2
Morgan	18.7
LOCLG	15.4
Missouri	11.1

Source: 2015 ACS

## 5 Year ACS 2015 Population Data

Camden County	43,927
Laclede County	35,514
Miller County	24,956
Morgan County	20,225

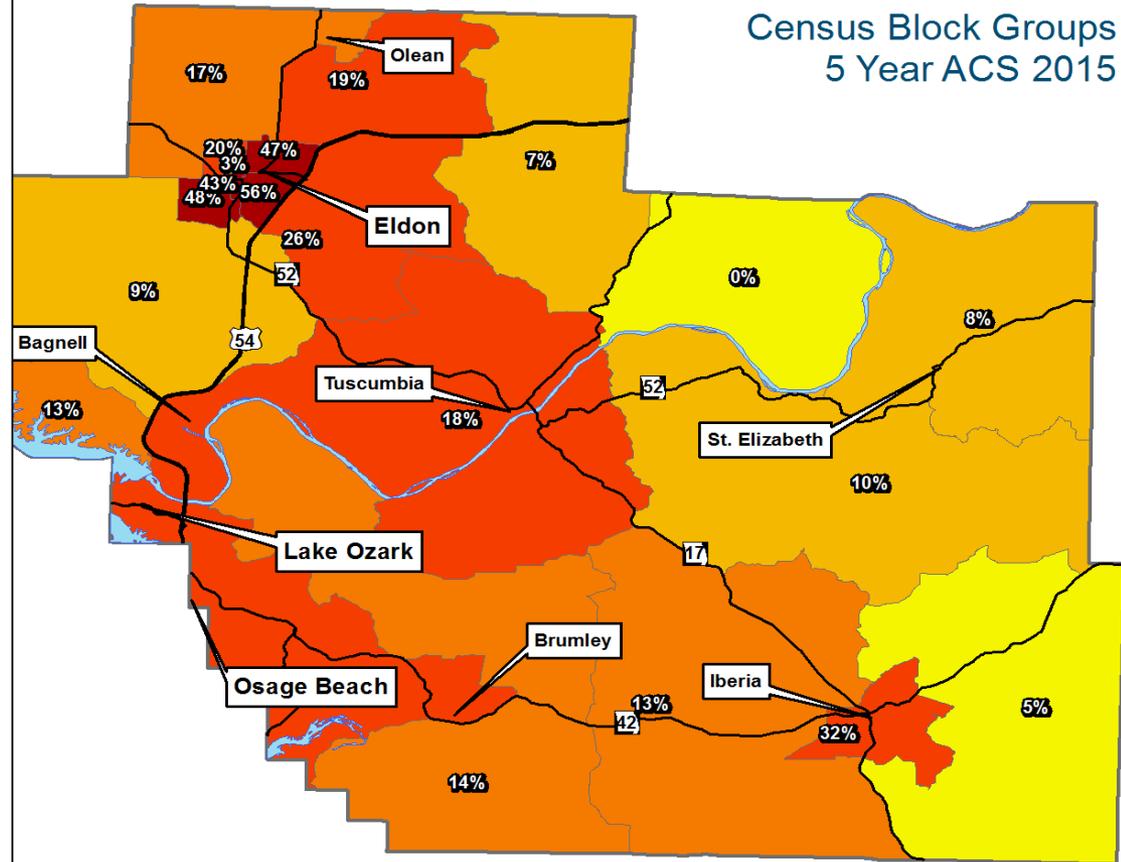


# Census Data

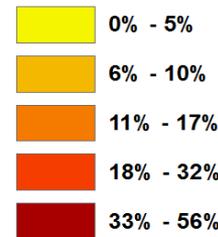
Total Population in Miller County 24,956 of which 15.2 percent are currently living in poverty.

## Miller County Poverty by Household

Census Block Groups  
5 Year ACS 2015



### Rate



Map by: Taylor Schlueter  
Lake of the Ozarks Council of  
Local Governments  
Source: MSDIS, US Census  
Date: 6/2/2017

# Census Data

What is “Poverty”?

Individuals are considered poor if the resources they share with others in the household are not enough to meet basic needs.

The poverty threshold or poverty line is the minimum level of resources that are adequate to meet basic needs.

“The official measure uses three (3) times the cost of a minimum food diet in 1963 in Today’s Prices”

3



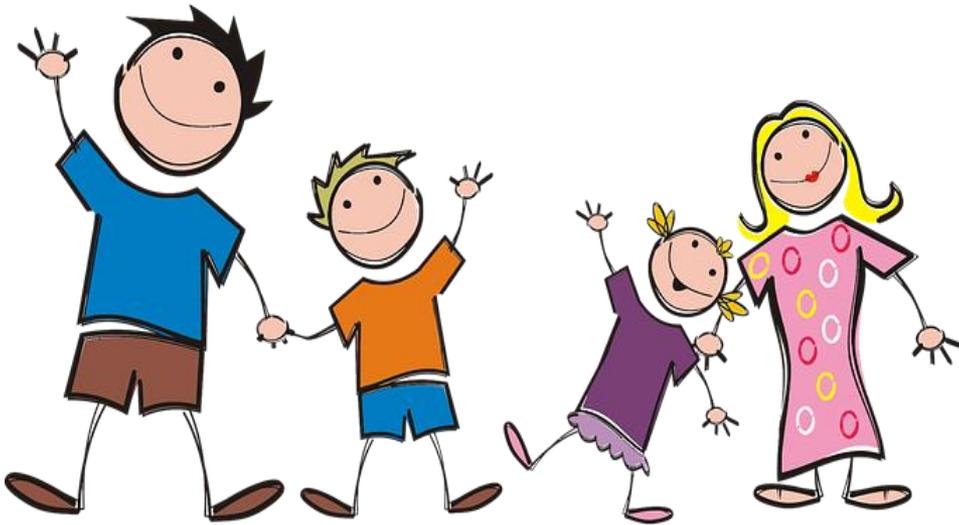
Poverty

# Census Data

What is “Poverty”?

Poverty threshold measures are adjusted to reflect the needs of families of different sizes. It does not however, account for geographic locations.

The official poverty threshold is the same throughout the US. In 2016 the poverty threshold for a family of two (2) adults and two (2) children was....



**\$24,339** Annually

# Census Data

All of the counties within the region are close to the State average for Low to Moderate Income levels.

Low to Moderate Income	
	%
Camden	38.4
Laclede	42.0
Miller	39.5
Morgan	37.8
LOCLG	39.4
Missouri	42.6

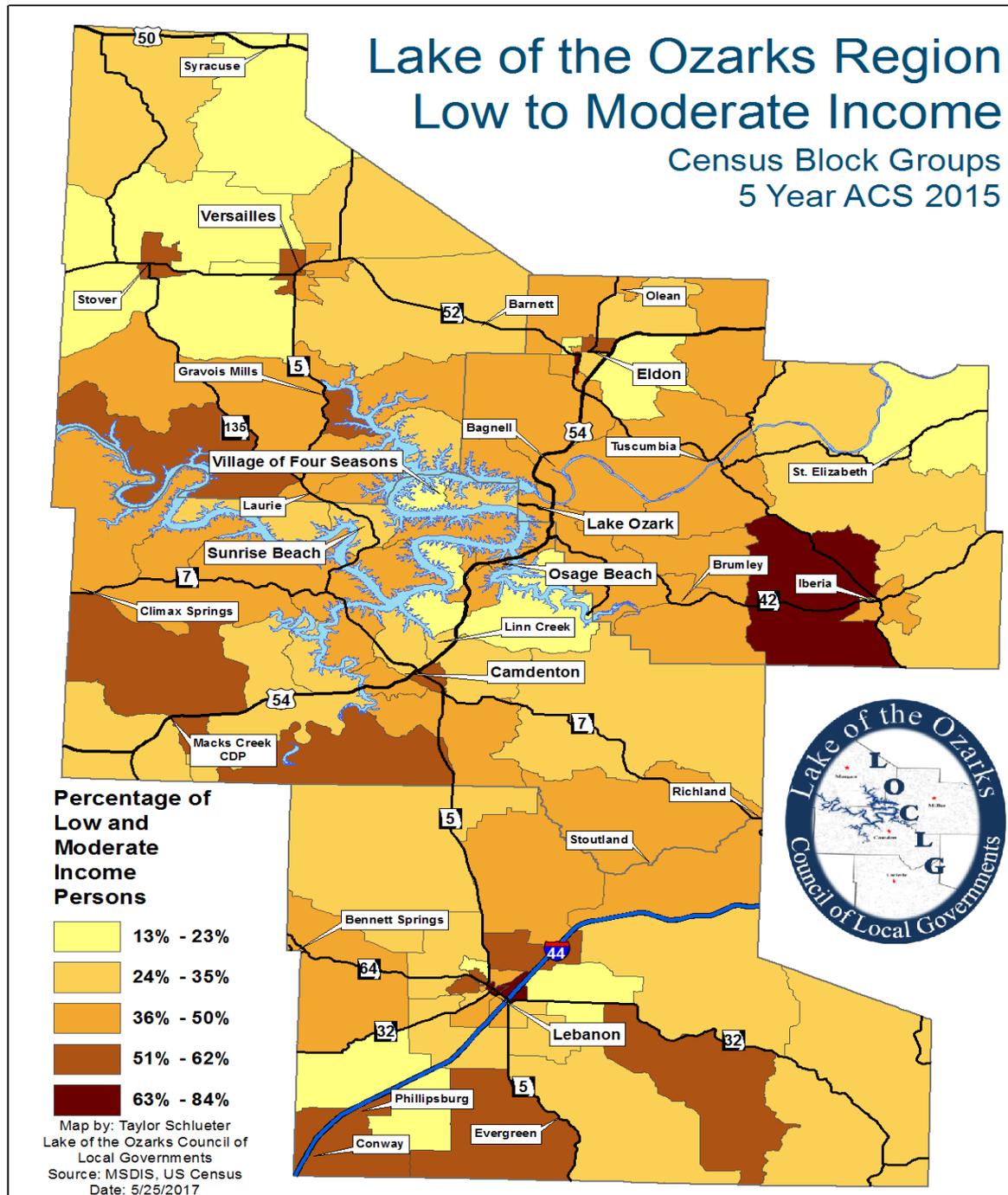
Source: 2015 ACS

## 5 Year ACS 2015 Population Data

Camden County	43,927
Laclede County	35,514
Miller County	24,956
Morgan County	20,225

## Lake of the Ozarks Region Low to Moderate Income

Census Block Groups  
5 Year ACS 2015





# Census Data

What is “Low to Moderate Income (LMI)”?

Very low income is defined as 50% of the national median family income for the area, subject to specified adjustments for areas with unusually high or low incomes relative to housing costs.

Low income is defined as 80% of the national median family income for the area, subject to adjustments for areas with unusually high or low incomes or housing costs.

Moderate income is defined as the greater of 115% of the US median family income or 115% of the average of the state-wide and state non-metro incomes.

“Median Household Income” for the region:

Camden County	\$44,816.
Laclede County	\$39,712.
Miller County	\$38,094.
Morgan County	\$20,565.

*While the definition of poverty did not adjust for location the LMI takes into account the cost of low incomes and housing costs.*

# Census Data

Two (2) of the counties within our region reflect a lower percentage of households with NO vehicles compared to the state. Camden and Miller

## Zero Vehicles

	Occupied Households	Households with No Vehicle	Percent with No Vehicle
Camden	16,748	685	4%
Laclede	13,545	886	7%
Miller	9,452	448	5%
Morgan	7,812	637	8%
LOCLG	47,557	2,656	6%
Missouri	2,364,688	174,302	7%

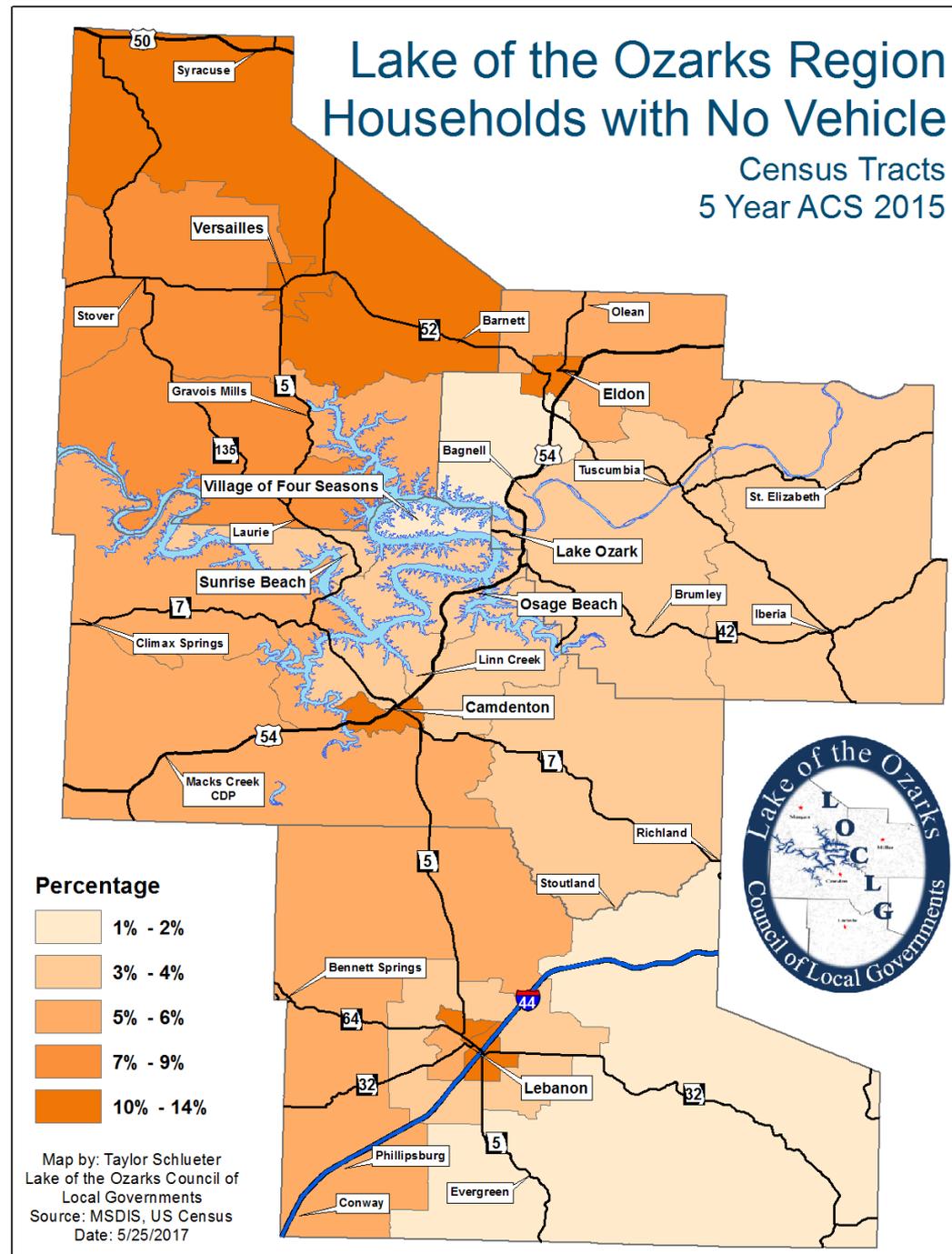
Source: 2015 ACS

Two (2) of the counties within our region are equal to or greater than the state in regard to NO vehicle households.

Laclede is equal to the state and Morgan is higher than the state.

## Lake of the Ozarks Region Households with No Vehicle

Census Tracts  
5 Year ACS 2015

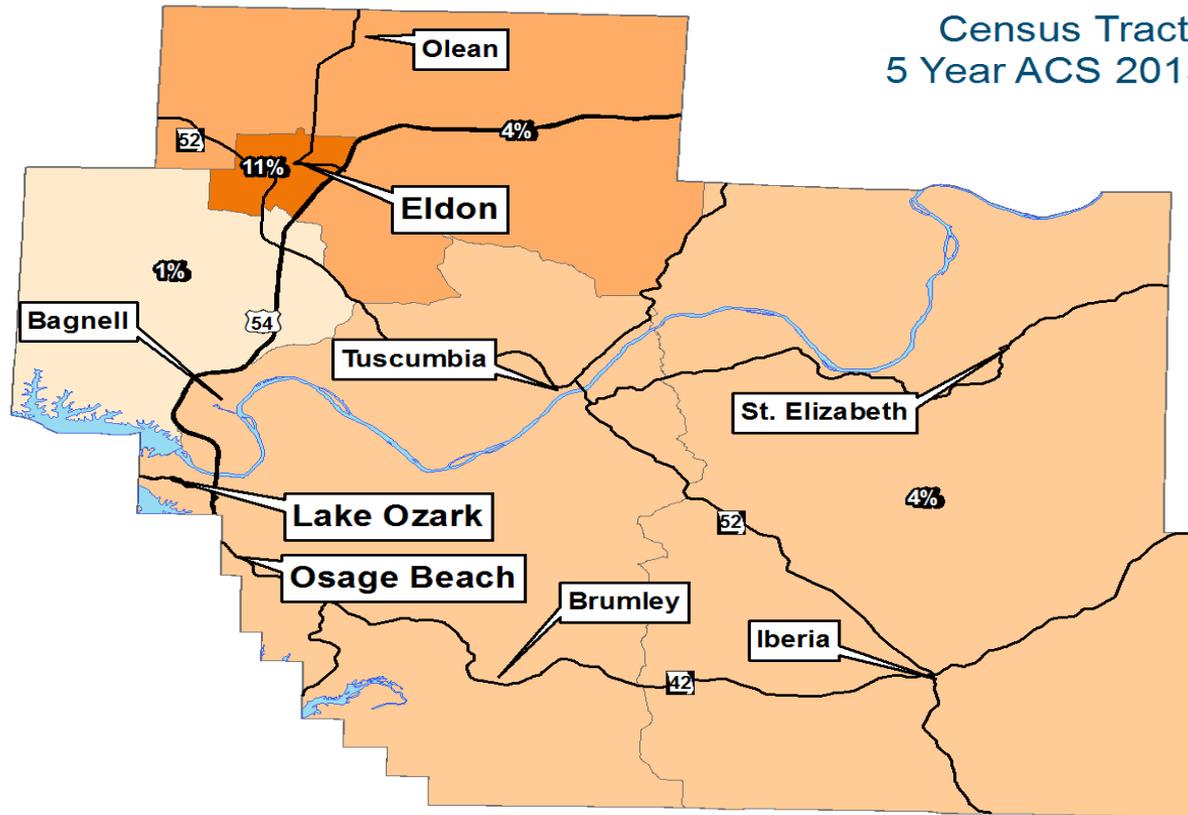


# Census Data

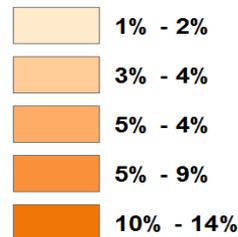
Miller County has 448 Households with NO Vehicle.

## Miller County Households with No Vehicle

Census Tracts  
5 Year ACS 2015



### Percentage



Map by: Taylor Schlueter  
Lake of the Ozarks Council of  
Local Governments  
Source: MSDIS, US Census  
Date: 6/20/2017

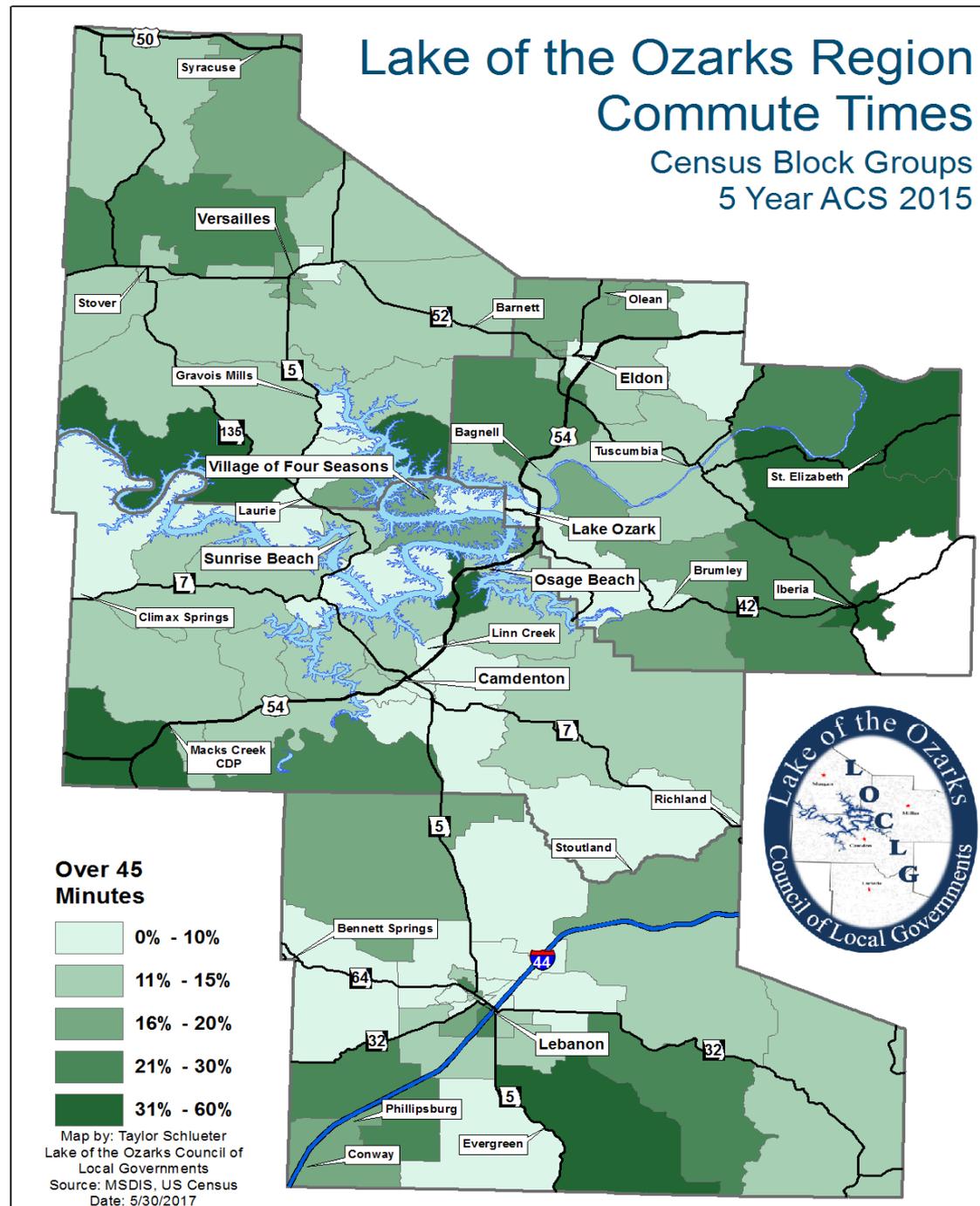
# Census Data

For the four county region of Camden, Laclede, Miller and Morgan Counties there are a large number of people who commute to work each day. The map reflects the percentage of workers that commute 45 or more minutes to work. Below is a chart of average commute times.

## Average Commute Time (Minutes)

Camden	22.5
Laclede	21.3
Miller	27.4
Morgan	22.2
LOCLG	23.4
Missouri	23.2

Source: 2015 ACS

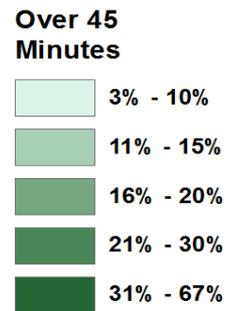
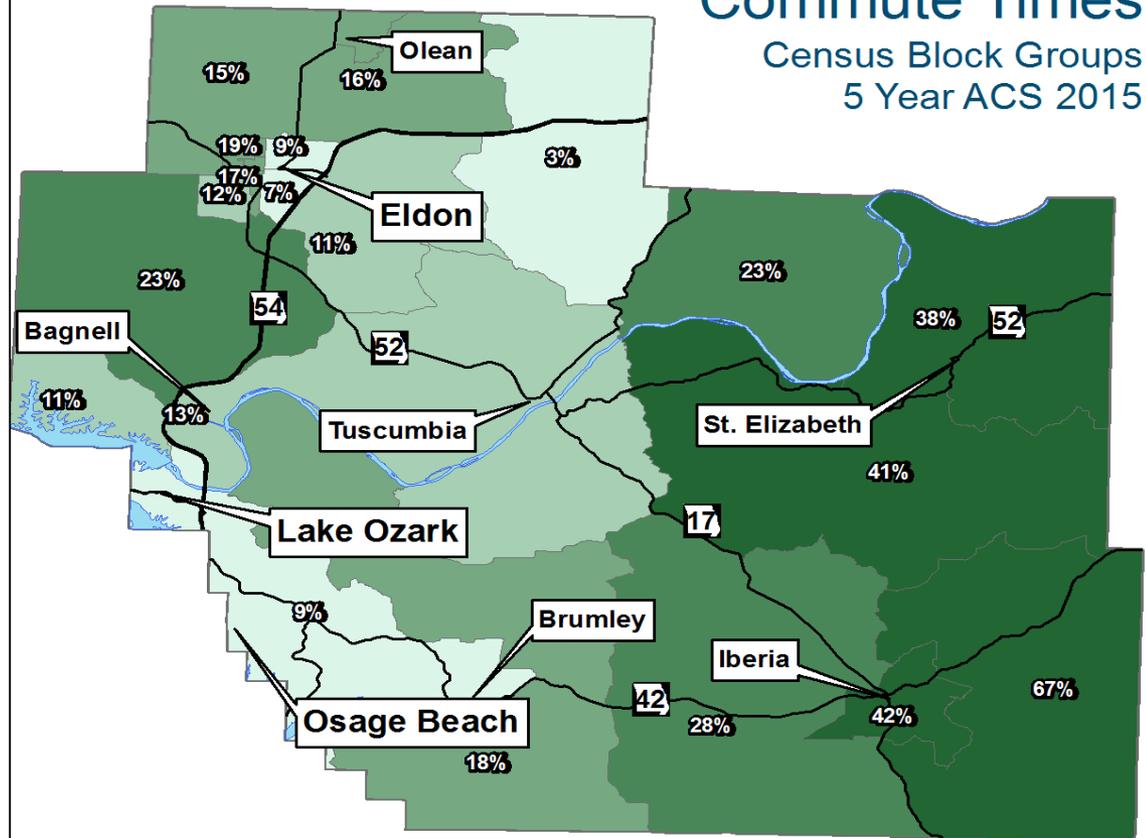


# Census Data

Miller County  
Commuters that are traveling  
more than 45 minutes to work.

The impacts the overall cost of  
living, based on additional  
costs for the vehicle, insurance,  
maintenance, and the gas.

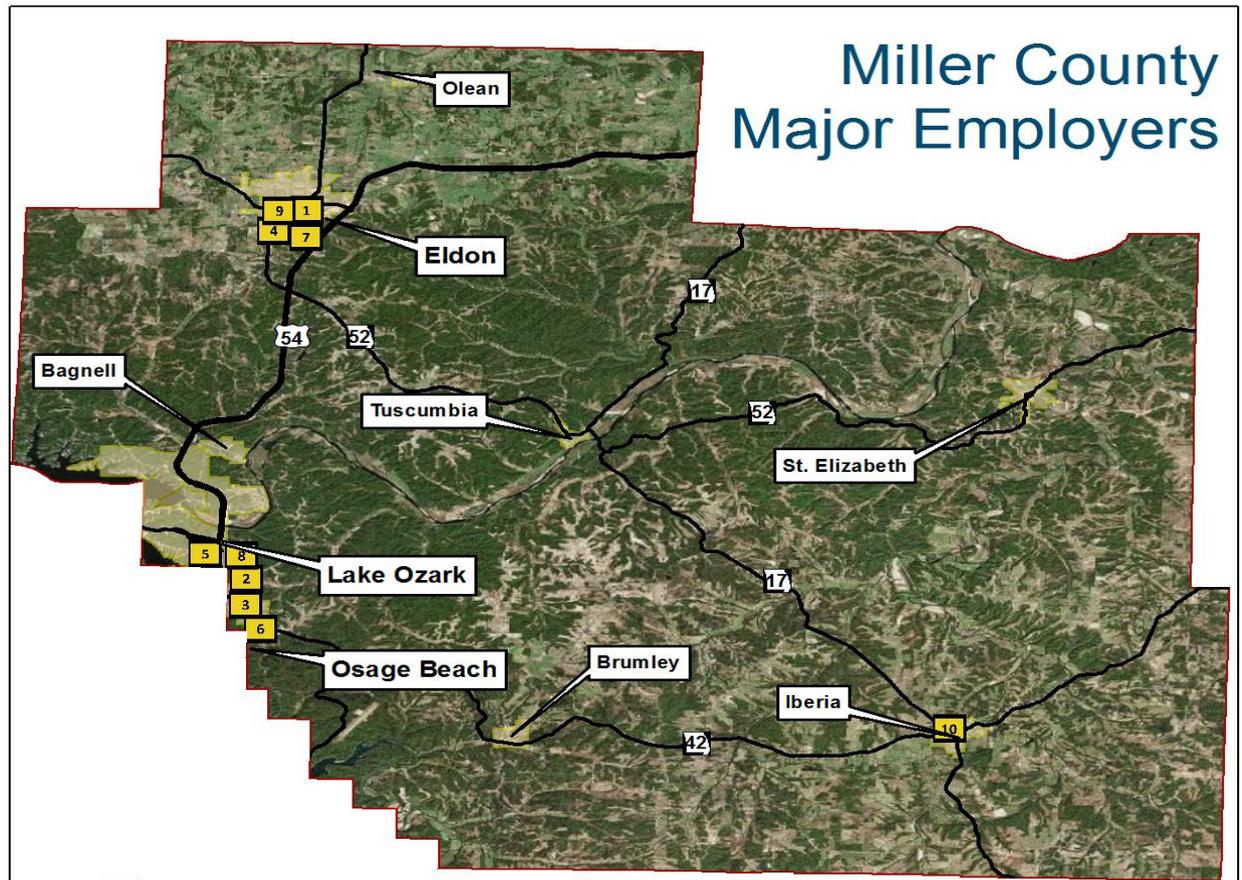
## Miller County Commute Times Census Block Groups 5 Year ACS 2015



Map by: Taylor Schlueter  
Lake of the Ozarks Council of  
Local Governments  
Source: MSDIS, US Census  
Date: 6/20/2017



# Miller County Major Employers



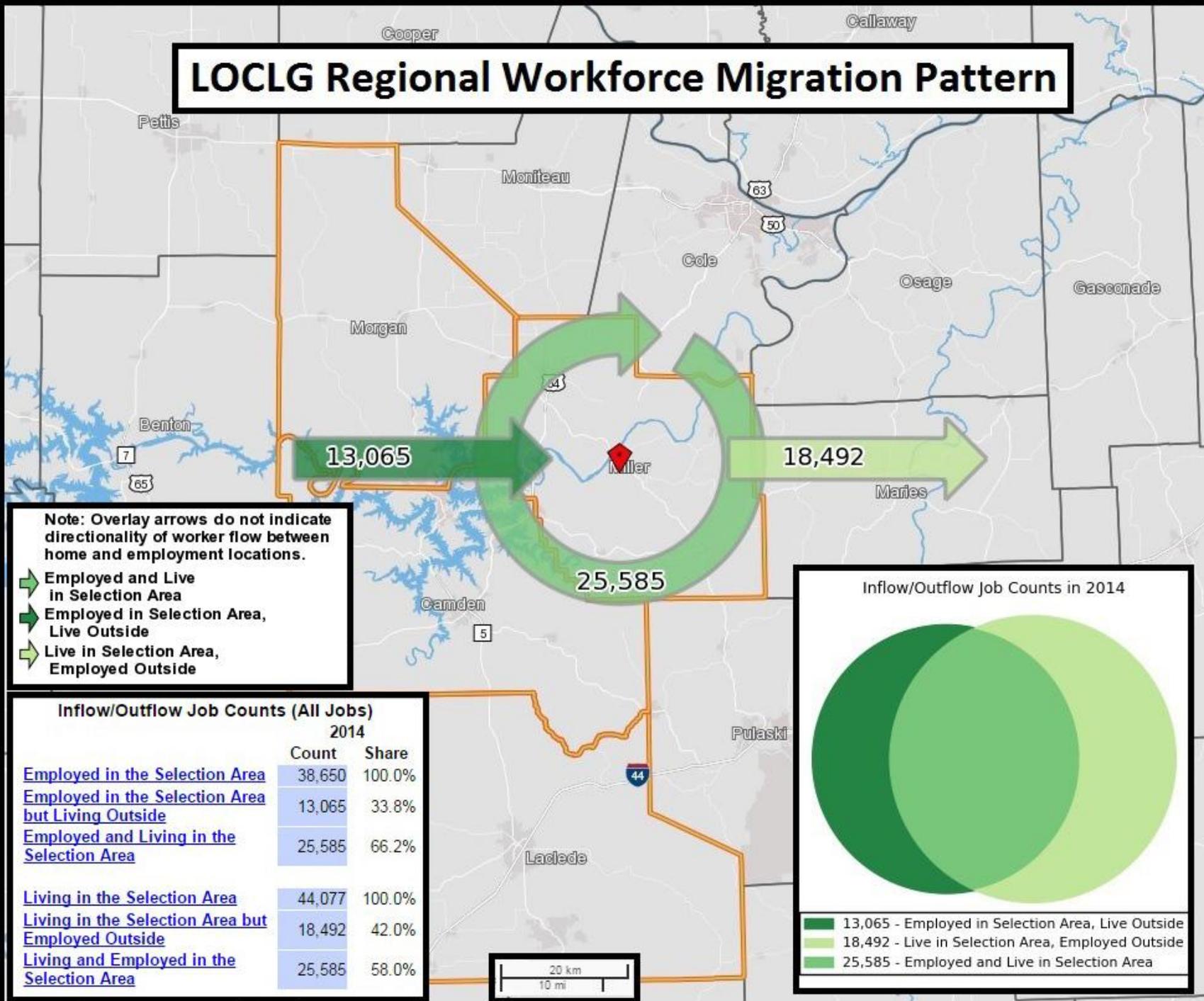
- 1** Adient
- 2** HyVee
- 3** Target
- 4** Dogwood Hills School for Disabled
- 5** Menards
- 6** Lowes
- 7** Opies Transport
- 8** Kohl's
- 9** Eldon Freight
- 10** Iberia R-V School District



Map by: Taylor Schlueter  
Lake of the Ozarks Council of  
Local Governments  
Source: Buzzfile  
Date: 6/20/2017

Employment  
Opportunities  
Miller County

# LOCLG Regional Workforce Migration Pattern

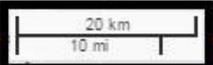
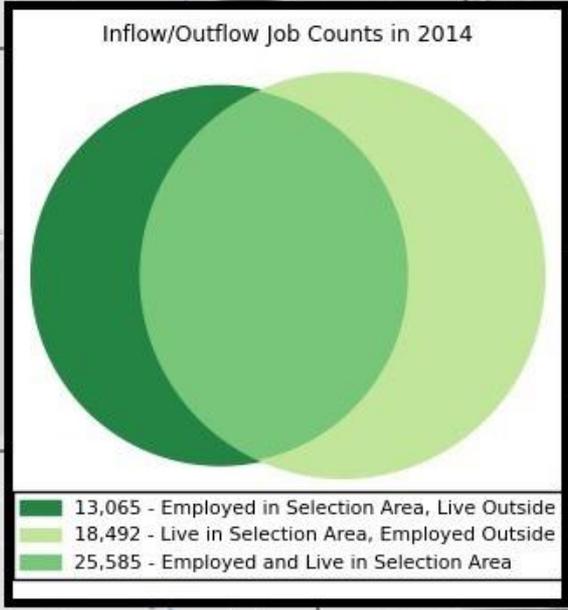


**Note:** Overlay arrows do not indicate directionality of worker flow between home and employment locations.

- ➔ Employed and Live in Selection Area
- ➔ Employed in Selection Area, Live Outside
- ➔ Live in Selection Area, Employed Outside

**Inflow/Outflow Job Counts (All Jobs) 2014**

	Count	Share
<a href="#">Employed in the Selection Area</a>	38,650	100.0%
<a href="#">Employed in the Selection Area but Living Outside</a>	13,065	33.8%
<a href="#">Employed and Living in the Selection Area</a>	25,585	66.2%
<a href="#">Living in the Selection Area</a>	44,077	100.0%
<a href="#">Living in the Selection Area but Employed Outside</a>	18,492	42.0%
<a href="#">Living and Employed in the Selection Area</a>	25,585	58.0%



# Miller County Workforce Migration Pattern

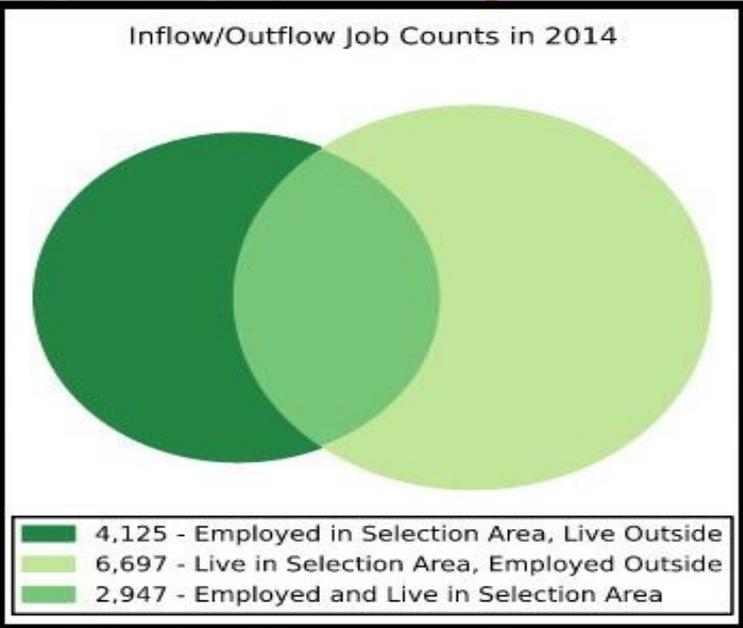


**Note: Overlay arrows do not indicate directionality of worker flow between home and employment locations.**

- ➡ Employed and Live in Selection Area
- ➡ Employed in Selection Area, Live Outside
- ➡ Live in Selection Area, Employed Outside

**Inflow/Outflow Job Counts (All Jobs) 2014**

	Count	Share
<u>Employed in the Selection Area</u>	7,072	100.0%
<u>Employed in the Selection Area but Living Outside</u>	4,125	58.3%
<u>Employed and Living in the Selection Area</u>	2,947	41.7%
<u>Living in the Selection Area</u>	9,644	100.0%
<u>Living in the Selection Area but Employed Outside</u>	6,697	69.4%
<u>Living and Employed in the Selection Area</u>	2,947	30.6%







Serving Camden, Laclede, Miller and Morgan Counties

# MoDOT Humans Services Transit/Transportation Plan

## How you can help:

- Complete a survey.
- If you are aware of any gaps within your communities, please share them with us.
- If you know of any organization that may be in a position to help fill the gaps in transportation, please let us know.
- We will be hosting a series of public engagement meetings, please share with those who may be interested.



Serving Camden, Laclede, Miller and Morgan Counties

# MoDOT Humans Services Transit/Transportation Plan

## We need your help in:

- Developing strategies to enhance or expand the transportation options available within the region.
- Developing coordinated efforts to expand the capacity of existing transportation options.
- Prioritizing the strategies, to determine the importance of each strategy.
- Review the draft plan and submit comments.

# How you can help with the plan development

"Problems"

Transportation issues  
within our region.

On the white index card identify the problems that you see with our transportation networks within the region.

On the orange index card list what you think could be some possible solutions or strategies that may help fix the transportation needs within our region.

Please leave any other comments you would like.....

"Solutions"

Possible fix or help to  
solve transportation  
related issues locally.



Serving Camden, Laclede, Miller and Morgan Counties

## Draft Plan 2018

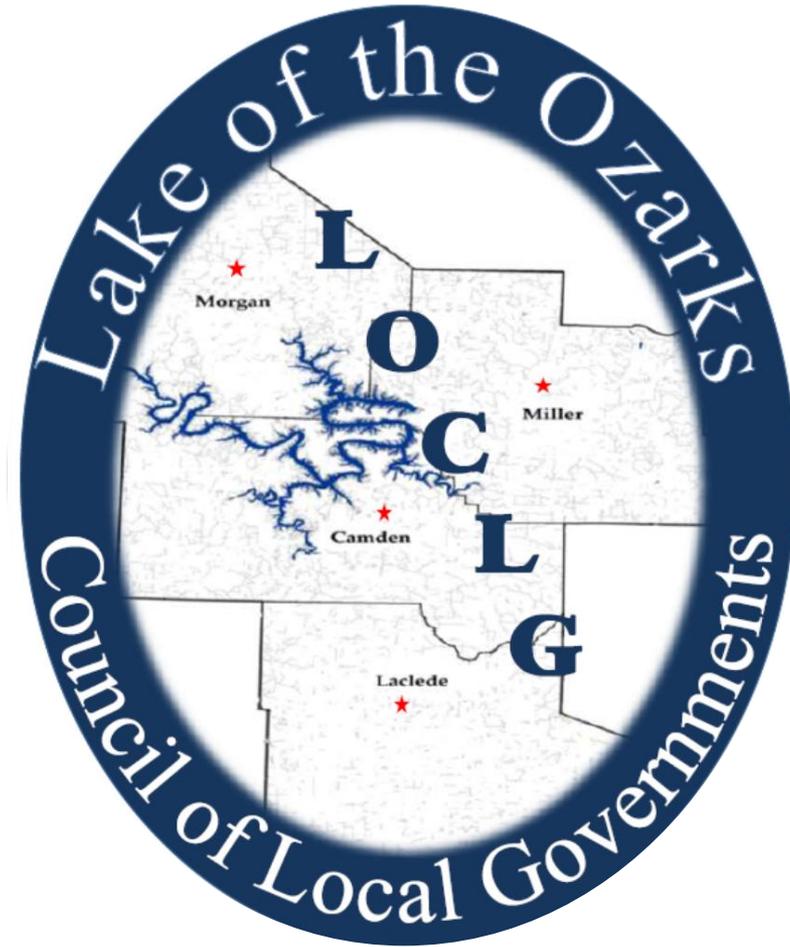
We expect the draft plan to be available for review in January 2018.

We will have a 30 day comment period in which you can review and submit your comments.

After the 30 day comment period the Transportation Advisory Committee (TAC) will review and recommend to the LOCLG Board of Directors.

Then LOCLG Board of Directors will review and adopt the plan.

# Lake of the Ozarks Council of Local Governments



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**LAKE OF THE OZARKS COUNCIL OF LOCAL GOVERNMENTS  
MoDOT HUMAN SERVICES TRANSPORTATION COORDINATION PLAN**

**PUBLIC MEETING MILLER COUNTY**

**MEETING SUMMARY**

Tuesday, July 25, 2017

4:00 p.m.

Eldon Community Center

309 E. 2nd Street

Eldon, MO 65026

**I. CALL TO ORDER**

Lake of the Ozarks Council of Local Governments' Executive Director Linda Conner called the meeting to order at 4:00PM. Ms. Conner thanked everyone for coming to our MoDOT Human Services Transportation Plan meeting.

**II. INTRODUCTIONS AND SIGN IN SHEET**

Linda Conner introduced herself as well as her Administrative Assistant Pam Gilbert and our Planning Technician Taylor Schlueter.

Ms. Conner stated that we are hosting a series of meetings, and we have already conducted two meetings. One was held in Camden County as well as one in Laclede County, and we are here today in Miller County, and we will be having one more, which will be held in Morgan County on August 10, 2017 at the Laurie Care Center.

**III. MoDOT HUMAN SERVICES TRANSPORTATION PLAN**

**a. Purpose of the plan-discussion on the funding opportunities**

Ms. Conner stated the plan will include all four counties that we serve, which is Camden, Laclede, Miller and Morgan, which is right here in the center of the State so you are probably asking yourself what about the remainder of the State. There are 19 Regional Planning Commissions in the State of Missouri, and each of them will be doing a plan similar to this based on their needs in their particular area.

**i. History of the transit related funding opportunities**

Ms. Conner said we would look at the history of some of the funding mechanisms included in the HSTP. We'll look at how the funding bills impacted the programs that are specific to the elderly, disabled, low-income and transit related programs. The Federal Transit Administration Elderly and Persons with disabilities Program, the 5310, began in 1975 as a discretionary capital assistance program intended to help fill the gaps in accessibility of transportation for seniors and persons with disabilities.

Referring to the next slide, Intermodal Surface Transportation Efficiency Act (ISTEA), Ms. Conner explained this was a funding mechanism from 1991 to 1997 and signed into law in 1991, taking effect in 1992. It was funded at \$155 billion

and allowed flexibility in using the funds for a variety of transportation priorities, including the national highway system, planning and management systems, new technology, mass transit and safety. Under ISTEA, the 5310 Program was changed from a discretionary capital assistance program to a formula funded assistance program, so the state would receive a dollar amount based on a formula. It was for the purpose of assisting nonprofit groups in meeting transportation for elderly persons with disabilities.

Ms. Conner said that in 1998 the Transportation Equity Act was passed. There were some technical issues with the bill, so in July some adjustments were made to it. This bill, known as TEA21, was in effect from 1998 to 2003 and funded at \$218 million. This was for highway, safety, and transit projects. Under TEA21, a new program was created known as the Job Access and Reverse Commute, which was called Section 5316. That was a discretionary program; unique in that it was based on challenges that welfare recipients and low income individuals were having in finding employment and getting to work. This was supposed to help with that problem.

Ms. Conner said in 2005 Congress passed Safe Affordable Flexible Efficient Transportation Equity Act, a legacy for users known as SAFETY-LU. This transportation bill was funded at \$244.1 billion to support the interstate highway systems, transit systems, bike/pedestrian facilities, ground facilities, and safety priorities. The bill expired in 2009, but Congress extended it 10 times before letting it expire. Under SAFETY-LU, the provisions for supporting transportation options, Congress came up with another new program. It was called the New Freedom Program and was established to provide funding for services that created new transportation services and alternatives on the ADA specific requirements.

Ms. Conner explained there were gaps for transportation. In 2013, Congress passed the Moving Ahead for Progress in the 21st Century, known as MAP21. This was a one-year bill for \$105 billion. Congress extended it into 2015, when another bill was passed. Under MAP21, a number of programs were consolidated. The JARC Program, 5316, was changed into a 5311. This combined the New Freedom Program, the new 5317, with the 5310 to create Enhanced Mobility for Seniors and Individuals with Disabilities.

In 2016, Congress passed the Fixing America Surface Transportation Act (FAST). This Act was more of a long-term solution for transportation and was funded at \$305 billion. Under the FAST Act, the two primary programs that were included to fund transportation-related programs, with a focus on elderly, low income, and persons with disabilities, were the Enhanced Mobility for Seniors and Individuals with Disabilities, the 5310, and the Rural Areas Assistance to Support Public Transportation, the 5311.

**ii. What programs are still applicable for today**

Ms. Conner added the 5317 has actually been eliminated because it is combined into the 5310. The 5316 has also been eliminated but you are eligible under the 5311. Therefore, we have the 2 programs.

**b. Involvement in the plan-discussion on the importance of data collected**

Ms. Conner went on to explain the planning process and the data collected.

**i. Transit Providers**

Ms. Conner then asked why this planning process is necessary. Ms. Conner then explained the Federal Transit Law requires projects selected for funding under the Enhanced Mobility for the Elderly and Individuals with Disabilities Act (the 5310), be included in a locally developed coordinated public transit Human Services Transportation Plan. It has to be developed and approved in a process that included participation by Seniors, individuals with disabilities, representatives from the public, private and non-profit transportation and human services providers. So that is what we are here for today.

With regard to transportation projects that have actually been funded within our region, Ms. Conner mentioned in Eldon, we have the Gateway Industries of Eldon. Ms. Conner asked if there is anyone here from Gateway Industries of Eldon. In response, a hand was raised and Ms. Conner thanked the individual for participating today.

Ms. Conner added that we also have the Miller County Board of Services for Developmental Disabilities. Ms. Conner asked if there is anyone here today from that organization. There was no one.

Ms. Conner stated that OATS services the area even though they are not in our area, they do service it.

Ms. Conner mentioned that LOCLG writes the grants for the 5310 programs, and we have actually helped the Good Shepherd Nursing Home/Laurie Care Center to obtain 6 handicapped-accessible vehicles in the last 2 years. Ms. Conner added that if you need some grant writing done in the event, you decide to go for that program, we can certainly help you.

Ms. Conner then addressed the issue of why the update is required. The Human Services Transportation Coordination Plan is a 5-year plan. Our previous plan was approved in February of 2013. Therefore, our new plan needs to be approved by February of 2018.

Ms. Conner stated for the purpose of this particular project, we are going to identify all types of transportation except those that include driving yourself. For example, Uber, Lyft, OATS, MoRides, taxis as well as whatever types of services are available. Ms. Conner added that part of the project is we have to assess what types of services are available. At the same time, we need to look at the fact that not all transportation is equal. And we need to look at if it is handicapped accessible, what is

the cost factor, is it prohibitive and where the services are available and are they available when you need them.

While Uber and Lyft have been approved by Missouri, individual communities may or may not decide to allow Uber and/or Lyft to work within their perimeters.

Ms. Conner then addressed how attendees can help with the development of the plan. LOCLG has created three different surveys. The 1st survey is for transportation providers because we have to understand what services are currently available within Miller County. The number one thing is the assessment of the services that are available. So if you are a transportation provider we ask that you fill out the transportation provider survey.

**ii. Public Services Agencies**

The second survey has been created for the Human Services Provider. This survey was sent to MOCA, food pantries, employment services, etc., asking people what types of services they offer and where they see the biggest need for their clients. The 3rd one is the Consumer Survey, which was sent to job centers, faith-based institutions, elderly housing establishments, nursing homes, daycares and preschools. We are asking people to identify what the real needs are. We may have a perceived need, but we want to know what the real needs are.

**iii. Citizens**

Ms. Conner stated the objective to the project is the assessment of the services available, the assessment of transportation needs, identifying gaps in transportation needs, develop the strategies and activities, identify funding opportunities and public participation.

Ms. Conner added that as you came in today, you should have been given two different cards, one orange one and one white one. On the white one Ms. Conner asked if the attendees would write down what they feel or understand the problems to be in Miller County. Ms. Conner also asked attendees to please not write down money as that would probably be the number one item however, we all realize that. It could be the number of times OATS comes to Eldon or the number of times that services are available to an outside County or to medical services or is it the cost factor. Maybe we need competition in the transportation realm.

On the orange card, please identify some possible solutions. Here again, Ms. Conner asked that no one write down money because money would solve all our problems. Some strategies could be that we know the local church has vans that they use on Sundays, however they don't use them the rest of the week. Is there a way that we can coordinate with a youth

program or the elderly for a specific shopping trip or something such as that? Those are the types of things we are looking at, ways to coordinate transportation using the assets that one entity may have to service other needs within the County.

Ms. Conner added that they can make any comments they like and we will get back to this as we are going through the slides because we are going to talk about some of the data we gathered and other ideas might come to mind regarding the problems as well as the solutions.

**c. Review of the planning process-discussion on the timeline and completed plan**

Ms. Conner went on to explain the timeline and when the plan will be completed.

**i. Service assessments**

Ms. Conner stated our primary focus for the planning aspect is the elderly, the senior population, the disabled population and the low income population.

Ms. Conner mentioned that Taylor, who is our map expert, put together some maps for us so we can have some visuals.

The 1st map in the PowerPoint shows the population density, the darker the area the denser the population. You will notice the outlying areas around the four-county region is very light so that means it is sparse. Therefore, it is difficult to provide transportation to Bob who lives 20 miles from anything. That is one of the things that we face in the rural areas is that it is difficult to provide transportation in areas where there is not enough population density.

In Miller County, the population is 24,956. To be eligible for the 5310 program you have to have less than 50,000 in population. Therefore, all of our counties in the four-county region qualify under the population base for the program. Now we will focus specifically on Miller County, and some of the data created specifically for Miller County. Ms. Conner added that if anyone is interesting in information regarding any of the other counties, we can certainly provide it, but we are just highlighting the county that we are in for meeting purposes.

**ii. Needs assessments**

In Miller County, the largest population density is in Eldon with 4,632 that are living in the Eldon area. Lake Ozark is the next biggest area of density. Again, you will see the areas with the very light color representing not as much population density.

Next, we will look at the Seniors that are over 65. Ms. Conner added that these numbers are all Census data that have been pulled from the Census block using the ACS data from 2015.

In Miller County you have 17.3% of the population who is over the age of 65. Again, the dark areas are where you will find the dense population, and you will notice most of it is around the lake area as the retirees are around the lake area. So in Eldon there is a large population of elderly people which is 27%. Olean has 28% and 26% in the Lake Ozark area. So the density is mostly in the Eldon area.

Ms. Conner stated we then looked at households with a disability. The Census has defined a disability as either a hearing, vision, cognitive, ambulatory, self care or independent living. The person can have one or more of these disabilities to be identified as a disabled person. Miller County has 18.6% of the population who has one or more of these disabilities.

In the Eldon area, there are 41% of the population that has some form of disability. In another area, there is 40% and passed Iberia there is 50% and 45% in the St. Elizabeth area. The Brumley area has 44%. So, there is a large population that have some form of disability.

Next, we looked at poverty. In our four-county area, Miller County is comparable to Laclede County. Morgan County is our highest at 18.7% and Camden is the lowest at 12.1%.

In Miller County, you are going to see the highest density of people living in poverty. Inside Eldon there is 47%, in another area there is 56% and another there is 48%. Yet another show 13% and past St. Elizabeth they actually have 0%. Therefore, the highest concentration is going to be in the Eldon area.

Ms. Conner added that the definition of poverty as defined by the Census is individuals are considered poor if the resources they share with others in the household are not enough to meet the basic needs. The official measure actually is three times the cost of a minimum food diet in 1963 at today's prices. So, three times your meals equal poverty. Poverty measures are adjusted to reflect the needs of the family, so if you have more children that would affect the dollar amount. But it does not account for the geographic area. So, someone living in Washington, D.C. would be at the same poverty level as someone living in Eldon, Missouri. The official number for 2016 for a family of two adults and two children is \$24,339.

Ms. Conner said the next factor that we are going to look at is the Low to Moderate Income factor. In Miller County 39.5% of the population is living in this Low to Moderate Income bracket. Also, in Miller County there are areas that are well over 50%, there is an area in Eldon that is at 57.85%. There is another area just outside of Brumley, between Brumley & Iberia that is at 64%. There is another area at 49%.

Ms. Conner stated that very low income is defined as 50% of the National Median family median for the area. The median household income for Miller County is \$38,094. Low Income is defined as 80% of the \$38,094 which would be considered low income. This Low to Moderate Income factor takes into account (while poverty did not take into account) your location, the LMI factor does. So, it actually takes into account the cost of low income as well as housing costs.

Ms. Conner added that because this is a transportation planning mechanism we also wanted to identify areas where people actually have no vehicle and households that have no vehicle at all.

Ms. Conner stated in the four-county area, Miller County is at 5% with 448 households that have no vehicle whatsoever. In looking at Miller County more in depth there is a little percent of households in this area that have no vehicle whatsoever. It is not as prevalent throughout the County here but mostly in the Eldon area.

We also looked at the commute time and found that we have people who are working who are considered the working poor, are driving a long distance to work. The average commute time is 27.4 minutes in Miller County. Ms. Conner referred to the map on the PowerPoint and mentioned that it shows the average commute time and where the areas are located in relation to the commute time. You can see on the PowerPoint where people are driving over 45 minutes to work.

In addition, Ms. Conner added that in Miller County you have people who are driving more than 25 minutes to work, and in one location there is over 67% of the population who are traveling more than 45 minutes to work and it is most likely that these people are traveling to Fort Leonard Wood.

There is another area in the Lake Ozark & Bagnell area where 23% of the population is also traveling more than 45 minutes to work and most likely they are traveling to Jefferson City.

Ms. Conner stated we also looked at the major employers as well as the types of employment that we have because we would like to encourage people to stay here and not commute for 45 minutes.

Another map shows the four-county area in which you can see pockets in Lebanon, Camdenton, Osage Beach, Lake Ozark as well as the Eldon and Versailles areas. For Miller County specifically, we have listed the top 10 employers, which is right here in Eldon, Hy-Vee, Target, the Dogwood Hills School for the disabled, Menard's, Lowes's, Opie's Transportation, Kohl's, Eldon Freight and the Iberia School District.

Matt Davis asked if we are sure it is Dogwood and not the entire Eldon School District. Ms. Conner indicated they would make the correction.

Dan Gier commented that as always School of the Osage gets lost in the middle. Mr. Davis mentioned they are off of Highway 42. Another comment was made that the Administrative offices are in Camden County but they are actually a Miller County District according to the State. Mr. Gier added that now all of their schools are in Miller County. Mr. Davis jokingly said he is okay with them being in Camden.

Ms. Conner stated that we also looked at the Census data in regard to the migration pattern which is the commuting pattern in and out of the territory. This particular slide shows the 4 county region and we have 25,585 people who live and work within the 4 county region. And we have 13,065 traveling into the region to work and 18,492 out of the region to work.

In Miller County, the picture is not quite so rosy in that we have 2,947 that live and work within the county. However, we have 4,125 that travel in order to work in Miller County, and we are losing more, 6,697 who are traveling out of Miller County.

Ms. Conner also stated another area where people need transportation is to their Doctor or their health care provider, so we also looked at all the clinics as well as hospitals that are within our region. We have one hospital and a lot of clinics in other areas. That doesn't necessarily mean they are servicing all the health needs of the population because the clinic may be able to provide some services but not necessarily everything. A comment was made that the majority of the population is traveling outside of our region anyway.

### **iii. Prioritization of strategies**

Ms. Conner then suggested to the attendees that one way they can help is to complete the survey and if they are a transportation provider to make sure they are filling out the survey for the transportation providers. You can also fill out the consumer one because you are a consumer as well.

Ms. Conner also mentioned that if anyone is aware of a specific gap in transportation within their community, whether it be someone having trouble getting their kids to school or themselves getting to work or if the sheltered workshop is having problems getting people to work to please let us know.

#### **IV. Draft plan**

Ms. Conner reiterated that we need to identify those gaps and we also need to know if there are currently any transportation providers that can fill those gaps or is there an organization that could take on transportation by expanding transportation services within our region to help fill those gaps.

Ms. Conner also mentioned that we are hosting the next meeting on August 10th in Morgan County, so please share it with people who may be interested in transportation and transportation needs within our region.

Ms. Conner added that we also need the help of the attendees in developing the strategies to enhance and expand the transportation options within our region. Ms. Conner also stated that we need to create a coordinated effort to support transportation in order for this to work and to be able to expand the services that we have.

#### **V. Adoption process**

Ms. Conner then said we will need to prioritize the strategies after we have them, and we have a Transportation Advisory Committee that meets every other month and Paul Ritter, who is here today is actually a member of our Transportation Advisory Committee. They will be prioritizing the strategies that we have, and once we have those strategies put together and have them prioritized, we will make sure to share all the information with every single person that has attended one of our public meetings, and we will ask them to comment on them as well as review the entire plan itself.

Ms. Conner then mentioned the comment cards and asked everyone to please make sure they leave the cards as they go out because we want to know what they see as the problems as well as some possible solutions which we might be able to work with.

#### **V. OPEN DISCUSSION**

Paul Ritter said someone had mentioned to him a while back about Meals on Wheels and wondered if we need to incorporate them into the plan as well. Ms. Conner replied by saying yes and added that the 5310 program can be used to purchase a vehicle to provide the meals to the Meals On Wheels for seniors.

Mr. Ritter then asked if the Meals on Wheels program is still working in Eldon. A response was made that not as well as it used to in that they used to deliver daily, and now they only deliver once a week, and the meals are frozen. Mr. Ritter asked what the problem is. The response was that it is due to the lack of volunteers. It is hard to obtain

volunteers now because they are getting older, therefore, the elderly isn't being checked on every day.

Ms. Conner responded by saying we can reach out to them to see what their needs are, and if they are having problems with the volunteers, then do they have someone to drive the vehicle. Mr. Ritter added that this could be a real problem if they are trying to deliver to rural areas and if the driver doesn't have a cooler. Another comment was made that they were using volunteers' cars so maybe that comes into play as well. Ms. Conner suggested that the volunteers don't want the mileage put on their own vehicle.

Ms. Conner stated we will be sharing the draft plan beginning in January of 2018, there will be 30 days to comment on the plan, and the Transportation Advisory Committee will need to approve the plan, and they will then make a recommendation to the LOCLG Board to approve the plan. The plan has to be reviewed, approved and adopted by the local Board in order for the entities to be eligible for the program.

Ms. Conner said she will open the meeting up for any questions.

Mr. Davis asked what some of the other communities are suggesting or what is it that Ms. Conner sees as the concerns in Miller County. Ms. Conner responded by saying that we don't really have a lack of transportation, but rather it is a matter of consistency. OATS picks up once or twice a week and people need the consistency. They may need to get to work every day not just three days per week. Ms. Conner added that employment is a big issue, in that more people would be employable if they had reliable transportation to get to work. A comment was made as in to identified routes. Ms. Conner agreed and stated that they also need to make sure they have enough consumers who will be using the route to make it cost effective. That is another component, transportation cost money, so we have to be able to support it.

A question was asked how much funding is available for creating jobs as far as transportation is concerned. Ms. Conner responded by saying the 5310 program is an asset program, and MoDOT buys the vehicles as a large fleet and then they distribute them to the awardees of the program, so there is really no administrative costs that comes with this particular program. There are, however, some administrative costs that come with the 5311 program. So, working with an entity that already has an established network of administrative and adding to their fleet is sometimes the best option going forward. Because it is difficult to start a new program when you have no administrative costs to cover it. You have an asset such as a vehicle of some sort but how do you manage the costs that come in, such as the maintenance as well as everything else that goes with it.

Mr. Davis stated they have an area within the School District called Town & Country and the school provides pick-ups at the top of where Town & Country is because it is a rough area to get back into. Mr. Davis then asked if the School District could write a grant to obtain a smaller bus or a van to get into the area with since it is very difficult to take the large school busses in the area. The smaller bus would then be added to the district's

fleet to be used to pick up students that don't always make it up to the top of the hill where the pick-up is currently. Or is that a stretch. Ms. Conner responded by saying that it would be servicing a low-income area, but she would have to verify that the school district would be an eligible entity. Mr. Davis then asked who would be another eligible entity, a church or what. Ms. Conner replied a non-profit organization. Mr. Davis then asked if he talked to a church, then they would have to get the volunteers to drive the bus. Ms. Conner stated she will double-check to see if the School District is an eligible entity. Mr. Davis then asked if there are a lot of churches that partner with other entities, for example, a church could get a bus. Ms. Conner said the biggest problem we have with using the churches vehicles is a lot of the churches indicate that their insurance wouldn't cover it if they donated their vehicle. Ms. Conner added there needs to be some kind of leasing options that would allow someone to lease a vehicle through an entity, and the coverage would go through the leasing company. Therefore, it would take a lot more coordination in setting up a network. So we wouldn't be setting up a network for one church that is willing to donate their vehicle four days a week, but rather we have to be able to have a network where there is a lease option from a leasing company who can lease them to whoever might need them for transportation. Ms. Conner added that she is not saying it can't be done but developing that network has to be more than just the one vehicle to be able to support creating the network as well as the leasing entity.

Ms. Conner asked Mr. Davis if the school district is really having trouble getting the kids out of Town & Country to school. Mr. Davis responded by saying there are kids who do not come to school sometimes when the weather is bad because the parents don't have the transportation to get them to the top of the hill or the kids walk. And the large busses have a hard time turning around once they go down in that area, so he really needs almost a dedicated route for what he would call a small bus to get down the road. The district has not done that as yet, but they are looking at it to determine what the best way might be. Mr. Davis also mentioned the after-school program and said the district drops off students at the top of the hill rather than delivering door-to-door so some of the parents in the area say they don't want their kids to participate in the after-school program because they get home after dark, and it isn't safe for them to walk a mile around the lake to their home. Mr. Davis added that those roads are difficult to get to, but the district would like to provide better service.

A comment was made that if you make a wrong turn you will be in the lake. Another comment was there might also be a huge Oak tree in the middle of the road. Mr. Davis added there are times even in his 4 wheel drive vehicle that it is difficult. Ms. Conner mentioned the Good Shepherd Nursing Home that has 6 vehicles, while they are not using their vehicles for medical transportation of their patients, they use them to transport kids from the Good Shepherd Nursing Home out of Versailles to the Laurie Care Center in Laurie for the Daycare. So they are getting multi uses out of those vehicles. At the end of the day they use the vehicles to transport the kids back to Versailles.

A question was asked if we have data with regard to the slide that shows when people are leaving the area for their employment, are they generally going to the same area or where are they headed.

Ms. Conner replied by saying the Census data doesn't actually pin point where people are going it just indicates where they travel. So, based on our information, we can hypothetically say people are going to Fort Leonard Wood because that is the direction most people are going to work or to Jefferson City.

A comment was made that a significant amount of people from Iberia go to Jefferson City or Columbia.

Ms. Conner mentioned that a comment was made which indicated Meals on Wheels needed transportation to deliver meals, if they were in a position to where they could acquire the asset and they weren't using it all the time, maybe we could create a network to where it could be used for something else. It is a volunteer organization and being able to share it with another organization would be easier.

Mr. Davis responded by saying that is where the school could come in, the small bus or van could be used in the mornings and afternoons for the students and during the day for the delivery of meals for the elderly.

A comment was made that Miller County has a Senior Citizens Board, so they could be the entity that could lease.

Mr. Ritter asked where the meals are prepared. The response was the meals are prepared at the Senior Centers in Eldon as well as Iberia.

Ms. Conner asked if there is Meals on Wheels in St. Elizabeth. Mr. Ritter responded by saying that they do have technically but right now there is no one eligible for the program. The ones that were eligible have passed on.

Ms. Conner are non-profit, Food Pantries are non-profit and they would be an eligible entity that could participate.

Another comment was made regarding employment, since people can't If to were jobs. If there were a not-for-profit entity for that. There is a lot of industry in Eldon and if they start up they of course want people to come entity, training, etc. The entity is referring to is not a 501(c)3 so how could they fit in if they had to have transportation for their employees. Would that be for the City to have people to people to site. to the work site.

Ms. Conner replied by saying the employer would not be eligible to be the applicant, but if you had a non-profit that was willing to provide transportation to those employees, you would have to find a net work of non-profits that would be willing to support a transportation network.

Ms. Conner asked the attendee if she has specific employers in mind. And added the Senate Bill 40 in Camdenon has partnered with OATS to get people to work. The attendee then asked if that could be done. Ms. Conner replied by saying it could be done if there is a large enough quantity of consumers that are going to be using the network. Ms. Conner added that is the biggest thing. We have to be able to identify enough users to make it worth their while.

A comment was made that for most of the large employers the employees set up the networks themselves. But the people that live out in the country and are working two jobs at convenience stores and have to be at work at a strange time when the car breaks down they just can't go to work.

Another attendee mentioned that is what she sees a lot of the time is the car breaks down and the employee is gone for two days and then they get fired. The question was then asked how they can get some form of transportation other than her taking her neighbor, so they can keep their job rather than lose it due to lack of transportation. Some kind of system is needed to help those kinds of people.

Ms. Conner stated that some of the other Regional Planning Commissions, have a program they call Mobility Management. It is a position where if you are in need of a specific type of ride whether it be to take someone to work or for medical reasons they connect you with a list of transportation providers that may be able to help you. Ms. Conner added they have had mixed reviews in some of the areas as to if the Mobility Management position is really working or are those people actually getting the rides they need. So, more research needs to be done with regard to that as an option. The attendee asked if Eldon were able to bring in some light industry which would benefit some of the poverty level people so they can train them and then they get actual jobs and work at it, is what you are saying is they need to go somewhere else for transportation. The industries are not going to want to do a light industry here unless people can get to work so it is kind of a catch 22.

The attendee also mentioned that currently they have not identified anyone but they have been talking to some local Eldon businesses and they are willing to start one, however they are not at a level to where they could provide transportation because they aren't that big. So transportation is an issue to get the people to their place of employment. These people would be non-skilled people.

Ms. Conner asked if the Sheltered Workshop in Eldon provides transportation within the City limits. The response was yes. Ms. Conner then asked if they are able to provide transportation for any other individuals that are not working at the Sheltered Workshop. The response was that they cannot and the reason is because they don't have the supervisor drivers. They only have one and she needs to be back at the shop once she drops off employees. So, that is where they are at this point. On this same note, a comment was made that they don't have the administrative costs to meet the need for the riders. So that is a big problem. Mr. Gier added that if you look

at the grant and it wants to know if they meet the means test to qualify for the free ride, it becomes an administrative nightmare.

Another comment was made that these people are living in poverty and they are trying to get to a job. So, would they qualify someplace else within another program. Ms. Conner replied by saying that what we have found is that most employers do not want to get involved in transportation. They feel like it is the employee's responsibility to provide their own transportation to get to work. The attendee then commented that maybe it is the City's responsibility or the responsibility of the people who care about trying to get them to work. So that is what she is asking, where do they go to obtain the type of funding or what program is it or how do they attack this issue for people who want to be employed.

Ms. Conner stated the other thing they are going to find is that the distance between one employee to another is pretty far apart sometimes, which makes it difficult for everyone to get to work on time. Unless Bob gets up at 4:00 a.m. in the morning and leaves at 6:00 a.m. and then rides in the van for three hours to get there. The attendee mentioned that is what she means as far as a route situation is concerned. But if they look at a particular area of town, which they are to provide transportation to a couple of these businesses they have been talking to about this it would be in one area. Therefore, they could have a route and some employees would come in earlier and some would come in later.

The attendee stated that she is only talking about the City of Eldon and a little bit of the surrounding areas, are the only people they have talked to. They have people willing to do this but as Ms. Conner pointed out they do not have insurance for transportation, and they can't get the employees to work so that is a problem, and she does not know how to address it.

Ms. Conner mentioned that Ryder Van offers a program where a key employee could be the lease person and then the others could ride, however you have to have the network formed of people that work within your business to sign on with you and share the cost. The attendee said she would mention it to Liz because that is the 1st thing that businesses ask, is how do you plan to get the people there.

Another comment was made that it is difficult when you have say 5 businesses and they all work the same hours. A response was that no they don't. The initial attendee stated that unless everyone in Eldon lives on the same few blocks, with this amount of population, it is very hard to support a public transportation system. Even in Jefferson City they can't support a program that lasts after 6:00 p.m., and they have a population of over 40,000.

Ms. Conner commented that they don't have enough users. The attendee stated that is correct and they aren't even supporting all of the outlying communities right now or after 6:00 p.m. because there aren't enough users.

A question was asked how the survey will get to the poverty group since they are not necessarily the ones who read the paper, so how are we going to reach the people that we really need to hear from. Ms. Conner replied by saying we sent the notification to all the food pantries as well as all the agencies that anyone who is in poverty would be going to, so hopefully they would share it with their clients. Ms. Conner added that a lot of times those people want to remain anonymous and don't want to fill out the survey which does make data collection difficult.

Another question was asked regarding Uber and Lyft in that it seems as though later in the evening is where those services seem to be a natural. Ms. Conner replied by saying we did a comparison at the office as to what it would cost to use Uber because Lyft does not necessarily service our region but they are in the St. Louis area. Ms. Conner added that it was less expensive to use Uber than it was to take a cab. Ms. Conner added we did the cost analysis in the office from several points and it was cheaper to use Uber than to take a cab.

A comment was made that if you look at the availability at 9:00 a.m. versus 5:00 p.m. and then in the middle of the day it roller coasters to where there is a lot up here and nothing down here.

Another comment was made that if you start work at 11:00 p.m. at the convenience store in Tusculumbia there is a problem. Mr. Gier added that everyone is focused on the lake.

Another comment was added that there is a lot of seasonal poverty because there are so many people who work from this month to this month and nothing the remainder of the year. They have no jobs.

Ms. Conner agreed by saying that long term employment is something that is definitely needed in our region. We have the seasonal employment but that makes it difficult for people to maintain a car or any other of the staples in life, it is difficult for them to keep up because they are only working seasonal jobs.

Mr. Gier added that when you talk to employers they say they have jobs but can't find quality candidates. One of the attendees mentioned they are trying to help with the issue when they are identified. But at the same time you can't talk potential employers to come in and start their business when people can't get there to work. And she doesn't have any answers for them. Uber maybe or someone driving them but at the same time the people want to be self sustaining. They want to be able to get on the bus and go to work and get on the bus and go home, and until we can do that the rest is just not self sustaining.

Ms. Conner stated sustainability is an important point of the programs we put together or the coordination needs to be sustainable for a long period of time. Because being able to offer a service for a short period of time only gives people hope but then they

can't get to their job because the program wasn't sustainable, so it has to be sustainable.

A comment was made that there is an organization in Kansas City that bleeds down beyond public transportation. They offer the program along with the social service agency for extremely low income. These are auto loans and they work in conjunction with auto dealers who were selling as low as they could and the dealer would ensure that the vehicles are reliable. The question was raised if that is something the funds could be used for. Ms. Conner responded by saying this program is not specifically for that. The attendee commented that it is a great idea though. Ms. Conner agreed it is a great idea and it could be a strategy that the attendee identifies.

Mr. Davis added the school works with MOCA who gives eligible people a \$300.00 voucher, so in the event their vehicle needs new brakes, tires or whatever MOCA helps the qualified people and then they send them to the school to put the brakes on or whatever it may be that the vehicle needs and the school doesn't charge the individual anything for labor but rather they just help to get the vehicle up and running.

Ms. Conner also mentioned that if they can get a car that meets the criteria for Uber then they can book with Uber later on while they are working their other job. A comment was made that maybe they could also deliver pizzas or whatever. An attendee made the comment that transportation is a huge issue in all of this and that's all there is to it. They go hand in hand, transportation and those in poverty. Another attendee commented that she is amazed at the number of people who won't walk six blocks for anything. The attendee added that her Grandmother walked three miles twice a day to her job during the depression.

Mr. Davis mentioned that the area he spoke about earlier is literally a mile for those students to walk because they have to go from one side of the lake to the other.

Mr. Gier asked why a student that is on the free lunch program misses 20 days of school and then the parents say the student is hungry all the time. This affects the school attendance rate.

Another comment was made that it is Mom & Dad's fault and not the student's fault. The kids can't drive and the parents don't set the alarm clock.

An attendee added that all of these issues need to be addressed and they plan to bring them up at the meeting. Liz has been involved with this type of thing before and so has she in California, so we need to bring up the parents as well. The school district is fantastic and they have done an awesome job with the students.

**VI. NEXT MEETING-Morgan County-Laurie Care Center, August 10, 2017 at 4:00 p.m.**

Ms. Conner indicated that our next meeting will be in Morgan County on August 10<sup>th</sup> at the Laurie Care Center.

**VII. CONCLUSION**

Ms. Conner stated that she appreciates everyone coming and if they will be sure to drop off their comment cards before they leave, that would be helpful. Also, if they make sure to put their email address on the sign in sheet so we can send a draft copy of the plan which will include the strategies that were discussed at each of the public meetings.

**VIII. ADJOURN**

Ms. Conner adjourned the meeting at 5:15 p.m.



# Lake of the Ozarks Council of Local Governments

Serving Camden, Laclede, Miller and Morgan

Thursday August 10, 2017 2:00 p.m. Human Services Transportation Coordination Plan Meeting

Laurie Care Center 610 Highway O Laurie, MO 65038

Name of Attendee		Representing: C=Concerned Citizen T=Transportation Provider (Company) O=Other Please explain	County You Live In	Contact Phone #	Email Address	Miles Driven To Meeting (Round Trip)
1	Pam Gilbert	O-LOCAL	Camden	573-286-8958	pamgilbert@lock.org	40
2	Doethy Yehner	CC	<del>Camden</del> Morgan			
3	Hyde Adams	C	MORGAN			74
4	Barbara Swain	<del>Representing</del>	<del>Laclede</del>			
5	Jane Mathis	concerned citizen	Laclede			
6	Donna Blum		Morgan			
7	Cornie Danna		Morgan			
8	Herb Kreck	Lifegard Services	" "	573-373-9926		3
9	Lance Smith	God Shepherd Nursing Home	Camden / Morgan	573-480-1468	smithl@yaho.com	0
10	Pam Hooper	LWCC	CAMDEN / MORGAN	573-374-5500		5
11	Mike Cox	Laurie Care Center	Camden	573-480-2441	mcox@gsnhd1.com	25



# Lake of the Ozarks Council of Local Governments

Serving Camden, Laclede, Miller and Morgan

Thursday August 10, 2017 2:00 p.m. Human Services Transportation Coordination Plan Meeting

Laurie Care Center 610 Highway O Laurie, MO 65038

Name of Attendee		Representing: C=Concerned Citizen T=Transportation Provider (Company) O=Other Please explain	County You Live In	Contact Phone #	Email Address	Miles Driven To Meeting (Round Trip)
12	Patty Hatcher		Morgan	578-569-0563	phatcher@CSNHDI.com	
13	Amie Jackson		Morgan	314-620-5029	Ajackson@CSNHDI.com	
14	Mike Jackson		Morgan			
15	Donna Starks		Morgan			
16	Faye Rucklows					
17	Donna Rucklows		Miller			20
18	Stanley Field		Morgan	2164704	STANLEY.FIELD@MORGANMO.COM	80 Forest
19	ANN CRESWELL		MORGAN			
20	Barbara Dittler		Morgan			via
21						
22						



# Lake of the Ozarks Council of Local Governments

Serving Camden, Laclede, Miller and Morgan

Thursday August 10, 2017 2:00 p.m. Human Services Transportation Coordination Plan Meeting

Laurie Care Center 610 Highway O Laurie, MO 65038

Name of Attendee	Representing:			County You Live In	Contact Phone #	Email Address	Miles Driven To Meeting (Round Trip)
	C=Concerned Citizen	T=Transportation Provider (Company)	O=Other Please explain				
23 Anna Ortega							
24 Angie Saxon (Tim)	T		Morgan	573-372-5544	asaxon@smmt-luca	1	
25 Renee Liberman		Community Director at Ben District	Morgan	573-569-2078	keeghanlovesme@gmail.com	22	
26 Kenda Ferguson		Transportation	Morgan	573-378-6122	quality6584@yahoo.com	35	
27 Meinhard Redbach							
28 Joyce Chambers	O		Morgan	573-216-3254			
29 Frieda Conner	O		Miller	573-346-5692	linda.conner@lclg.org	41	
30 Taylor Schuster	O		Miller	573-346-5692	taylor.schuster@lclg.org		
31 Denise Brewer	O		Camden	573-346-5192	terre.brown@lclg.org	40	
32							
33							

332



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# Lake of the Ozarks Council of Local Governments

MoDOT Public Transit  
Human Services Transportation  
Coordination Plan  
August 10, 2017  
Laurie Care Center



Serving Camden, Laclede, Miller and Morgan Counties

# Public Engagement Meetings for the Human Services Transportation Coordination Plan

**Camden County-June 27, 2017** at 4:00 p.m. at the Camden County Historical Society

**Laclede County-July 12, 2017** at 4:00 p.m. at the Laclede County Library

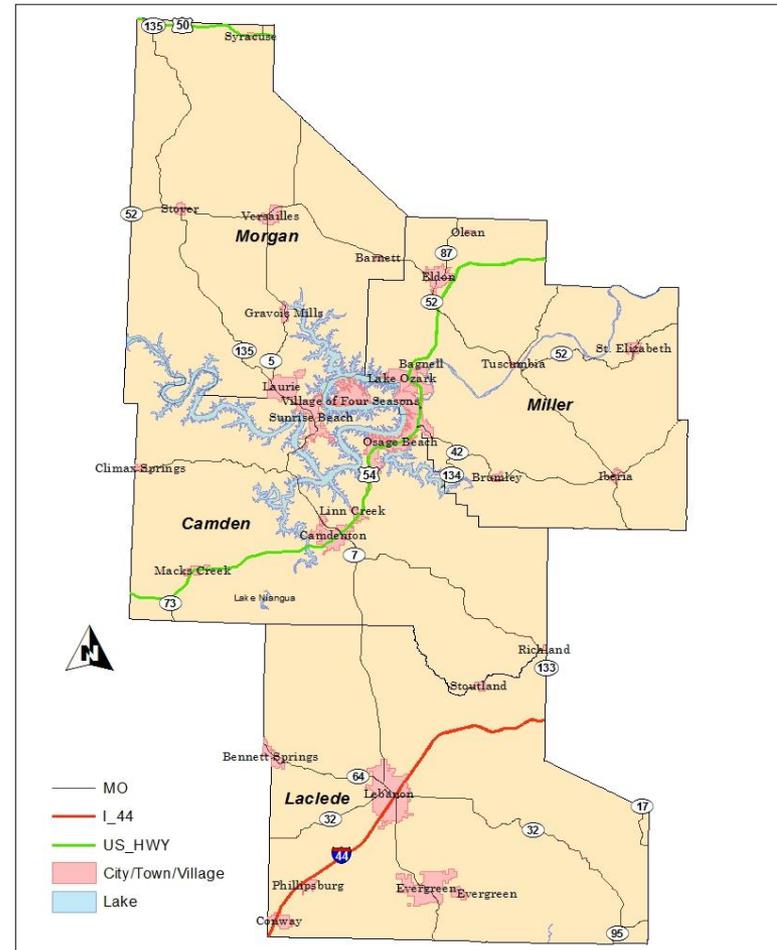
**Miller County- July 25, 2017** at 4:00 p.m. at the Eldon Community Center

**Morgan County- August 10, 2017** at 4:00 p.m. at the Laurie Care Center



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Plan will include  
the counties of:  
Camden  
Laclede  
Miller  
Morgan



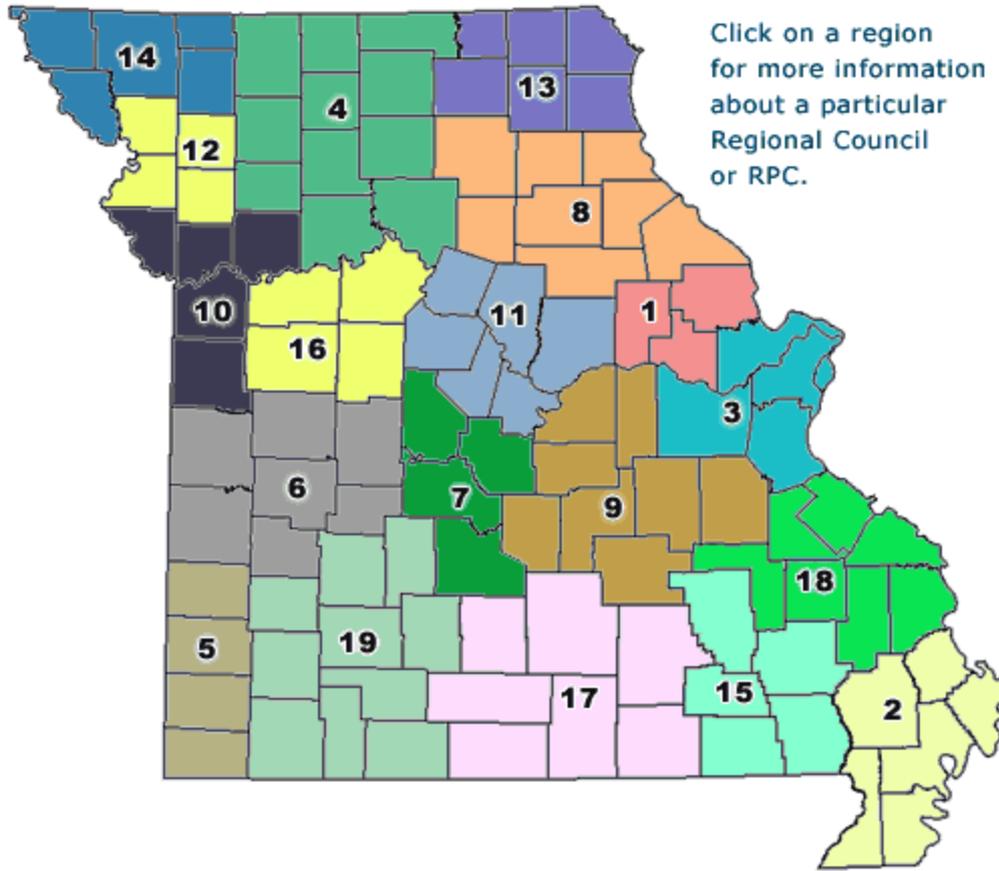


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There are 19 Regional Planning Commissions in Missouri each will be completing a plan for their region.



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# History Lesson

## **History of the transportation programs that are included in the Human Services Transportation Coordination Plan**

To better understand the funding mechanisms that are available with an approved **Human Services Transportation Coordination Plan**, we will review the history of federally funded transportation bills. These bills cover many aspects of transportations, so for the purpose of this presentation and planning efforts we will only review how those transportation funding bills impacted the programs for the elderly, disabled, and low income users, and transit related programs.



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# History Lesson

## FTA Administered Specialized Transportation Programs

The **Federal Transit Administration 's Elderly and Persons with Disabilities Program (Section 5310)** was originally established in **1975** as a discretionary capital assistance program intended to help fill the gaps in accessibility of transportation needs for seniors and persons with disabilities.



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# History Lesson

## ISTEA

### Intermodal Surface Transportation Efficiency Act of 1991

#### 1992-1997

This transportation bill was intended to help in the development of National Intermodal Transportation System, creating a positive economic impact and increase the efficiency of transportation of people and commodities across the US. Funded at **\$155 billion** there was flexibility in using the funds for a variety of transportation priorities including, a National Highway System (NHS), planning and management systems, new technology, mass transit, and safety.

**Under ISTEA the Section 5310 Program was changed from a discretionary capital assistance program to a formula funded program to states for the purpose of assisting private non-profit groups in meeting transportation needs of the elderly and persons with disabilities.**



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# History Lesson

## TEA-21

**Transportation Equity Act of the 21<sup>st</sup> Century** (June 9, 1998)

**and TEA-21 Restoration Act** (July 22, 1998 provided technical corrections to the original law)  
**1998-2003**

This transportation bill was the largest public works bill to date with **\$218 billion** authorized for funding of highway projects, safety and transit programs. The bill continued past 2003 with several temporary extensions by Congress before it was allowed to lapse.

**Under TEA-21 the JARC Program-Job Access and Reverse Commute (Section 5316) was created as a discretionary program. The JARC program was established to address the unique transportation challenges faced by welfare recipients and low-income individuals seeking to obtain and maintain employment.**



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# History Lesson

## SAFETEA-LU

### Safe, Affordable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

#### 2005-2009

This transportation bill was intended to maintain and make improvements to the surface transportation infrastructure network in the United States with **\$244.1 billion** to support the interstate highway system, transit systems, bike/ pedestrian facilities, railway facilities and safety priorities.

While the original bill expired on September 30, 2009 Congress continued to renew the funding formulas ten (10) more times after the expiration date. It was eventually replaced with the Moving Ahead for Progress in the 21<sup>st</sup> Century Act in 2012.

**Under SAFETEA-LU the provision for supporting public transportation options with the New Freedom program and was funded by Congress in 2006. The New Freedom program was established to provide funding for projects to develop services that created new public transportation services and alternatives beyond the ADA specific requirements.**



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# History Lesson

## MAP-21

### Moving Ahead for Progress in the 21<sup>st</sup> Century

#### 2013-2014

This transportation bill was developed to create a streamlined and performance based transportation program that will allow for highway, transit, bike and pedestrian programs and was funded at **\$105 billion**.

While the original bill expired in 2014 Congress enacted short term extensions until a new transportation bill could be passed in 2015 with the enactment of the Fixing America's Surface Transportation Act in December 4, 2015.

**Under MAP-21 there were a number of consolidations of programs including the elimination of the JARC Program (Section 5316) now allowing these projects to be eligible under the Formula Grants for Rural Areas (Section 5311), and combining the New Freedom Program (Section 5317) with the Section 5310 Program to create the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310).**



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# History Lesson

## **FAST Act**

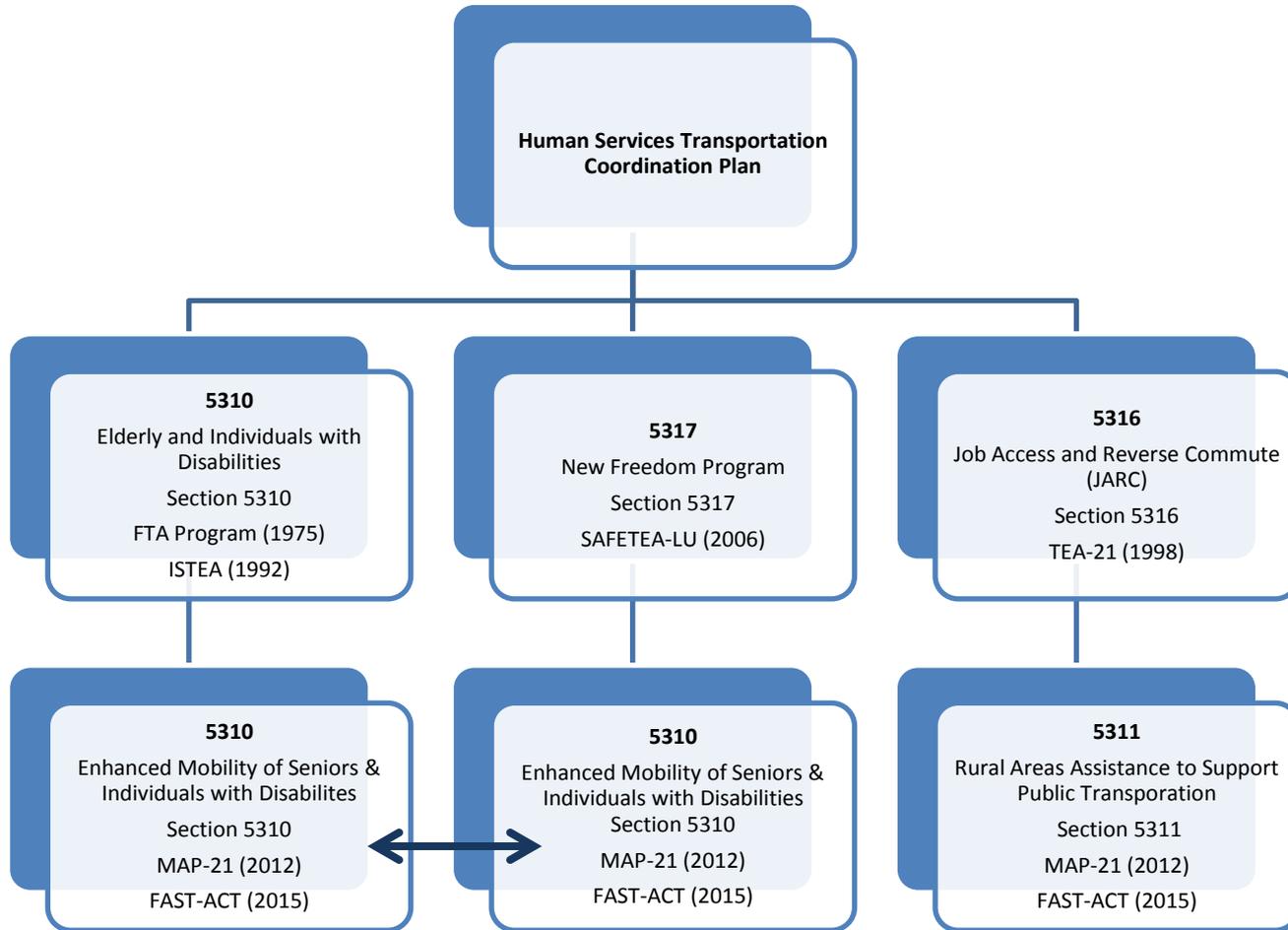
### **Fixing America's Surface Transportation Act**

#### **2016-2020**

This transportation bill was a long range transportation bill spanning four (4) years and was authorized at **\$305 billion** to fund projects for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous material safety, rail, research, technology, and statistics programs. There was also an emphasis on safety.

**Under FAST Act the two primary programs that are included to fund transportation related programs with a focus on the elderly, low income and persons with disabilities include the Enhanced Mobility of Seniors & Individuals with Disabilities (Section 5310) and Rural Areas Assistance to Support Public Transportation (Section 5311).**

# Funding Programs





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# Why this planning process is necessary:

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



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## Transportation Projects Funded within our Region:

Camden County Senate Bill 40 - Camden County Developmental Disability Resources

Gateway Industries of Eldon

Good Shepherd Nursing Home District – Laurie Care Center

Laclede County Association for Retarded Citizens

Laclede Early Education Program

Laclede Industries

Lake Area Industries, Inc.

Lake of the Ozarks Developmental Center

Miller County Board for Services for Developmentally Disabled

Quality Industries of Lake of the Ozarks

Oats-Columbia



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## MoDOT Transportation Funded project:



MoDOT 5310 Grant Program

Good Shepherd Nursing Home  
Laurie Care Center

Received six (6) handicap  
accessible vehicles

We offer grant writing services for this  
program.



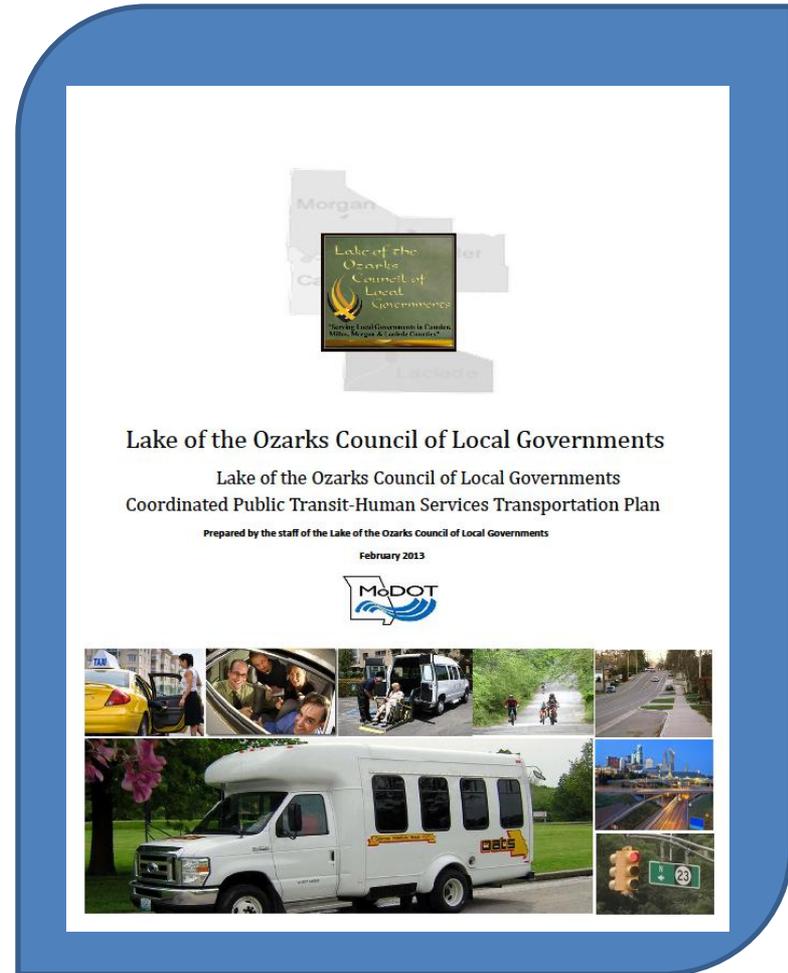
# Required Update Timeline

The Human Services Transportation Coordination Plan is updated every five (5) years.

The previous plan was approved and adopted by the LOCLG Board of Directors in February 2013.

A new plan must be completed and approved by February 2018.

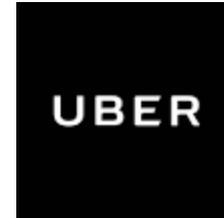
We anticipate that the planning and outreach for the plan development will take approximately 10 months to complete.



# Defining Public Transportation

For the purpose of this planning effort we will be identifying all transportation options available within the region that are “not driving yourself in your own vehicle”

All product names, logos, and brands are property of their respective owners. All company, product and service names used in this presentation are for informational purposes only. Use of these names, logos, and brands does not imply endorsement.



# Is All Public Transportation Equal?

As we look for all transportation options within the region, we also need to look at barriers that would hinder someone from using a specific form of transportation.

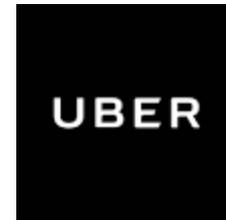
Such as:

Is it handicap assessable?

What is the cost factor, is it cost prohibitive?

When and what are the services available?

While Uber and Lyft had been approved by Missouri, how will individual communities deal with this new transportation option?



# How you can help with the plan development

First and foremost the data collection and being able to provide an accurate account of the transportation needs and current transportation options available within the region will be extremely important.

Survey 1- Transportation Providers: sent to all transportation providers that have previously received a MoDOT grants and have been identified as transportation providers within the region.

An eight (8)Page survey asking for clarification on services provided.

The image shows a screenshot of a survey form titled "Public Transportation Provider Survey 2017". The form is divided into sections, with the first section being "Transportation Provider Information". This section is further divided into two parts: "1. Public Transportation Provider Contact Information" and "2. Type of Agency".

**1. Public Transportation Provider Contact Information**

This section contains several text input fields for the following information:

- Name of Organization
- Street Address
- Mailing Address
- City
- State
- Zip Code
- Phone
- Fax
- Contact Person
- Title/Department
- Email
- Website

**2. Type of Agency**

This section contains a list of agency types with checkboxes:

- Public Transit System
- Government Human Services Agency
- Private Non-Profit Human Services Agency
- Private Non-Profit Transportation Provider
- Private For-Profit Transportation Provider
- Other (please specify)

Below the "Other" option is a text input field for specifying the agency type.

1

# How you can help with the plan development

Survey 2- Non-Transportation Providers: sent to all Human Services Providers, for example, MOCA, Food Pantries, Employment Services etc. These organizations come in contact with many patrons that have transportation needs.

A thirteen (13) Page survey asking for clarification on services provided and where they see the most needs in regard to transportation related issues.

The image shows a screenshot of a survey form titled "Non-Transportation Provider Survey 2017". The form is enclosed in a blue border. At the top, there is a header "Non-Transportation Provider Survey 2017" in blue text. Below the header is a dark blue bar with the text "Agency Information" in white. The main content of the form is divided into two sections. The first section is titled "1. Non-Transportation Provider Contact Information" and contains a list of fields for contact details: Name of Organization, Street Address, Mailing Address, City, State, Zip Code, Phone, Fax, Contact Person, Title/Department, Email, and Website. Each field is represented by a rectangular input box. The second section is titled "2. What type of Agency do you represent?" and contains four radio button options: "Government Human Services Agency", "Private Non-Profit Human Services Agency", "For Profit Agency", and "Other (please specify)". Below the "Other" option is a small rectangular input box for specifying the type of agency.

**Non-Transportation Provider Survey 2017**

Agency Information

**1. Non-Transportation Provider Contact Information**

Name of Organization

Street Address

Mailing Address

City

State

Zip Code

Phone

Fax

Contact Person

Title/Department

Email

Website

**2. What type of Agency do you represent?**

Government Human Services Agency

Private Non-Profit Human Services Agency

For Profit Agency

Other (please specify)

# How you can help with the plan development

Survey 3-Consumer Survey: sent to job centers, faith based institutions, elderly housing establishments, nursing homes, daycares and preschools.

A five (5) Page survey asking consumers to share with us their transportation challenges within the region and how they feel we can help alleviate the problem and provide more transportation options.

The image shows a screenshot of a survey form titled "Public Transportation Customer Survey 2017" with a sub-header "Consumer Survey". The form contains five numbered questions:

- 1. Please describe your geographic area in which you currently live.**
  - Rural
  - Small Community
  - Large Community
  - Small City
  - Large City
- 2. Please list the county in which you currently live.**
- 3. Please list the county in which you currently work.**
- 4. What is your gender?**
  - Male
  - Female
  - Do not wish to disclose
- 5. Please indicate your age group.**
  - Age 16 to 21
  - Age 22 to 31
  - Age 32 to 41
  - Age 42 to 51
  - Age 52 to 61
  - Age 62 +
  - Do not wish to disclose

A small number "1" is visible in the bottom right corner of the form area.



Serving Camden, Laclede, Miller and Morgan Counties

### MoDOT Humans Services Transportation Planning Project Objectives:

1. Assessment of available services, including current transportation providers, public, private, and not-for-profits, identifying the service areas and hours of operations.
2. Assessment of transportation needs to the elderly, disabled, and low income.
3. Identifying gaps in transportation needs and the currently available services.
4. Develop strategies and activities that would address the transportation needs within the region.
5. Identify funding opportunities for implementation of the plan.
6. Public participation is a required element in the planning process.

# How you can help with the plan development

"Problems"

Transportation issues  
within our region.

On the white index card identify the problems that you see with our transportation networks within the region.

On the other index card list what you think could be some possible solutions or strategies that may help fix the transportation needs within our region.

Please leave any other comments you would like.....

"Solutions"

Possible fix or help to  
solve transportation  
related issues locally.



Serving Camden, Laclede, Miller and Morgan Counties

## Primary Focus within the Planning Framework in Regard to Transportation Needs:

1. Elderly, and Senior population
2. Disabled population
3. Low-income population

So let's take a look at the data for the region.

# Census Data

5 Year ACS 2015 Population Data

Camden County 43,927

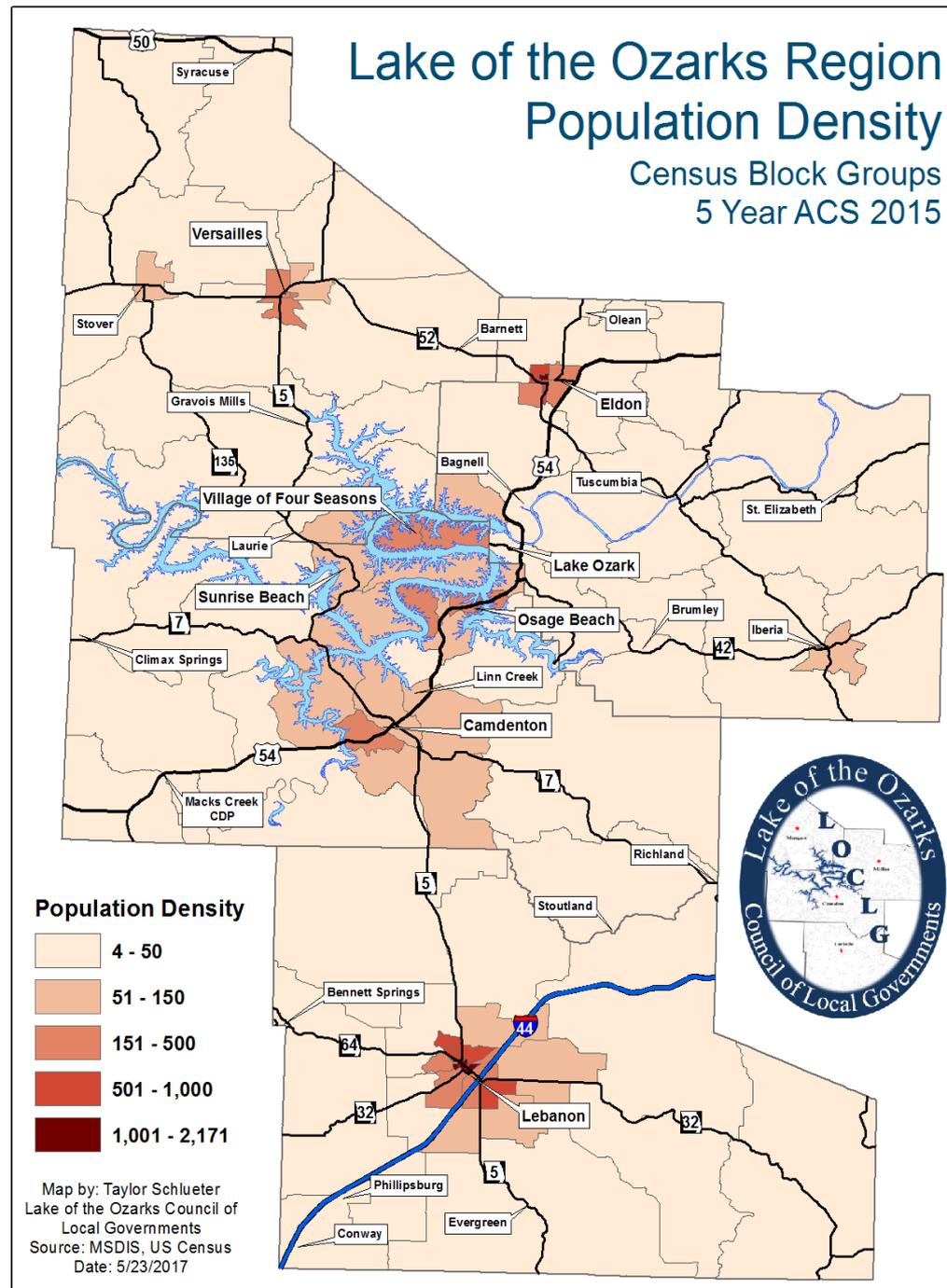
Laclede County 35,514

Miller County 24,956

Morgan County 20,225

Please note the qualification of the 5310 program is population less than 50,000 which each of the counties within our region fall below that threshold.

Total population for region 124,622



# Census Data

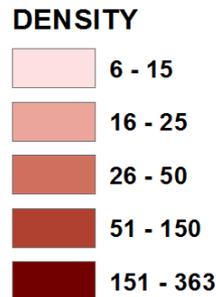
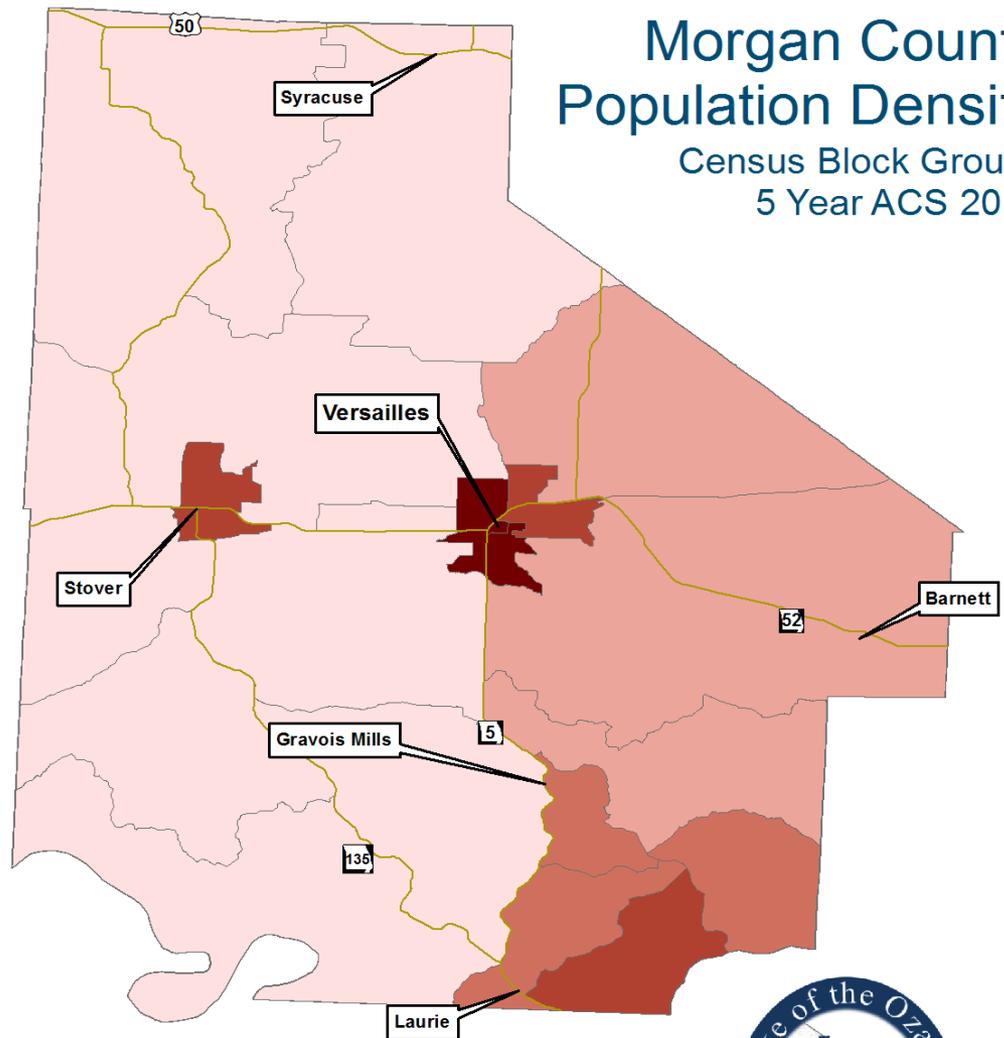
Total Population in Morgan County 20,225

City of Barnett	201
Village of Gravois Mills	143
City of Laurie	932
City of Stover	1,074
City of Syracuse	170
City of Versailles	2,440

Rural populations living outside any city limits in Morgan County 15,265

## Morgan County Population Density

Census Block Groups  
5 Year ACS 2015



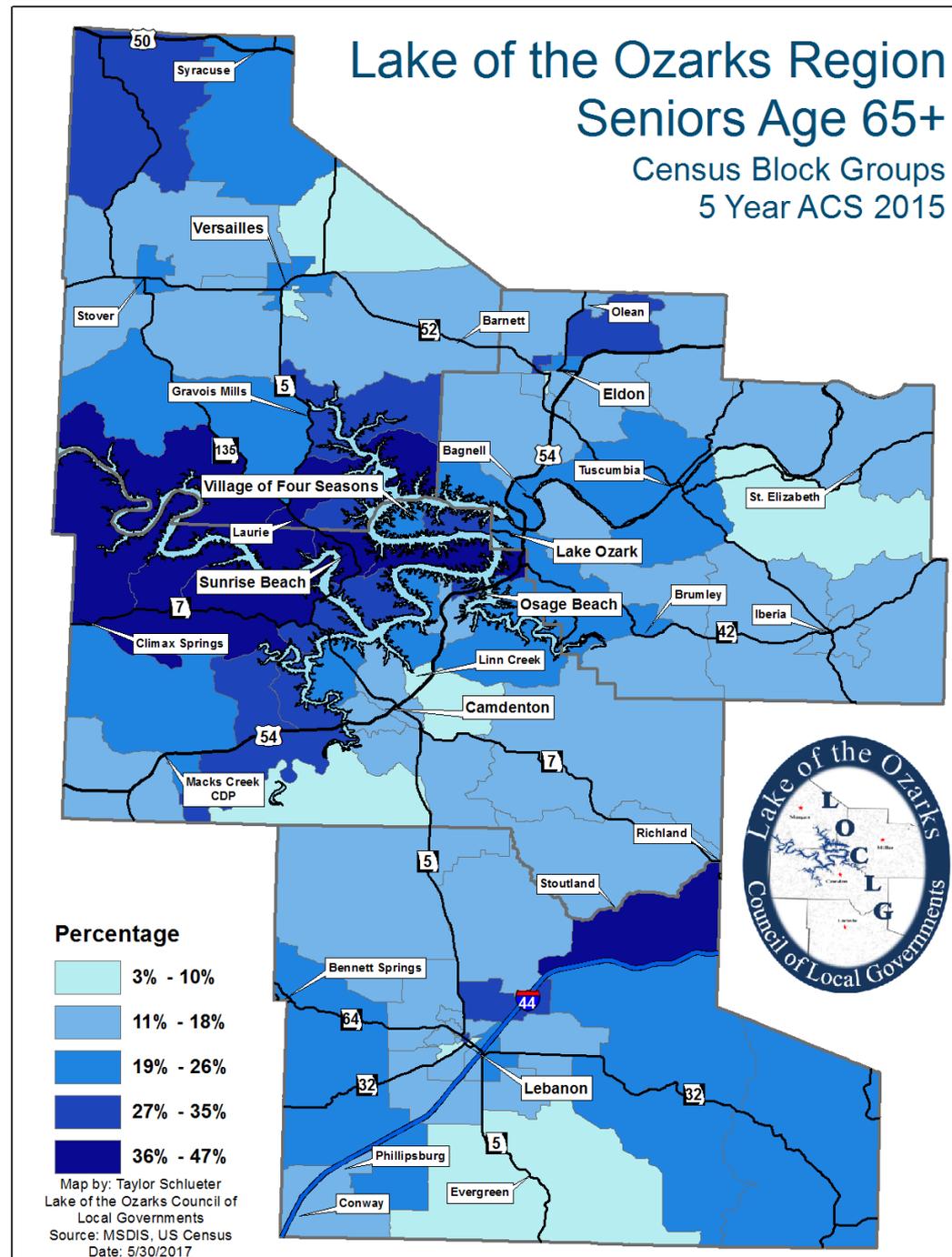
Map by: Taylor Schlueter  
Lake of the Ozarks Council of  
Local Governments  
Source: MSDIS, US Census  
Date: 5/23/2017

# Census Data

Each of the counties within the region have a higher percentage of Seniors that are 65 years of age or older compared to the Missouri State average.

Age 65+	
	%
Camden	24.1
Laclede	16.3
Miller	17.3
Morgan	23.1
Missouri	15.0

Source: 2015 ACS



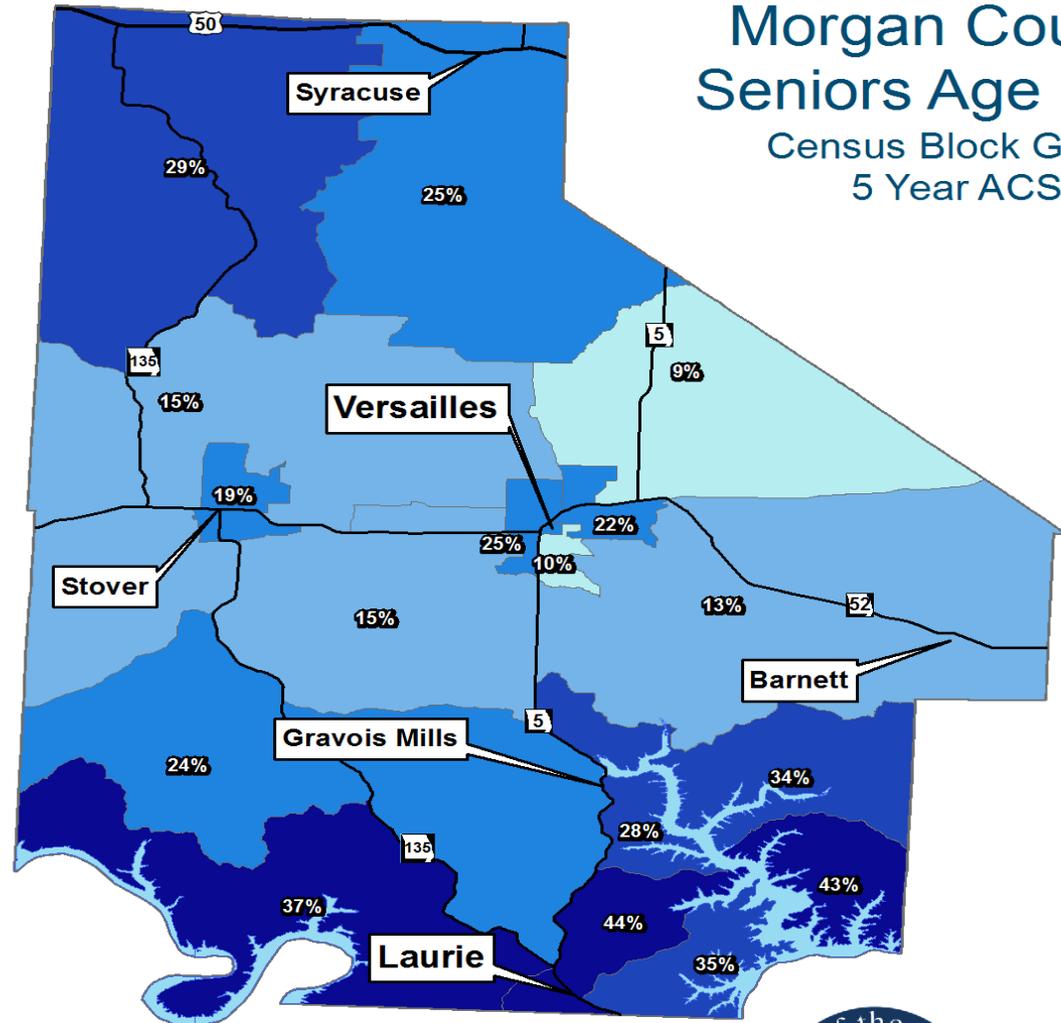
# Census Data

## Morgan County Senior Population

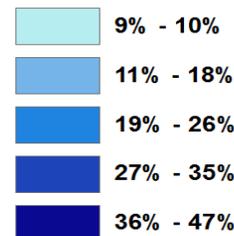
In Morgan County 23.1 percent of the population is 65 or older.

## Morgan County Seniors Age 65+

Census Block Groups  
5 Year ACS 2015



### Percentage



Map by: Taylor Schlueter  
Lake of the Ozarks Council of  
Local Governments  
Source: MSDIS, US Census  
Date: 6/20/2017

# Census Data

Each of the counties within the region have a higher percentage of disabled population compared to Missouri State average.

Disability	
	%
Camden	17.7
Laclede	19.4
Miller	18.6
Morgan	19.6
LOCLG	18.8
Missouri	14.3

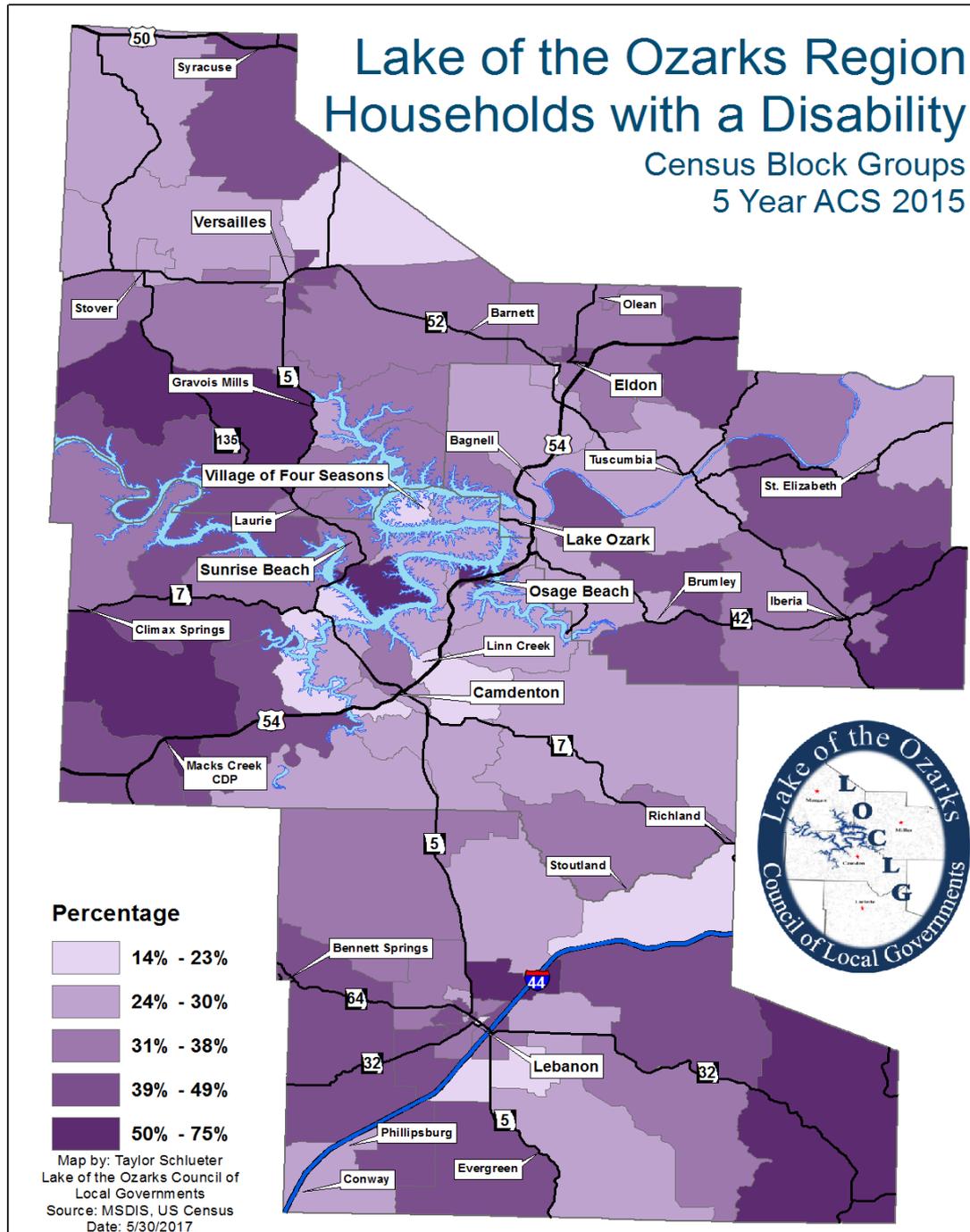
Source: 2015 ACS

## Disability Includes:

- Hearing Difficulty
- Vision Difficulty
- Cognitive Difficulty
- Ambulatory Difficulty
- Self-Care Difficulty
- Independent Living Difficulty

# Lake of the Ozarks Region Households with a Disability

Census Block Groups  
5 Year ACS 2015



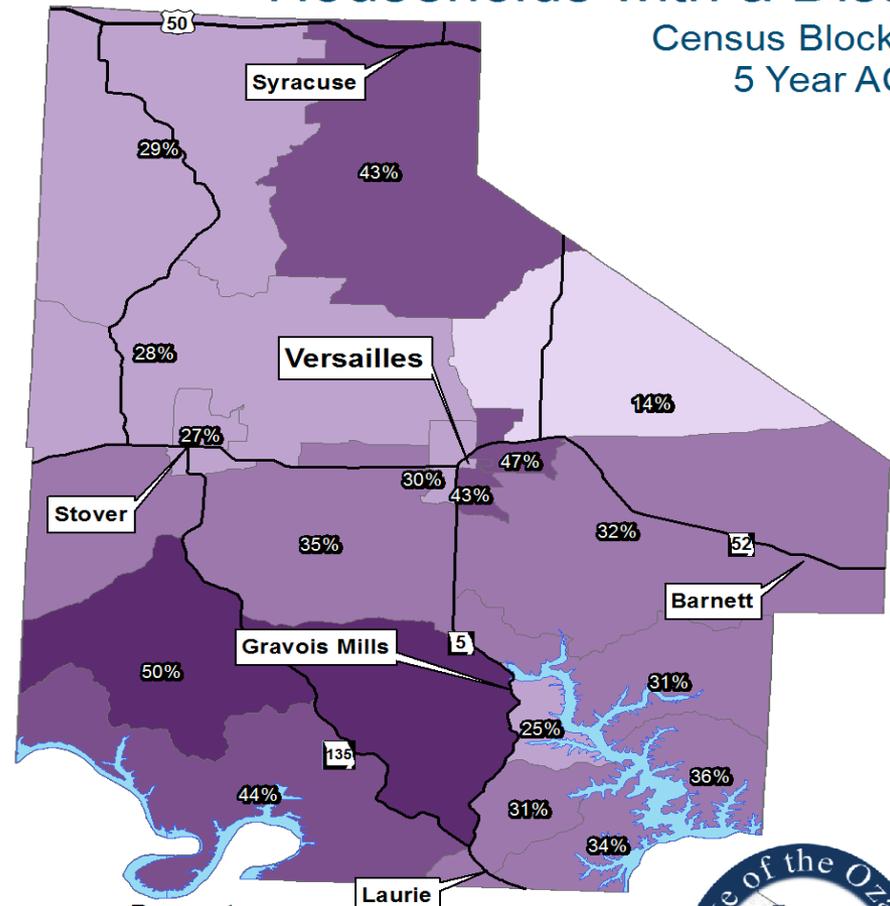
# Census Data

Morgan County  
Disabled Population

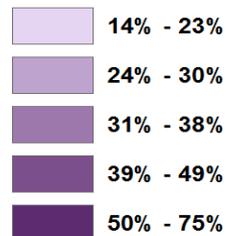
In Morgan County 19.6 percent of the population has some disability.

## Morgan County Households with a Disability

Census Block Groups  
5 Year ACS 2015



### Percentage



Map by: Taylor Schlueter  
Lake of the Ozarks Council of  
Local Governments  
Source: MSDIS, US Census  
Date: 5/30/2017

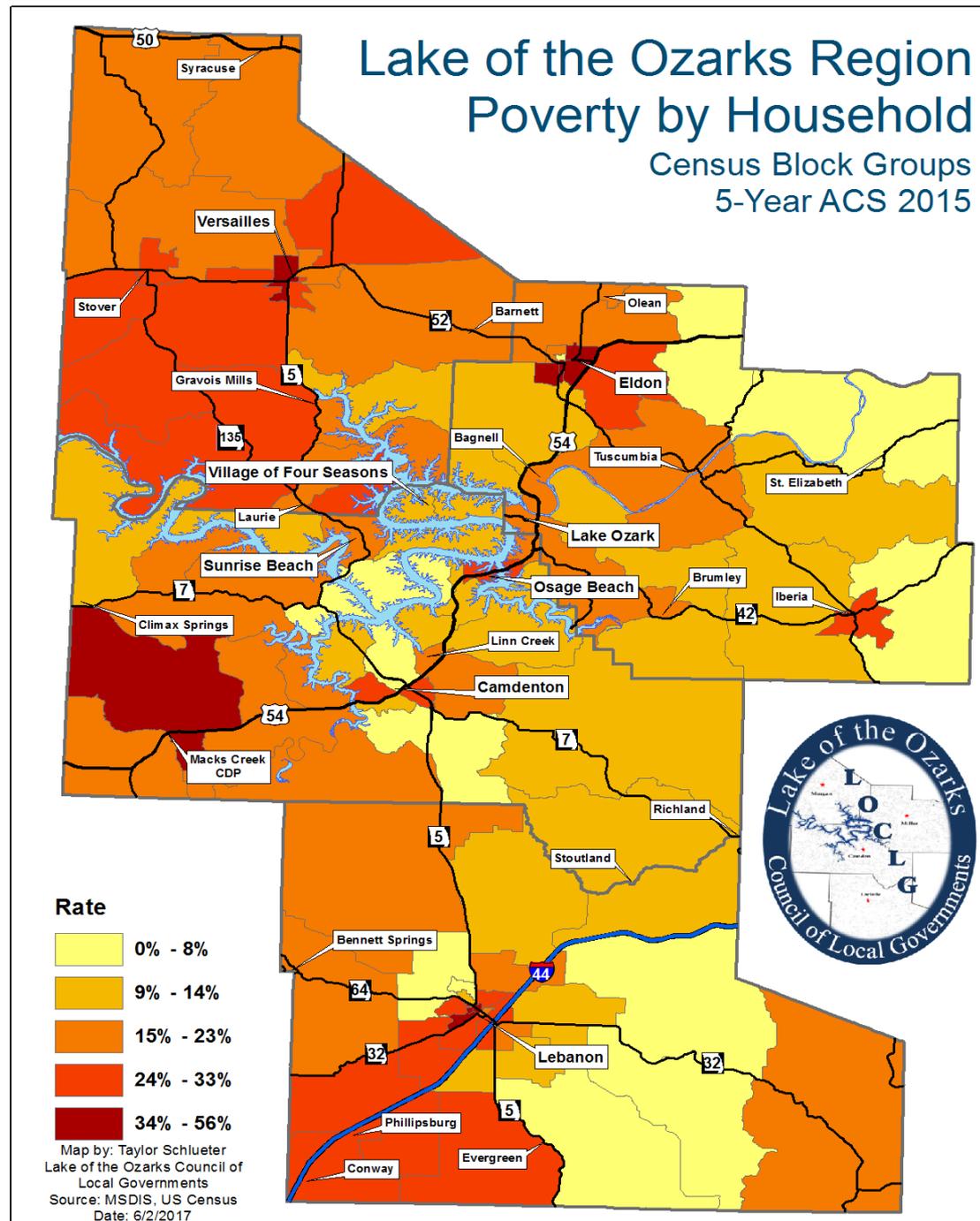
# Census Data

Poverty	
	%
Camden	12.1
Laclede	15.6
Miller	15.2
Morgan	18.7
LOCLG	15.4
Missouri	11.1

Source: 2015 ACS

## 5 Year ACS 2015 Population Data

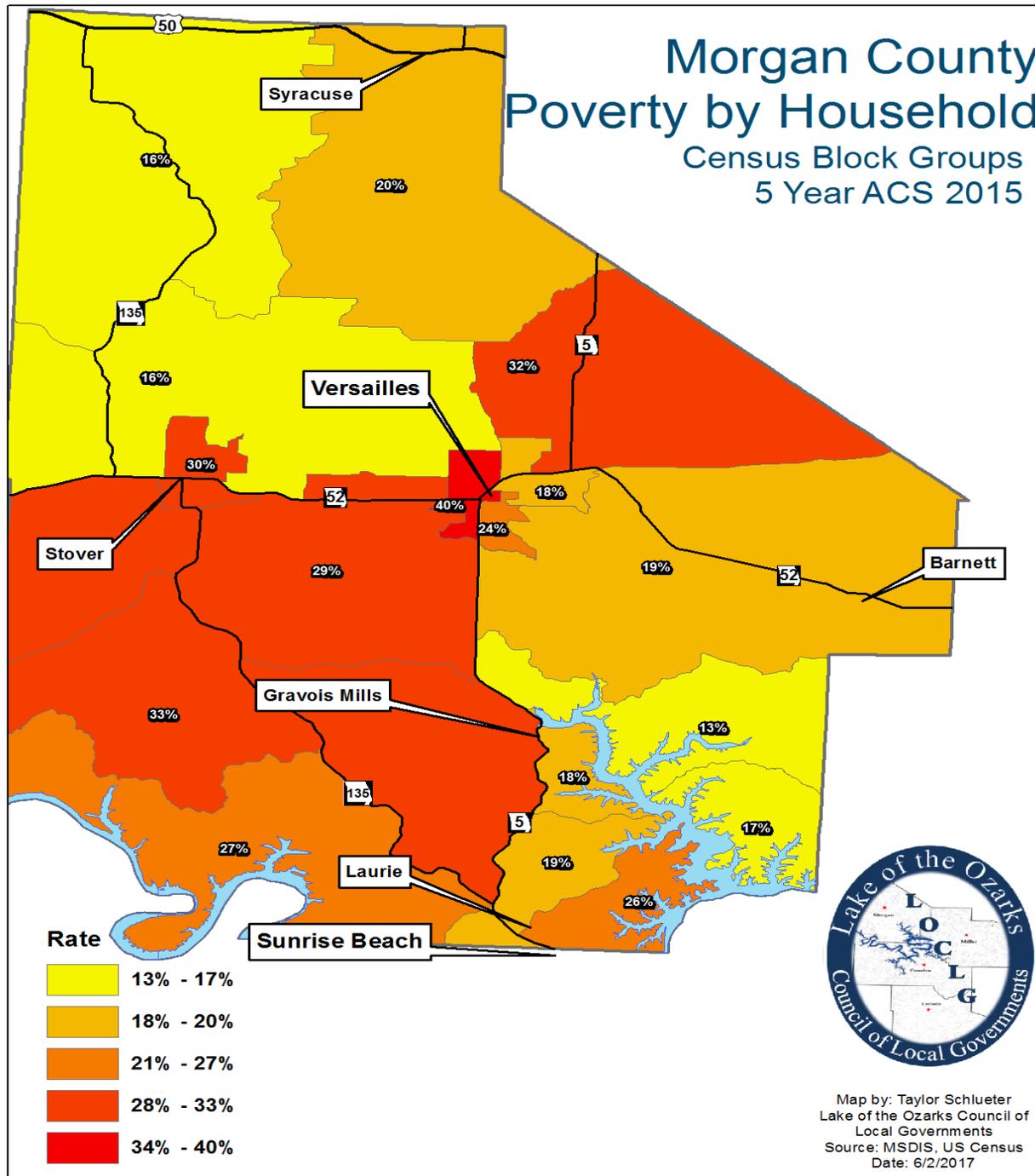
Camden County	43,927
Laclede County	35,514
Miller County	24,956
Morgan County	20,225



# Census Data

Total Population in Morgan County  
20,225 of which 18.7 percent are currently living in poverty.

## Morgan County Poverty by Household Census Block Groups 5 Year ACS 2015



# Census Data

What is “Poverty”?

Individuals are considered poor if the resources they share with others in the household are not enough to meet basic needs.

The poverty threshold or poverty line is the minimum level of resources that are adequate to meet basic needs.

“The official measure uses three (3) times the cost of a minimum food diet in 1963 in Today’s Prices”

3



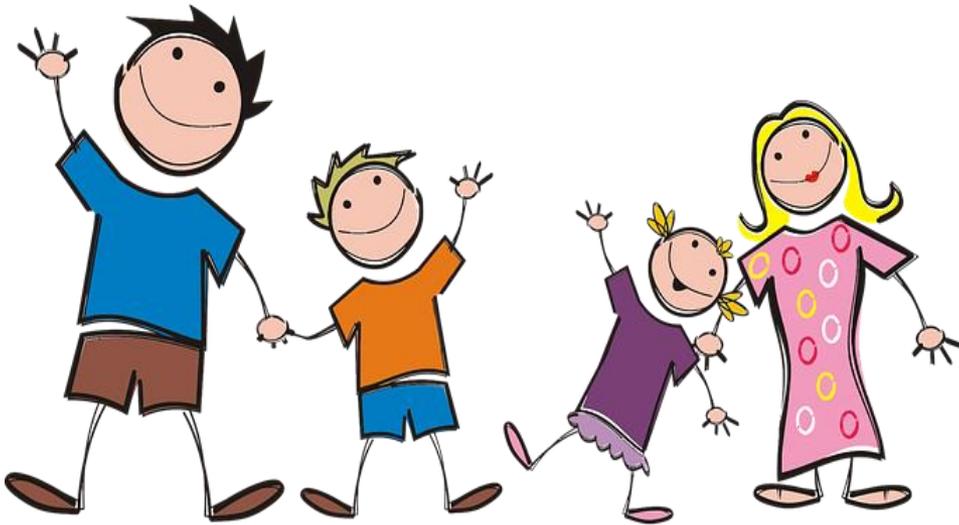
Poverty

# Census Data

What is “Poverty”?

Poverty threshold measures are adjusted to reflect the needs of families of different sizes. It does not however, account for geographic locations.

The official poverty threshold is the same throughout the US. In 2016 the poverty threshold for a family of two (2) adults and two (2) children was....



**\$24,339** Annually

# Census Data

All of the counties within the region are close to the State average for Low to Moderate Income levels.

Low to Moderate Income	
	%
Camden	38.4
Laclede	42.0
Miller	39.5
Morgan	37.8
LOCLG	39.4
Missouri	42.6

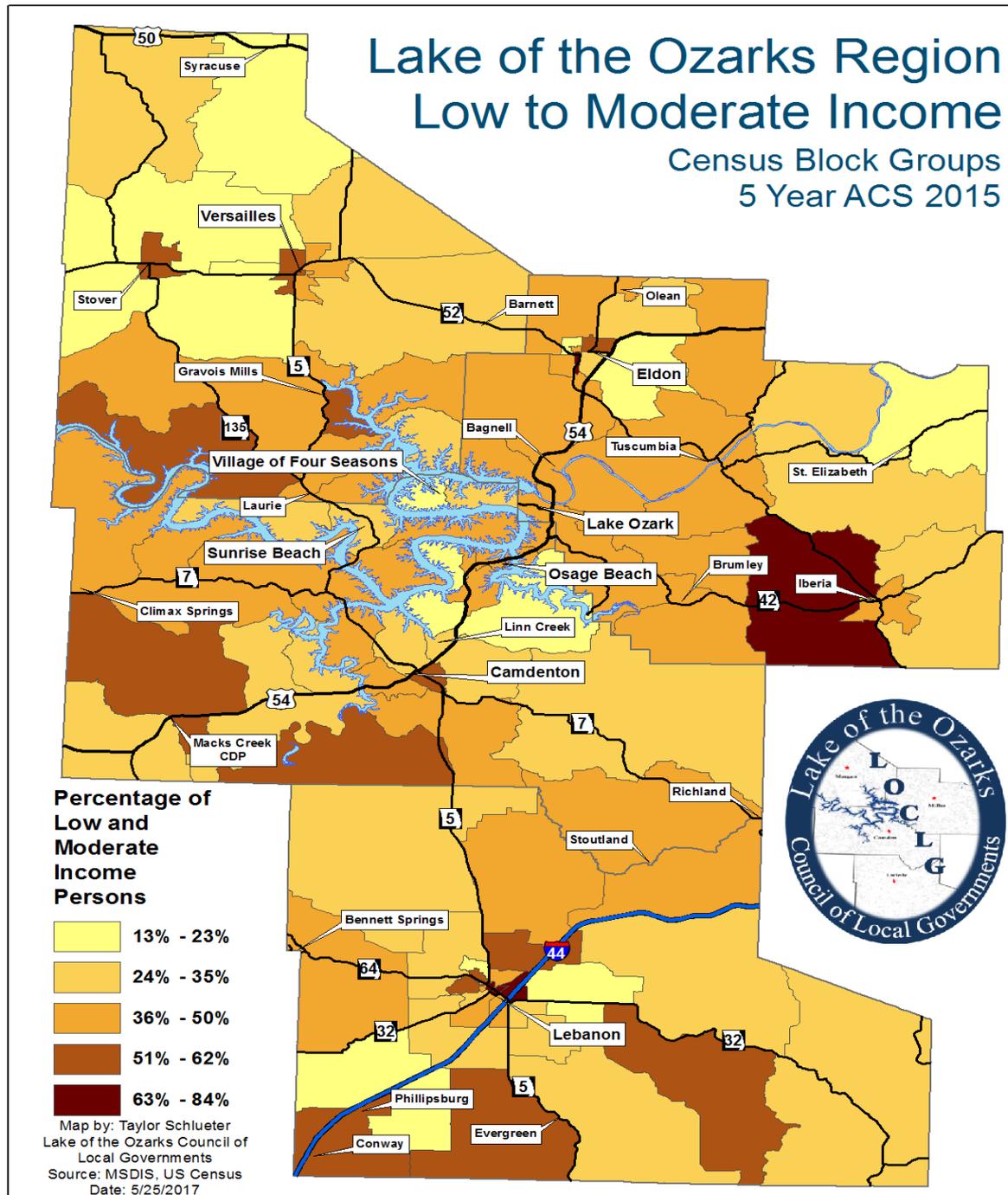
Source: 2015 ACS

## 5 Year ACS 2015 Population Data

Camden County	43,927
Laclede County	35,514
Miller County	24,956
Morgan County	20,225

## Lake of the Ozarks Region Low to Moderate Income

Census Block Groups  
5 Year ACS 2015



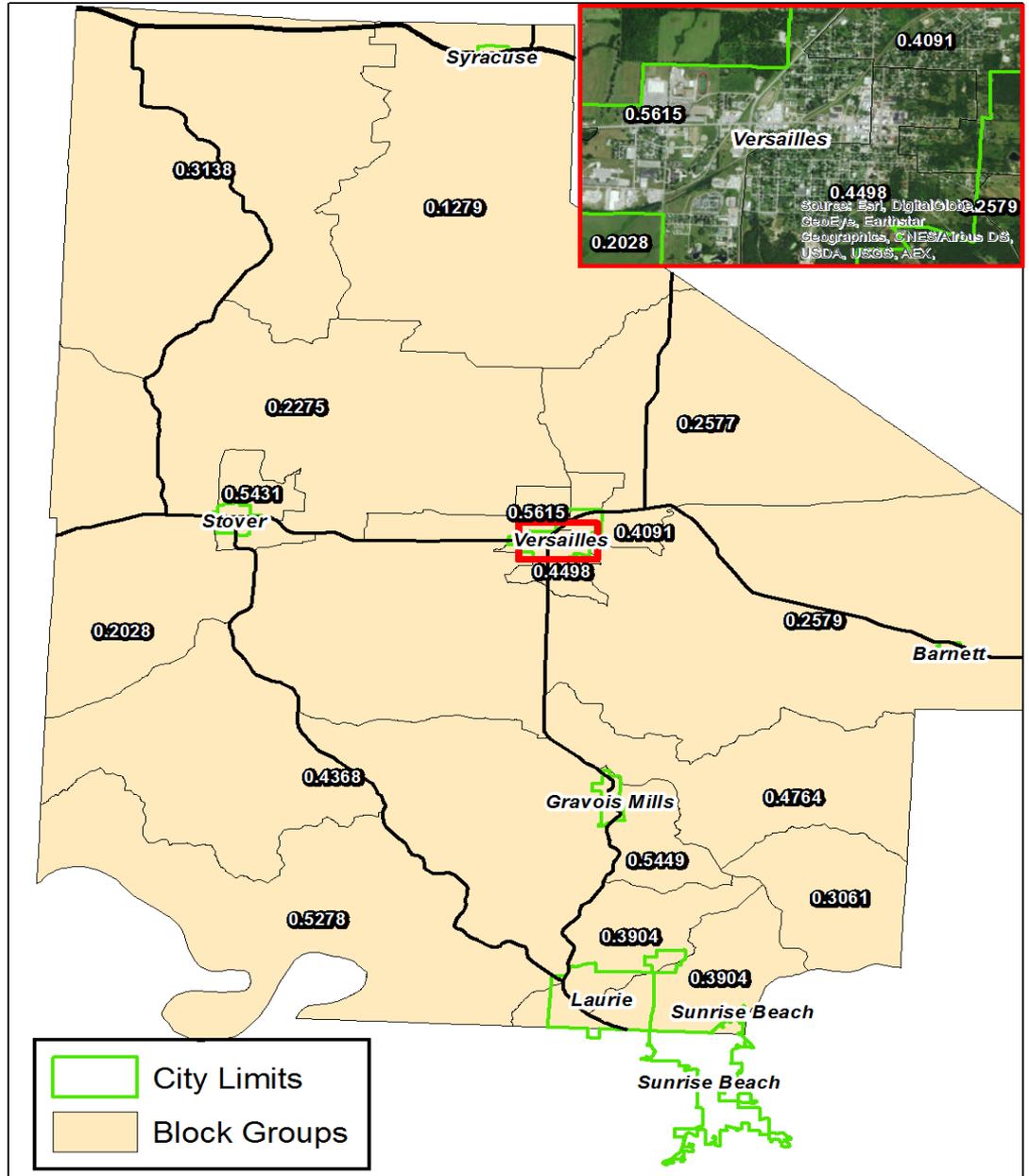
# Morgan County LMI by Block Group

## Census Data

There are several locations within Morgan County where more than 50 percent of the population is in the low to moderate income levels.

Low to Moderate Income	
	%
Camden	38.4
Laclede	42.0
Miller	39.5
Morgan	37.8
LOCLG	39.4
Missouri	42.6

Source: 2015 ACS



# Census Data

What is “Low to Moderate Income (LMI)”?

Very low income is defined as 50% of the national median family income for the area, subject to specified adjustments for areas with unusually high or low incomes relative to housing costs.

Low income is defined as 80% of the national median family income for the area, subject to adjustments for areas with unusually high or low incomes or housing costs.

Moderate income is defined as the greater of 115% of the US median family income or 115% of the average of the state-wide and state non-metro incomes.

“Median Household Income” for the region:

Camden County      \$44,816.

Laclede County      \$39,712.

Miller County      \$38,094.

Morgan County      \$20,565.

*While the definition of poverty did not adjust for location the LMI takes into account the cost of low incomes and housing costs.*

# Census Data

Two (2) of the counties within our region reflect a lower percentage of households with NO vehicles compared to the state. Camden and Miller

## Zero Vehicles

	Occupied Households	Households with No Vehicle	Percent with No Vehicle
Camden	16,748	685	4%
Laclede	13,545	886	7%
Miller	9,452	448	5%
Morgan	7,812	637	8%
LOCLG	47,557	2,656	6%
Missouri	2,364,688	174,302	7%

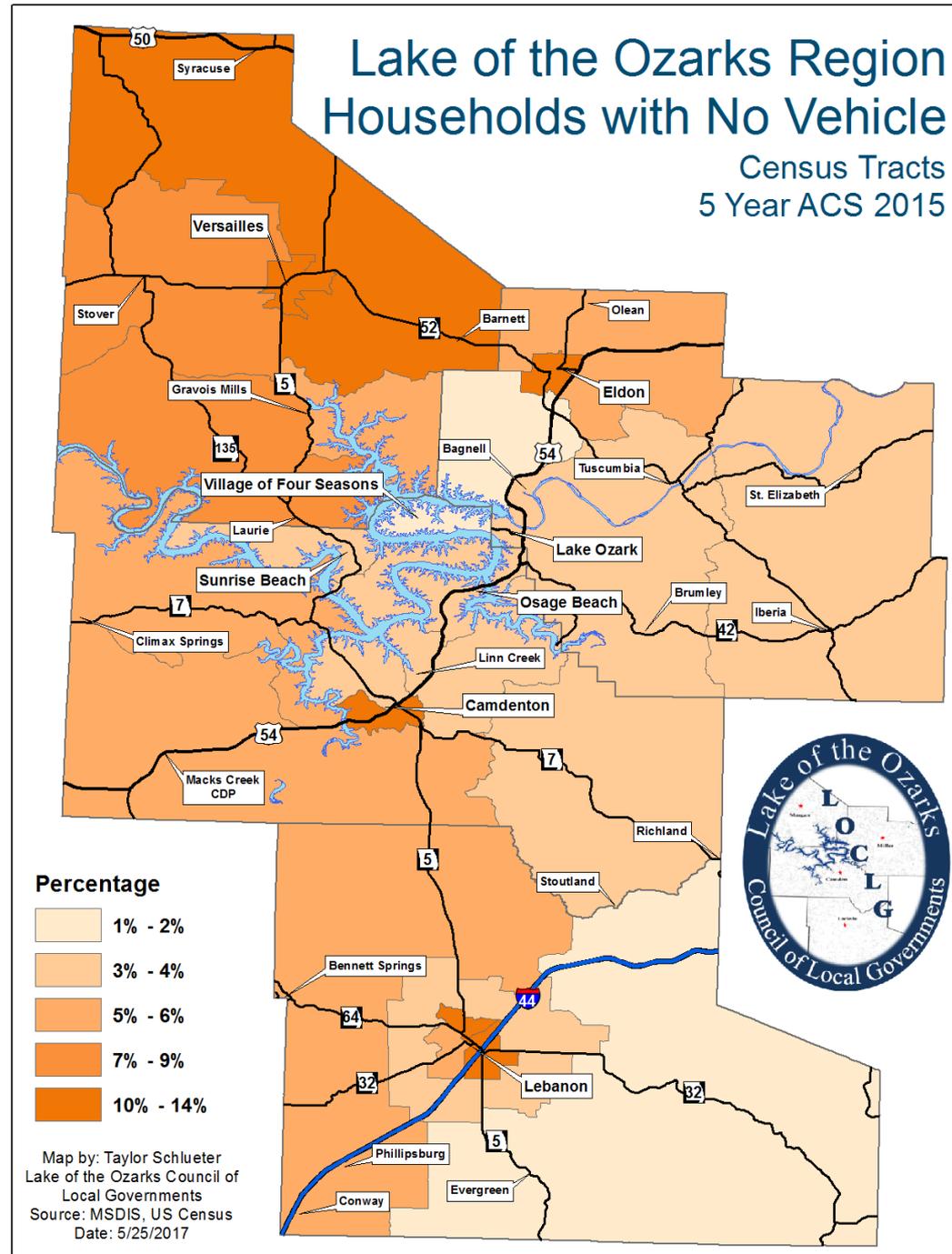
Source: 2015 ACS

Two (2) of the counties within our region are equal to or greater than the state in regard to NO vehicle households.

Laclede is equal to the state and Morgan is higher than the state.

## Lake of the Ozarks Region Households with No Vehicle

Census Tracts  
5 Year ACS 2015

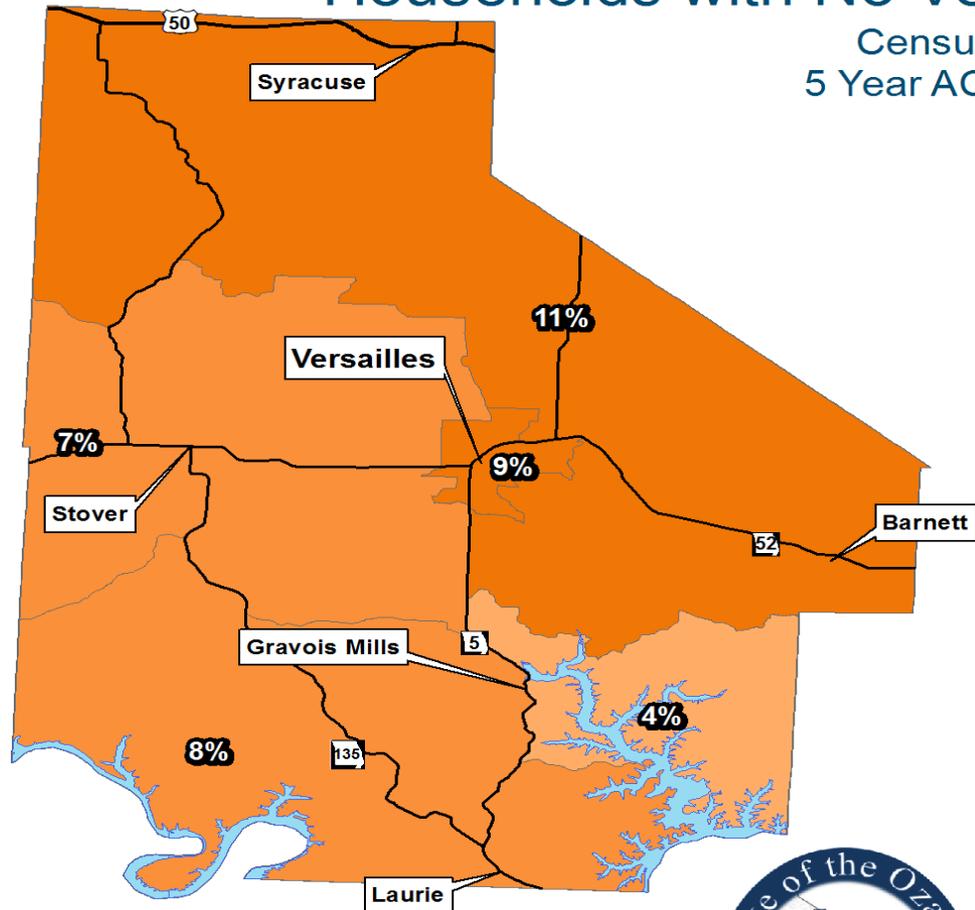


# Census Data

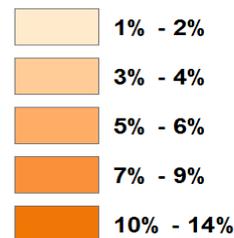
Morgan County has 637 Households with NO Vehicle.

## Morgan County Households with No Vehicle

Census Tracts  
5 Year ACS 2015



### Percentage



Map by: Taylor Schlueter  
Lake of the Ozarks Council of  
Local Governments  
Source: MSDIS, US Census  
Date: 6/20/2017

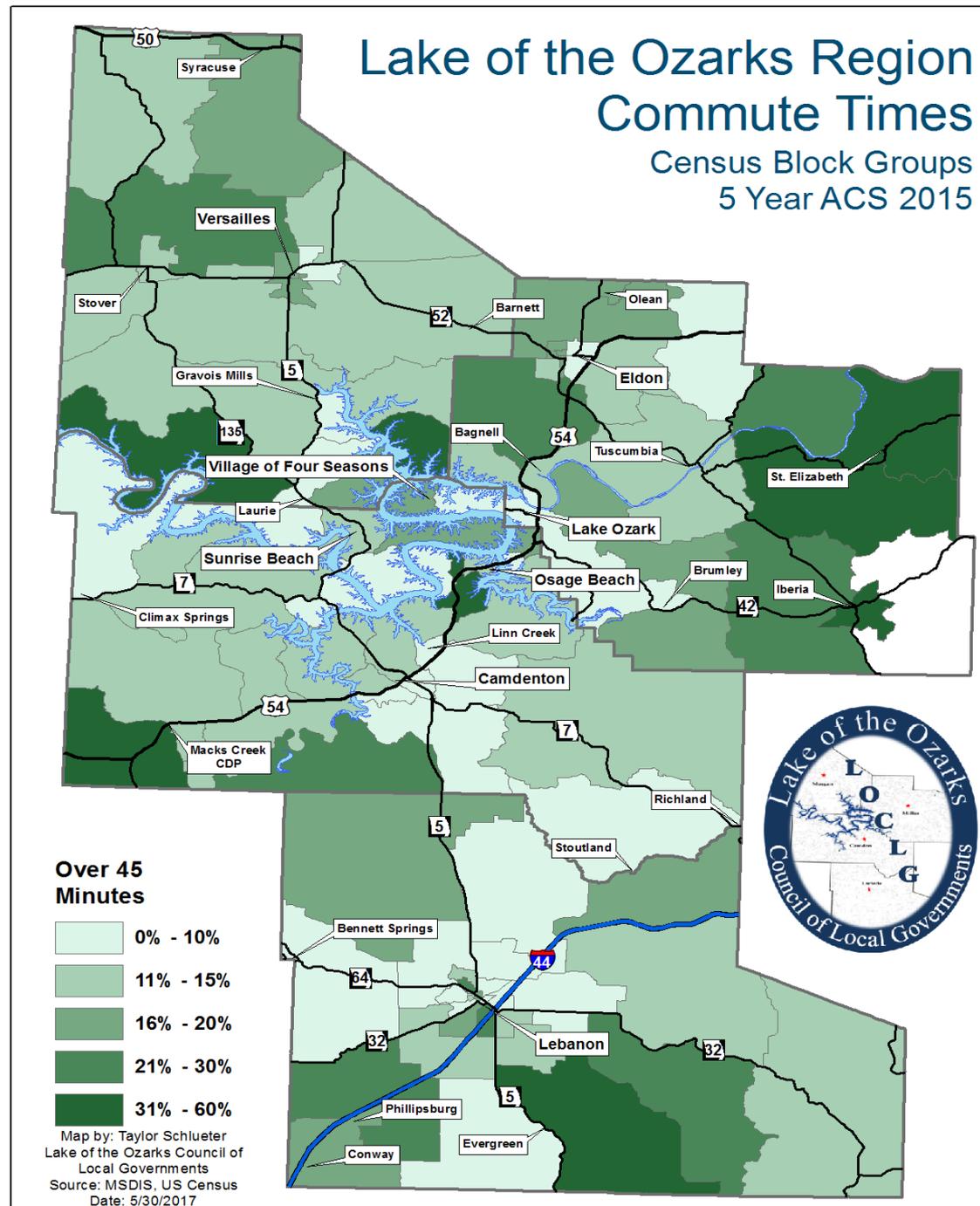
# Census Data

For the four county region of Camden, Laclede, Miller and Morgan Counties there are a large number of people who commute to work each day. The map reflects the percentage of workers that commute 45 or more minutes to work. Below is a chart of average commute times.

## Average Commute Time (Minutes)

Camden	22.5
Laclede	21.3
Miller	27.4
Morgan	22.2
LOCLG	23.4
Missouri	23.2

Source: 2015 ACS



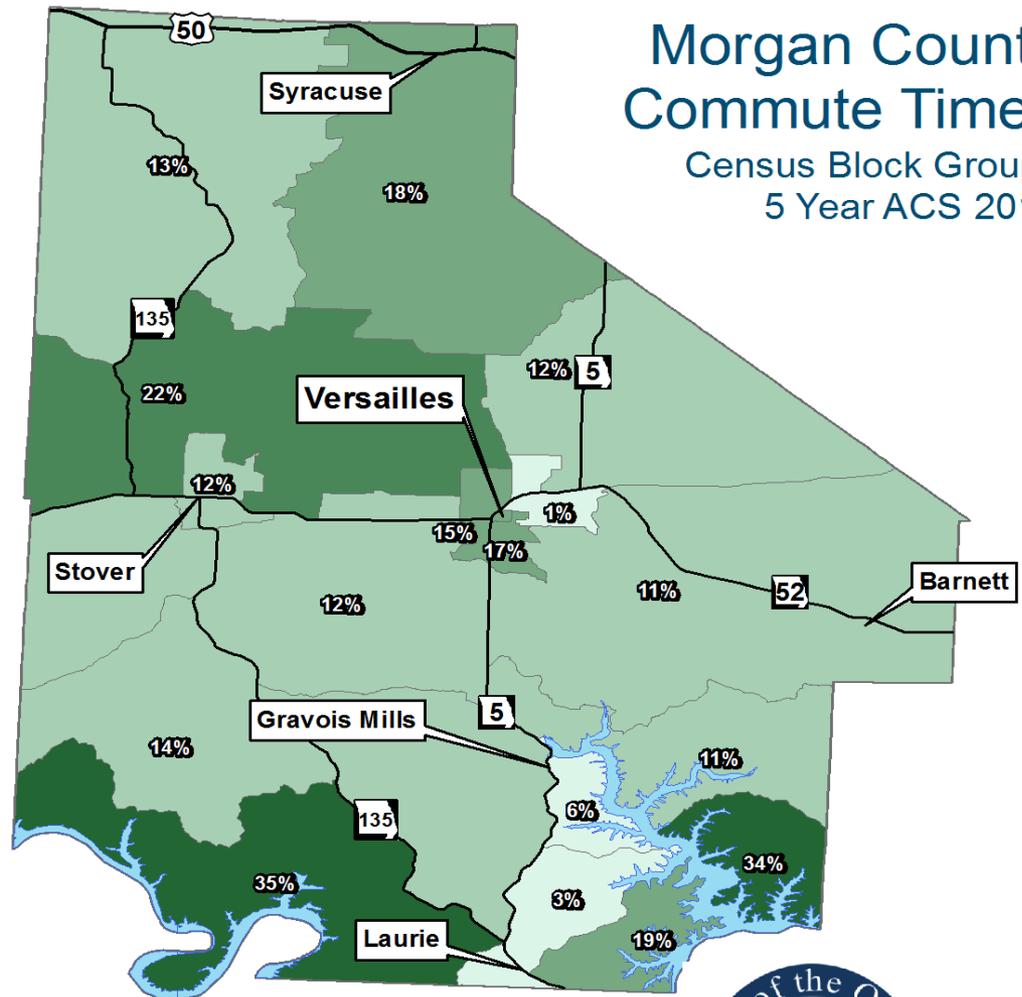
# Census Data

Morgan County  
Commuters that are traveling  
more than 45 minutes to work.

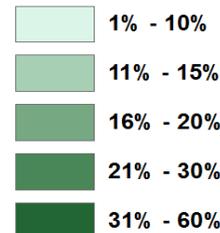
The impacts the overall cost of  
living, based on additional  
costs for the vehicle, insurance,  
maintenance, and the gas.

## Morgan County Commute Times

Census Block Groups  
5 Year ACS 2015



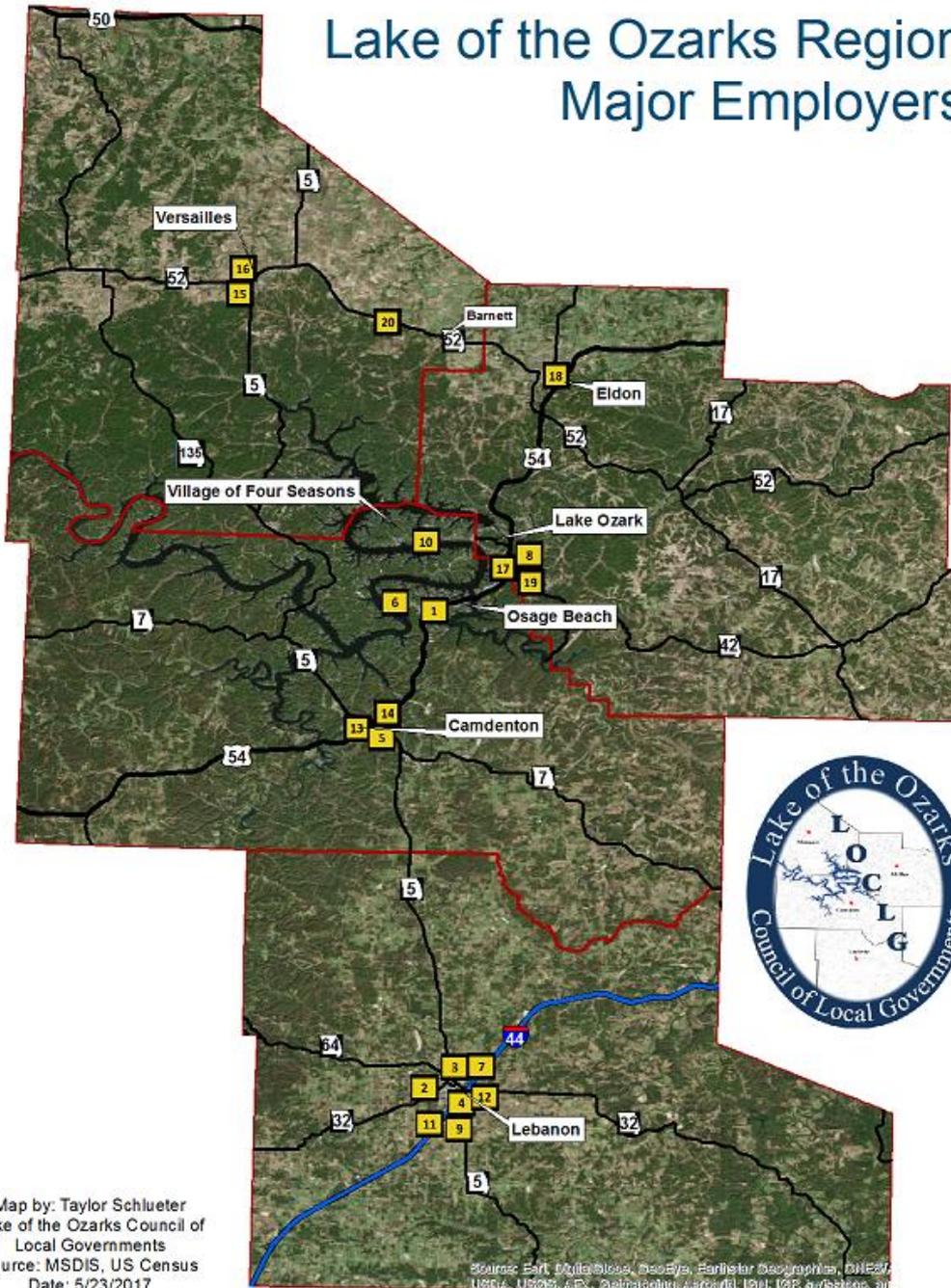
### Over 45 Minutes



Map by: Taylor Schlueter  
Lake of the Ozarks Council of  
Local Governments  
Source: MSDIS, US Census  
Date: 6/20/2017

# Employment Opportunities For Region

## Lake of the Ozarks Region Major Employers



Map by: Taylor Schlueter  
 Lake of the Ozarks Council of  
 Local Governments  
 Source: MSDIS, US Census  
 Date: 5/23/2017

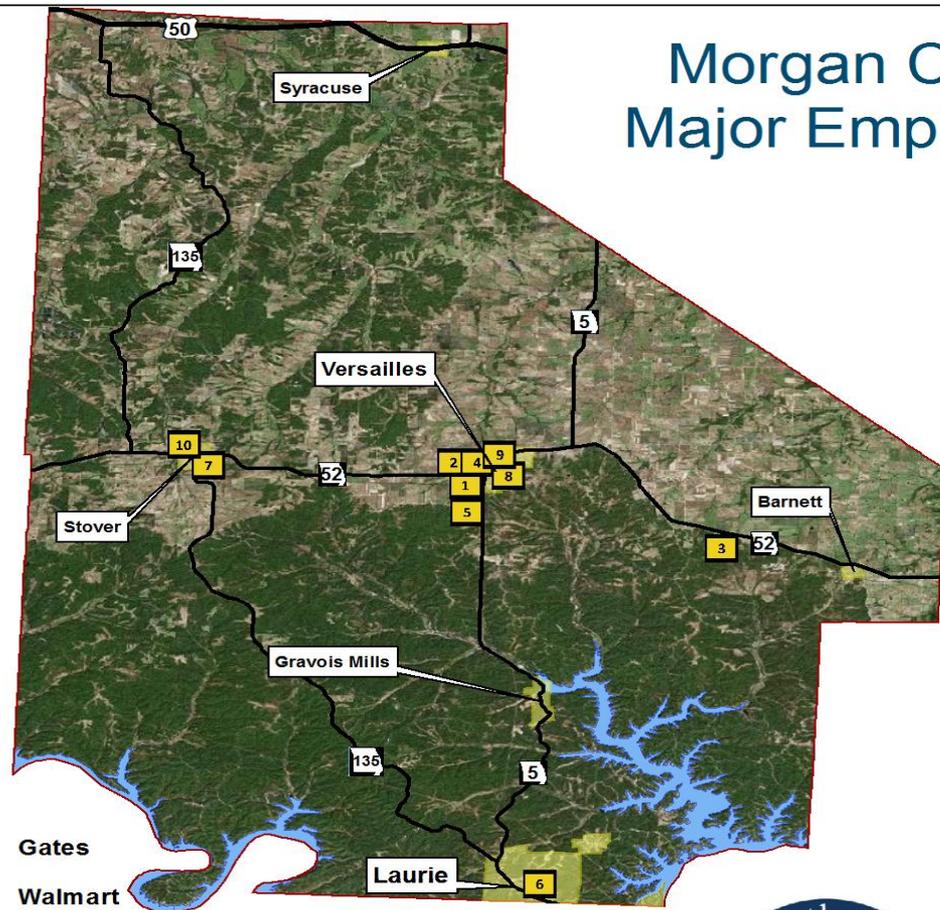
Source: Esri, DeLorme, GeoEye, Earthstar Geographics, CNES/Airbus, USDA, USGS, Aero, Geoportography, AeroGRID, IGN, IGP, swisstopo, and others.

### Top Employers

- 1** Lake Regional Hospital
- 2** Tracker Marine
- 3** Independant Stave Co.
- 4** Mercy Hospital Lebanon
- 5** Camdenon R-III
- 6** Tan-Tar-A
- 7** Durham Co.
- 8** HyVee
- 9** Marathon Electric Motors
- 10** Lodge of the Four Seasons
- 11** Lowe Boats
- 12** Marine Electrical
- 13** Camden County/Courthouse
- 14** Camdenon Walmart
- 15** Gates
- 16** Versailles Walmart
- 17** State Fair Community College
- 18** Adient
- 19** Target
- 20** Cargill

County Lines

# Morgan County Major Employers



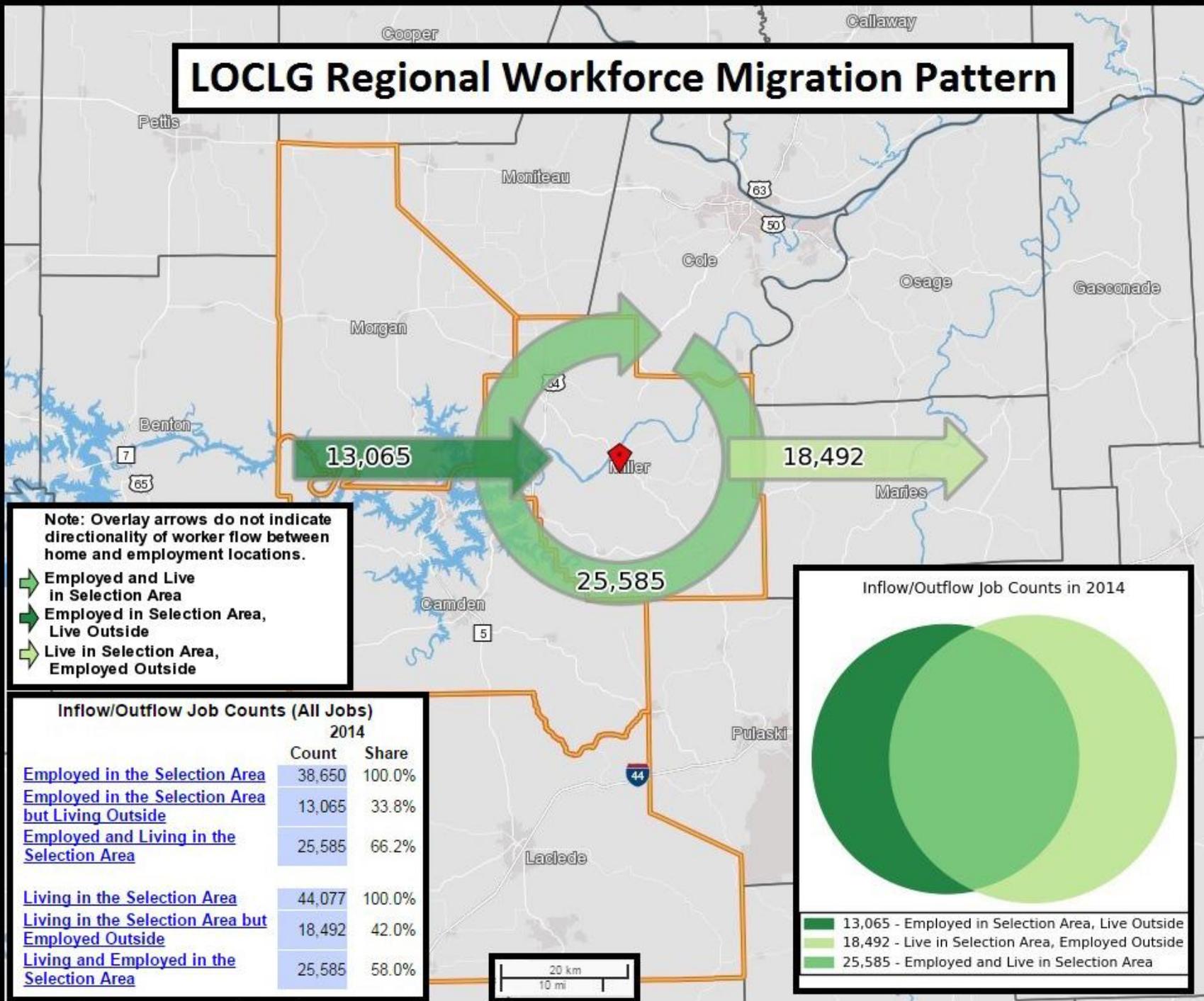
- 1** Gates
- 2** Walmart
- 3** Cargill
- 4** Morgan County R-II
- 5** Good Shephard
- 6** Laurie Care Center
- 7** Golden Age Nursing Home
- 8** Morgan County
- 9** Quality Industries Sheltered Workshop
- 10** Morgan County R-I
- City Limits**



Map by: Taylor Schlueter  
Lake of the Ozarks Council of  
Local Governments  
Source: MSDIS, US Census  
Date: 6/20/2017

## Employment Opportunities Morgan County

# LOCLG Regional Workforce Migration Pattern

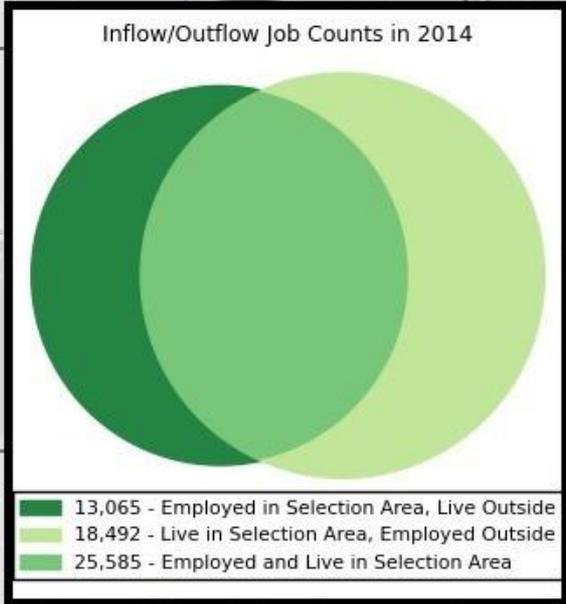


**Note:** Overlay arrows do not indicate directionality of worker flow between home and employment locations.

- ➔ Employed and Live in Selection Area
- ➔ Employed in Selection Area, Live Outside
- ➔ Live in Selection Area, Employed Outside

**Inflow/Outflow Job Counts (All Jobs) 2014**

	Count	Share
<a href="#">Employed in the Selection Area</a>	38,650	100.0%
<a href="#">Employed in the Selection Area but Living Outside</a>	13,065	33.8%
<a href="#">Employed and Living in the Selection Area</a>	25,585	66.2%
<a href="#">Living in the Selection Area</a>	44,077	100.0%
<a href="#">Living in the Selection Area but Employed Outside</a>	18,492	42.0%
<a href="#">Living and Employed in the Selection Area</a>	25,585	58.0%



# Morgan County Workforce Migration Pattern



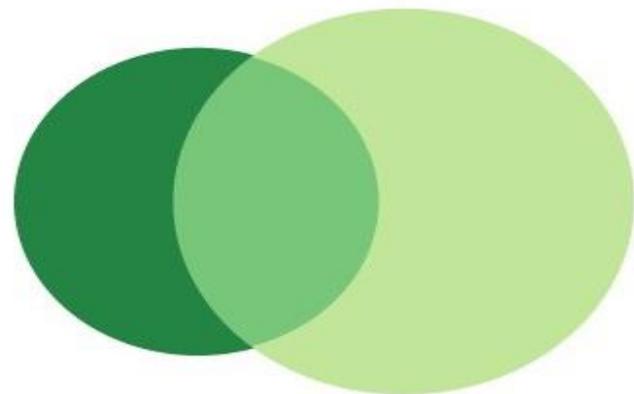
**Note:** Overlay arrows do not indicate directionality of worker flow between home and employment locations.

- Employed and Live in Selection Area
- Employed in Selection Area, Live Outside
- Live in Selection Area, Employed Outside

**Inflow/Outflow Job Counts (All Jobs) 2014**

	Count	Share
<a href="#">Employed in the Selection Area</a>	3,954	100.0%
<a href="#">Employed in the Selection Area but Living Outside</a>	1,963	49.6%
<a href="#">Employed and Living in the Selection Area</a>	1,991	50.4%
<a href="#">Living in the Selection Area</a>	6,246	100.0%
<a href="#">Living in the Selection Area but Employed Outside</a>	4,255	68.1%
<a href="#">Living and Employed in the Selection Area</a>	1,991	31.9%

**Inflow/Outflow Job Counts in 2014**



- 1,963 - Employed in Selection Area, Live Outside
- 4,255 - Live in Selection Area, Employed Outside
- 1,991 - Employed and Live in Selection Area





Serving Camden, Laclede, Miller and Morgan Counties

# MoDOT Humans Services Transit/Transportation Plan

## How you can help:

- Complete a survey.
- If you are aware of any gaps within your communities, please share them with us.
- If you know of any organization that may be in a position to help fill the gaps in transportation, please let us know.



Serving Camden, Laclede, Miller and Morgan Counties

# MoDOT Humans Services Transit/Transportation Plan

## We need your help in:

- Developing strategies to enhance or expand the transportation options available within the region.
- Developing coordinated efforts to expand the capacity of existing transportation options.
- Prioritizing the strategies, to determine the importance of each strategy.
- Review the draft plan and submit comments.

# How you can help with the plan development

"Problems"

Transportation issues  
within our region.

On the white index card identify the problems that you see with our transportation networks within the region.

On the other index card list what you think could be some possible solutions or strategies that may help fix the transportation needs within our region.

Please leave any other comments you would like.....

"Solutions"

Possible fix or help to  
solve transportation  
related issues locally.



Serving Camden, Laclede, Miller and Morgan Counties

## Draft Plan 2018

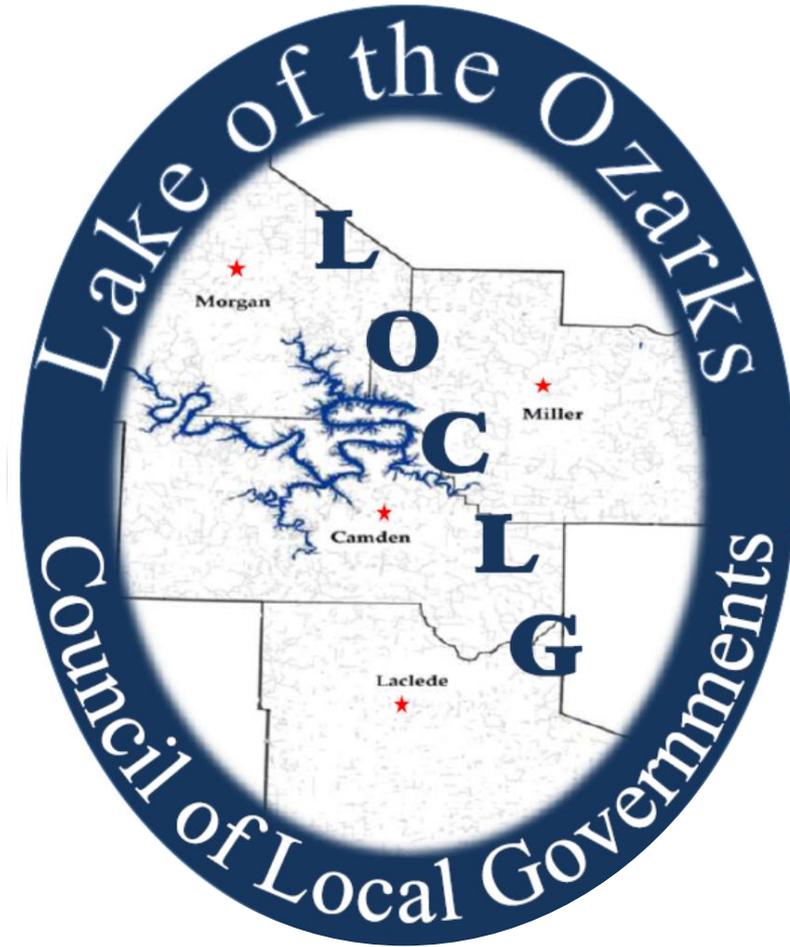
We expect the draft plan to be available for review in January 2018.

We will have a 30 day comment period in which you can review and submit your comments.

After the 30 day comment period the Transportation Advisory Committee (TAC) will review and recommend to the LOCLG Board of Directors.

Then LOCLG Board of Directors will review and adopt the plan.

# Lake of the Ozarks Council of Local Governments



**P.O. Box 3553 Camdenton, MO 65020**

**Phone: 573-346-5696 Fax: 573-346-9686**

**LAKE OF THE OZARKS COUNCIL OF LOCAL GOVERNMENTS  
MoDOT HUMAN SERVICES TRANSPORTATION COORDINATION PLAN  
PUBLIC MEETING MORGAN COUNTY**

Thursday, August 10, 2017

4:00 p.m.

Laurie Care Center

610 Highway 0

Laurie, MO 65038

**I. CALL TO ORDER**

The Lake of the Ozarks Council of Local Governments Executive Director Linda Conner called the meeting to order at 4:00 p.m.

**II. INTRODUCTIONS AND SIGN IN SHEET**

Ms. Conner introduced herself as well as the staff members in attendance which were Taylor Schlueter the Planning Tech, Pam Gilbert Administrative Assistant and Terre Brown Administrative Assistant.

**III. MoDOT HUMAN SERVICES TRANSPORTATION PLAN**

**a. Purpose of the plan-discussion on the funding opportunities**

Ms. Conner stated there are 19 Regional Planning Commissions in the State of Missouri and each of them will be completing a plan for their particular region. Ms. Conner showed a PowerPoint presentation and showed the attendees where we are located within the State.

**i. History of the transit related funding opportunities**

Ms. Conner said we would look at the history of some of the funding mechanisms included in the HSTP. We'll look at how the funding bills impacted the programs that are specific to the elderly, disabled, low-income and transit related programs. The Federal Transit Administration Elderly and Persons with disabilities Program, the 5310, began in 1975 as a discretionary capital assistance program intended to help fill the gaps in accessibility of transportation for seniors and persons with disabilities.

Referring to the next slide, Intermodal Surface Transportation Efficiency Act (ISTEA), Ms. Conner explained this was a funding mechanism from 1991 to 1997 and signed into law in 1991, taking effect in 1992. It was funded at \$155 billion and allowed flexibility in using the funds for a variety of transportation priorities, including the national highway system, planning and management systems, new technology, mass transit and safety. Under ISTEA, the 5310 Program was changed from a discretionary capital assistance program to a formula funded assistance program, so the state would receive a dollar amount based on a formula. It was for the purpose of assisting nonprofit groups in meeting transportation for elderly persons with disabilities.

Ms. Conner said that in 1998 the Transportation Equity Act was passed. There were some technical issues with the bill, so in July some adjustments were made to it. This bill, known as TEA21, was in effect from 1998 to 2003 and funded at \$218 million. This was for highway, safety, and transit projects. Under TEA21, a new program was created known as the Job Access and Reverse Commute, which was called Section 5316. That was a discretionary program; unique in that it was based on challenges that welfare recipients and low-income individuals were having in finding employment and getting to work. This was supposed to help with that problem.

Ms. Conner said in 2005 Congress passed Safe Affordable Flexible Efficient Transportation Equity Act, a legacy for users known as SAFETY-LU. This transportation bill was funded at \$244.1 billion to support the interstate highway systems, transit systems, bike/pedestrian facilities, ground facilities, and safety priorities. The bill expired in 2009, but Congress extended it 10 times before letting it expire. Under SAFETY-LU, the provisions for supporting transportation options, Congress came up with another new program. It was called the New Freedom Program and was established to provide funding for services that created new transportation services and alternatives on the ADA specific requirements.

Ms. Conner explained there were gaps for transportation. In 2013, Congress passed the Moving Ahead for Progress in the 21st Century, known as MAP21. This was a one-year bill for \$105 billion. Congress extended it into 2015, when another bill was passed. Under MAP21, a number of programs were consolidated. The JARC Program, 5316, was changed into a 5311. This combined the New Freedom Program, the new 5317, with the 5310 to create Enhanced Mobility for Seniors and Individuals with Disabilities.

In 2016, Congress passed the Fixing America Surface Transportation Act (FAST). This Act was more of a long-term solution for transportation and was funded at \$305 billion. Under the FAST Act, the two primary programs that were included to fund transportation-related programs, with a focus on elderly, low income, and persons with disabilities, were the Enhanced Mobility for Seniors and Individuals with Disabilities, the 5310, and the Rural Areas Assistance to Support Public Transportation, the 5311.

**ii. What programs are still applicable for today**

Ms. Conner stated that she would summarize it all and referred to a graph and added that in one section is the Human Services Transportation Plan which is what we are working on today. Another box represents the original 5310 from 1975 which translates down into the current funding mechanism that we are currently working under which is the FAST Act.

The 5317 became the 5310. The 5316 became the 5311. So we are currently working under 2 different programs, which are the 5310 and the 5311.

Ms. Conner then explained why this planning process is necessary and added the Federal Transit law requires that projects selected for funding under the Enhanced Mobility for Individuals as well as individuals with Disabilities be included in a locally developed coordinated public transit Human Services Transportation Plan. And the plan must be developed and approved through a process that includes participation of seniors and individuals with disabilities, representatives of the public, private and non-profit transportation and human service providers and other members of the public. So that is why you are all here today, so you can participate. Ms. Conner added that she appreciates the participation.

These coordinated plans identify the transportation needs of individuals with disabilities as well as older adults and people with low incomes. And also provide strategies for meeting these needs and prioritize transportation services for funding and implementation.

Ms. Conner stated there are a number of projects that have already been funded within our region from these two particular programs. In Morgan County, we have the Good Shepherd Nursing Home and the Laurie Care Center. We also have Quality Industries of Lake of the Ozarks which is located in Versailles.

The other projects fall within our other counties of Camden, Miller and Laclede.

Ms. Conner added OATS is out of Columbia but they do service our four-county region.

In addition, Ms. Conner stated that these agencies have actually received funding to receive vehicles for the programs they offer.

The next slide showed pictures of the Laurie Care Center as well as some of the vehicles. Ms. Conner added the Laurie Care Center has received six handicap accessible vehicles through this program.

Ms. Conner mentioned that LOCLG does offer grant writing services at our office so if anyone is interested in applying, we can help.

Ms. Conner then mentioned the update is required and added the Human Service Transportation coordination plan is updated every 5 years. The previous plan was approved and adopted by our Board of Directors in February of 2013, so a new plan must be completed and approved by February of 2018. We anticipate the planning process to take about 10 months.

For the purpose of this particular planning project we will be looking at all transportation options that are available within our region with the exception of driving yourself in your own vehicle.

We will look at possibilities of Uber, Lyft, OATS, MoRIDES, taxis and other services that might be available. We will also document the access to transportation. When we are looking at the transportation options, not all of them have the same services available. Therefore, we will look at what the barriers are that would hinder someone using a particular type of service whether it is Lyft, Uber, OATS or MoRIDES, we want to know if the service is handicapped accessible because that is very important. What is the cost factor, is it cost prohibitive? Ms. Conner added that while it may be convenient to use Uber or Lyft they are probably more expensive than using OATS.

Also, when and where are the services available, is it a fixed route or a deviated route or is the route on demand. We need to look at what type of services the transportation providers actually have.

Ms. Conner also mentioned that while Uber and Lyft have been approved by Missouri, there are some communities that have decided not to bring that into their community. So that is something else to consider in that the service may not actually be available.

**b. Involvement in the plan-discussion on the importance of data collected**

Ms. Conner explained how the participants can be a part of the planning process.

**i. Transit Providers**

Ms. Conner then told the attendees they can help with the plan today and stated that we have created three different surveys which we have shared. The first survey is a transportation provider survey. This survey was sent to all transportation providers. It is an 8 page document asking what type of service they offer and we will document the accessibility of their services.

**ii. Public Services Agencies**

We have also created a non-transportation provider survey. This survey is the Human Services Survey and was sent to MOCA, food pantries as well as employment services because these organizations see a lot of people who have transportation challenges. So, we have asked them to complete a 13-page survey telling us what services they offer and how they see transportation as a need based on their client's needs.

**iii. Citizens**

Ms. Conner told the attendees this is where they come into play with the consumer survey and they all should have received a survey on their way in and she would appreciate it if they would fill it out. This survey was sent to job centers, faith based institutions, elderly housing establishments, nursing homes, daycares and preschools. This is a short survey being 5 pages and we ask you to tell us what your transportation challenges are. What you personally face when it comes to finding reliable and affordable transportation.

**c. Review of the planning process-discussion on the timeline and completed plan**

Ms. Conner went on to explain the timeline and when the plan would be completed.

**i. Service assessments**

Ms. Conner stated the objective of the planning process is to gain knowledge of the available services.

**ii. Needs assessments**

We will be assessing the need of additional services in transportation. We will also identify the gaps in transportation needs.

**iii. Prioritization of strategies**

We are going to develop strategies and activities that would address the transportation needs and we will also identify funding opportunities for the implementation of the plan. And of course the public participation from those that are here today.

Ms. Conner then mentioned that when everyone came in today they should have been given two index cards which vary in color but in the event, you did not receive one just raise your hand and someone will bring you the cards as well as a pen.

A question was asked as to what the cards are for. Ms. Conner responded by saying she is going to ask you to fill out on one of the cards what you perceive to be transportation problems in our region and on the second card she would like for the attendees to provide some possible solutions or some strategies that might help to fix that specific transportation problem.

Ms. Conner also asked if everyone received a survey because she would like those filled out as well and they can be passed out at the same time.

Ms. Conner mentioned that on one of the cards she would like to know what the attendees see the problems as, such as not enough transportation, not enough options, the providers are not available when you want them, the time you ride on the bus to get to your destination is longer than you sleep at night. Or anything that you perceive as a problem we would like to have it identified. As we go through the data you can write down problems and/or solutions as you think of them.

Ms. Conner stated that the primary focus for this planning framework in regard to transportation are specifically for elderly, senior population, disabled population and low-income population.

Ms. Conner referred to a slide showing a map of our four-county area and stated we have a total population in our region of 124,622.

In Morgan County, we have the lowest amount of population, which is 20,225. In order to qualify for the 5310 program, the community has to be less than

50,000, so all of our counties actually qualify for the 5310 program because our populations are all less than 50,000.

Ms. Conner stated today we are going to look specifically at Morgan County. However, if you have an interest in looking at the other three counties, the information is posted on our website, and the data will be there for each of those other counties. But we want to highlight the county that we are actually in.

You will notice that in Morgan County the darker the color the more dense the population. You have a larger population density in Laurie, as well as in Versailles and Stover. The City of Versailles has the largest population at 2,440, Stover is next at 1,074 and City of Laurie has 932.

Ms. Conner added you will notice the distance between those three communities, Laurie, Versailles & Stover is a pretty far distance and there are areas that are colored much lighter which means the population is much less. It is difficult to provide transportation in areas where there is not enough people to pick up to support the cost of the bus, which is a big issue.

Ms. Conner then mentioned the seniors over 65, and asked who is proud to be over 65 today. There was a big show of hands. Ms. Conner stated this is the crowd she wants to be with.

In Morgan County we have 21.1% of the entire population who is over the age of 65. Camden County is a little higher at 24.1%, both of which is over the Missouri average of 15%. You will notice the darker color, this indicates where the population is denser and most of it is around the lake area. Therefore, we have a lot of retirees moving to the region.

You will notice that the Laurie area has 44% and 43% in another location are over the age of 65.

Next we looked at the households with disabilities. The Census defines disabilities as either a hearing disability, a vision disability, a cognitive disability, ambulatory, self care or independent living. So if an individual has either one or more of those items they can be considered disabled. You will notice that we do have a large population in certain areas that are disabled with either one or more of these disabilities, as defined by the Census.

Ms. Conner also stated in Morgan County we do have a large population of 50% located between the Gravois Mills and Laurie area that have some form of disability. There are also 42% of persons with disabilities near the Syracuse area.

Ms. Conner also reported that since the program also covers poor people, we also looked at the poverty levels in the region. Morgan County has 18.7% of the population who lives in poverty. Which is much higher than the State of Missouri at 11.1%.

For Morgan County, this is how it works out, in that in a particular area the poverty rate is well over 20%, another area is over 30% and yet another is over 30% living in poverty.

Ms. Conner then defined poverty and said individuals are considered poor if the resources they share with others in the household are not enough to meet their basic needs. The poverty threshold is the minimum level of resources that are adequate to meet basic needs. Therefore, it is three times the daily meals, is equal to poverty. Ms. Conner added this is the minimum food diet in 1963 at today's prices. The poverty special measures are adjusted to reflect the needs of the family. The official poverty threshold is the same throughout the U.S. So you could live in Beverly Hills, California and still be considered in poverty with the same dollar amount as in Laurie, Missouri. And you all know that your money goes further in Laurie, Missouri than in Beverly Hills. So, for two adults and two children, the annual income is \$24,339 and they would be considered living in poverty.

Ms. Conner stated that we also looked at another Matrix in regard to income, which is the low to moderate income. Morgan County has 37.8% of the population who lives in this low to moderate income category. There are areas that are much higher such as the Versailles area that also has a much higher population and are living in the low to moderate income category. They are in the Stover and Versailles areas and have a much higher rate than in Laurie. Laurie has a little bit more people who do not fall within this category.

Ms. Conner pointed to the map legend and stated the median household income for Morgan County is \$20,565, which is below poverty. However, if we were using a poverty indicator in the low to moderate income, they actually take into account the cost of housing, where poverty does not take into account the cost of housing. So very low income is defined as 50% of the National Median Income for the area. Therefore, 50% of Morgan County would be a little over \$10,000. So that would be considered very low income. In addition, Ms. Conner stated that low income is defined as 80% of the National Median Family Income. Moderate income is 115% of the Median Family Income of the area. Ms. Conner actually this actually takes into account actually it actually takes to live in a particular area where the poverty indicator does not.

Ms. Conner mentioned that next we looked at households with no vehicles. Morgan County is our highest county of households with no vehicles whatsoever, which figures out to be 8% or 637. The State of Missouri is at 7%.

Ms. Conner added that in looking at Morgan County, there is a little area that we have no data to support. However, we know it is there and these households have no vehicles either. The area is up past Versailles, and we have 9% & 11%, which is the highest in Morgan County but that is the Mennonite area, and they don't normally have motorized vehicles. But there is no data to support that. However, we know it is there.

Ms. Conner at we then time, at the commute time and how long it takes an individual to get to work. The map itself shows people who drive 45 minutes to work. The average time that a person from Morgan County spends in the car going to But is 22.2 minutes. But the map looks like it is 45 minutes to work. So the areas that have darker color represent those that are spending more time traveling to work.

Ms. Conner added that in Morgan County, west of Laurie are of those individuals are spending in than 45 minutes in the car to get to work.

Ms. Conner mentioned that we also looked at employment, where are they traveling and why are they spending 45 minutes in the work. to get to work. Ms. Conner then directed the attendees to a list of top employers throughout the region County, added is Morgan County there is Cargill, Gates and Versailles Wal-Mart. There is also the Laurie Care Center, the Morgan County Schools, the Good Shepherd Nursing Home, Golden Age Nursing Home, Morgan County and Quality Industries. Quality Industries is a sheltered workshop which employs the disabled.

Ms. Conner showed a map of the four-county region and stated that we have 25,825 individuals working and living within the region. We have a little over 13,000 that are traveling into the region to work and 18,000 traveling out of the region to work. So in Morgan County this is a very low number in comparison to the other counties in that we have 1,991 individuals living and working in the county. We have 4,255 traveling outside the county to work and a little over 1,900 traveling into the county to work.

Ms. Conner added that another area where people need transportation is to health care facilities. Our primary hospital is in the lake area, Lake Regional, and they do have clinics throughout much of the counties that we serve. However, people that need to go to the hospital and have to travel to Jefferson City, Columbia or the lake area and we all need transportation to get there.

Ms. Conner stated she is done with the data portion and asked if there were any questions with regard to the data before she moves on to the rest of the plan.

An attendee mentioned there are satellite offices in Jefferson City for St. Maries and they also have one in Mexico. Ms. Conner responded by saying Mexico is out of our counties, but they would be covered under someone else's plan. However, they would be covered.

Ms. Conner then asked the attendees if they would help. And added that first of all they could complete the survey. And if they are aware of any gaps in their communities to please share them with us. Or if they know of an organization that may be in a position to help fill those gaps and want to start a transportation network to also let us know about them.

**IV. Draft plan**

Ms. Conner mentioned we are developing strategies and this is where those cards come into play because we want to know what you think the problems are as well as what some possible solutions might be.

We will be developing strategies based on the comments provided to us by the attendees. We will develop the coordinated efforts to expand the capacity of existing transportation options. We will then prioritize the strategies to determine the importance of each strategy and review the draft plan.

**V. Adoption process**

Ms. Conner stated that once the plan is completed, she will share it with everyone who signed in today so they can see what the final plan looks like so they can provide comments to us. Ms. Conner added the comments will be incorporated into the plan.

**VI. OPEN DISCUSSION**

Ms. Conner mentioned the comment cards and asked everyone to please leave them in the baskets on the table as they leave. Then we will review all of the information provided.

Ms. Conner stated we expect the draft plan to be available in January of 2018 and there will be a 30 day comment period so everyone can review and submit their comments. After the 30 day comment period our Transportation Advisory Committee will review the plan and make recommendations to our Board of Directors to adopt the plan.

**VII. CONCLUSION**

Ms. Conner stated that is the end of her presentation and asked if there were any questions. There were no questions.

**VIII. ADJOURN**

Ms. Conner thanked everyone for participating and mentioned that we do have extra surveys if anyone knows of someone who was not able to attend today and who will fill out the survey, please take some with you.

Paul Hooper asked how much money is in our region designated for Morgan County for this. Ms. Conner replied by saying that she does not know how much is allocated but it is not money that comes to the county but rather MoDOT actually purchases a fleet of vehicles and they distribute those assets to organizations who are willing to build those transportation networks. Ms. Conner added it is an asset that you would receive and you don't receive cash. On grant funding like this you don't get cash but rather an asset.

Ms. Conner asked if there were any other questions. There were no additional questions. Ms. Conner stated she appreciates everyone coming and thanked them for their participation.

Ms. Conner adjourned the meeting at 4:45 p.m.



# Lake of the Ozarks Council of Local Governments

Serving Camden, Laclede, Miller and Morgan **TAC Meeting**

Thursday September 5, 2017 2:00 p.m. Human Services Transportation Coordination Plan

Central Bank Community Room 170 E. US Hwy 54 Camdenton, MO 65020

	Name of Attendee	Representing	County You Live In	Contact Phone #	Email Address	Miles Driven To Meeting (Round Trip)
1	Allen Kimberlin	City of Laclede	Morgan	574-4871	<del>Allen Kimberlin</del> City of Laclede	40
2	Adric Chipping	" "	" "	216-3253		40
3	Leslie Breen	COLLG	Camden	346-5692 <del>374-</del>	terre brown@	5
4	Paul Ritter	Miller	Miller	453-2447		50
5	Reinal Stockley	Lobano	Laclede	531-0869		50
6	Kim Tipton	MoDOT		526-6994	Kimberly.Tipton@moDOT.morgan	
7	Mike Henderson	MoDOT		522-6214		100
8	Bob Lynch	MoDOT		526-0361		30
9	ROD REND	LEBONON	LACLEDE	417,588,8309	ROD@SHEPHARDSON	50
10	Jeff Hancock	Camdenton	Camden	376-3600		
11	Corey Lumsden	Camdenton	Camden	4341 0548		



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Name of Attendee	Representing	County You Live In	Contact Phone #	Email Address	Miles Driven To Meeting (Round Trip)
12 Brandon Opie	Miller County	Miller	573-280-5899	bopie@opiersmsk.com	30
13 Greg Host	Camden Co	CAMDEN	573-346-4440	greg-host@camdenmo.org	
14 Linda Conner	Laclede	Miller	573-346-5692	linda.conner@lclg.org	2
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**LAKE OF THE OZARKS COUNCIL OF LOCAL GOVERNMENTS  
TRANSPORTATION ADVISORY COMMITTEE (TAC)  
MEETING SUMMARY**

**September 5, 2017  
2:00 PM  
Central Bank  
Community Room  
170 E. US Highway 54  
Camdenton MO 65020**

**I. Call to Order**

Brandon Opie, Chairman, called the meeting to order at 2:06 p.m.

TAC members present were: Allen Kimberling, Chuck Chorpening, Paul Ritter, Richard Shockley, Rod Reid, Jeff Hancock (alternate for Greg Hasty), Corey Leuwerke, Brandon Opie, and Greg Hasty.

MoDOT representatives present were Bob Lynch, Kim Tipton, and Mike Henderson.

LOCLG staff members present: Linda Conner and Terre Brown.

**II. Approval of Meeting Summary**

Chairman Opie asked if there were any questions regarding the July 11 meeting summary. There were none, and he called for a motion to approve the July 11, 2017 meeting summary. Rod Reid made a motion to approve, and Chuck Chorpening seconded the motion; the Committee voted unanimously to approve the meeting summary of July 11, 2017.

**III. MoDOT Update**

Bob Lynch referred to the Route W/54 Interchange Project. Last week another impromptu meeting was held with property owners in the area and they were provided with another update. Initially, MoDOT hosted a meeting a month ago and discussed holding another public meeting in September. That meeting will not occur; MoDOT is still awaiting information from FHWA as to how to proceed. They should receive the information soon and, likely, will go forward in October.

Mr. Lynch said, essentially, MoDOT would like to present a preferred alternative at the public meeting, so is offering that as a proposal to FHWA. It's based on information already collected on impacts to the area. There's a different terminology, one's a CE (Categorical Exclusion) and one is an EA (Environmental Assessment). FHWA has to rule on which path to follow. CE is more streamlined and you can go directly with a preferred alternative for the project when the first public meeting is held. Three options have been presented and so far, everyone prefers Option two.

Mr. Lynch said if FHWA decides an EA is necessary, which is a very detailed study, they can't go to the public meeting with a preferred alternative. Instead, they would have to present various options, basically the three already chosen, and go into more in-depth detail about the impacts of each option. They would like to avoid that, but won't know until the end of September. Either way, it won't affect the project much; it'll just mean more work for MoDOT and perhaps minimal delays, but won't affect the overall project. There'll be more to come. Most certainly that meeting will be held in October, which is before the next TAC meeting, and he would keep Ms. Conner and everyone else how it is proceeding.

Chairman Opie asked who forces MoDOT to go CE vs. EA, and Mr. Lynch said FHWA makes the decision.

Chairman Opie said so basically you present to FHWA; if they like the CE route, fine but, if they don't, you have to do the environmental assessment.

Mr. Lynch said MoDOT makes a recommendation, but FHWA makes the decision.

Chairman Opie asked if they would assume that area would require much of an environmental study. Has MoDOT found anything endangered species?

Mr. Lynch replied no; MoDOT has a lot of information about the area and feels comfortable turning it in. However, MoDOT has to do their due diligence in studying the area and all the impacts. In the end, that's what the Chief Engineer is recommending.

Ms. Conner asked how much does community support for a project have on the decision.

It does in the way that MoDOT has done some of that work. Hopefully, FHWA will feel they've covered the bases on getting public input, which would make the EA route unnecessary. The EA is a complicated process that takes time, and MoDOT doesn't think it's necessary.

Mr. Lynch reported that cost-share projects have been approved and there are eight projects that were approved statewide for \$19.3 million. There are three projects pending further action. One project was not approved. Both projects in Central District, in Potosi and Columbia, were approved for the cost-share statewide. There's \$800,000 still available for FY 2019 and \$15.8 million in FY 2020. There's also money available in different years that encourage economic development through cost-share projects. Not all the money was used for the years presented initially.

Kim Tipton said the next round of applications is due October 6, 2017.

Ms. Conner asked if unawarded or unspent funds would move into the future year.

Ms. Tipton replied she didn't know.

Mike Henderson said he couldn't imagine there being any unspent funds but, if any are left over, they would go into the next round.

Mr. Lynch added the intent is to build up the pot, so it does increase.

Mr. Lynch said MoDOT is coming out with a long-range plan update, and copies of the fact sheet were distributed. He said that from September 11 through October 11, they would be asking the citizens of Missouri to take a survey and give feedback on what transportation should look like for the next 25 years. There are autonomous vehicles coming into play now and a gamut of new things. There'll be an online questionnaire; it's a simple process which will take less than 10 minutes. The handout would explain.

Ms. Tipton added it would go out on Monday and the survey would be open for one month.

Mr. Henderson asked everyone to take that survey and added if anyone needed a paper or Spanish version, MoDOT would provide that.

Mr. Lynch said one of their projects that was delayed, Route D by Ha Ha Tonka State Park, should be open this week.

Ms. Conner said Google showed it as already opened.

Mr. Lynch said their travel information map had not yet been updated.

Ms. Conner said MoDOT's website was correct, but Google's was not.

Greg Hasty said he received calls this morning about the bridge at D Road.

Mr. Lynch provided updates on a couple of bridges. There is an interested party to take over the first bridge at Hazel Green, along Route 66, and MoDOT is trying to work out the details with them. The group is well-known nationally for taking over bridges and restoring them. Their intent is to restore it back to a condition where light traffic could travel over it for special events. They would also maintain it.

A meeting was held about the Route J Bridge, which Mr. Lynch couldn't attend. They discussed it with the Museum, thinking maybe that area could be turned into a park.

Mr. Hasty said the Museum put itself on the agenda at the Commission this morning.

Ms. Tipton reminded the Committee that the TEAP applications are due on September 14, 2017. If anyone is applying for a TEAP study, it's still available. If what you want to do is on a MoDOT right-of-way, it's necessary to request a memo from Trent Brooks of

the Traffic Department, so you might want to submit your request by this Friday, which allows him time to get it back to you by the 14th.

Ms. Conner said LOCLG has one application for a TEAP grant from Sunrise Beach and unless we receive others, we won't need to prioritize. If there are others, we'll need to know in order to prioritize them.

#### **IV. Finalize Prioritization of Multimodal Projects**

Ms. Conner referred to the prioritization list in the meeting packets. She made an error on that list; in that the Morgan County, City of Laurie Sidewalk project had seven votes and the airport project in Camden County had two. Morgan County will be project number five and Camden County number six. She asked the Committee to approve this switch so it can be put into the long-range plan that Mr. Lynch discussed. We've given MoDOT lists of our priorities and expansion projects, and need to give them the list of safety and multimodal projects, which we'd like to do after today's meeting.

Chairman Opie said this list was reviewed at the last meeting in Stover, and the Committee needs to flip-flop five and six. He asked if anyone had questions or discussion about the change. There were none. He asked for a motion to approve the multimodal projects for 2017 as listed, with the exception of reversing five and six.

Corey Leuwerke asked if this had been scored at the last meeting, commenting it didn't make sense to him, but he had not attended that meeting.

Ms. Conner said the Committee had looked at all the multimodal projects prior to the July 11 meeting. At the July meeting, there was a tie between five and six, so the Committee voted on them again. Actually, three things were decided. In Miller and Morgan Counties, the Rock Island Trail System, there was a tie. The Committee agreed to tie them into one project because it was a regional project. Next, the Committee did a tie-breaking score for five and six. Two projects tied in Laclede County, so their representatives decided which of their two should be prioritized. First, they decided on spur airport first and the railroad spur second.

Mr. Leuwerke asked if, for future reference, when a member couldn't attend the meeting, could he/she email their vote. In the past, that has been taken out so he had not bothered to send in an email. He thought this Committee should establish that for all scoring.

Ms. Conner said the conversation about attending the meeting to score had taken place. She doesn't make those decisions; this Committee makes them.

Mr. Leuwerke said it should be made so members don't waste their time sending an email.

Paul Ritter suggested sending a proxy.

Mr. Leuwerke said obviously people didn't have a say, which is what he heard that after the meeting. He added this wasn't a big deal because sidewalks and airports are separate funding sources. It doesn't matter how they are scored. The FAA is not going to fund a sidewalk in anyone's city or town and sidewalk funds aren't going to fund an airport; it doesn't matter to him; it's kind of worthless. But for other stuff, he would like to know if he should send in an email if he can't be at the meeting to submit a score. If the Committee isn't going to count it, then why waste the time?

Mr. Chorpening said Mr. Leuwerke needed to send an alternate.

Mr. Leuwerke asked if that was what the Committee decided.

Mr. Chorpening said this was what was originally decided.

Mr. Leuwerke asked if he could send an alternate.

Chairman Opie said probably the proper way to proceed would be to research to see if a motion had been made in the past or if there was any precedence.

Mr. Leuwerke asked if the alternate could be anyone he picked.

Mr. Leuwerke said he wasn't trying to give anyone a hard time, but he knew others who would have like to have input but couldn't be there, me and Greg Hasty for two.

Chairman Opie said probably they would need to review the rules, standards and policies first. It's about attendance; he realizes everyone is spread thin, but he takes time out of his day to try to influence what he believes is a priority. If it means putting something aside, it's important enough to do that.

Chairman Opie said commissioners, elected officials, and state people, this is part of what they are paid to do, but many attend who are not part of that system. He is personally setting off something in order to attend.

Mr. Leuwerke said he just wanted to know what was the formality; it seems the rule changes often. He was in Seattle, Washington the last meeting. He is neither an elected official, nor paid to attend.

Ms. Conner said they want to encourage attendance to the meetings.

Mr. Hasty said from his perspective, he had a meeting scheduled for specific county business that he had to attend.

Mr. Leuwerke asked what was the procedure. Everyone has a reason to miss a meeting now and then. Does that mean you don't get input at all? At one meeting he attended, several people emailed their points and those points were stricken. He didn't

necessarily agree with that; it was in Laurie. After that he decided not to email input, but then later heard emailing was fine.

Ms. Conner explained that at the meeting, in Laurie, where the Committee decided a member couldn't vote unless he attended, it was for the prioritization of grant applications for TAP applications. It wasn't on the projects.

Mr. Leuwerke said he was fine with sending an alternate; he just wanted to know what to do next time.

Ms. Conner asked the Committee if they would like her to find out the policies of other RPCs.

Chairman Opie said yes, or to see if there were any motions setting precedent.

Mr. Leuwerke said he wasn't complaining; he just wanted to know what to do in the future.

Mr. Hasty said he wanted to be in a position where, if he couldn't attend, he had a designated alternate.

Chairman Opie asked if this would be a permanent alternate.

Mr. Leuwerke asked if this meant the same person every time.

Ms. Conner replied that the member appointing an alternate would provide a written letter granting authority to that particular individual to vote on his behalf.

Mr. Hasty has done so with Jeff Hancock, and Ms. Conner said this was true.

Mr. Chorpening thinks the overall view is there needs to be participation, including participation by any appointed alternate, to vote as the member appointing him/her. Therefore, if an alternate is acceptable, why couldn't each member have an alternate? Things will come up where not everyone can attend. He personally thought there was an alternate capability. If he couldn't attend he could appoint someone to step in for him.

Mr. Chorpening said you need to follow the proper procedure and make sure everyone understands who is your alternate. It's his belief that Mr. Lynch and other MoDOT representatives want to ensure the region is well represented and decisions have with good support from each county. You need to make sure someone attends.

Mr. Leuwerke said that's great and that's the question he had. He didn't know if there was a formal procedure.

Mr. Chorpening asked Chairman Opie if there was any problem with appointing an alternate.

Chairman Opie replied no, but the rules should be reviewed, and Mr. Chorpening agreed.

Chairman Opie said if a motion had been made and approved in the past, that sets a precedent, until a motion is otherwise carried.

Mr. Hasty said he didn't know how far back that policy would have been passed.

Ms. Conner said it's been a policy for as long as she has been with LOCLG. There are alternates on all the committees, as well as the LOCLG Board.

Mr. Chorpening said when he was Chairman of the parent organization, power of the alternate was in place; likely, it still is. But, it's possible this particular TAC has some variation, which is why he felt the need for back information.

Ms. Conner said this Committee needs the letter, so members know you have authorized that person to be your alternate and attend the meetings, with the power to make decisions on your behalf.

Mr. Leuwerke said so all that's needed is a letter appointing an alternate, because he can't attend all the meetings.

Ms. Conner stipulated that if both the alternate and member attend the meeting, only one has the authority to vote.

Me. Leuwerke said he understood that.

Mr. Hancock asked for some explanation of the process.

Ms. Conner explained that each Presiding Commission appoints four people per county. They remain on the Board until the Commissioner provides a letter replacing them or making a change.

Mr. Henderson asked if each of those four-people had a proxy.

Ms. Conner said they can have alternates.

Mr. Chorpening explained as long as it is known in advance that member has an alternate, so all members know who is that person.

Mr. Henderson asked if there was a list of those people.

Ms. Conner said not everyone wants to have an alternate.

Mr. Leuwerke said that made sense.

Chairman Opie then went back to the motion to approve the multimodal projects for 2017, as is, with the exception of numbers five and six being reversed in order, with the Morgan County City of Laurie Sidewalk Improvements being number five, and the Camden County Camdenton Memorial Lake Regional Airport Expansion being number six.

Mr. Chorpening made the motion, and Paul Ritter seconded.

Chairman Opie said the motion had been made and seconded and asked if there was any further discussion on the multimodal projects in 2017. There was none. The Committee voted unanimously to approve the motion approving the multimodal projects for 2017.

**VI. Review New Safety Project from Laclede County**

Ms. Conner referred to the safety projects list, and said number one in Laclede County is already underway. At the July meeting the Committee discussed adding one more project for Laclede County, since their first one was coming off the list. Laclede County presented the Committee with Highway 64 and KK intersection. She asked Richard Shockley to explain the importance of the project.

Mr. Shockley explained this was a two-lane intersection and there is a K through 8 school at the KK access. Dollar General has built in that area, so the intersection will see more pressure. There are no turn lanes on Highway 64, some time there will need to be improvements in the area.

Ms. Conner said the project will be number nine when the first priority comes off. It was approved at the July 11 meeting, so there's no need to approve it today, but she wanted the Committee to know what was the new project.

**VI. MoDOT Human Services Transportation Plan (HSTP)**

Ms. Conner said LOCLG hosted a series of four meetings throughout the four counties. We asked those participating what were the biggest problems with public transportation and some possible solutions for those problems. She referred to two worksheets in the packets, one with "Problems" at the bottom, and the second one listing "Solutions." The problem worksheets were color coded as to cost (yellow), availability (green), and knowing about services available (blue). By far, availability was the primary problem identified. This surprised her, as she thought cost would be a bigger issue, but availability is the bigger concern. She wasn't sure where to place those in white.

Chairman Opie asked if the answers were from individuals coming to the meetings.

Ms. Conner said the lists were divided into those from each of the four counties and the TAC meetings. In Miller County, availability was number one; costs weren't even mentioned. Lack of awareness was one of the items.

Mr. Chorpening asked if the meetings were well attended.

Ms. Conner said most of the meetings were, and even when there wasn't a large number of attendees, the right people were in the room.

**a. *Review List of Public Transportation Problems Submitted***

Ms. Conner said as part of the project Terre Brown had taken a ride on the OATS Bus, so we could experience it ourselves. Ms. Conner said that the biggest issue was not the ride itself, but it was trying to get the ride, finding out where OATS went and when was the pickup. It's that lack of what type of transportation is available, when it's available, and how to get there and obtain the ride. Ms. Brown will tell you how many hours she was on the phone trying to schedule one ride. Ms. Conner asked her to simply pretend she was riding the bus for an appointment, just for the sake of riding the bus.

Ms. Brown explained communication with OATS was complicated. The website didn't always have the correct information, compared to what she was told when talking with someone in the Columbia office. A rider can't schedule with a local driver, say in Morgan County. You must go through Columbia. The first person she talked with in Columbia had different notions than the person who arranged the transportation in Columbia. By the time she had everything ironed out as to where to be, when to be there and when she would receive final confirmation from the driver the night before, and maybe OATS wouldn't run that day after all, she didn't feel overly confident about the ride. However, after getting final confirmation, it was great. The time did change; as opposed to being there at 8:00 AM, she needed to be there at 6:45, because another rider had to be in Columbia at a very early hour for a medical appointment. Ms. Brown was fine with the change. In her case, there is flexibility. However, not everyone can be flexible. Many people need caretakers with them, who have to then shift around their schedule. For Ms. Brown, it was fine, as she's not ambulatory. After getting on the bus, it was smooth sailing. The other rider got to his appointment and she arrived at her destination. When the driver was ready to pick her up, he called to let her know he was there. It was great; no problems.

Mr. Chorpening said on the other side of the coin, if there is a specific time and day to be at an appointment, how difficult is it to make that coincide with where and when they will pick up and drop off. Can you call the day before the day you need to be there?

Ms. Brown replied seven to 10 days ahead.

Mr. Henderson asked about the idea of a Mobility Coordinator coming up here.

Ms. Conner said they had discussed the Mobility Management and talked with three RPC's who have mobility management. However, there's concern about the level of support that person offers. The people who are calling need someone to help them make the reservations, not someone who tells them there are six places they can call for a ride. If we go the management mobility route, it has to be some who will help the rider make the reservation for transportation.

Mr. Henderson said he thought that was the role of the mobility manager. The rider calls, says when they need the ride, and the manager goes through all the legwork. Then, the manager calls back the rider and gives them the information.

Ms. Conner said it needs to be someone who can work through the obstacles the rider will face. If someone is facing many obstacles, what's going to allow them to continue pursuing the trip; so maybe they decide they don't need to go.

Mr. Chorpening said he and his wife own 24 apartments and some of their tenants are handicapped. There is no way for them to get from Laurie, Missouri to Lebanon; they can't get from Laurie, Missouri to Sedalia. They can get to Columbia or Jefferson City, but not Lebanon or Sedalia.

Mr. Henderson said that was lack of service.

Mr. Chorpening said if their doctor is in Lebanon, and they are in a wheel chair, as many are; not just anyone can pick them up and take them. It's a problem to which we've not found a solution.

Mr. Henderson said he's not in the transit section of MoDOT, but it seems there was a meeting in Laurie. A couple had asked Steve Billings, who was the Transit Administrator at the time, how to get started in offering this service. At least at that time there was someone who was willing to provide some kind of service, but he has no idea what happened to them. You're talking about the lack of service, and the mobility coordinator won't help with that.

Mr. Chorpening asked if he remembered who that couple was.

Mr. Henderson said Steve Billings was the Transit Administrator at that time, so it's probably been two years ago. At that time, however, that exact need was identified. He recalls that was difficult to start up. Many things need to be in place to offer this service and to also receive funding.

Ms. Conner said clearly, the availability of services is on the problem side. There just aren't enough services. Although OATS services our area, the service is not enough for a particular area, like Morgan County. At the Morgan County meeting, an attendee said one of her clients has a young daughter. Child Services is working with the mother and daughter, and she is mandated by the Court to take her daughter for doctor appointments at certain times. Each time she makes that doctor's appointment, OATS

calls on the same day and cancels. She's got some issues with court mandated doctor appointments not being filled. So, are there alternate services?

***b. Review List of Possible Public Transportation Solutions Submitted***

Ms. Conner said the Laurie Care Center has stepped up to expand their services, and we need to expand the service network in Morgan County, as well as other areas. That needs to be one of the priorities, expanding the network services.

Mr. Shockley asked who holds OATS accountable.

Mr. Henderson said it would be MoDOT's Transit Division.

Mr. Shockley asked if there was a way to have the representative for the four counties come down and discuss what they think they are providing, so this Committee would have a better understanding of those services.

Ms. Conner asked if they wanted the representative from OATS or MoDOT.

Mr. Shockley said both; that way they're in the same room.

Mr. Henderson said Jack Heusted is the OATS representative.

Jeff Hancock pointed out there was a funding issue too.

Mr. Shockley said he would like to understand exactly what is the real funding problem.

Ms. Conner said maybe OATS isn't getting the feedback from customers to understand their needs.

Chairman Opie asked how many customers OATS serviced in the four-county area.

Mr. Henderson said he wouldn't have any idea.

Chairman Opie said they would need to find qualified drivers, set up the schedules, make the information available in an adequate manner; everybody has radio, TV, Internet, church flyers. Send the information to those resources, line it all up, and cover your butt from a liability standpoint. Oh, by the way, gas has just gone up \$.20. And, OATS has no competition. It's not a huge money-maker.

Allen Kimberling said one of his friends is an OATS driver and likes it. He gets 15 hours a day, which Mr. Kimberling didn't think was right. You're also supposed to carry a CDL.

Chairman Opie said he would imagine their drivers are required to have the appropriate license.

Mr. Henderson pointed out there are rules that truck drivers can't drive more than 12 hours, and Chairman Opie said it was 11-14.

Ms. Conner said Camden County Senate Bill 40 is supporting an additional OATS trip between Camdenton, Osage Beach and the Lake Ozark area. This was brought up at some of the HSTP meetings and we heard an earful about how Camden County, through Senate Bill 40, gets a tremendous amount of additional money, more than other counties, who can't offer those type of services. Everyone was aware of what Camden County was doing with Senate Bill 40, and that's great. There's no way for the Senate Bill 40 in Laclede County to offer the same services as Camden County. Money is the issue. Miller and Morgan Counties don't have the resources either.

Mr. Henderson said the state gets its normal appropriation, but each year it's reduced.

Ms. Conner feels that by doing additional research and feasibility studies in certain areas, we will be able to determine where public transportation, either through increased services from OATS or cities and other organizations, would have a meaningful impact.

Ms. Conner recently applied for grant funding on behalf of the City of Lebanon for a feasibility study to determine whether public transportation would be something they could develop and support for a long period of time. That could be something to expand as a priority for the Human Services Transportation Plan-doing the groundwork and studies necessary to provide the city, or a specific organization, details on costs to develop and maintain, and number of riders needed, what technology can be used to provide full transportation, or micro-transportation for a particular community or entity.

Ms. Conner said that's why we're here today. We want to look at the problems and solutions and create some tangible actions that can be prioritized at the next meeting. She asked the Committee that if anyone had any ideas as to how to solve these problems to let her know. Again, availability of services seems to be the biggest issue.

Mr. Leuwerke said everybody is talking about public transportation and wondered if there would be more value in encouraging a private service, such as Uber. It's taking off in cities such as Springfield.

Mr. Hancock said he has experience with running city transportation and it's very expensive. In Cape Girardeau they worked with the local taxi cab organization and gave subsidies, \$2.00 a ride. Senior citizens loved it. They would come in and buy coupons and receive a subsidy.

Ms. Conner asked who provided the subsidy.

Mr. Hancock said there was a combination. They were competing some with the money from OATS and, much as he disliked saying so, the city was subsidizing part through its transportation fund. That's a situation where the private sector and public sector

worked together, because they have to make money and figure it out. He didn't mean to bad-mouth OATS, since they had a fixed route system in Warrensburg, but it was always tough to make it pay. They would get their OATS funding, provide it and enter into an agreement, but it was a lack of funding on all parties.

Mr. Leuwerke said it would be cheaper to subsidize services.

Ms. Conner has read many human services transportation plans from all over the country. One in California was called a cost-share program, where you would subsidize someone, pay their mileage. The driver had a certain amount of mileage they could run, which would be paid directly to that person.

Mr. Leuwerke said guarantee a minimum; if the driver is guaranteed to get 30 fares a day but falls short at 25, the government still pays for 30.

Chairman Opie asked if this issue could be a healthcare destination. There is a limited number of healthcare providers under a big umbrella. He doesn't know how much OATS works with providers, but they could set up routes based on scheduling and days, which would simplify the logistics. For instance, there would be an area bus that went to Lake Regional on day one, Capital Regional on day two, and to the VA on day three, etc.

Mr. Hasty asked Ms. Conner if she was aware of the amount of time and effort that Ed Thomas had put into doing comprehensive research of Camden County in facilitating this very thing, and she replied she was.

Ms. Conner said she had been attending all their meetings until they changed the meeting date. She has an understanding with them and receives all their information. She is aware Mr. Thomas is doing a fantastic job in Camden County and this area. We need to find a way to provide that type of service in other areas that don't have the resources. Ms. Conner stated it was her understanding that Senate Bill 40 is funding some of that.

Mr. Hasty said that Mr. Thomas offers a tremendous resource; he's brilliant and has figured out how to make all this stuff work and how to get funding.

Ms. Conner said all four counties need improved transportation.

Rod Reid spoke with an ambulance driver last week who said he receives at least two calls a week from people who would rather call an ambulance to drive them to the emergency room, than pay \$5.00 for a taxi, because Medicaid will pay for that.

Mr. Henderson asked if Ms. Conner was planning to gather all the providers together for a meeting.

Ms. Conner said they had just received the surveys back from the providers and haven't had a chance to see what services each provides; that is a good idea.

Mr. Henderson they may have good ideas too.

Mr. Hancock commented this was complicated.

Ms. Conner said we're not making decisions today; we're just having a conversation about some items where priorities could be created to discuss at the next meeting. In looking at the priorities from the plan of 2013, she received a comment from someone who couldn't attend today's meeting. He was looking at the first listed low priority:

"Organize a marketing program for the entire region. Creating a marketing program that will show public transit is not just for elderly or disabled. "

He thought this was something that should be a high priority. It wouldn't cost that much money to do it and would be something to share with the public. Letting the public know what's out there is the first hurdle, then assessing additional needs. Lack of knowledge of available services was repeatedly mentioned. That can be done now; and it doesn't cost anything technically. We'll see the kind of coordination we will receive immediately, without a large investment to the project. That was the only comment we received.

Ms. Conner asked if any other priorities stood out to anyone.

Ms. Conner realizes the coordination between agencies is difficult because of insurance reasons. Sometimes an insurance provider won't let anyone else use their vehicle. Is there a way we can find a solution to that insurance issue? We also heard that last time. Insurance only covers that entity and that vehicle being driven by that driver. There's no sharing the vehicles, which is a problem.

Mr. Chorpening said they have a situation where the Good Shepherd Nursing Home District in Morgan County has been the recipient of several vans, thanks to MoDOT. Good Shepherd would like to enlarge their ability to serve the immediate area. This creates a situation where the people accustomed to working with the senior citizen facility may decide that, when the time comes, Good Shepherd may be a good choice. It's a good two-way situation.

Good Shepherd's insurance will not allow them in any way to take a nonresident of Laurie Care Center or Good Shepherd Nursing Home District and transport them anywhere. There should be a way to overcome that problem. Good Shepherd has been able to grow from not wanting to do anything like this to where they have vans, courtesy of an 80/20 program, to where they're looking at possibly funding a transportation service to the public. Now they've run into this roadblock. This is a tens of thousands of dollars per year roadblock.

Mr. Henderson said the first things that came to his mind would be an endorsement to the insurance policy, which will cost extra money, or a separate policy to cover the use by others.

Ms. Conner commented that would be like an umbrella policy.

Mr. Luewerke said the same problem happened with an airport vehicle. Their policy went from \$1,000 to \$6,000 a year when they started allowing any pilot to drive. The insurance can be bought, but does the entity want to pay it? If that's the solution, and there are several vans setting around, then look for someone to subsidize your insurance.

Mr. Hancock said it's not just handicapped, disabled, and senior citizens; it's a big economic development issue making sure there is transportation for people to get to work. There are people who have lost their car and can't work because of the lack of transportation.

Ms. Conner said this was an excellent point. How much do you think the employer should be willing to participate in that situation?

Mr. Hancock replied that some do. Not many, but some of the hospitals do.

Ms. Conner said if employers were able to get some type of money for offering transportation, they would probably be more willing to do so.

Rod Reid said he had talked with a motel manager in Lebanon, who borrows two church busses to bring in maids.

Mr. Luewerke said his wife worked in Special Ed at one of the local schools, and one of her roles is figuring out transportation for the kids between home and work. Their biggest issue to employment is transportation. She's worked with a few employers for the kids and they do transport them. The only places where they can be driven to is work and home.

Mr. Hancock pointed out that at the Lake, if you're trying to bring in people, 40% of their income goes to housing in the area. Otherwise, they're driving 30-40 miles for employment at \$10-\$15 per hour. It all works together.

Mr. Hasty said census data on Camden County indicates an average household income of \$45,000 a year for couples, and the average house payment is just under \$1,000 per month. If you're paying \$1,000 per month for your house and your gross income is \$45,000 per year, it's pretty tight. It's tough to ask the public for more money when you know how tight it is.

**c. *Develop Strategies for Public Transportation Coordination***

Mr. Hancock, jokingly, asked Ms. Conner to just write some sort of plan that solves the whole issue.

Ms. Conner explained that she does have a plan nearly completed. She needs to compile the action items, setting goals and priorities. She will email everything to the Committee once she has everything together.

At the next meeting Ms. Conner will bring a list of proposed actions based on what was discussed today, so the Committee can expound on it and prioritize. She will reach out to MoDOT and see if Dion Knipp and Jack Husted from OATS can talk with us at the next TAC meeting. She will explore meeting with the providers. The primary one is OATS; to her knowledge, there are not many providers.

Ms. Tipton asked if any of the other RPC's knew of providers.

Mr. Shockley said there was a lady at the Laclede County Meeting who provided local services.

Ms. Conner said yes, she was from Morgan County and works for SMMT, Show-Me Medical Transportation. She said maybe that would be an option; there are organizations like this who are already offering medical transportation. How can they expand to more public transportation? They already have the vehicles. Is the funding source for these vehicles restricted so they can only be used for medical transport?

Mr. Shockley thought the medium priority, and the second priority under low priorities, should be given a higher priority rating: "Identifying barriers of coordination between agencies and increasing communication between providers and agencies."

Ms. Conner agreed, that the priorities need to be something that are tangible and can be accomplished by us. Scheduling rides and that type of thing will be the transportation providers. If we can get them to work together and network that would be the "biggest bang for a buck."

Ms. Conner agreed that the low priority mentioned, and medium priority, should be higher.

**VII. Open Discussion**

Chairman Opie asked if there would be any further discussion.

Mr. Lynch said the number one safety project, which is in Laclede County, will be worked on Monday, September 11. That's on Route 5 by Route BB. MoDOT is modifying about 8/10ths of a mile section of roadway to help out with some of the left turn movement. The number of passing zones remains the same, just a little shorter, because that 8/10ths of a mile will be somewhat modified. Basically, they'll fill in the

rumbles, and sand and seal the middle roadway, to eliminate the existing stripes. MoDOT will then put back new stripes to reflect what will be changed.

Next year they'll come back and micro-surfacing the entire roadway from 64 up to the Camden County line. So it'll get redone that way as well, the entire roadway. With the problems happening there, they don't want to wait another year.

Ms. Conner asked if anyone was aware of other TEAP applications not submitted.

Ms. Conner said the next meeting would be November 7 at the Cowan Civic Center, 500 East Elm Street, in Lebanon. Ms. Conner expressed her thanks to the representatives from Laclede County and Lebanon. The Cowan Civic Center is allowing us, at no charge, to meet there.

**VIII. Identify Any Actions to Take to the Board**

Chairman Opie asked if there would be any actions to take to the Board. There were none.

**IX. Adjourn**

Chairman Opie asked for a motion to adjourn. Mr. Chorpening made the motion and Paul Ritter seconded. The motion carried unanimously and the meeting adjourned at 3:10 PM.







# Lake of the Ozarks Council of Local Governments

Serving Camden, Laclede, Miller and Morgan

Tuesday November 7, 2017 2:00 p.m. TAC Meeting: Human Services Transportation Coordination Plan

Cowan Civic Center 500 East Elm Street Lebanon, MO 65536

	Name of Attendee	Organization	County You Represent	Contact Phone #	Email Address	Miles Driven To Meeting (Round Trip)
1	Monney Grall	LOCLG	Laclede	417-332-3937	monney.grall@loclg.org	5
2	Pam Gilbert	LOCLG	Camden	573-346-5192	pam.gilbert@loclg.org	50
3	Nick Edelman	CITY OF OSAGE BEACH		573 302-2520	nledelman@osagebeach.org	
4	Jack Hester	BATS, Inc.		573-449-3783	jhester@bats-transit.com	
5	Paul Ritter	Miller Co. City	Miller	573-619-9547		75
6	Mike Moore	City of Lebanon				
7	RILL SULLIVAN	City of Lebanon	Laclede			4
8	Shank Shenberg	Miller Co.	Miller	523-434-2017		40
9	Mike Holland	Miller Co.	Miller	573-285-5099		60
10	Brandon Ellis	Miller Co.	Miller			
11	Chuck Jordan	Lebanon	Laclede	417-532-4435	cjordan2008@live.org	



# Lake of the Ozarks Council of Local Governments

Serving Camden, Laclede, Miller and Morgan  
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 Cowan Civic Center 500 East Elm Street Lebanon, MO 65536

Name of Attendee	Organization	County You Represent	Contact Phone #	Email Address	Miles Driven To Meeting (Round Trip)
12 Jones Briggs	Nunsom Canyon	Morgan	573-378-4643	Jbrigg@nunsom-canyon.com	90
13 Allen Brumberg	City of Lawrence	Morgan	573-574-4877	REPORTS@LIVE.lawrencemo.gov	84
14 Robert Peto	Lebanon, MO	Laclede	417-532 6166	<del>REPORTS@LIVE.lawrencemo.gov</del>	5
15 Loni Tipton	MoDOT		573-526-6994		
16 Pat Melborn	Workin' Bridges	Laclede	573-528-1292	rthibridges@lebanonmo.gov	60
17 Leina Connor	MOELG	Miller	573-346-5692	leina.connor@moelg.org	
18 BOB LYNECH	MoDOT	STAFF	573-480-0309	robert.lynech@mo-dot.org	90
19 Steve Engelbrecht	MoDOT	State	573-751-7689	steveng@mo-dot.org	" "
20 Chuck Obryung	City of Laclede	MOLEBAN	573-216-3253	chuck@ozarkadvis.com	100
21 Mike Anderson	MoDOT	State	573-522-6214	michael.anderson@mo-dot.org	
22 Ryan Martin	MoDOT	State	573-526-4236	ryan.martin@mo-dot.org	



**Lake of the Ozarks Council of Local Governments**  
 Serving Camden, Laclede, Miller and Morgan  
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 Cowan Civic Center 500 East Elm Street Lebanon, MO 65536

Name of Attendee	Organization	County You Represent	Contact Phone #	Email Address	Miles Driven To Meeting (Round Trip)
23 Dion Kuipp	MoDOT	State	573-751-2523	dion.kuipp@mo DOT gov	
24 Jeff Hancock	City of Camdenton	Camden	573-346-3400	jhancock@camdenton mo gov	50
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**LAKE OF THE OZARKS COUNCIL OF LOCAL GOVERNMENTS  
TRANSPORTATION ADVISORY COMMITTEE (TAC)**

**MEETING SUMMARY**

**Tuesday, November 7, 2017**

**2:00PM**

**Cowan Civic Center**

**500 East Elm Street**

**Lebanon, MO 65536**

**I. Call To Order-** Brandon Opie, TAC Chairman

TAC Chairman Brandon Opie called the meeting to order at 2:03 p.m. Chairman Brandon Opie thanked everyone for coming and thanked the City of Lebanon for letting us host the meeting here.

TAC Members present were: Chairman Brandon Opie, Vice-Chair Nick Edelman, Paul Ritter, Richard Shockley, Chuck Chorpening, Mike Holland, Chuck Jordan, James Bryant, Allen Kimberling, Ralph Pitts and Jeff Hancock attended as Greg Hasty's alternate.

MoDOT Representatives present were: Bob Lynch, Kim Tipton, Steve Engelbrecht, Mike Henderson, Ryan Martin and Dion Knipp.

Guests present were: Jack Heusted, Mike Moore and Jax Welborn.

LOCLG staff members present were: Linda Conner, Nancy Crall and Pam Gilbert.

**II. Approval of Meeting Summary-**September 5, 2017

Chairman Brandon Opie then asked if there were any questions or discussion with regard to the meeting summary of September 5, 2017. There were no questions or comments.

On a motion made by Chuck Jordan and seconded by Paul Ritter, the committee voted unanimously to approve the meeting summary.

Chairman Brandon Opie stated we have a special guest today. Mrs. Jax Welborn from the Route 66 committee. Chairman Brandon Opie then and asked Mrs. Welborn if she would like to speak.

Mrs. Welborn stated she is from the Workin' Bridges committee and stated the organization

that she is working for right now is the organization that wants to rebuild the Gasconade River Bridge on Route 66 in the Hazelgreen area at the edge of Laclede County. Mrs. Welborn said she attended a meeting this morning with the Route 66 Association and decided to come to this meeting this afternoon to let everyone know they are actively seeking funds and are working towards rebuilding the bridge. They also have plans to upgrade the area, so they will have some economic development to bring money to Laclede and Pulaski Counties. Mrs. Welborn added she wanted to give an update on the project and let the committee know where they are.

The group is currently working on the engineer's scope of work process and have raised some funds, they are currently about half way towards their \$10,000 goal to get the engineers from Workin' Bridges here. The engineers are from Iowa and Michigan, and they want them to travel here to look at the bridge and hopefully give the group some additional options. They are in hopes the engineers will provide options of things that can be done for a lesser amount of money.

Chairman Brandon Opie asked if the final goal is a pedestrian traffic bridge only. Mrs. Welborn responded by saying it will depend on what the engineers say and what the report says, but she is guessing they are going to find some options as to a certain amount will be needed to make it a walking/pedestrian type bridge and another amount for light traffic to be able to travel over it.

Mrs. Welborn also stated that she sees them eventually having events in the area such as car shows and that sort of thing. They have also discussed the possibility of creating an area similar to what the area used to be such as an eating roadside park. Mrs. Welborn mentioned there was a huge roadside park in that location prior to, I-44 being built. They are also considering having a museum with some tiny houses for vacation properties so that people can rent for their vacation and maybe purchase the tiny houses. Mrs. Welborn stated they need to create some sort of business that will continue to bring in money, so they can keep the maintenance on the bridge up and keep people coming all the way down Route 66.

Bob Lynch stated he isn't certain if everyone needs a further explanation of how we got here, but the bridge has been closed since December of 2014. The bridge is historic in nature and MoDOT has to follow a process, (Section 106) which basically advertises the bridge for others to take in. Mr. Lynch added MoDOT did that over the summer and Workin' Bridges gave MoDOT a proposal to consider so they are moving forward with the proposal right now. The group is in the process of what Mrs. Welborn just mentioned and if everything comes through, then in the future MoDOT will finalize an agreement with them to take over the bridge as well as whatever else may happen with the transfer. Mr. Lynch added this is the direction that everyone is going in and hopefully everything will go as planned. If something does happen in that direction at some point in the future, MoDOT will have to reopen the Section 106 process and start the process all over again to see if there

are other interested parties potentially out there.

Mr. Lynch added MoDOT is doing their best obviously not to take the bridge down, but it could happen at some point in the future if things don't work out but right now MoDOT is excited that Workin' Bridges has come to the table, and hopefully it will work out well.

Mr. Lynch mentioned last night, they held the final public meeting for the project. The group was in attendance to provide information with regard to their aspect and MoDOT presented the proposed plans to the public. Moving forward with the project so next spring MoDOT will let it and then basically by July 1, 2018, they will have a notice to proceed on the project, it takes about a year to get all this done.

Ms. Conner added there is information in the folders if anyone wants information with regard to the proposal of the bridge. Mr. Lynch asked if those folders were from last night. Ms. Conner stated that is correct.

Chairman Brandon Opie thanked Mrs. Welborn for attending and for the information.

### **III. MoDOT Update-Bob Lynch**

Chairman Brandon Opie called on Bob Lynch for the MoDOT update.

Bob Lynch began by saying MoDOT is excited about the possibility of transferring the Gasconade Bridge to another entity.

Mr. Lynch also mentioned the Route J Bridge in Camden County, which is also a historic bridge. Specifically, the design of it is historic, and it is his understanding the Camden County Historical Society and Camden County themselves have given MoDOT a Letter of Intent as they are looking at taking over that structure. Therefore, it is another bridge that MoDOT has planned to do next year so both of these bridges will be going through the process at about the same time frame. Mr. Lynch added we will have to wait to see how the Letter of Intent plays out with those entities. Mr. Lynch added it is pretty exciting.

Mr. Lynch then asked Steve Engelbrecht if he would like to speak about the planning exercise MoDOT is going through, or if he wants him to explain it. Mr. Engelbrecht responded by saying Mr. Lynch could go ahead.

Mr. Lynch stated there are a couple of things going on and the first one he would like to speak about is in regard to the planning exercise MoDOT is going through to get prepared for the next legislative session. Mr. Lynch stressed this is strictly a planning exercise and does not mean anything, specifically.

Mr. Lynch explained they received information last Friday about coming up with a list of

projects that would go along with a \$300 million a year funding increase plan. Mr. Lynch added it would be strictly State money that would be additional funds through State funds only. So, in the next month or so because it has to be turned in by the middle of December, MoDOT will be talking to this group and others to come up with a list of priorities within the Central District for projects for road and bridge as well as multimodal. The majority of that \$300 million a year would be directed towards road and bridge projects and \$50 million of it would be directed towards multimodal type projects, and \$25 million would be taken off the top each year to be used for basically operations and maintenance within MoDOT to take care of the existing system.

In addition, Mr. Lynch said the distribution of funds is basically based on the current funding distribution by the Highway Commission, and that is within the classification of Flexible Funds category. Mr. Lynch also commented it is roughly for our District about \$25 million dollars a year, and it would be over a ten-year period.

Mr. Lynch stated MoDOT has a list of projects from the previous funding proposal they tried to pass, which was Amendment 7. Which will serve as a starting point, and it also has multimodal projects in there as well.

Mr. Lynch mentioned MoDOT will be talking to the TAC in the very near future about what those priorities will be. Mr. Lynch stressed again that this is just a planning exercise and it does not mean they are aware of any funding proposal coming forward by the legislators but rather MoDOT wants to be prepared to answer their questions as to what they can do and this is the number the planning department as well as the Director has asked them to look at in order to get prepared for the next legislative session.

Mr. Lynch asked if there were any questions and also asked Steve if he has anything to add. Steve Engelbrecht mentioned MoDOT would need to meet with the TAC prior to mid-December. MoDOT is looking at the Amendment 7 list which was previously assembled but timing wise is what they are looking at and need to know what works best for the TAC to work together.

Ms. Conner asked if there is a specific number of projects they want to have or a dollar amount to work with. Mr. Lynch stated it is \$25 million over a ten-year period for the Central District.

Mr. Engelbrecht stated this is for Road and Bridge and approximately \$5 million a year for multimodal projects.

Ms. Conner stated she can easily send out to the TAC members our Amendment 7 information and there are some of those projects that are already being done, so we can compare it to our current priorities list, and she can obtain feedback to see where they are

with regard to those.

Mr. Engelbrecht stated he would like for us all to get together before that timeframe.

Ms. Conner then addressed the TAC Members and asked if they would like to schedule a special meeting in mid-December to discuss this.

Kim Tipton stated December 15th is the deadline.

Mr. Engelbrecht added if they could meet to make certain everyone is on the same page and sort things out with taking into consideration the Amendment 7 priorities that would be good. Ms. Conner agreed and asked the TAC if they would like to meet to discuss this if necessary.

Chairman Brandon Opie stated if it is necessary to meet, then, in fact, they should.

Chairman Brandon Opie then asked if there is any discussion as to where the funds are going to come from or what approach we are going to take to get the funds.

Mr. Lynch explained that it would be strictly State funds so it is not a combination of State funds and Federal funds, and it doesn't assume any additional Federal funds. In the event, there is a new bill that comes through then that would change things as well, but this would strictly be \$300 million a year in State funds so if you translate into a gas tax or whatever way they could figure it out because there are different ways to look at it but currently MoDOT receives roughly \$40 million a year per penny from the gas tax so that gives you an idea. However, it could also be a combination of gas tax and vehicle sales tax, license fees, etc., but we don't know any of that, the Task Force has been going around the State and from what he has read most of it seems geared toward raising the gas tax. Mr. Lynch added they have to wait for the final report to see what might be possible if anything and then how to raise the funding.

A question was asked if the legislators are supportive of the road and bridge and multimodal and maintenance as far as the breakout is concerned, as previously there were some that had wires crossed on breaking out the funds rather than the funds just going to road and bridge.

Mr. Lynch stressed, once again this is just a planning exercise; therefore, it doesn't nail us down to this is what we are doing. That issue will be addressed in the event it needs to be so don't think of this beyond an exercise. There might not be anything come through the legislative session but rather MoDOT is trying to get prepared in the event they start asking questions as to what they can do with a 2-cent gas tax, 6-cent gas tax, 10-cent gas tax or whatever it may be. Then MoDOT will have some idea Statewide based on all the planning

organizations as to what it might look like and then MoDOT would come back again to finalize if they are going to break funds out for multimodal, etc.

In addition, Mr. Lynch mentioned right now the State gas tax does not allow funds to go towards multimodal projects, so there would have to be a way to provide the \$50 million other than through the State gas tax.

Ms. Conner asked for clarification on this planning exercise, and the cost share program. Ms. Conner then said if someone had a project which was on the cost share list, and they wanted to add it to this list is that possible. For example, if it was a previous application for the cost share program. Mr. Lynch replied by saying MoDOT is going to entertain whatever projects are brought forward.

Mr. Lynch reminded everyone this is not a commitment but very much a planning exercise. Mr. Lynch stated he needs to stress that fact over and over again.

Mr. Lynch then mentioned the other thing which is out there, and everyone is going to start hearing about has to do with the Infrastructure for Rebuilding America (INFRA) grants that are available, nationwide. This is a Federally funded program, and he will do his best to try to explain this program.

MoDOT representatives listened to a meeting today with regard to this program and essentially all the States nationwide have the opportunity to compete for grant money, which is referred to as INFRA grant money. Specifically, the State of Missouri is providing a presentation and are submitting for the grant. Mr. Lynch added it is a very big project and is difficult to explain.

Essentially it strictly looks at freight type projects. The projects the State has submitted are very specific in improving the existing infrastructure relating to freight movement.

Mr. Lynch added it is roughly a \$900 million project. Mike Henderson commented it is \$775 million of State funds and \$194 million of Federal.

Mr. Engelbrecht asked Mike Henderson if he is aware of this being posted on the website yet or not. Mr. Henderson responded by saying he thinks Patrick did mention it being on the website. Another comment was made there was a Statewide video conference this morning and they were talking about adding this to the website.

Nick Edelman asked for a repeat of the figures. Mr. Henderson repeated the dollar amounts and added the application is fifteen times more than the grant share required for the State so it is a bold venture to try to get this application funded, but he thinks MoDOT has a pretty good chance.

Ms. Conner asked what types of projects it is funding. Mr. Lynch responded by saying it is a freight movement project so it consists of a lot of work along, I-70 in St. Louis to improve bottlenecks and congestion where freight is held up and that is where the majority of the money is held up in Central District with the Roach Port Bridge on, I-70. Mr. Lynch added it is a bridge that needs to be replaced and is approximately \$200 million for that particular bridge alone.

Mr. Engelbrecht said it is under rehabilitation now and there will be a number of years left on it but ultimately within the next ten years they are looking at replacement.

Mr. Lynch stated this is a very bold application, and MoDOT hasn't done anything like this before, and if you caught the numbers, it is 80 percent State money and 20 percent Federal. The \$194 million would be the Federal share, and so the question is where does the State funding coming from for something like this? It is not here today but essentially with design build type project and public-private partnership some of the financing would be carried on by private industry until the State would have funding available to cover its share, and that is a very long challenging discussion trying to figure out. Basically, the bold part of it is the 80 percent State funding with 20 percent Federal funding where normally the highway projects are the opposite way. Mr. Lynch also commented they are not expecting it nor are they planning for it to happen as far as STIP funds and things such as that. If they get it will be great, but it is not something they are guiding the department in that direction beyond the submission of the application for the funding. It is a similar amount compared to States such as California, Texas and Florida, and it is a bold proposal, and they will see what happens. Mr. Lynch added folks are going to start hearing about this in the news in the very near future and there will be talking points on it tomorrow where he can provide that to everyone which will explain things a little better, but he wanted to make certain everyone is aware what is going on in the background as well.

Ms. Conner asked when the application was submitted. Mr. Lynch replied it was right around the first of November. Mr. Lynch also said they do not have a timeline as to when they will hear back from the Federal government, so we will just have to wait to see how it plays out.

Chairman Brandon Opie asked how much Amazon plays in part of this. Mr. Henderson replied by saying they aren't a part of it as far as the application is concerned, but he thinks it was part of the discussion because Amazon is talking about the possibility of moving. Mr. Henderson added I-70 is a big part of this, and most of the projects are located within the Central District. Mr. Henderson added he is sure most people have heard those discussions that have been going on and he thinks it did play a part in MoDOT's decision to go this route.

Mr. Lynch stated he thinks that is all he has for now.

Mr. Lynch then asked if there are any questions as to projects within the area that are just about to wrap up or done. Mr. Lynch also mentioned MoDOT is going to be busy in this area for the next year. There will be about \$25 million worth of work in taking care of the system, such as new bridges and other things going on in the four-county region.

Chairman Brandon Opie mentioned next on the agenda is MoDOT Transit.

#### **IV. MoDOT Transit-Dion Knipp, Administrator of Transit**

Dion Knipp introduced himself and stated he is the Administrator of Transit in the multimodal operations and used to work in the Central District so some may remember him from 3 or 4 years ago. Mr. Knipp also said he is glad to be back, and it is good to see everyone.

Mr. Knipp said Linda asked him to come since the TAC is updating the Human Services Transportation Plan. He is here to discuss the transit projects that he administers.

Mr. Knipp mentioned he passed around a MoDOT overview of transit programs. Mr. Knipp added MoDOT has two State programs that are being administered, and those are on the left hand side of the handout. The State Transit assistance funds are approved through the legislature each year, and they are to be used for public transportation services throughout the State of Missouri both large and small urban.

Mr. Knipp also said they administer the MEHTAP program which is the Missouri Elderly and Handicapped Transportation Assistance Program. Those funds are specifically for non-profit agencies to provide transportation services for the elderly and individuals with disabilities. As an example, Mr. Knipp said a lot of the triple A's throughout the State receives funding for transportation services along with approximately 156 non-profit organizations.

Mr. Knipp then mentioned the programs listed on the right-hand side of the handout and said these are Federally funded programs which MoDOT administers. There are some planning funds through the 5303 and 5304 and as an example of that, the update to the Human Services Transportation Plan is funded for us through these funds provided by the 5304 program. The 5303 program is for the metropolitan planning organizations and provides funding, specifically for them.

With regard to 5339, Mr. Knipp said this funding is specific for busses and bus facilities. For example, OATS is here, and they are a rural provider, and MoDOT has their early application and money, where they identify vehicles, which have gone beyond their useful life. As funding becomes available in the program, MoDOT funds the replacement of those vehicles.

Mr. Knipp explained the 5310 funds are specifically to be used for the Human Services Transportation Plan. That program is a Federal program for Seniors and Individuals with disabilities and non-profit organizations such as OATS. Mr. Knipp added there are several in the area such as Rolling Hills Creative Living in Versailles, also Laclede Industries, which is a non-profit and is locally that receive funding through this program for vehicles to transport individuals who are associated with their organization.

Mr. Knipp also said anyone who applies for funding through the 5310 program, there must be a local Human Service Transportation Plan in place in order for them to apply and anyone that applies within LOCLG's four county area such as a non-profit agency, has to identify the Human Service Transportation Plan which we are currently updating. The Human Services Transportation Plan gets updated every five years, and this is probably the second or third time LOCLG has updated the Human Services Transportation Plan. Ms. Conner replied this is our third time. Mr. Knipp added you receive input from the public, and they provide input as to the needs of the elderly and those who need specialized transportation and also the needs of the general public. Mr. Knipp also mentioned you basically do an assessment of what needs the general public has and who provides those services. You may find there are gaps in services as you proceed with the plan.

The 5310 program is specific to the elderly, disabled and low income; it is important to have this plan in place because it allows all the non-profits to apply for those funds.

Mr. Knipp said the 5311 is a Federal program and is the largest of the Federal programs; it is for rural transportation and is for the public, such as OATS provides. There is also an element in there for intercity busses, such as Greyhound, Burlington Trailways, Jefferson Lines and those types of over the road busses.

Mr. Knipp added there are 24 rural providers in Missouri. The public provider in this area is OATS. Mr. Knipp said that is a real big picture of the transit programs which MoDOT provides, or rather they oversee the Federal money.

Mr. Knipp said Linda had mentioned there might be a question as to how projects get into the STIP. For example, every year the 24 agencies apply for the 5311 funds. The 5311 program is a 50/50 program and is for operating. MoDOT goes through historically to see what the operating expenses were and by that they can kind of determine the level of funding for each agency based on the previous three years.

Mr. Knipp said MoDOT takes applications yearly for the 5310 program and there is a small amount of money, which is roughly all of Missouri in the amount of \$1.7 million. In the past couple of years, typically everyone who applies receives some type of funding. There may be some agencies that want to replace 20 vehicles in their fleet but if there is more demand than there are funds, then MoDOT scales it back a little bit but the last couple of years

agencies have been receiving pretty much what they have asked for. As this relates to the transit type vehicles, MoDOT also procures transit type vehicles every year, so all awards are ordered from the procurement that MoDOT does for all the providers. In the 5310 program, those are all ADA accessible vehicles, because MoDOT no longer funds non-ADA vehicles. This was a decision which MoDOT made. It was in there where non-ADA vehicles were available, but the demand was such that MoDOT decided to eliminate the funding of non-ADA vehicles, especially within this program.

Mr. Knipp added this is a very quick high-level explanation. Mr. Knipp then asked if there were any questions as to how it relates.

Mr. Knipp then commented the projects in the 5310 program within the STIP are based on a yearly application. The application cycle is typically put out in November with hopes to award in January. However, fiscal year 2017 has been fully funded, and they have yet to release any funds for 2018, and they don't know when that will be. Until last year, they only released 5/12 of the funds, and the remaining 7/12 weren't received until early summer. The applications were sitting there, and the projects were identified based on the projects application, but they had to wait until the money was received. So, when the money comes available in fiscal year 2018 the way, it has been in the past couple of years it is anybody's guess because it is not very consistent as far as them releasing an entire year's worth of money. Mr. Knipp added they will send out an email blast when it becomes available, and they usually allow between 30-60 days.

Ms. Conner asked what other types of projects are eligible for the 5310 funds. Mr. Knipp responded by saying MoDOT has vehicles. And there are also non-traditional projects such as the voucher program where there are volunteer drivers, and you provide vouchers to those drivers when the elderly or disabled need transportation.

They also have a program which is called Mobility Management, which means you would apply for the funds, there is a 50 percent match, and it is actually the coordination of those transit rides. Mr. Knipp added Boonslick Regional Planning Commission has received funds for Mobility Management wherein they administer the MoRides Program. A person would call MoRides or use their website if you need a ride, and they will coordinate the ride for you. In other words, they would get you to a medical appointment and back. Mr. Knipp added it is not like Uber where you would hit the app and someone picks you up in the next hour. Rather, typically you would need to schedule the ride a day or two in advance. Mr. Knipp added that a lot of those rides are probably OATS who is providing the service.

Mr. Knipp also said he would like to put a plug in for OATS in that they are the largest rural provider in the United States, and he doesn't think people realize what we have here in Missouri with OATS, but it is an unbelievable organization. Mr. Knipp added OATS is not just for older adults anymore; it is public transportation for everyone. OATS is nationally known

for the services and work they do here in Missouri. We are very lucky as they serve all 87 counties in Missouri, and we are very lucky because we are one of the only States serviced by some sort of rural transportation.

Chairman Brandon Opie asked Mr. Knipp what the proposed annual budget for 2018 is with regard to his department for transit for funding for rural transportation, the disabled services, and how much money does it take to keep his group going. Chairman Brandon Opie added he is trying to put this in reference to the rest of the big picture. Mr. Knipp responded by saying with these individual programs, we are looking at \$30 million right here and that by no means meets the needs that are out there as it relates to transit services. The needs are probably in the amount of in capital alone for vehicles; they need to replace anywhere from 100-200 vehicles per year just to meet the needs of the vehicles who are reaching the end of their useful life, and he is sure it goes way beyond that. Mr. Knipp added he has never been put on the spot with regard to a dollar figure as far as transit goes but there are a lot of needs. MoDOT has over 2,000 Federally funded vehicles in the inventory in which they have funded around the State and half of those vehicles are beyond their useful life. It takes approximately \$60,000 a unit to replace them.

Ms. Conner asked what happens to a vehicle when it is taken out of service. Mr. Knipp responded by saying the agency can keep the vehicle as a backup, or they can sell the vehicle and the proceeds of the sale of the vehicle are then added to what is called the Vehicle Repair Program wherein the Federal portion is added and in turn MoDOT helps non-profits with vehicle repairs.

Ms. Conner asked if MoDOT keeps a list of all the vehicles that are being decommissioned that another agency could purchase from. Mr. Knipp responded by saying he doesn't actually have a list; however, they do work with agencies when they need a vehicle, and MoDOT feels it is in good condition as far as a trade is concerned or getting the vehicle somewhere else but typically as vehicles are taken out of service they are not in good shape.

Mr. Knipp apologized to Chairman Brandon Opie and added there is a lot of needs out there. Chairman Opie said he thinks it is so embedded the general public citizen loses sight of it, so he is trying to create an image, especially to the committee of what it takes to fund this portion of MoDOT with regards to keeping it going, and how much they need just to get a crystal ball picture. Mr. Knipp said he can tell the group when they look at the two State programs, MoDOT receives \$1.7 million, which is divided amongst all the public providers and this includes all the large urban providers as well. When you total the operating budget per year for all those agencies, it is up around \$335 million, so on the State side, it is a small amount for all the public providers. On the Federal side, there are several programs, which are tied to the individual types of transportation services but there are more needs than there is funding as with any program.

Bob Lynch stated that the MoDOT's citizens guide explains how the money the State receives is broken down. Each year MoDOT generally has \$2.5 billion in revenue, which is brought to the State of Missouri, whether it is State funding or Federal funding and those funds are broken down for the cities, the counties, the State Highways and Bridges. Of the \$2.5 billion the amount that goes to multimodal, which is both Federal and State money is \$96 million a year. So, of the \$2.5 billion, the portion that goes to multimodal is \$96 million. Of the \$96 million, \$64 million are Federal dollars, \$14 million is state; \$18 million is general revenue that the State legislature approves each year to be shifted over to the multimodal section. Multimodal is more than just transit; it includes aviation, ports, rail, freight, etc., so the \$96 million covers all those different entities, so he wants the TAC to be aware of that, and if you want a good breakdown of the \$96 million per year take a look at MoDOT's Citizen's Guide. Mr. Lynch also mentioned he thinks MoDOT passed out those guides before that shows the breakdown of how State funding is taken care of within the State of Missouri.

Mr. Knipp commented Mr. Lynch gave a good example in that multimodal is more than transit.

Chairman Brandon Opie thanked Mr. Knipp and Mr. Lynch, and called on Jack Heusted.

**V. OATS-Jack Heusted, Regional Director**

Jack Heusted stated obviously OATS is a recipient of the funding that Mr. Knipp was just referring to, and it is very critical to their operations. Mr. Heusted added OATS has been in business since 1971, and they operate in 87 counties. The last count they had about 872 vehicles and 730 drivers. There are eight regional offices throughout the State. There are two in the east, Bridgeton, Union and his office is in Columbia along with the corporate office. There are also offices in Springfield, Macon, St. Joseph, Sedalia and Harrisonville. As a system, last year they traveled approximately 14 million miles, which provided about 1.5 million trips or units of service, one-way trips and serving about 30,000 Missourians.

Mr. Heusted mentioned as we get a little further along into the agenda and are discussing the Human Services Transportation Plan there are some things he would like to speak about.

Mr. Heusted added people talk about the fact, there are so many more needs, and it gets sort of lost in the big picture of things. Mr. Heusted added OATS is funded by MoDOT. However, when you look at the dollar figures it seems kind of small unless you happen to be one of the people that needs a ride, and then it is pretty important. For example, it is like electricity and water in that a person doesn't think about it until you don't have it, and then it is on your mind all the time until it comes back. Mr. Heusted added for some people mobility is an everyday challenge.

OATS has been around for a long time, and they are the largest door-to-door provider in the

nation. Mr. Heusted mentioned he has been with OATS nearly 21 years and OATS was originally a corporate transit service back in 1971. After receiving funding from the Agency on Aging, they went over to OATS, which stood for Older Adults Transportation Services and the name has really stuck in that most people think of them as that and as Dion mentioned OATS is a general public provider within the rural population, therefore, there is no age or income restrictions. In fact, they can do a lot more however availability is always a challenge based on the dollars which are available to set schedules and how often OATS can make trips and different things. Mr. Heusted added it is unfortunate but life doesn't necessarily follow a Monday through Friday 8:00-5:00 game plan because other things will happen. Mr. Heusted stated as we get into that discussion, there are a couple of things he would like to address which OATS is specifically going to try to take care of with regard to some challenges people are having utilizing OATS. OATS receives a lot of calls and emails, and he tells people we don't live in the Walton era anymore so Mom and Dad living back here, and the children and other family members have moved out of State. Now Mom and Dad are living here and they either shouldn't be or can't drive and what are the options for them. Obviously, there is the medical attention they need but there is more than just going to the doctor, there are other activities so the Human Services Transportation Plan is very important like Dion said because OATS has to reference the plan whenever they are applying for any of the funds, which have been discussed.

Mr. Heusted said he would be happy to answer any questions now, or he will be available to answer questions as we proceed with the agenda and the Human Services Transportation Plan.

Ms. Conner asked of the 87 counties OATS is in how many of the counties are participating by spending extra county funds to have OATS provide extra rides within their county. In other words, are the counties financially supporting additional services within the county. Mr. Heusted responded by saying it is very limited, and most of the service is either through the Federal programs or non-emergency, medical transportation, which is a program OATS participates in as they have service agreements with local facilities such as the hospitals and nursing homes to provide services, specifically to their clients. Mr. Heusted added he has in the past received funding from some County Commissioners, particularly in Boone County; however, he no longer receives those funds because budgets cuts. Mr. Heusted also mentioned at times it can look as though they are receiving Federal funds but when you look at the budget for his region for the 15 counties in the center of the State, which is about \$2.4 million and when he approaches the County Commission and tells them he would like some funding support they question why they need to, but each county is unique in its own and therefore, the funds needed are not the same from one county to the next. Mr. Heusted added OATS always uses more local support as Dion mentioned the 5311 comes with a 50 percent match requirement so if they can't match the funds, they can't draw the money down.

Nick Edelman addressed Mr. Heusted and mentioned he had said in another meeting they both attended recently and asked if he has a breakdown. Since this is a four-county region of Camden, Laclede, Miller and Morgan does he have a breakdown for each county as to what kind of ridership they have with regard to what is employment based versus elderly doctor visits, shopping visits and those kinds of trips. Mr. Heusted replied originally OATS got started as a result of the Older Adults of America Act, and most of their funding in the beginning was through the Division of Aging. Mr. Heusted gave an example of how things have evolved. At one time, the Division of Aging represented about 70 percent of their funding but last year it represented about five percent. Of the senior transportation, it is evolving and changing and probably the two purposes for a trip they are seeing right now is for medical reasons and employment. OATS has had to combine some former Federal funds, and now the 5311 funding has employment added as a viable trip purpose, therefore, OATS is actively looking at services and routes, which would help support employment for individuals. In the long run, if you are supporting employment, you have to have the frequency in order to be able to take someone to work and still be able to meet the needs of the senior population and the general public because the service wouldn't be there.

Mr. Heusted explained that employment is very difficult to provide transportation for because when everyone has to be at work and for those that live in the county and are 30 miles away from the job then are they willing to ride the bus for two hours to get to work, so those are barriers and challenges, which have to be faced.

Mr. Heusted added in Laclede County OATS operates five days a week in-town service. Camden County is a monster in itself. OATS operates approximately 15 buses every day in Camden County some of which is through contractual agreements such as the sheltered workshop transportation. OATS has also started an expanded transportation service which will be formally called the Tri-County Transit and is operated by OATS, Incorporated. This service is provided seven days a week, Monday through Friday from 2:00 p.m. until 8:00 p.m. also from 9:00 a.m. through 3:00 p.m. on Saturday and Sunday. Mr. Heusted also mentioned that transportation needs don't always fall between 8-5. This service is in conjunction with some local funding from the Senate Bill 40 Board in Camden County. Camden County is very busy and very aggressive in trying to set up a public transit system which would serve the purpose of meeting the needs of everyone whether you are a person with a disability or a senior or need to get to work or whatever the need may be. The numbers say that for every dollar invested in transit, there is a \$4.00 return on the investment, and that has a significant impact.

OATS has also been working with the Workforce Development people in trying to get people to work because one of the biggest hurdles many face is they have a job, but they can't get there. Mr. Heusted added as OATS moves forward you will probably see a lot more routes and services starting to build around the employment side of things.

Mr. Heusted also said the idea of taking your Grandmother and Mother to the grocery store and to their doctor, appointment is always going to be valid but times have changed to where that needs to be a part of a bigger picture. So, even though some of these folks have been riding as long as he has been with the company and when he started they were 60, and now they are between 80-85 years of age, OATS certainly doesn't want to turn their back on those folks, however, he thinks there is an enormous opportunity to make a big difference with the economy and employment.

Mr. Heusted stated he can get specific county information. They keep fact sheets, which tell the number of trips and miles driven. Mr. Heusted added for his region last year, they drove about 1.2 million miles and provided about 90,000 one-way trips. Of that, almost 20,000 was for medical appointments, and 44,000 was for employment. The remainder is made up of other types of services such as going to the bank or other types of things.

Mr. Edelman wanted to confirm the employment number which was 44,000. Mr. Heusted said that is correct, and about half of the amount was for medical appointments. Mr. Heusted also mentioned they are starting to see some workshops and there is a big demand for it. He isn't certain the details about it as yet, but as we get into the planning aspect, it is probably something the committee found is a need by the number of people who participated.

Mr. Heusted asked if there are any questions.

A question was asked as to the cost per rider. Mr. Heusted replied by saying they have a fare system in his region, but some of the regions have suggested donations. Mr. Heusted stated in his region if the trip occurs within the City limits of the community the fare is \$5.00 for a round trip. For a trip that occurs within the County, the fare is \$7.00 for a round trip. If the rider goes beyond that into the next county, the fare is \$9.00. Mr. Heusted stated he also has a couple of weekly express rides that run from Camdenton to Columbia and that round trip is \$10.00. There is another route that starts in Hermann and goes into Jefferson City and the Gasconade which is also \$10.00.

A question was asked as to the salary of the drivers. Mr. Heusted replied by saying the starting wage right now is \$11.00 per hour and behind the cost for the rider, it costs OATS approximately \$35.00 per hour to operate.

Chairman Brandon Opie asked Mr. Heusted if he is feeling the driver shortage. Mr. Heusted responded by saying OATS hires a lot of retired folks because the hours are less than full time, therefore, it is difficult to entice younger folks to apply, and they do have a hard time finding drivers. In certain markets, it isn't quite so difficult but in other areas it can really take some time to find drivers.

Ms. Conner asked if the drivers need a CDL to drive the bus. Mr. Heusted replied by saying some of the vehicles require a CDL, but the majority of his fleet requires a Class E Chauffeurs License.

Chairman Brandon Opie asked if the drivers are required to pass a physical. Mr. Heusted stated yes they are.

Chuck Chorpening asked about Miller and Morgan Counties. Mr. Heusted said Miller and Morgan Counties are very rural in nature and there are a lot of small communities. OATS is providing some scheduled trips and are currently in the process of trying to expand the services in those counties. In order to expand the services OATS may utilize some of the intercity funds that Dion spoke about. Mr. Heusted also mentioned they named the Tri-County Express because it does include Miller and Morgan Counties. The effort is to try to look at those three counties and come up with some services, which would support employment and expand the service beyond what is currently available. The services are very limited in that they usually make a route five or six times a month which is pretty much serving the senior population. In addition, Mr. Heusted said the challenges for the seniors are they have time, so for a trip that takes six hours in which to go to the doctor and grocery store that is okay but for other people that might not be quite as appealing. Therefore, frequency and those types of things have to be worked out in order for it to be doable for folks going to work and not being able to spend six hours going to the doctor. Mr. Heusted added it is tough when you have 25-30 miles in between communities. Typically, OATS will go around and pick the entire group up, and in some locations that can take two to two and 1/2 hours to get accomplished, and then they head off to the common destination and then you have to include the return trip so the driver could be out for 10 hours to provide the service.

Mr. Chorpening stated reliability has been an issue in Morgan County. Mr. Heusted agreed and commented it says on the side of the bus, "Safe, Courteous and Reliable" and reliability continues to be an issue.

Mr. Heusted also mentioned there were some comments in the previous meeting minutes that mentioned if a person is going or not going, and if you have a doctor's appointment or are out of groceries because someone else doesn't go and there is not supposed to be enough it still doesn't take away from your particular need. If you have a doctor's appointment or your refrigerator is empty, then you need to go. But it is really not economically possible or efficient for OATS to say they will take one person, that would be a taxi cab service. Mr. Chorpening added that Morgan County doesn't even have taxi's.

Ms. Conner then asked Mr. Heusted, of his fleet how many are the larger busses. Mr. Heusted replied by saying all but six vehicles are what they refer to as the narrow body, and they hold between 12-16 passengers. Mr. Heusted said he also has some mini-vans they use

but most of the busses are larger busses.

Chairman Brandon Opie commented that OATS can haul up to 16 people without having an upgraded license. Mr. Heusted replied by saying that is correct. Chairman Brandon Opie then said that is key for cargo. Mr. Heusted added it is also a challenge to have those drivers as well as back up drivers who have a Class E Chauffeurs license. Mr. Heusted also mentioned a decline in ridership it makes more sense to have a vehicle that if he can't fill it, then he doesn't need to take out one, which has 16 seats.

Mr. Heusted thanked the TAC for the invitation and added he appreciates the time.

Chairman Brandon Opie thanked Mr. Heusted for his time as well as what he does for everybody.

**VI. TAC Members-Voting on Priorities Establish Guidelines**

Chairman Opie mentioned in moving on into the remainder of the agenda. Last meeting, they had some points raised with regard to being able to cast a vote in the event of an absence. So, Linda has done some research with what we have done in the past in order to establish the precedent. It looks like about four recent votes dating back to November 9, 2016 to May 23, 2017, July 11, 2017 and September 5, 2017. During those voting processes the TAC required the TAC member to be present in order to cast a vote.

Chairman Brandon Opie said Ms. Conner also checked with some other Regional Planning Commissions, and they have established the same principle guidelines by which somebody has to be present in order to cast a vote. Chairman Brandon Opie added there is an exemption such as a TAC member may have a substitution if they have been appointed by their County Commissioner as an alternate, and it has been received on letterhead, and the person is in your seat at the time of the meeting or vote.

Chairman Brandon Opie added they basically need to see if anyone would like to make a motion to move forward to where the TAC member or alternate must be present at the time of the vote, primarily things such as priority lists and who gets what spending wise.

On at motion made by Nick Edelman and seconded by Ralph Pitts, the TAC voted unanimously to adopt the policy of a TAC member being required to be present in order to vote or have a previously appointed alternate present for the vote.

Chairman Brandon Opie asked if there were any discussions, there was none.

**VII. MoDOT Human Services Transportation Plan (HSTP)**

Chairman Brandon Opie called on Ms. Conner to address the Human Services Transportation Plan.

Ms. Conner stated in the packet, there is first the strategies from the 2013 Human Services Transportation Plan which is for reference only. You also have a page that refers to the proposed 2018 strategies.

a. **Review Strategies that have been Developed**

Ms. Conner stated during the planning process which includes the surveys, the public engagement meetings the TAC meetings as well as the comments which were submitted there were three specific areas, which were identified such as concerns with regard to accessibility for public transportation within our four-county region. First, it was availability, cost was second and then knowledge of the services which are available.

Ms. Conner added we also had people submit suggestions as to how they wanted us to make improvements to the transportation opportunities. These are in numerical order and are also consistent in regard to their priorities. The most responses were in regard to the availability of public transportation. The responses were in regard as to how we improve public transportation. They want to increase the availability of public transportation options, increase funding for public transportation and increase the awareness of current public transportation options. Those were mostly from public comments. Ms. Conner added that she looked at the surveys separately from the public comments. The surveys themselves were very similar the only difference was the awareness factor which became number two, and the cost of services was number three. Based on the surveys submitted, a majority of our respondents were over the age of 52 with 61.5% being respondents 52 years of age and older. Through all of the engagements we had with the public, they were very consistent with those three items in regard to availability, awareness and the cost of services. So, based on those three items, we developed some strategies which we can put into our 2018 plan. We did keep quite a few of the priorities we had previously had in the 2013 plan but just shortened them, so they weren't quite so lengthy and are now more specific as to what they are.

Ms. Conner added she wasn't sure how the TAC felt about this, so she just put this information in. Based on the surveys submitted the respondents felt very strongly about local governments supporting more public transportation options within the region with 93.33 percent of respondents saying they want more support from local governments for public transportation. Ms. Conner added based on the surveys submitted there was also a strong response to the Federal government providing funding for support for public transportation, with 84.78 percent of respondents identifying, they want more Federal support from the Federal government programs to support public transportation.

Ms. Conner stated if the TAC wants to identify any particular strategy, which would look at more support from local governments or the Federal governments you would need to

let her know what type of strategy you want to add.

Mr. Lynch asked Ms. Conner if she asked about the State providing funding. Ms. Conner responded by saying "no", we just talked about local governments and Federal governments. Ms. Conner thanked Mr. Lynch and said that is a good point.

Ms. Conner added through all the data collection, our focus area for the strategies were availability of services, cost of services and the overall knowledge of services, which are available.

Ms. Conner stated we have developed six strategies.

One is to provide support to local governments and communities interested in technical assistance, research and data necessary for them to make local decisions and developing a public transportation network.

Two is providing support to the already existing network of public transportation providers to help them increase their capacity and services available to underserved within the community.

Three addresses providing support to local transportation providers in replacing aging vehicles when necessary and when funding is available. Ms. Conner added this is specifically for those who already have the 5310 program and being able to update their vehicles.

Number four was specifically included in the 2013 plan which is developing a program for the region and increasing awareness of public transportation options to increase knowledge of services available, which has the potential to increase ridership.

Number five is technology increases productivity and efficiencies of public transportation services, which also has the potential to lower overall costs, seek funding opportunities to support technology and integration for new and existing transportation providers within the region.

Number six is support for coordination of services between transportation providers and human service agencies to expand transportation options regionally.

Ms. Conner added from 2013 to 2018, we saw a big decline in the number of human service agencies that provide transportation support. In 2013, there were more human service transportation agencies who were providing transportation support; therefore, we saw a decline since the last update.

Ms. Conner added we are trying to provide those agencies with additional support, so they can possibly increase the services they have available. Ms. Conner added these are two programs she read about, but she wasn't sure if funding was available, but they include research opportunities for development of volunteer drivers and mileage reimbursement program if the 5310 funding allows it. Also, research opportunities for mobility management services within the region if the 5310 program allows it.

Based on those strategies, do you want to add additional strategies or do you want to remove strategies, or if you want to expound on their strategies now is the time.

Chuck Jordan asked Ms. Conner if she has any idea why there has been a decline in the number of agencies, and does she think the issue is the lack of funds.

Chairman Brandon Opie commented that he would think it is a liability issue as well as cost. Chairman Brandon Opie then asked Mr. Heusted how much of every dollar he spends goes to driver's wages. Mr. Heusted responded by saying next to fuel, the driver's wages are the highest cost. Chairman Brandon Opie agreed and added that it is for today's fuel cost, but in 2008 fuel was higher and the next item is liability. Chairman Brandon Opie also said it is much like a small farm in that you either get big or get out.

Ms. Conner asked if there are any other questions.

Mr. Heusted commented that he was reading the minutes and asked if Ms. Brown is here today. Ms. Conner replied she is not here today. Mr. Heusted said he was going to apologize to her because her experience as a mystery rider. Ms. Conner commented we just wanted to see how it was. Mr. Heusted added unfortunately he is not surprised at some of the challenges which she faced getting information. Mr. Heusted also said he receives calls all the time and people tell him they looked in the phone book, and his first thought is do people even use the phone book anymore. The caller will say they didn't find OATS in the phone book. Mr. Heusted also said OATS has a website, and they use some other things as well. Specifically, what he is doing in the four counties is number one he is getting ready to open up a satellite office in Camden County so schedules and other things will be done there because right now a lot of scheduling is done in his office in Columbia by his staff.

The first of the year he plans to be bringing in all of the county scheduling, which is done by volunteers now to his office in Columbia. Mr. Heusted added he thinks OATS is missing an opportunity to educate folks, not to take away from the volunteers because they have volunteered for many years, however, many of them are elderly now and the questions that arise the volunteers are not comfortable in answering. The other thing is OATS would be able to market a 1-800 number which would ring in his office, and his staff would be able to take the call to coordinate services better. Mr. Heusted added he

thinks between those two efforts, there will be some clarity as to who to call and when.

The other thing is the amount of lead time because right now they need 7-10 days to schedule a ride. Mr. Heusted also mentioned he personally doesn't know what he is doing tomorrow much less 7-10 days from now so OATS is working to try to reduce the amount of lead time. It would be more reasonable for folks to know they can call to get a ride 24-48 hours in advance rather than a week from now. Mr. Heusted also said they have some technologies in the way of tablets which they plan to install in the vehicles so the trips are electronically transmitted to the driver so things will be a little easier. A lot of people have said it is very difficult to schedule a trip.

Mr. Heusted added he took a call from a lady today, and she must have thought he was an idiot. OATS provides service in Boonville, and it is called the Katy Flyer, the woman called and Mr. Heusted answered the phone, and the woman said she wanted to schedule a trip in Boonville, he in turn told her she needed to call another number, and they will schedule her trip. Mr. Heusted said the woman hung up and five minutes later she called back and said they told her she needed to contact him. He then asked her where she needs to make the trip, and she said it is in Boonville but she wants to ride with OATS. Mr. Heusted said the Katy Flyer is OATS and after about the third phone call the woman hung up. She was totally frustrated and must have thought he wasn't trying to help her.

Mr. Heusted also mentioned, "The Wheel" and said there are volunteers, and if you are calling in Morgan County it says you need to call Jack. The people then wonder who Jack is and why would they call him in order to obtain a ride with OATS. Mr. Heusted added this is a part of their challenge in that they use those in-kind hours to match some of the funds, but they have grown so much it is probably not the most effective way to do it. Mr. Heusted added it is sort of a test pilot now with regard to the scheduling in house, and they will see how it goes. He is willing to try it. However, his staff isn't necessarily excited about the change.

Ms. Conner asked Mr. Heusted if they have looked into any kind of micro-transit software. Chairman Brandon Opie said it is called TMS Transportation Management Services or Trip Optimization. Mr. Heusted responded by saying there are a lot of things but unfortunately dollars to implement those things because they are still trying to get the tablets and other things they have had for the past five years to function properly. But as time goes on they will be more interested because with Uber and Lyft and all of those, the rider does everything online because they don't want to make a phone call. However, when you are as rural as we are in some of the areas they serve he isn't sure if they will get to that point. Ms. Conner commented they would have to have a combination because of their ridership. Mr. Heusted agreed.

Allen Kimberling mentioned Mr. Heusted had talked about the lady, who couldn't find OATS number in the phone book, and he knows a lot of people that aren't on computers. Mr. Heusted agreed and added they have an excellent website, and they do a lot of things, and their Administrative Services Director is young and assumes everyone is technology savvy, and he has a lot of folks who don't do that. Mr. Kimberling added half of the people in his town don't use computers. Mr. Heusted said one of the advantages about bringing the calls in house is that it is not automated because there will be someone on his staff to answer the calls. Mr. Kimberling said what he is getting at is how can people find the number if they aren't in the phone book. Mr. Heusted responded by saying they do a lot of local advertising with flyers and working with other agencies and working on the strategic plan and getting human services agencies as well as faith based groups to help spread the word. Mr. Heusted added they have been in business since 1971, and he tells people they are the best kept secret because people just don't know who they are. They are getting ready now to do some re-branding, but they are looking at some strategic planning activities to help them with what Ms. Conner was referring to earlier. Mr. Kimberling suggested they put their name in the phone book, some of the books don't even cost to put your number in. In addition, Mr. Kimberling said one of the OATS drivers belongs to his church, and he passes out flyers because people are always asking how to get in touch with OATS. Mr. Heusted asked the drivers name. Mr. Kimberling told him it is Allen Burk. Mr. Heusted commented that he won't disagree it is sometimes challenging.

Ms. Conner thanked Mr. Heusted for coming and sharing information about OATS today.

**b. Discuss Additional Strategies**

The TAC did not present any additional strategies to be added.

**c. Prioritize Strategies**

Ms. Conner stated there is a worksheet in the packet and there are six different strategies. Ms. Conner asked the TAC members to mark two of the strategies as high, two as medium and two as low.

Ms. Conner asked if everyone has the worksheet and told them to leave the worksheets with her as they leave, and she will incorporate them into the plan.

**d. Timeline for TAC Members to Review HSTP**

Ms. Conner added she will plan to send out the draft copy of the Human Services Transportation Plan by the middle of December, so we can have our discussion at the January meeting.

**VIII. Open Discussion**

Ms. Conner presented the dates for the 2018 TAC meetings and asked the TAC members to

review and discuss any possible changes.

Paul Ritter asked Ms. Conner about the November meeting for 2018 and commented it is election day. Ms. Conner replied by saying the TAC often meets on election day. Mr. Ritter replied by saying he works the polls, so he might not be able to attend. Ms. Conner said that is one reason she handed out the TAC meetings for 2018 because she would like the TAC members to take this sheet with them and look at the dates to make sure they want to have a meeting on those dates. Ms. Conner added the meetings in question are January 2, 2018 and July 3, 2018 and November 6, 2018, which is election day.

A comment was made that every day is a challenge so maybe we should set the date and see what happens. Ms. Conner replied by saying that is okay with her.

Mr. Ritter stated he had a question for Dion Knipp and asked him who takes care of the rest of Missouri. Mr. Knipp responded Southeast Missouri Transportation Services covers 23 counties in the Southeast, and then you have a lot of public providers in Joplin, Ripley, Mississippi and in the Kansas City area, you have Ray County. Mr. Knipp added there are different transit providers by county, which fill in gaps that make up the rest. Mr. Ritter said he saw it mentioned on the brochure, so he was curious. Mr. Knipp said out of the 24, several of them are county specific transit providers. Mr. Ritter then asked if the counties provide the funding for them. Mr. Knipp stated a lot of the funding will come through the 5311 program, but they are subsidized by the county.

Chairman Brandon Opie asked if anyone has discussion with regard to moving the January 2, 2018 and July 3, 2018 meetings. Maybe postpone those by one week. A comment was made it sounds like a good idea. Chairman Brandon Opie added he thinks it might be better rather than coming back after a holiday or just prior to a holiday since it is crunch time for everybody.

On a motion made by Nick Edelman and seconded by Paul Ritter, the Transportation Advisory Committee voted unanimously to move the January 2, 2018, July 3, 2018 and the September 4, 2018 TAC meetings to the following week.

Chairman Brandon Opie asked Ms. Conner if those dates work for her. Ms. Conner replied by saying she hasn't scheduled anything yet for next year. Chairman Brandon Opie responded by saying she is working on the 2020 STIP plan but doesn't know about 2018. Ms. Conner said she is pretty open and one week later she doesn't usually have anything planned.

Chairman Brandon Opie added then we will check to see if everyone is good with this. January would be the 9th, July would be the 10th and September 4th is the day after Labor Day so does anyone want to move it to September 11th.

Chairman Brandon Opie asked if there is any other open discussion.

Mr. Chorpening said he would like to mention one thing, back in the 1960s when he lived in California, there was a situation that happened with a large contingent of people in the Orange County area who were working in the Los Angeles area which was about 60 miles away. A transportation problem arose at the time, and the employers actually paid a portion of the cost to transport the people from Orange County to the different businesses in the northern Los Angeles County area, and it worked very well at the time. Which is just a thought, but it did work well then.

Chairman Brandon Opie responded by saying he would assume part of the businesses on the rides to work program would do the same thing. This makes sense for the larger employers as well as OATS logistically, for them to drop off 10-15 people at one location. Mr. Heusted said it does help. Mr. Chorpening added the financial participation of the employer is what he was really aiming at. Mr. Heusted added there are some initiatives now for the provider to pay a portion of the fare and they can process this through the payroll department, and it helps get through that portion. Mr. Chorpening asked if this is prior to taxable income. Mr. Heusted replied that it is. Mr. Heusted also mentioned when they have conducted surveys, turnover is expensive when employers can't keep people on the job, and they are constantly hiring. Mr. Heusted also mentioned OATS has participated in things such as this; they have worked with Tyson, and in some other areas where they wanted to bring people in.

Chairman Brandon Opie stated he thinks this is a great idea, and more and more industries are starting to figure out how to get people to work because car sales among the younger generation is not what it was with past generations.

Mr. Heusted mentioned the Quaker operation in Freeburg, they have 800 employees who are trying to get to work, and the company is pushing very hard for them to carpool; they are giving out each other's contact information, etc. to get them to engage with each other. Chairman Brandon Opie commented it would also be more efficient in just getting employees in and out of the gate and providing a parking lot for them as well as getting them in and out the door, there are a lot of solutions to those things.

Ms. Conner said Nick Edelman made a motion with regard to changing the TAC dates for 2018, is there a second. Paul Ritter seconded the motion.

Chairman Brandon Opie asked if there is any discussion. There was none.

The TAC voted unanimously to change the meeting dates for 2018. Instead of January 2nd, the meeting will be held on January 9th, instead of July 3rd the meeting will be held on July

10th, instead of September 4th the meeting will be held on September 11th.

Chairman Brandon Opie asked Ms. Conner if she has anything else. Ms. Conner replied by saying she has two more items.

The TEAP awards were announced last week. There was a total of 22 grant applications, which were awarded. There were 11 for 2018 and 11 for 2019. Sunrise Beach was awarded \$8,000 for a traffic engineering study in 2019.

Ms. Conner then said Chairman Brandon Opie was unable to attend the Lake of the Ozarks Council of Local Governments annual meeting; therefore, he wasn't there to accept the award that we gave him for being the Chairman of the Transportation Advisory Committee.

Ms. Conner added Paul Ritter was recognized for perfect attendance and Nick Edelman was recognized as the Transportation Advisory Committee Vice-Chair. Ms. Conner added we wanted to give Brandon this award and thanked him for his time, support and always being here. Chairman Brandon Opie replied by saying he appreciates the award.

**IX. Identify Any Actions To Take to the Board**

Chairman Brandon Opie asked if there were any items to take to the Board. There were none.

**X. Adjourn**

Chairman Brandon Opie asked for a motion to adjourn. Chuck Jordan made a motion to adjourn, Paul Ritter seconded the motion. The Committee voted unanimously to adjourn the meeting.

Chairman Opie adjourned the meeting at 3:38 p.m.



# Lake of the Ozarks Council of Local Governments

Serving Camden, Laclede, Miller and Morgan

Tuesday January 9, 2018 2:00 p.m. TAC Meeting: Human Services Transportation Coordination Plan

Willmore Lodge 1 Willmore Lane Lake Ozark, MO 65049

Name of Attendee	Organization	County You Represent	Contact Phone #	Email Address	Miles Driven To Meeting (Round Trip)
1 Chuck Jordan	Lebanon	Laclede	417-532-4435	chuckyj47@yahoo	92
2 Chuck Chapman	Barre	Morgan			100
3 Steve Brown	Laclede	<del>Laclede</del>	513-346-5692		100
4 Rod Reid	SHEPHERD Hills	LACLEDE	417-532-7000	Rod@SHEPHERD.Hills.com	92
5 Allen Kimberling	LAURE	Morgan	575-374-4871		50
6 Rick Shadley	Lebanon	Laclede	417-531-2300		50
7 Brandon Opie	Miller County	Miller County	573-880-5999	bopie@opiestransport.com	20
8 Nicholas Eberhart	OSAGE BEACH	CAMDEN	573 302-2000	nledelman@osagebeach.org	20
9 Kim Tipton	MODOT		573-526-6994	kimberly.tipton@modot.morg	
10 Steve Engelbrecht	MODOT		573-751-7689	steven.engelbrecht@modot.mo.gov	
11 Mike McLeod	Attn. Miller Co.	Miller County	573-534-6019		20



# Lake of the Ozarks Council of Local Governments

Serving Camden, Laclede, Miller and Morgan  
 Tuesday January 9, 2018 2:00 p.m. TAC Meeting: Human Services Transportation Coordination Plan  
 Willmore Lodge 1 Willmore Lane Lake Ozark, MO 65049

	Name of Attendee	Organization	County You Represent	Contact Phone #	Email Address	Miles Driven To Meeting (Round Trip)
12	Brad Barr	City of Lebanon	Laclede	417-588-6090		50
13	Mike Morgan	City of Lebanon	Laclede	417-588-6090	mymore@lebanonmo.org	50
14	REP RT III	City of Lebanon	Laclede	417-531-3786	REPRTS@live.com	50
15	Paul R. Hon	Miller Co	Miller	573-493-2447		35
16	Corey Leavelle	Camden Airport	Camden	573-434-0548	cleavelle@lyonair.com	20
17	Bob Kruck	MO DOT		573-480-0309	robert.kruck@dot.mo.gov	
18	Teff Thomas	City of Camden				20
19	Hevia Conner	MOCLG	Miller	573-346-5692	linda.conner@lodge.org	
20						
21						
22						

**LAKE OF THE OZARKS COUNCIL OF LOCAL GOVERNMENTS  
TRANSPORTATION ADVISORY COMMITTEE (TAC)  
MEETING SUMMARY**

**Tuesday, January 9, 2018**

**2:00 PM**

**Willmore Lodge**

**1 Willmore Lane**

**Lake Ozark MO 65049**

**I. CALL TO ORDER**

Chairman Brandon Opie called the meeting to order at 2:01 p.m. and welcomed everyone.

TAC members present were: Richard Shockley, Nicholas Edelman, Paul Ritter, Chuck Chorpening, Rod Reid, Brandon Opie, Allen Kimberling, Mike Holland, Ralph Pitts, Corey Leuwerke, and Jeff Hancock.

Guests present: Mike Moore and Brad Bolt

MoDOT representatives present: Bob Lynch, Steve Engelbrecht, and Kim Tipton.

LOCLG staff members present: Linda Conner and Terre Brown

**II. APPROVAL OF MEETING SUMMARY-November 9, 2016**

Chairman Brandon Opie asked if there were any questions or comments about the November 7, 2017 meeting summary. There were none. Nicholas Edelman made a motion to approve, and Corey Leuwerke seconded. The Committee voted unanimously to approve the meeting summary.

**III. MoDOT Update**

Bob Lynch said the legislative session has started, and MoDOT is keeping an eye on upcoming bills. Their biggest effort will be the Primary Seatbelt Law, and the Buckle Up/Phone Down Campaign. Mr. Lynch will be visiting with members of the TAC to discuss and answer any questions.

Mr. Lynch said the 21st Century Report was presented. This was a task force created last year by the General Assembly. This task force traveled around the State and held eight to 10 meetings, some of which were working sessions. Mr. Lynch encouraged attendees to review the report and talk with the task force directly. Representative Corlew was the Chair, if you have specific questions. MoDOT will provide information as it is needed while the legislative session progresses.

Linda Conner asked if the \$.10 tax proposed legislation and did it address electric vehicles; and Mr. Lynch didn't believe it did.

Rod Reid said the 21st Century Report discussed that, and he thought it did address those vehicles.

Mr. Lynch said the actual bill submitted by the Representatives is a straight \$.10 fuel tax, unlike what's in the 21st Century Report, where there's a tax of \$.10 for gasoline and \$.12 for diesel. Representative Schatz submitted the bill, and Mr. Lynch thought the fuel tax was strictly \$.10 on both. He wasn't sure if there was anything in that bill about electric vehicles. The Report discussed it and possible solutions, but he wasn't sure the current bill did. The two aren't necessarily tied together.

Jeff Hancock asked if the Bill requires the voters to approve the \$.10, or if the Legislature will just implement the tax.

Mr. Lynch said the voters will need to approve the tax.

Mr. Hancock asked if projects were bundled up with the tax, saying last time this was done with a half-cent sales tax, the projects were identified.

Mr. Lynch said the current bill doesn't have projects tied to it. This Committee is aware of a previous exercise, and that was to provide potential projects that would work in that situation. Again, there's no correlation to those projects in an actual bill or the legislative report. That's just providing information and being prepared should those questions come our way.

#### **IV. MoDOT TITLE VI PLAN**

Ms. Conner said there was a copy of the Title VI Plan for 2018 in the meeting packets. The Plan is also known as the Limited English Proficiency Plan. Everyone who receives federal dollars is required to have a plan in place. This particular plan has already been approved by MoDOT, except our Governing Board must adopt it, and it must be published on our website. We'll go through the Plan itself. MoDOT provided us with a template for the Plan so it would be in compliance. LOCLG's Planner, Nancy Crall, filled out the template and completed the Title VI plan.

The plan discusses how to deal with complaints from individuals regarding services we provide, and also what process is provided for someone with limited English to file complaints. Ms. Conner called the Committee's attention to the last couple of pages in the plan, which were translated into Spanish. The Camden County Missouri Extension translated these documents for us. If someone has a complaint, then they can file a form in the back with us as the agency; or, they can file it directly with the FHWA.

As we go through the plan, it discusses the history of the agency, our profile, who we service, our population, our governing body, or Board of Directors, and how that's set up, notices to the public, how we notify people of our Title VI Policy and how to contact us. Once the plan has been approved, we'll ask our Board of Directors to adopt it, and then it'll be posted on our website.

Ms. Conner would like to have a recommendation from the TAC members today for the plan itself to go to our Board for approval. She asked if everyone had an opportunity to read the plan and they responded yes.

Mr. Hancock made a motion to move the Title VI Plan forward to the LOCLG Board. Corey Leuwerke seconded.

Chairman Brandon Opie said there had been a motion and a second to submit the Title VI Plan to the LOCLG Board for approval. He asked if there was any further discussion. There was none. The motion carried unanimously for Ms. Conner to present the Title VI plan for approval to the LOCLG Board.

**V. MoDOT HUMAN SERVICES TRANSPORTATION (HSTP)**

Richard Shockley commented that in reading the OATS section on page 70 of the HSTP, times of service information are provided, but there are no ridership numbers.

Ms. Conner sent the HSTP to Jack Husted at OATS for his review and comments, and talked with him this morning. He asked that a narrative be added stating the routes are subject to change, and information provided was the most current at the time; however, to please visit the OATS website for current routes and services available.

Ms. Conner said if anyone would like, she would reach out to OATS again for additional data as to the number of riders in the four-county area.

Chuck Chorpening commented with regard to OATS. Mr. Husted presented for TAC previously, and Mr. Chorpening didn't feel it would serve any advantage to call out someone in front of the group. But, he wanted to make sure everyone understood what Mr. Husted said about the OATS' service in Morgan County was factually untrue. One of the complaints heard most often about OATS representatives who schedule appointments is they are burly. They don't want to talk with their residents, nor do their residents like talking with OATS. He thought those comments needed to be made.

Chairman Brandon Opie asked what other providers existed besides OATS. Isn't this kind of how we provide alternative transportation for a four-county area.

Ms. Conner said yes and referred to page 69 of the Human Services Transportation Plan (HSTP). We sent surveys to all providers who received funding from MoDOT's 5310 and 5311 programs. We developed a chart showing services they offer. There are a total of 10 providers in the area. OATS is the only provider that offers services outside of its own clients. We don't have another provider. Camden County Disability Resources service only their clients. They don't offer public transportation to anyone other than those they serve. The same holds true for Gateway Industries, and Laclede Industries. The sheltered workshops only offer rides to those within their workshops.

LOCLG sent out three different surveys. Surveys were sent to current transportation providers, to human service agencies, including community centers, senior citizen centers, churches, etc., to find out if other services were available to the public. Three human service centers said they do provide transportation services. Cope Incorporation, a shelter in Laclede County, offers transportation to their clients on an as-needed basis. Lighthouse Missions is a faith-based organization that offers transitional housing to their clients and residents. Also, the Missouri Career Center offers some vouchers for low income families that are looking for jobs.

If you compare the 2013 HSTP to the 2018 HSTP, many human service agencies that provided some form of transportation during that five years have been lost. They decided they couldn't support the services within those agencies. Funding is tight.

Paul Ritter asked about the second provider listed, Central Missouri Transportation; it lists servicing all four counties.

Ms. Conner thought it provided medical transportation, but would need to check and verify that.

Ms. Conner said in going through the HSTP, we talk about its purpose. The purpose is for those agencies listed on page 69 to have the opportunity to apply for grant funding to continue their services and add services. They can apply for additional vehicles; they can apply to have vouchers in order to provide transportation-related activities. If it's not listed in this HSTP, they would not be eligible. So, our goal was to engage as many of those people, who may be interested in applying for those funds, to participate in the HSTP itself.

Ms. Conner said LOCLG covered the four counties in the planning area. We held a public engagement meeting in each of the four counties. We also brought this to the Transportation Advisory Committee for all the meetings held during the planning time, which was July through January.

All TAC members are listed on page five, as they are the HSTP's Steering Committee. We listed additional Steering Committee members on page six. They represented the organizations that have some form of 5310 funding. Listed are Joyce Chorpening from Laurie Care Center, Good Shepherd Nursing Home, Lance Smith with Laurie Care Center, Good Shepherd Nursing Home, Jack Husted with OATS, Marilyn Martin with Lake Ozarks Developmental Center, and Angie Seaton of Show Me Medical Transportation, LLC.

We looked at the history to the present regarding funding for those programs, which goes through page 10. We discussed those programs at one of our TAC meetings and reviewed the history in depth.

Ms. Conner said LOCLG looked at the population characteristics and received a specific question from someone who had reviewed the Plan, asking how we felt a specific community or area in one of the counties was more affluent than the information the Plan itself had provided.

We used the Census data because it is the most accurate information available, but it didn't take into account second homeowners. It looks only at primary residents, and that's where we looked, because that shows where the poverty is. That is primarily why some of the high poverty appears in what may seem like an affluent area within our region.

Ms. Conner said LOCLG looked at each of the counties and their population, the different age groups and their gender. We also looked at the population trends for the region. All of the counties show an increase in the 65-years and older population. There was a significant decline in population in Laclede and Morgan Counties. Much of the younger generation is moving out of the area, while the older population are passing away.

Then we looked at the historical population change. When looking at transportation options, population density was considered, where those high areas of population could be served. Where can we service the most population within our region? It doesn't make sense to drive

out to Mack's Creek or Climax Springs when there are only one or two people that use public transportation.

Then we looked at each county individually. If any of the TAC members see any anomalies in his or her county, they would like Ms. Conner to investigate further, to let her know. This Program is specifically for the seniors, the disabled, and the low-income individuals.

Then we looked at the senior population. The closer you get to the Lake, the more of the senior population, and most likely that is retired people.

Then we looked at each county individually and kind of dissected, along the side, percentage of population over 65. We then point out areas with high populations of the elderly.

Ms. Conner referred to page 27, regarding the disabled population. Disabilities can include any one of the following: hearing, vision, cognitive, ambulatory, self-care or independent living. They can have one or multiple disabilities to be listed as disabled. Each county has a sheltered workshop. A concentration of disabled people can be seen, within the region, close to the sheltered workshops.

Page 27 also shows our area has a higher percentage of disabled than average for the State of Missouri. Missouri's average is 14.3% disabled. Within our region, we have 18.8 % and each county is much higher than Missouri itself.

The side box on page 31 should start with "In Morgan County."

Ms. Conner said poverty is discussed on page 32. How many of our houses are in poverty? Page 32 shows large populations in the Eldon area; and past Mack's Creek, there's a larger population of people living in poverty. We define what is poverty and then look at each county individually.

Next is the low-to-moderate income who are those not living in poverty, but have very low income. We looked at everything by the Census block and when you're applying for grant funding through HUD, they look at the low-to-moderate income group for their qualification guideline.

Ms. Conner referred to page 42, and said LOCLG tried to find common area where large groups of elderly and low income could gather that would be a possible pickup or drop-off destination for a public transportation entity. We looked at regional food banks and food pantries. As can be seen, they are evenly distributed throughout all four counties. If we could coordinate the additional providers within our region, there are opportunities for us to create a network where there are populations of people that may need some form of transportation.

Next, we looked at zero-vehicle households. Between vehicle and insurance costs, some families in the poverty level can't afford a vehicle. We identified populations of families who have no vehicle within their household.

Ms. Conner said as far as commuting patterns of workers within our region, starting on page 49, we looked at each county individually. Page 50 shows that in 2010, .38% used some form of public transportation; and, in 2015, .2% used some form of public transportation. The data

doesn't explain whether it's because the transportation just isn't available, or gas prices were too high.

Next, we looked at the annual average daily traffic and the commute times within the four-county area. Again, this would be an opportunity for a transportation provider to look at our major employers and where people are traveling, and, if that's a network they could be created.

Chairman Brandon Opie asked how the average daily traffic was figured. It would be highly subjective based on when you do it. If it was done on Thursday, Friday, Saturday before Memorial Day Weekend, the data will be extremely skewed.

Ms. Conner said it's an annual average. MoDOT looks at what the daily traffic is annually.

Chairman Brandon Opie asked if Ms. Conner thought it produced bad data being in such a high tourist area, especially on routes like 54, 44, 5, 52.

Mr. Lynch said most of the economic developers understand the area, and they ask if we have factors that relate to how traffic is in the summer months versus winter. MoDOT uses the annual data tracker because, nationwide, it's an understandable term. Local people ask what's our factor applying to Lake of the Ozarks during summertime for that number. MoDOT has been asked that question, so they have a factor that relates to what that number actually increases or decreases. He said the experts know the right way to ask those questions and interpret the meaning.

Ms. Conner asked if MoDOT has counters in areas for specific counts.

Mr. Lynch said they have permanent counters across the State in various locations; three of them are in the Lake area. One is in Jefferson City. That information is used daily. MoDOT does actual counts over so many years on certain roads; then, they extrapolate from that information what the roads are carrying.

Ms. Conner said on page 62, we looked at specific employment and major employers within the region and major employers in each county. Again, if a transit provider could see how they wanted to increase routes for employment, this gives them a good "bird's eye view" of what's within our region for employers.

In Section 2 "Assessment of Available Services," LOCLG looked specifically at MoDOT funded transportation providers, as well as transportation providers. We sent surveys to all transportation providers and compiled the information on page 69. Based on our findings, OATS was the only provider who offered service to the general public.

Ms. Conner referred to pages 71 and 72, where available OATS' services within the four-county area are outlined on maps. In Laclede County, their services have declined. They only offer one bus from 7:30AM to 2:00 p.m. Monday through Friday. When using the OATS service, riders must call OATS several days in advance to schedule their ride.

Page 75 provides alternative transportation option information, which includes Uber, Lyft and cab services in our area. Lyft doesn't service the Lake area; they are a ride-share program in the St. Louis area. Uber does service our area. In a scenario of travel, we prepared; Uber's rates

were cheaper than a cab's rate; but, if you look at the cost, anywhere from \$24.00 to \$41.00, that's still too expensive for someone in the low-income bracket who may or may not be employed. While it's an option available, it may not be an affordable option for many.

In Section 3, "Assessment of Transportation Needs," Ms. Conner said surveys were sent out to the public. She explained that when surveys go through Survey Monkey, there's no way for us to know how they were actually distributed, so the data we collect is not statistically correct. On the bottom of page 76, we explained the percentages discussed throughout this section are based on the number of responses received compared to the other responses submitted. It's a source of information but is not statistically correct.

Our largest age group of respondents was over 62, and most indicated they use their own vehicle. The second highest group indicated their transportation source was family or friends, and many of them walk. That would indicate that they must live within walking distance of services. Most answered they don't use public transportation. The number one reason was that there is no reliable service available. The second was that the schedule of available services was not relevant to their schedule. Third was the schedule of available services would not allow them to use it because of their age. Ms. Conner said that may be a perception. Many people don't realize that OATS services everybody regardless of age or income. It's not commonly known and could easily be corrected with available information. Another factor was the cost is too much. Lastly, many people are not aware of any currently available service.

Ms. Conner said LOCLG took these specific reasons and developed strategies, which can be seen on page 80. First, we'll identify the gaps in service.

Technically, we only have one provider in our region, OATS. We talked with Show Me Medical Transportation out of Laurie, who indicated they would be interested in expanding their services if they could get help with capital investment for the vehicles. We are talking with them about expansion.

In Section 5, "Strategies 2018," Ms. Conner said LOCLG developed strategies based on survey responses. We ranked the strategies at our last TAC meeting.

The first one seems like low-hanging fruit and could be easily done in working with the providers in our area.

1. Develop a marketing program for the region, increasing awareness of existing public transportation options to increase knowledge of services, which would have the potential to increase ridership.

Maybe it's just getting the message out that OATS offers services to everybody, regardless of income or age.

2. Provide support to the already existing network of public transportation providers to help them increase their capacity and services available to underserved communities.

Those two were the top-ranking strategies. We need to encourage public transportation providers to increase their capacity. Ms. Conner has been working with the City of Lebanon on a

feasibility study to see what it would take to increase public transportation in the City of Lebanon. We received a grant from USDA and NADO to do the feasibility study.

Ms. Conner asked if there were any questions about the ranking from the last TAC meeting.

Referring to Section 6, Missouri's Long-Range Transportation Plan, Ms. Conner said the Plan itself recognizes the need of transportation choices for the residents of Missouri. MoDOT does support multi-modal and transit projects.

Ms. Conner said the next step is plan approval and adoption. We are required to publish the HSTP and ask for public comments for 30-days. Later this week Ms. Conner will publish it on LOCLG's website. She will then send a link to everyone and asked that those attending share it. Ms. Conner will collect received comments and bring them, as well as any adjustments to the Plan, to the next TAC meeting. At that meeting, she will ask this Committee to make a recommendation to LOCLG's Board to approve and adopt the Plan. It will be after the 30-day comment period and include any adjustments based on the comments and incorporate anything that was pertinent and needed to be changed.

Ms. Conner asked if there were any questions.

Chairman Brandon Opie asked how long she thought it took her to put the HSTP together. Mr. Hancock commented it was a nice report.

Ms. Conner said she didn't work on the HSTP all at one time, so it was a little difficult for her to say. She kept track of her time for MoDOT; however, and could calculate her time.

Chairman Brandon Opie asked if the HSTP needed to be approved to move forward.

Ms. Conner said at this point, it was simply have to leave it open for the 30-day comment period so any adjustments could be made during that time. She will bring it back to the next TAC meeting.

Chairman Brandon Opie said he imagined that in larger population areas, the HSTP was considerably more vast than this regions.

Ms. Conner replied the larger areas have more providers also.

## **VI. OPEN DISCUSSION**

Paul Ritter asked Mr. Lynch about mile markers on Highway 54. He said there are many people south of Eldon on 54 and there are no mile markers. People break down as they drive towards the Eldon and don't know where they are. He asked if there was any way to add mile markers.

Mr. Lynch said no. The Emergency Reference Markers are what Mr. Ritter was referring to. The green ones are through Osage Beach and Lake Ozark. They are also seen on interstates. Route 65 has them going to Branson, but their purpose is strictly for interstates. He added that it was by good fortune the Lake area received them. The reason we have them is because of the freeway condition with the barrier wall in the middle. The Local Emergency Response needed them to determine on which side of the highway to find people. So, when you get away from

the section with the barrier in the middle, it's easier for Emergency Response to find that person. Right now, the signing policy doesn't allow us to go beyond what has been done.

Paul Ritter asked who made the MoDOT signs.

Mr. Lynch said they outsource the signs. The intent of the green signs is to replace the white reflectors, which are the ones you are referencing. You can't have both. The white ones have information on the backsides that you can't see from the highway. They're placed every tenth of a mile, though some are gone.

Mr. Lynch commented MoDOT is doing the Highway 54 Corridor Safety Project and putting a median guard cable down the middle in many places. Will that interfere with an emergency response? He thinks that would be a good time to ask questions and maybe make a little progress.

Mr. Ritter commented it didn't look like it would cost that much money.

Mr. Lynch said it does. There are fewer of the white ones, every two-tenths of a mile, but there is a cost associated with them.

Mr. Ritter asked what was the cost.

Mr. Lynch said offhand he didn't know.

Mr. Ritter said it might save a life, and Mr. Lynch said MoDOT understands and supports that. This is just where it stands now.

Mr. Ritter said this is a tourist area; people come in and don't know where they are.

Mr. Lynch said sure, and MoDOT gets the same question from time to time. That's just where the matter stands now. If there are more barriers in place, they may get a different answer.

Chairman Brandon Opie asked if there was anything else for open discussion.

Chuck Jordan said on January 29, at 6:30, Route 66 Society is having their Annual Meeting in Lebanon. Missouri State University will give a presentation titled "Trucking Down the Mother Road." There'll be an update by Jax Welborn of Workin' Bridges, and other things going on if you want some video presentations. He handed out a couple of flyers and said it'll be at the Library in Lebanon at 6:30 on January 29. Mr. Jordan added that a great deal of Route 66 memorabilia and Campbell 66 Express will be featured. Kaitlyn McConnell, founder of Ozarks Alive, will give a presentation.

Chairman Brandon Opie asked if there was a date and location for the next TAC meeting.

Ms. Conner said the next meeting is March 6<sup>th</sup> and will be at the Morgan County Library, 600 North Hunter Street, in Versailles at 2:00 p.m.

**VII. IDENTIFY ANY ACTONS TO TAKE TO THE BOARD**

Chairman Brandon Opie asked if there were any further actions to bring before the Board. As previously discussed the Title VI has been approved by the TAC and recommended to the LOCLG Board of Directors for approval and adoption. No other actions were identified at this time.

**VIII. ADJOURN**

Chairman Brandon Opie asked for a Motion to Adjourn. Mr. Jordan made the motion to adjourn and Mr. Chorpening seconded. The meeting adjourned at 2:40 p.m.





# Lake of the Ozarks Council of Local Governments

Serving Camden, Laclede, Miller and Morgan  
 Tuesday March 6, 2018 2:00 p.m. TAC Meeting: Human Services Transportation Coordination Plan  
 Morgan County Library 600 N. Hunter Street Versailles, MO 65084

	Name of Attendee	Organization	County You Represent	Contact Phone #	Email Address	Miles Driven To Meeting (Round Trip)
1	Allen Amboring	City of Laclede	Morgan	374-4871		40
2	Alma Horst	Laclede	MORGAN	214-8253		40
3	Brandon Opi	Opi Transport Miller County	Miller	573-392-6525		40
4	Paul Ritter	Miller County	Miller	573-493-2447		90
5	Samir Prager	MO DOT		673-751-7399		80
6	Javis Larson	Miller county	Miller	573-369-1900		88
7	Sam Millert	LOCLG	Camden	593-346-5692		0
8	Rodney Schad	Morgan County	Morgan	573-378-4643		30
9	Richard Shackley	Laclede	Laclede			106
10	Mike More	Laclede	Laclede	417-588-6096		106
11	Bob Luvet	Mo DOT		573-526-0361		



**Lake of the Ozarks Council of Local Governments**  
 Serving Camden, Laclede, Miller and Morgan  
 Tuesday March 6, 2018 2:00 p.m. TAC Meeting: Human Services Transportation Coordination Plan  
 Morgan County Library 600 N. Hunter Street Versailles, MO 65084

Name of Attendee	Organization	County You Represent	Contact Phone #	Email Address	Miles Driven To Meeting (Round Trip)
12 KARLH PMS	LACLEDE	LACLEDE	(417) 532-6106	REP/ITS@live.com	65
13 Joe Rogger	Camden TAC	Camden	(573) 250-5662	jorogger@firsttheinsurance.com	from 80
14 Tedd Hancock	Camden TAC	Camden	573-316-3600	jhancock@camdentac.com	83?
15 Chuck Jordan	Lebanon	Laclede	417-532-4435	cjordan2008@live.com	83?
16 Funeral Home	Laclede	Miller	346-51092	linda.cornor@lclg.org	
17					
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**LAKE OF THE OZARKS COUNCIL OF LOCAL GOVERNMENTS  
TRANSPORTATION ADVISORY COMMITTEE (TAC)**

**MEETING SUMMARY**

**Tuesday, March 6, 2018**

**2:00PM**

**Morgan County Library**

**600 N. Hunter Street**

**Versailles, MO 65084**

**I. Call To Order-** Brandon Opie, TAC Chairman

Chairman Brandon Opie called the meeting to order at 2:08 p.m.

TAC Members present were: Chairman Brandon Opie, Allen Kimberling, Chuck Chorpening, Paul Ritter, Travis Lawson, Rodney Schad, Richard Shockley, Ralph Pitts, Joe Roeger, Chuck Jordan and Jeff Hancock serving as the alternate for Greg Hasty.

Guests present were: Mike Moore.

MoDOT Representatives were: Bob Lynch and Joanie Prenger.

LOCLG staff members present were: Linda Conner, Nancy Crall and Pam Gilbert.

**II. Approval of Meeting Summary-**January 9, 2018

Chairman Brandon Opie asked if anyone has any questions with regard to the meeting summary from the previous meeting on January 9, 2018, which was held at Willmore Lodge. There were no questions.

On a motion made by Chuck Chorpening and seconded by Paul Ritter, the TAC Members voted unanimously to approve the meeting summary of January 9, 2018.

Chairman Brandon Opie asked if there is any discussion from the previous meeting. There was no discussion.

**III. MoDOT Update-**Bob Lynch

Chairman Brandon Opie asked Bob Lynch if he would like to give the update for MoDOT. Bob Lynch began by saying Linda has asked him to speak about a couple of things. One is in regard to a project MoDOT has going on in Osage Beach. The project is actually between Osage

Beach and Camdenton, actually it is more in Linn Creek.

The project is actually a safety project, and it relates to a project in which a year or so ago, Representative Rocky Miller asked MoDOT to review Route 54 because of the wrong way accidents which were occurring. There were three in one year in Miller County. This generated MoDOT to do a safety audit of the Route 54 corridor, not just in Miller County but rather from Camdenton all the way up to Mexico, MO because it made sense to look at the entire corridor. So, they looked at wrong way crashes, the cross median crashes and also looked at some of the curve locations where incidents were happening.

Mr. Lynch mentioned the curve just north of Jefferson City near Holts Summit and said recently there were some young people who were killed at that curve and there have been other fatalities at that location as well. So that is the reason for looking at the entire corridor.

Mr. Lynch added that as a result of the report; MoDOT has targeted locations to where they want to install median guard cable to prevent the crashes that go through the median, like they have on the Interstate. The Interstate is pretty well taken care of so now they are moving down to the four-lane corridors with this type of safety improvement. The guard cables have made a difference along the Interstate so it makes sense to keep installing them on the system as money allows.

Mr. Lynch said the curve locations have already been pinpointed. Big Surf is one of those locations. You have probably noticed the special treatment on Route 54 in that location on the curve on both east and west bound lanes.

MoDOT also actually went off the corridor and did some on Route W in Miller County. This is at an "S" curve location where there have been incidents. Also, on Route 5 up by Greenview, is another location where they put high surface treatment. MoDOT is going to continue to put the treatment down in locations where it is a benefit. Basically, it is a special material which allows vehicles to grip the surface better with your tires in order to keep vehicles on the roadway.

On the curve in Jefferson City, the product has been there several years, and it has proven to reduce crashes on that curve. Mr. Lynch added we will see more of that because there is more money being spent towards it for safety.

Mr. Lynch added they are also going to be installing additional signage to address the wrong way issues. Mr. Lynch said the signage they have was adequate according to standard, but they are basically doubling up as well as making the signs a little bit bigger in order to help with that.

Mr. Lynch added north of the river in Jefferson City, there was a project which was already underway. It was a resurfacing project so the contractors will be taking care of the additional signs on the stretch of the highway to Kingdom City. South of the river, the maintenance crews

have been taking care of Route 54, from Camdenton all the way up to Jefferson City. Mr. Lynch said hopefully that will help, and we should see double the number of signs, which say, "Wrong Way" or "Do Not Enter" and the signs should be bigger as well, and it should all be done by the end of this year.

Mr. Lynch said the study did not look at the intersections; however, if they are putting in median guard cables and their first project is from Camdenton to Route KK; it makes sense to look at intersections, and if they can eliminate some of the intersections, then they can just put the guard cable right on through instead of breaking it up as they go.

Mr. Lynch added there are two areas where they looked at this, and they are proposing to install "J" turns. Mr. Lynch had set up two large maps prior to the meeting and referred to them. Mr. Lynch pointed out the area by KK as well as Key Largo, which has had some issues. They eliminated some of the movement after there were a few fatalities but there was still one fatality involving a "U" turn at the Key Largo location. Runabout Drive is to the west of there and there has been a fatality there as well.

Then you have Spring Valley. Mr. Lynch again referring to the map, added you can see Route Y is very close to those locations. Mr. Lynch pointed out the Route KK interchange as well as the red line on the map which represents the median guard cable. So, if they are bringing the cable through here it makes sense to eliminate the crossovers, and then they can have a continuous run of median guard cable.

Mr. Lynch stated MoDOT presented this proposal about a month ago at a public meeting at which about 125 people attended. Some people are in favor of it but probably the majority are concerned with what MoDOT is doing. It is not a big majority but is still probably the majority.

At the Key Largo, Runabout & Spring Valley areas, MoDOT is proposing to close off those median crossovers. So, it would be a right in and right out only situation at those locations. So, if motorists were coming out they would have to go down to Route Y and make a "U" turn and come back to go toward Jefferson City or Osage Beach. And that makes sense because the interchange is right there. It still adverts travel, but it's not that far away.

On the end by Key Largo, since they are taking the "U" turn movement out here at Key Largo, they would still be allowing a left turn as it is today and that would be the only thing you can do. They would take away the "U" turn and then build a "J" turn just east of there before you get to KK. Then, since these intersections are closed off, and you can't make a left in anymore you would come down and utilize the "J" turn and then go back.

Mr. Lynch added all the "J" turn locations he is talking about all have deceleration lanes as well as acceleration lanes. So, you can get off the highway at speed, and you can get on the highway at speed.

Mr. Lynch said if anyone has questions as he is speaking to feel free to stop him, and we can talk about it.

Mr. Lynch added that one of the things they have heard about was they only have a 60-foot median here, which is true pretty much all the way up to Jefferson City. There are a few areas, which are wider, such as by Opie's Transport.

The concern is that the big vehicles can't make the turn. MoDOT understands that but the majority of traffic which is making this maneuver is a smaller vehicle which can use the deceleration lane and stay in the acceleration lane and get up to speed. So, you can see this bulb out here and that is where the bigger vehicles in order to make the turn would be doing it in high traffic just like they are today. However, the advantage we have is that they are only worried about one thing at this location. When they get down to the "J" turn if they have to stop, they are only focused on traffic coming at them. Whereas, at these other locations, what they believe is the problem is that people are making a left out, and they are worried about somebody coming in, somebody pulling off and there are a lot of things going on. If we separate those movements to where they only have to worry about one thing, then it is a safer situation.

Mr. Lynch reiterated they are proposing to close off the medians at Spring Valley and Runabout and close off the "U" turn at Key Largo and still have a left in only and then put in the "J" turn just east of Key Largo.

Today, motorists have to go down to Key Largo. If you are leaving this area you have to go down to KK to make that "U" turn maneuver so it helps the area a little bit better, and it doesn't force Spring Valley and Runabout people to go all the way to KK.

MoDOT has received comments as to, we probably don't need this, just route motorists to KK. Mr. Lynch added he isn't sure if they will do that or not. Some believe the "U" turn should be in another location due to the excess travel for people who live down there.

There are also thoughts that they believe they want the left in directly, just do the left in by itself. Mr. Lynch added that may be okay if you are doing the left in by itself, then again, they would only be worried about one thing because they wouldn't be allowing the left out. So, MoDOT is going to consider it at both these locations.

Chairman Brandon Opie asked Mr. Lynch what he thinks the distance from Route Y to KK is. Mr. Lynch responded by saying it is about 3 miles.

Mr. Lynch said from Spring Valley to this "J" turn is 3,000 feet, which is about 2/3 of a mile. So, to make that maneuver takes about a minute. If you are sitting here waiting for a lot of

traffic, you may sit there for 30 seconds, or you may not it depends on the day.

Mr. Lynch said the key is the road would be safer. MoDOT has put these in other locations from Brazito to Jefferson City as well as several locations around the State since 2012. And they have pretty much eliminated fatalities. Mr. Lynch added he thought there was one fatality down by Branson, which was actually a wrong way driver.

Joe Roeger asked Mr. Lynch what the distance is from the "J" turn to the on ramp at KK going westbound. Mr. Lynch responded by saying he isn't sure; he would have to guess, but it doesn't interfere as far as traffic coming from KK, but it's going to be a good half mile probably.

Mr. Roeger added we do have another distraction in that there are people accelerating westbound off of KK onto 54 just east of there. Mr. Lynch said there is no conflict here with that because there is still a wide median here. The median starts to come into where there is no median as you get closer to KK so there is no leaving interference with regard to what you are talking about from MoDOT's perspective, but rather normal 2 lane traffic coming in. Mr. Lynch added that you would be accelerating in your own lane and then when you are up to speed just like being on the on ramp, and you would merge into traffic.

Mr. Lynch also reported the University of Missouri at Columbia conducted a study on these after they were installed on Route 63 from Ashland north in a few places and what they found is that the fatalities were eliminated, and the overall accidents were reduced by 50%. Mr. Lynch added that what they look at with regard to fatalities as well as serious injury accidents, which typically are the "T bone" type accidents wherein you are pulling out, and someone hits you on the side. Which is what was happening at Key Largo when they had those accidents, and it's happening at Runabout and now at Route A as well. The University has looked at it, and they have conducted a report based on a period of three years before, and three years after these were installed and that is what the reduction in accidents showed. The serious accidents were reduced by 80% in looking at five locations across the State.

Mr. Lynch added they had concerns from the public when they did those and MoDOT pressed forward and went ahead and did them, and now people are recognizing they are a benefit. Mr. Lynch also said MoDOT is hearing the same comments here that they heard in those other locations. Comments such as it will increase travel time, or they will never be involved in an accident, and MoDOT understands whatever they are hearing but Highway 54 traffic is increasing every year by 2% and there have already been two accidents on Route A this year, eastbound traffic hitting someone pulling out of Route A. So, we have to do something, and this is an opportunity to do it.

At the Route A location in Linn Creek, this is a full "J" turn design. Mr. Lynch pointed out Route A on the map and said the accidents that are happening are the left out.

Mr. Lynch stated there are 1,200 vehicles per day that make that left turn to go toward Camdenton. This is also a four-legged intersection. There isn't a lot of traffic coming from this side of course, but today you have left in's and right in's and right out's and left out's so there is a lot going on there.

MoDOT is proposing to eliminate the left out's and still allow the left in's. There are about 60-80 vehicles per day that make a left in, coming from Osage Beach. MoDOT thinks a lot of traffic gets off 54 at Y and goes the back way into Route A which is fine.

MoDOT is proposing to eliminate the left outs at Route A and force them to turn right with an acceleration lane then merge to the left and get into a deceleration lane and then make that "U" turn maneuver back into an acceleration lane and get back up to speed and head towards Camdenton.

Mr. Lynch mentioned the crossover at Crown Dental and said there is also a county road, Cape Woods which would be closed.

Mr. Lynch added this design does not allow traffic from the church to be able to make a left out such as they do today. So, they also propose putting in a "J" turn west of the Route A location, to again slow down make the "U" turn and get back up to speed using the acceleration lane.

Mr. Lynch also said MoDOT has received a recent proposal to consider which MoDOT is considering. If you are familiar with the Brazito area when you come out of Route E you have to get over pretty quickly in order to make the "U" turn to go back to the west, so MoDOT overlaid that template on top of this template, and it would basically put that "U" turn before you get to Route A. Mr. Lynch added MoDOT is going to consider it but it really only benefits Crown Dental, and the people on the other side won't have to drive down to the "J" turn so it shortens things up. The problem that MoDOT may have with it is if the "U" turn location is here, then you are in a curve so you may have less sight distance even though you are going to be in an acceleration lane. Is the sight distance going to be a concern so that someone might just jump right out into traffic? Mr. Lynch added the larger vehicles can't make the turn, so they will have to move out into traffic if they use it. There would be an acceleration on the other side with the traffic coming off of Route A, so they could turn. after that but MoDOT still wants to make sure they can see properly as traffic is coming around the corner.

Mr. Lynch added MoDOT also received comments as to the installation of flashing lights and lowering the speed limit. Mr. Lynch added they already have that in Linn Creek, and none of it has made much of a difference. They did lower the speed limit, and they did install flashing lights. The flashing lights were the first thing installed in the area back in 2007. It didn't change things, in fact, the year after they were installed the amount of accidents increased. The speed limit was lowered in 2009, and that made a little bit of improvement.

Then they made the changes to where we now have the offset lefts and offset rights at Route V, and they also changed the design at the post office, and those changes significantly reduced the number of accidents in the area. So, when you make physical changes that is when you see the benefit.

Mr. Lynch also said members of the community have asked about a stop light like we have at Route W. Mr. Lynch added they are building an interchange at Route W because of the safety issues. So, it is just not a good idea to have a signal here with this curve because it will provide the same results that we have at Route W, therefore, MoDOT is not considering that. They might make some alterations with what was proposed as far as trying to look like Brazito, but again they are concerned about how quickly motorists have to make the maneuver to get over.

Mr. Lynch added they are actually doing it today, the campground as well as people who live across here on this road. They are popping out and making a "U" turn right here as it is so maybe it is not a big issue. It is not a lot of traffic, so we will see how that plays out.

Mr. Lynch said the design team is meeting later this month to go over the comments they received to see what kind of modifications they might consider and will present it to Dave Silvester, who is the District Engineer and then bring it back to the public.

Linda Conner asked if there is any concern about the people coming out of Crown Dental and are they going to shoot over three lanes to make the "J" turn. Mr. Lynch responded by saying it is two lanes because they will be going into the deceleration lanes, which would make it be three lanes, but they are shooting over to the center lane right now anyway. Mr. Lynch added whenever MoDOT can force a vehicle right to do something it is going to be safer because in the event, they get hit it will be a rear end or side swipe kind of accident. Not to say that somebody can't get killed in that situation but the chance of being fatality injured is much less in that type of accident than it is if you are pulling straight across and getting hit on the side.

Mr. Lynch added he also wants to mention that several years ago MoDOT was working with the City to do a Cost Share project in order to build the outer road from here to the Parkway and down to Route Y. This has been brought up again as to if it was still under consideration. Mr. Lynch added not all of it is but the City has approached them about extending the Parkway out to Executive Drive. There is a VA clinic down there, and it is difficult to get in and out of their location. The traffic doesn't slow down for them, and actually they don't anywhere along this route. And then if they want to go back to Camdenton when they leave here they have to make that quick transition to the current Key Largo location. Mr. Lynch added MoDOT is working with them and will develop an estimate to tie this together and actually just close the entrance off of 54 altogether. The project is scheduled to be let later this year, probably September.

If the community is completely against what they are proposing from a "J" turn standpoint it is possible MoDOT will pull the money and go somewhere else and just do the guard cable

project. Mr. Lynch added that has happened in another area of the State.

Mr. Lynch also said at Route A in the last two years we have had a fatality each year and, in this year, 2018; we have had an accident each month when people are pulling out of there. Mr. Lynch said MoDOT thinks it is time to do something, and they have an opportunity to do it because of the guard cable project coming through.

As they continue their way, they are going to hit KK, which is the freeway section and that is all taken care of in that there is a barrier there and then when you get to the other end at 242 they are going to pick up there and start putting in the guard cable there as well. So, they will have to look at all those intersections as they go.

Lakeland has serious problems, and they will be proposing different ideas as they move north to Jefferson City. Mr. Lynch added they are going to run into FF obviously so what do they do there. One of the priorities from this group is an interchange at FF. MoDOT has money to do an interchange at W, but it will take a while for MoDOT to recoup that money again and is FF MoDOT's next interchange project in our region. It may be or it may not be.

Mr. Lynch also brought up the subject if "J" turns would work at FF, for example. Most likely not but the question is going to come up, and even if it doesn't come up there it will come up at other locations where there are issues, probably at Lakeland. Mr. Lynch added there is not a project on the table for that as yet nor any real thoughts, but they will keep making their way north with the median guard cable and will be looking at the intersections along the way. This is scheduled for later this year and basically some of it will occur at the end of this year but for the most part, the majority of the project will be done next season.

Mr. Lynch said they will be meeting towards the end of the month and will come up with their final recommendation and then bring it back to the people.

Chairman Brandon Opie asked about negative feedback and how does that occur. Not that he is wanting to do it but rather he is just interested in knowing. In other words, how could negative feedback derail MoDOT's plans. Mr. Lynch responded by saying they had a situation which occurred in the northeast part of the State which he thinks was on 61 and the District had all the plans ready to go and all of a sudden there was a legislative effort to stop the project. It was based on what they heard from the people, so he doesn't know if there wasn't enough of a public comment period to really present it to the public and get all that worked out or not but the Highway Commission eventually pulled the project and decided to take the money somewhere else. Chairman Brandon Opie commented they must have gotten elected officials involved.

Mr. Lynch mentioned MoDOT talked with Representative Franklin yesterday about the project. Mr. Lynch added she has concerns about taking the left out on Route A. So MoDOT has to work

through that and see what kind of an impact that is and if they still continue to receive a lot of comments against it. Mr. Lynch added that it hasn't been as bad as he thought it would be. It is probably 55-60% against what they are doing so it's not a big number. Mr. Lynch also said they haven't heard from a lot of people down Route A and he thought they would hear from more of them. Mr. Lynch added he is not saying that people are all in favor of it either. There is a fine line and it all depends on how big that negative push is to try to stop it. Mr. Lynch added their discussions yesterday with Representative Franklin indicate she is comfortable with what they are doing, not excited about it but she understands and whether or not she approves of it or not he can't tell about that.

Mr. Roeger asked if the 80-left-hand turn number is a credible number, as far as those vehicles that are taking a left onto Route A. Mr. Lynch responded by saying yes; MoDOT did an actual traffic count at the intersection, and it wasn't a big number. Mr. Roeger added that with only 80 vehicles, there probably wouldn't be many accidents so why keep that movement open for only 80 cars. Mr. Lynch said he understands especially since they are building the "J" turn west of there they could use that. Mr. Lynch stated that some would agree with that but wonders if some felt like it was trying to give them something maybe he isn't sure.

Mr. Roeger added he would raise the same question with regard to Key Largo. How many left-hand turns are there leaving Key Largo. Mr. Lynch responded by saying there is quite a bit more in that location. Mr. Roeger asked if they go down to Lazy Days. Mr. Lynch said yes as well as Harley Davidson. Mr. Roeger added there is a subdivision down there but how many commercial. Mr. Lynch said there are a few due to the businesses there. Mr. Roeger said he imagines that MoDOT is receiving pressure, which goes back several years about all those movements. Mr. Roeger commented that he understands that location a little bit better than Route A.

Mr. Lynch commented that when things begin to fail it's because of traffic volume. There is a correlation between that too on all of our roads.

Mr. Lynch added that Camdenton has outgrown their 3-lane section west of the square, and Versailles has a problem as well and so does Eldon with their 2-lane section. Mr. Lynch said there are not fatalities necessarily on those stretches but there are numerous accidents, which are occurring, which includes property damage and minor injury and that is a lot of cost to society.

Mr. Lynch said the "J" turns will work, but they only work up to a certain point. A "J" turn at Route W would not work because there is almost 3 times the amount of traffic than there is at Route A. There are 3,000 cars in the mix and so "J" turns don't work when you get up to that volume, rather they need to go on up to an interchange. So, this is an intermediate step from just a normal crossover. The progression steps include the offset left turns, and the offset right turns which buys some time and then when the traffic volumes exceed those you go into the

"J" turns and keep making your way until you can finally put an interchange in.

Mr. Lynch stated Ms. Conner also asked him to talk about 'scoping' and explain what that means. Mr. Lynch said we have a 5-year STIP, and the STIP talks about projects, which are going to be funded from a construction standpoint. Also, in the STIP there are projects, which are labeled under the scoping phase. Mr. Lynch told Joanie Prenger if she wants to add anything as he is talking about this to feel free. Mr. Lynch explained that it means MoDOT is bringing it into the STIP, and they are allowed to work on the project. MoDOT has given a job number to the project, and they can start looking at things. It doesn't mean that they will because there is no timeline to do anything, but rather it means the project is in a document and if, for some reason, they have time to work on it; they have a job number they can use to get federally reimbursed for the actual physical work on the project.

For example, one of the bridges in Laclede County, (Goodwin Hollow on 64 west of Lebanon) has been brought into scoping as something MoDOT has said they would do for this group. It allows MoDOT to start looking at the project. However, MoDOT has not done any work on it, and he thinks it has been in scoping for 2 years. They have looked at the accidents which are occurring there, but the condition of the bridge is high enough to where it doesn't register on their radar to do something with it as far as their taking care of the system standpoint. But there are concerns from this group that there are issues going on there. So MoDOT wants to at least get the project on the drawing table to where they can work on it when they are ready to. MoDOT has looked at the traffic accidents which have occurred in the area and wondering if they are related to the bridge or is it due to the little bit of curve which is coming into it when a person is coming from Lebanon. Mr. Lynch added MoDOT is able to do some things but are they physically designing a new bridge? No, because the condition of the bridge is a 5 or better on all the different features of the bridge, and they have 3 & 4 rated condition bridges which they are working on and are in the STIP which are in the construction phase that need their devoted time. So, it is good that the project is in scoping because it can kind of get them going from a preliminary standpoint, but it does not mean there is any commitment to do the project.

The intersection at Route 17 & 42 in Iberia was in the scoping phase for several years while they were looking at a roundabout. Some initial study was done and; in the end, it was decided they couldn't afford to do the roundabout, and it may not work in that area due to the terrain. Mr. Lynch added it might still be in scoping, or it may have been pulled out of scoping, which would mean it would no longer be on the list.

Mr. Lynch added that from his standpoint, scoping means that it does get projects under consideration, but it doesn't mean they go in and do a full-blown planning study or anything such as that to really get into the details. However, it may mean that though depending on what the project is and how they see it as a priority. But it doesn't necessarily start a timeline.

Joanie Prenger commented when a job is in scoping they don't put the Federal funds on it but

are just allowed to work on it, and MoDOT has 10 years to get the project into construction if not they have to pay the funds back so in 10 years if there is a local project which started, and they asked for PE money, and then it never went to construction the money has to be paid back after 10 years.

Mr. Lynch asked if that helped explain scoping. Ms. Conner asked the TAC if everyone understands what scoping is. The preliminary planning for the planning process. Ms. Conner added the reason she asked Bob to explain this is because when we get down to item #5, she wants to talk about the fact that the TAC does the prioritization for the multi-modal as well as safety and expansion projects, and she thinks we really need to consider as a group if there is any kind of project which we can identify to MoDOT that we would like them to seriously look at or put into scoping. Which would not guarantee it would move forward or even put it into scoping, but we want to identify the next step. Ms. Conner added that was her goal in having Bob give us the definition of scoping.

Mr. Lynch said he thinks that is a good idea because the TAC pressured them to do the Goodwin Hollow Bridge, but that was a priority for this group and even if MoDOT doesn't see it at the same level, but at least they put it into scoping and if tomorrow they all of a sudden have \$500,000, they don't know what to do with, then the project is on the books, and they can quickly jump into it and maybe take care of it because it is a local need. Mr. Lynch added it is good for the TAC to come to them and says they would really like for them to consider putting a particular project in scoping. It doesn't matter which project it is and also don't worry about just one project but rather request they put several in scoping, and they will react the way they react. There is nothing wrong with that.

Ms. Conner asked Mr. Lynch if he would like to go over the STIP items as well.

Ms. Conner stated she would like to introduce Joanie Prenger; she is our new Planner for MoDOT. Mr. Lynch added Joanie works with Christine and Kim Tipton and Joanie will be handling this area now.

Mr. Lynch asked Joanie what other parts of the district she has. Ms. Prenger responded by saying she has Mid-Mo RPC.

Ms. Prenger told the group, she is not completely oblivious to all of this as she did work with Financial Services, and she dealt with Federal Highway, getting the funds and making sure all our projects meet every criterion they require so we receive the Federal dollars for them. Ms. Prenger added she is familiar with part of the process.

Mr. Lynch asked Ms. Prenger if she has this entire area. Ms. Prenger responded by saying she has Mid-Mo as well as the lake area. Mr. Lynch asked Ms. Prenger if she has all the counties represented by this RPC. Ms. Prenger stated that is correct. Mr. Lynch added he thinks this is a

little different than what they had before. It seems like Kelly and Jenni had parts of this area but not the entire area. Mr. Lynch added it is good that she has the entire area.

Mr. Lynch said he would like to talk about a project which they have just let, which is Route A, Tavern Creek. The Commission approved the project, and it has been let. The project is a bridge re-deck replacement which will occur and there is a specific timeline for the bridge. May 29th is the earliest they can close it, and they have until August 10th to complete it. Mr. Lynch added Lehman Brothers has the project for \$350,000 or something like that.

Mr. Lynch added in Morgan County on PP&BB, there are 2 bridge projects, and he is thinking those are both replacement bridge projects, which were both let during the same time frame and were approved as well, and they have the same time frame as far as being physically completed. They are also from May 29th through August 10th. Most of that is due to taking care of school traffic.

Mr. Lynch also said right now they are working on Route 17 from Route 54 through Eugene down to Tusculmbia. This is an overlay as well as adding 2-foot shoulders. Also, part of that is Route H, Maries Home into town, and they are doing shoulders until you get past town then it is a simple overlay project.

Mr. Lynch said a lot of these projects are getting underway and there are several in Laclede County.

MoDOT has also had a pre-construction meeting for Route 5 through Camdenton and the overlay there.

Joanie Prenger directed the attention of the TAC members to the draft list of projects within the STIP and said these projects have not been finalized as yet but as of now you can see they are broken out by the year as well as the county.

Ms. Prenger mentioned the first page is the draft pavement projects, and if they have potential ADA improvements that is marked on the right as well as if they are going to be adding shoulders. Ms. Prenger said it lists 2019, which is programmed at 100% and 2020, which is programmed at 95% and 2021 is programmed at 90%.

Ms. Prenger explained on the next page, those are the bridge projects. And there is a lot going on in Miller County in 2019. The document also lists those for 2020 and 2021.

Jeff Hancock asked what the definition of ADA improvements is. Ms. Prenger responded by saying sidewalks. Mr. Lynch added it would be to bring existing sidewalks up to ADA compliance.

Ms. Conner asked when the Commission meets to approve the draft STIP. Mr. Lynch responded by saying he thinks it is next month, but it is for a July new year cycle. Ms. Prenger said she thinks the first letting of these projects would be in August.

Mr. Lynch added that when they say they are 100% program or 95% or 90% that basically means if MoDOT has \$100,000,000 in 2020, they only have to program \$95,000,000 of it. Which would mean they would still have \$5,000,000, they eventually need to fill in before they get to the next cycle. This allows for some movement, in case they need to move things around.

Chuck Jordan asked Mr. Lynch about the year 2021, specifically in Laclede County and the 44 Bridge. It says the Gasconade River Overflow and wanted to know if this is the little one, the shorter one approaching the Interstate or not. Mr. Lynch responded by saying it is the one on the Interstate itself. Mr. Jordan asked if it is one of the ones which are side by side or the one which is back closer to Waynesville. Or on the old road. Mr. Lynch said there is a bridge on Route 66, but it's not that one. This one is actually on the Interstate, and he isn't sure if it is both the east and west bound bridges or if it is just the westbound. He will need to check on that. Mr. Lynch said it is only showing one bridge number on the sheet. Mr. Jordan said he was thinking it might be eastbound. Mr. Jordan thanked Mr. Lynch and said he was just curious.

Chairman Brandon Opie asked if there are anymore MoDOT updates and if not, we will move into the Human Services Transportation Plan. There were no more MoDOT updates.

#### **IV. MoDOT Human Services Transportation Plan (HSTP)**

##### **a. Review Final Draft HSTP 2018**

Linda Conner stated everyone has a copy of the HSTP in their folder.

Ms. Conner said she will go through the changes which we have made from the first copy to final copy.

On page one, she will insert the dates once the plan is finally approved.

Ms. Conner stated on page 5, she added today's TAC meeting date.

Ms. Conner said on page 69, we have a chart which shows all the transportation providers who responded to our survey. There was a question at our last meeting with regard to the Central Missouri Transportation, which is the second one on the list. Ms. Conner added she called the number given for Central Missouri Transportation, and a man answered the telephone and sounded as though he just got out of bed so Ms. Conner asked him if she had the right number. The man responded by saying she does have the correct number. However, he is no longer providing the services. The man offered there is another company, which is called Central Missouri Transportation Services where they put the word "services" after the name. Ms. Conner tried to call that number, and their voice mail was

full and could not accept any more messages.

Ms. Conner then said her question to the TAC today is should we leave them on the list as valid transportation providers since we really can't validate what type of services they offer.

Mr. Jordan commented he would think not. Another comment was made that they think it is the one they have seen running around their community. Ms. Conner said she will try again.

Ms. Conner also said the Central Missouri Transportation Services is located out of Stover, that is the address she found anyway.

A comment was made if we can't get in touch with them, there is no use keeping them in the plan. Ms. Conner stated she would try some more before removing them but wanted everyone to know what is going on. However, if we can't contact them, we don't want them representing a region if we can't use their services.

Ms. Prenger added that Linda might want to talk to Bonnie Prigge at Meramec about it as well because she recently attended one of their meetings as well, and they have a list of all these different sources as well. Ms. Conner responded by saying we obtained our list from MoRides which is where they list all the transportation providers, and that is where she obtained the number from the first gentleman for Central Missouri Transportation. The second one she found on the internet, which was the Central Missouri Transportation Services.

A TAC Member commented they have seen them driving around in Lebanon. They have a sign on the side of their vehicle, which is a mini-van.

Mr. Jordan asked if the mini-van has out of state plates on it. The response was that they weren't sure about that. Mr. Jordan added he has seen one, which had out of State plates on it, and he was just wondering if they were passing through or what exactly the deal was.

Ms. Conner said she will follow up and see if she can find additional information and share the information with the TAC members.

Ms. Conner then directed the members of the TAC to page 74. At the last meeting, the TAC asked us to provide information, specifically on the number of trips, which were provided by OATS as well as the types of trips, and the number of miles traveled as well as the people who were served. Ms. Conner stated she reached out to Jack at OATS and this is what he was able to provide for each of the counties.

Ms. Conner stated pages 74-77 list the types of services that OATS provides to each of those counties.

In Camden County, they offer two different types of services. They have OATS, which runs under the OATS name, but they also have the Tri-County Transit Services and both of those numbers are included in the numbers given on Page 74.

Ms. Conner commented they will notice the number of people served. Ms. Conner added when you look at transit capacity they don't necessarily look at the number of people served but rather the number of trips, which were made. That is how they quantify their services. It is not necessarily the number of people served but rather the number of trips they have made. In Camden County, they had a total of 22,652 trips made and 380 people served, so those people took multiple trips.

Chairman Brandon Opie commented that is an average of 18 miles per trip.

Ms. Conner said in Laclede County, they made 4,165 trips, which is considerably less than Camden County. In Laclede County, 122 people were served.

Ms. Conner added you will notice in Camden County employment was the biggest number of trips made. But in Laclede County, it was medical trips which they made the most of.

Mr. Hancock asked what falls under the business category. Ms. Conner responded by saying she can find out. Mr. Hancock said he is just curious. A comment was made it might be going to the bank.

Ms. Conner said in Miller County OATS had a total of 2,870 trips, which were made, which is even less than Laclede County and 66 people were served for those trips. Once again, medical is the reason for the biggest number of trips they made.

A question was asked as to what an in-route stop is. Ms. Conner responded by saying they made a stop in between. For example, they left from Orscheln's and stopped at Wal-mart and then went on to Jefferson City that would be an in-route stop. Mr. Jordan asked if it would be the same person or a different person. Ms. Conner replied by saying she isn't sure.

Ms. Conner asked Chairman Brandon Opie if he is going to tell us what the average is for these trips. Chairman Brandon Opie responded by saying Miller County was 2 and some change and Laclede County was 16. Ms. Conner said that isn't much in Miller County, so she is wondering if the trips are mostly in Eldon because that isn't very far.

Mr. Lynch asked Ms. Conner if the report mentions a number which they couldn't serve.

Ms. Conner responded by saying they do not keep track of that. Mr. Lynch commented this is an underserved system which we want to do more with right? Ms. Conner said yes that is correct. Ms. Conner said they keep track of the number of trips they make. Chairman Brandon Opie commented they may stop at an apartment complex and pick up 5 people and go to Wal-Mart, and that may be one trip.

Paul Ritter asked Ms. Conner if she has heard the national news with regard to Uber transporting people to the Dr. Ms. Conner said she is aware Uber is taking off in quite a few areas. Mr. Ritter said apparently the doctor's office is paying some of the trips. Chairman Brandon Opie commented they are billing the fare back to the insurance company. Mr. Ritter added he doesn't think it is happening in Central Missouri, but it is somewhere in the nation, and it was on the national news.

Ms. Conner mentioned on page 79 is where we talked about alternate transportation options. We talked about Uber and in the lake area they launched on Memorial Day 2017. The Uber rates were actually less than a cab ride, but they were still a little bit more expensive than OATS. Ms. Conner also mentioned Uber has an app you can download onto your phone, and you can estimate how much it is going to cost to go wherever it is you want to go. You can also track the Uber driver when he gets to your location. Chairman Brandon Opie added the rates fluctuate though due to peak times and off-peak times. Ms. Conner added they also charge for time, which is 25 cents per minute so if you aren't ready when they get there the meter is still running.

Ms. Conner asked the TAC Members to turn back to page 77 where OATS numbers are given with regard to Morgan County. They had a total of 1,132 trips with 89 people served. Once again, the highest number was for medical transportation but as Mr. Lynch mentioned we don't know how many trips they are not making or how many trips have been canceled because there is no way for us to track that.

Chuck Chorpening said he would like to know what the cost of services is across Morgan County for those 89 people overall. Mr. Chorpening said he would like to know the gross cost which was spent in Morgan County for 89 people. Ms. Conner responded by saying she asked specifically when she received these numbers if she could have budget numbers to go with them. The response she received was that the District which OATS does all the financials in is bigger than our district and there was no way for them to separate out these counties.

Chairman Brandon Opie said the problem with Morgan County is you think it's not many trips since it's only 1,100 and something, but almost half of them were for medical and almost half of them went to an adjoining county, so they have the largest miles per trip at an average of almost 28.5 miles per trip. So, just picture OATS picking someone up in Morgan County, and they are going on average 14-15 miles one way to wherever the stop

may be and coming back. Chairman Brandon Opie added from an operational standpoint that is huge.

Mr. Chorpening agreed and said that is his interest. He is wanting to know the best bang for their buck.

Chairman Brandon Opie added it may be because there is limited healthcare in Morgan County, or it is so spread out and the lake is in the middle of it so they have to drive around the lake, therefore, he would assume all those things would contribute.

Mr. Chorpeningsaid he could understand what the cost ratio is his question would be if from port to port for the OATS driver or is it from customer to destination and back. Chairman Brandon Opie said he understands what Mr. Chorpening is saying but wonders how they justify their rates. A comment was made the hospital is right at 25 miles. Ms. Conner added there is no hospital in Morgan County.

Rodney Schad commented it is 38 miles to the nearest specialist. Ms. Conner asked if there are any clinics in Morgan County. Mr. Chorpening said they have clinics but no hospitals. Chairman Brandon Opie added beyond medical clinic care they have to go to Sedalia, Jefferson City or the lake and that is a hefty haul. Chairman Brandon Opie added if they can't maximize the number of people riding at once, then that is a problem.

Mr. Chorpening added people are using the ambulance service because they can get away with it. Mr. Chorpening said that is why he would like to have more information, so they can get as much bang for the buck as they can and what can actually be done with the money.

Chairman Brandon Opie said he understands because no one ever asks and also what is the charge going to be when you call 911. It is just get the service here and get it now until you see the bill, and then it is a shock.

Mr. Chorpening added he has apartments and has a lot of senior residents, so he sees how much we have the fire department, the ambulance, the Sherriff's Department and the City Police at the apartments, and the cost is astronomical. And it's not just one part but rather all four departments are there, and you can't drive down the street when they are all there.

Ms. Conner stated she would reach back out to OATS. Jack is going to be retiring, but OATS will have a new Director in our area, and she will let them know that in the next 5 years, we are going to need a little more information. So, if they could start collecting that now it would be helpful. Also, if they could separate out the 4 counties. For us to be able to effectively look at where it is feasible for other entities to take on transportation, it would be helpful to understand the cost factor which goes with it.

Chairman Brandon Opie commented he would assume OATS operates on a cost-plus kind of scenario where they take their cost and whoever is paying the bill at the end they are tacking on somewhere between 5-10%. Because if you had to do this efficiently, OATS would have to be much more involved in their ride planning than they are.

Mr. Schad asked, with them not being a public entity, they don't have to give us any information though do they.

Mr. Hancock asked who is overseeing this. The Federal funds are coming through Jefferson City and then so on. But people can try to compete and bid on the project, so there are some dollars somewhere.

Ms. Conner commented they look at it as a whole region, and our 4 counties only cover a portion of the region. We could get dollar figures for the entire region, but we wouldn't be able to compare the cost for our 4 counties.

b. Discuss Comments and Updates to Plan

Ms. Conner stated the Human Services Transportation Plan is a 5-year plan and our plan expired in February. Ms. Conner asked for an extension to our plan because she knew our TAC meeting was the first week of March and they gave her the extension.

On a motion made by Jeff Hancock and seconded by Chuck Jordan, the TAC members voted unanimously to approve the Human Services Transportation Plan with the changes that Linda Conner discussed with the TAC members at this meeting.

Chairman Brandon Opie asked if there is any discussion. Rodney Schad asked Ms. Conner if she is unable to get in contact with the 2 entities regarding the transportation services they provide she will delete them from the plan. Ms. Conner said that is correct.

Ms. Conner commented that she didn't print all 470 pages, the pages which are attached are all the meeting summaries and the press release as well as all the other information. If you want to review the entire plan, it is on our website.

**V. Taking the Next Step after the Prioritization Process**

Ms. Conner said the next step for the Human Services Transportation Plan is we will make a recommendation to the Board of Directors for Lake of the Ozarks Council of Local Governments to adopt the plan because the Council will have to adopt the plan as well.

Chairman Brandon Opie asked where the plan goes after this. He realizes we have it, and it is on file but what happens after we approve it. Ms. Conner responded by saying after the TAC approves it as well as the LOCLG Board approving it, we send it to MoDOT's Transit

Department, and they keep it on file. Ms. Conner added then when someone applies for grant funding for any of the programs, which are listed in the plan, MoDOT will then verify the entity participated in the planning process. In the event, they didn't participate in the planning process they risk being denied.

Chairman Brandon Opie asked Ms. Conner to address the next step after the prioritization process. Ms. Conner said we prioritized the multi-modal as well as the safety and the expansion projects. We would like to develop a list to be shared with MoDOT of projects which we would like to be considered to move into scoping. Ms. Conner added we will not be doing this today, but she wanted to mention it so when we re-convene at our next meeting in May, we can have that conversation. Ms. Conner then said she would like the TAC members to be really thinking about it. Ms. Conner added she thinks this is even more important than our expansion projects because this is a way for us to identify projects which we want MoDOT to really seriously look at. Expansion projects are our dream projects so to speak, but these projects need to be projects which you really want MoDOT to consider looking at because you have some real concerns.

Chairman Brandon Opie commented that if we had our prioritization for what has been on the list for however, many years, which is not included in the STIP already it would be very helpful. Chairman Brandon Opie added he would assume the efforts the TAC has put forth so far kind of highlight those projects. Ms. Conner responded by saying she can email all of those to everyone, so they can review them.

Mr. Hancock asked Ms. Conner if there are going to be projects, or if she wants the TAC to bring the projects. In addition, should they be projects from the list or is she going to make some recommendations. Ms. Conner replied by saying she doesn't get involved.

Mr. Hancock then asked about the process. Ms. Conner said we need to identify the process because we don't have a process as to how we are going to identify those projects for the scoping. We just want to identify the projects to start with. Ms. Conner added she will send out the priorities we already have but as a county if you feel something is a higher priority than our expansion projects, then that is up to you if you want to bring them forth.

Mr. Hancock added if we don't think out of the box in the future with planning we are going to hit a gridlock in some of our communities. Especially in light of how Bob explained the scoping, and it takes 5-10 years to do a project. In addition, Mr. Hancock said the things Bob mentioned as far as accidents and traffic volume capacities are concerns because we do need to plan for the future.

Ralph Pitts asked Mr. Hancock if he realizes how big our future is. We are behind and we have new things such as technology coming up, so we have a task. There are self-driving cars and so many other things coming in the future it is difficult to wrap your mind around it.

Mr. Hancock wanted to confirm Ms. Conner is going to send out the old list, but they should bring new ideas as well. Ms. Conner said that is correct but not to be strapped to the old list. If there is something, they think needs to go into scoping as far as the planning part of it.

Mr. Hancock commented perhaps MoDOT could provide the TAC with some information prior to the meeting as well. Ms. Conner commented MoDOT has a really good website which she visits now. It is the TMS website and she can pull traffic data for anything you would like. Ms. Conner added you just tell her where it is and she can pull it up.

Mr. Roeger wanted to clarify and asked if scoping is existing projects and/or projects, which are to be conceived. Mr. Lynch responded by saying it could be something, which just pops up today. Mr. Hancock added MoDOT can't even plan or work on a project unless it is in scoping.

Chairman Brandon Opie asked if it is like a cost analysis of completing the project, per say. Chairman Brandon Opie added it would be a first-level cost analysis without doing drafting and geological and nature studies but rather a basic scope. But rather it is the estimation of what this particular intersection is going to cost 5 years down the road.

Ms. Conner stated she is envisioning each of the counties bringing 2 projects which they want to be considered to be put into scoping so we can have the conversation at the May TAC meeting. Ms. Conner added she is not guaranteeing they will get to the point of prioritizing them but rather have the conversation.

Mr. Hancock asked if there is a limit as to the number of projects, which can be added to scoping. Ms. Conner jokingly responded by saying she is already pushing the envelope because she was told only one project. Mr. Lynch replied by saying from his perception MoDOT is starting to realize they need to get some things on the shelf. And they haven't been in that mindset. Mr. Lynch added it does not mean a new four-lane corridor. But it might mean a new roundabout somewhere.

Mr. Hancock added we might get all this Trump infrastructure money, and we want to be ready.

Mr. Lynch said there can be more than one project and whether or not more than one can be put into scoping we will see. There is the 10-year window and all of that has to be looked at but it doesn't hurt to present it to them.

Mr. Jordan commented it could be an advantage if the money does come down. Ms. Conner agreed. Mr. Jordan added at Fort Leonard Wood years ago someone had the idea to do this, and they had 3 or 4 projects designed on the shelf then when the fiscal year ended people couldn't spend the money because they weren't ready so the Fort got several million-

dollar projects for several years because they were ready. Then everyone else figured it out too so they kind of lost the lead on it but it was a value for 5 or 6 years.

Mr. Lynch said MoDOT was that way at one point too, but then the Commission was looking at the fact they were spending money on 4 lane corridors which the designers were working on, and they didn't have the funds to build those 4 lanes, so they were questioning why they were spending money to design something when the money can be used to take care of the system. So, then the focus went into taking care of the system, and it didn't allow the planners to do their part from a design standpoint to try to keep projects on the shelf. Then they went all the way to this end and now are realizing they may have gone too far. Mr. Lynch added the focus is still to take care of the system and to put as much money into that as they can until there is another solution. Mr. Lynch added he thinks it is starting to free up, and they are going from \$800 million for their construction budget to \$900 million so the economy is improving so some of that is starting to break free, and they are realizing they can work in that direction now.

Chairman Brandon Opie asked Mr. Lynch if MoDOT tries to operate such as 80/20 or 70/30 or 60/40 rule where maybe 20% new and 80% is to maintain and rebuild or taking care of the existing system. Or does it always fluctuate based on who has the authority on the economy. Mr. Lynch said he isn't sure if he is following the question. Chairman Brandon Opie said if you take MoDOT's total budget is there a magical percentage, for instance, if it is 80/20, then 20% would go towards new development of new 4 lanes or new bridges or new intersections, and then the other 80% goes toward maintaining the existing system. Is there a magic number or it is all over the place based on administration, economy and timing? Mr. Lynch replied by saying it is tied onto what the Commission has set up for the funding distribution across the State. Ms. Prenger added that right now the big focus is on the pot, but it does fluctuate; however, the big push right now is on safety. Safety as well as improvements. So, they are really looking at 10% or more on safety improvements such as more "J" turns, crossovers and so forth in order to reduce fatalities.

Mr. Lynch added there is a funding distribution formula which the Commission uses on the amount of money they receive and there is a category which is called Taking Care of the System, a category which is called Safety, and a category which is called Flexible Funds. This is where you see the Districts have the ability to do with that particular pot of money whatever they want, but the first goal is to take care of the system. So, if a District has a certain amount of money to take care of the system based on the formula, but it is not enough to cover their goals, then they have to use the Flexible Funds in order to continue to take care of the system to meet that goal. Then whatever money is left over they can then use to do other things. So, for the Central District aspect, that is how they are able to do the interchange. They are able to match their Taking Care of the System goals and based on the funding distribution they used about 11% from the Statewide funding and there is enough left-over money to do these other projects. This now enables them to build something new such as the interchange, which is a safety project as well so they can use the safety funds. Mr. Lynch added some Districts can't do

that. They don't have enough money to take care of the system, and this is because of the funding distribution formula. Mr. Lynch added if you listen to MoDOT's Director who travels around the State, and everyone comments they don't have enough money so to get the Commission to change the formula is very difficult so it is kind of like everybody doesn't like it so you must be right where you need to be.

Mr. Lynch also mentioned they are doing things to kind of modify in that they are adding some more money into safety if the economy improves and cost share is back in play now. They have gone from \$15 million to \$20-25 million and now they are going to go to \$45 million. So they are committing themselves to the cost share program and at the same time still trying to make sure all the Districts are meeting their taking care of the system goals.

Mr. Hancock said there used to be a big battle between urban counties and rural counties. Mr. Lynch commented there still is and they are both not happy with the distribution, but it hasn't changed in a long time.

Ms. Prenger added even with the Federal dollars they receive it is not a situation of here is your Federal dollars spend it wherever you want. But rather they give them several different pots of money and so much is to be spent on safety and so much is to be spent on enhancements. There is the TAP money, the bridge money and there are 2 different pots for roadway money. One is to be used for primary routes such as the interstate routes, and the other is for flexible funds which they can spend anywhere. Even within the pots the Federal Government gives them direction as to how they have to spend so much within this particular area.

Mr. Lynch added he can bring a good explanation of the budget and funding distribution to the next meeting. Chairman Opie responded by saying that isn't necessary but rather he is trying to understand the concept or philosophy and main goals.

Mr. Lynch said they have 4 priorities, which haven't changed in a while. The first one is Taking Care of the System, and Safety is kind of the same, Economic Development opportunities and then other transportation options, which includes multi-modal. So those are the 4 things they are hearing from the State of Missouri as to what they want for the transportation system.

Mr. Lynch said the Central District has some extra money and so does St. Louis, so the bigger urban areas based on the distribution have some extra money to do some of these other projects besides taking care of the system. The Northeast, Northwest and the Southeast are struggling to meet their goals. Mr. Lynch added one would think that we would just push money in their direction to take care of their system, but that is very difficult to do.

## **VI. Open Discussion**

Chairman Brandon Opie asked if there is any open discussion.

Ms. Conner asked Mr. Lynch if he could explain why the Gasconade River Bridge is back on the market. Mr. Lynch responded by saying the group (Working Bridges) they were working with pulled out of the agreement because apparently, they couldn't get the funding to do what they wanted to do. Mr. Lynch added MoDOT is re-advertising the bridge and there is some interest again so we will have to wait to see where it goes.

Chairman Brandon Opie asked when the bridge was built. A comment was made around 1929.

Mr. Lynch also said their project has not interfered with that, and they are still going to move forward with the project and there is no demolition set up for the project they have. Once they get past all the deadlines of advertising it correctly then what may eventually have to occur from MoDOT's standpoint is they may have to take the bridge down. Mr. Lynch added he thinks they have until March 2019 for the advertising for someone to take it and if nothing happens after that, then they will probably move forward with a demolition project.

Mr. Lynch then mentioned the Route J Bridge in Camden County, which has about the same scenario. MoDOT is working with the Camden County Historical Society as well as the Camden County Commission, and they are considering taking the bridge but we will see where that takes us. The project will be let later this year as well, and both are still on track from a construction standpoint.

Mr. Schadtold Mr. Lynch he realizes there are 10,000 bridges in his district so it is difficult to keep them all straight, but he had mentioned this summer doing a bridge on BB and then on the list it mentions doing preventative maintenance on Route BB. Mr. Schad asked Mr. Lynch if he knows what the preventative maintenance is. Mr. Schad wondered if it is on a low-water slab. Mr. Lynch mentioned Richland Creek and said he would need to check, but he doesn't think it is a low-water slab. Mr. Lynch said it is the one on the far west end.

Chairman Brandon Opie asked if there is anything else. Ms. Conner stated the next TAC meeting is scheduled for Tuesday, May 1, 2018, and we will be meeting at the Camden County Courthouse.

#### **VII. Identify Any Actions To Take to the Board**

Chairman Brandon Opie asked if there are any actions to take to the Board. As mentioned above the TAC members approved the HSTP and recommended the LOCLG Board approve and adopt the HSTP 2018.

#### **VIII. Adjourn**

Chairman Brandon Opie asked if there is a motion to adjourn.

On a motion made by Chuck Jordan and seconded by Chuck Chorpening, the TAC Members voted unanimously to adjourn.

Chairman Opie adjourned the meeting at 3:37 p.m.

/pg



# **APPENDIX C**

## **PRESS COVERAGE**

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## Human Services Transportation Coordination Plan Update Public Meeting

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**June 08, 2017**

Lake of the Ozarks Council of Local Governments (LOCLG) in collaboration with the Missouri Department of Transportation (MoDOT) will be hosting a series of meetings to share information and gather input on transportation-related issues within the four-county region of Camden, Laclede, Miller and Morgan. All residents are encouraged to attend and participate. Our goal is to identify the transportation needs within the region. We will also review the current transportation providers, look for gaps or unmet needs, and identify barriers to providing those needed services.

The Human Services Transportation Coordination Plan is a five-year plan; this will be an update to our existing plan originally approved in 2013. The completed plan is due to MoDOT by February 1, 2018. The planning process is estimated to take approximately 10 months, to collect the data and develop the final plan. There will be time for public review and comments on the draft plan in January 2018.

This plan is important to the many organizations within our region that offer transportation options to the elderly, disabled and low-income populations. With the approved and adopted plan in place eligible organizations can apply for grant funding to improve and support their transportation efforts.

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

Lake of the Ozarks Council of Local Governments will host four public meeting throughout the region.

**Meeting Schedule:**

**Tuesday, June 27, 2017 at 4:00 p.m.**

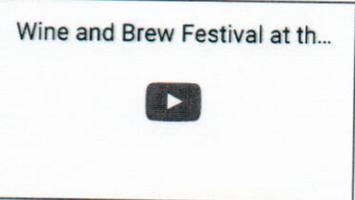
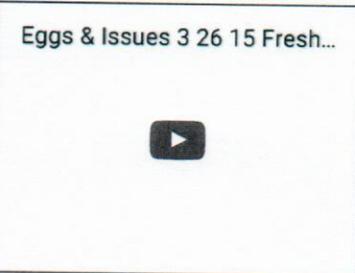
Camden County

Camden County Historical Society

206 S. Locust Street

Linn Creek, MO 65052

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Wednesday, July 12, 2017 at 4:00 p.m.

Laclede County  
Laclede County Library  
915 S. Jefferson Avenue  
Lebanon, MO 65536

Tuesday, July 25, 2017 at 4:00 p.m.

Miller County  
Eldon Community Center  
309 E. 2<sup>nd</sup> Street  
Eldon, MO 65026

Thursday, August 10, 2017 at 4:00 p.m.

Morgan County  
Laurie Care Center  
610 Hwy O  
Laurie, MO 65038

This is your opportunity for you to share your experiences with any transportation challenges that the region may have and help develop strategies to improve these conditions.

**Planning Project Objectives:**

- Assessment of available services, including current transportation providers, public, private, and not-for-profits, identifying the service area and hours of operation.
- Assessment of transportation needs of the elderly, disabled and low incomes.
- Identify gaps in transportation needs and the currently available services.
- Develop strategies and activities that would address the transportation needs within the region.
- Identify funding opportunities for implementation of the plan.

Please join us the public engagement meetings, and offer your insight to the transportation needs within the region.

If you need special accommodations for the meeting, please contact us at 573-346-5692.

**Contact:**

Jamie Beitzell, Marketing & Event Coordinator  
jbeitzell@lakeareachamber.com, (573) 964-1008

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# Chamber Weekly Newsletter



ELDON AREA CHAMBER OF COMMERCE

Volume 1, Issue 8

July 3, 2017

## Eldon Clinic - Community Open House



Lake Regional Clinic in Eldon will be hosting a community open house on August 26, 2017 from 10 a.m. until 1 p.m. Come meet the providers and tour the newly expanded facility at 416 South Maple, Eldon, MO 65026.

Lake Regional staff will be on site providing free health screenings for blood pressure, pulmonary function, body fat, BMI and more.

Other activities include:

- Free hot dog lunch
- T-shirt giveaway to the first 200 guests

- Car seat check station
- Inflatable slide
- Child bicycle raffle giveaway

For more information on the clinic expansion go to [www.lakeregional.com/EldonClinic](http://www.lakeregional.com/EldonClinic)

### Special points of interest:

- COMMUNITY OPEN HOUSE
- AUGUST 26, 2017
- 416 S. MAPLE STREET

## No First Friday Coffee in July

Due to the Independence Day holiday week and busy schedules, the Eldon Area Chamber of Commerce will not be offering a First Friday Coffee in July.

We will be hosting a FFC in August. However, the location is yet to be determined. We had a change in sched-

uling and we are now looking for a Chamber Business Member to host the coffee in August.

If you or your business would like to take advantage of this opportunity, please contact the Chamber office at 573-392-3752.

The date and time of the August First Friday Coffee will be August 4, 2017 at 7:15 a.m.

### Inside this issue:

LO PROFILE AWARD	2
HUMAN SERVICES TRANSPORTATION PLAN	3
EDWARD JONES DROP OFF SPOT	4

## Human Services Transportation Coordination Plan Update Public Meeting

Lake of the Ozarks Council of Local Governments (LOCLG) in collaboration with the Missouri Department of Transportation (MoDOT) will be hosting a series of meetings to share information and gather input on transportation-related issues within the four-county region of Camden, Laclede, Miller and Morgan. All residents are encouraged to attend and participate. Our goal is to identify the transportation needs within the region. We will also review the current transportation providers, look for gaps or unmet needs, and identify barriers to providing those needed services. The Human Services Transportation Coordination Plan is a five-year plan; this will be an update to our existing plan originally approved in 2013. The completed plan is due to MoDOT by February 1, 2018. The planning process is estimated to take approximately 10 months, to collect the data and develop the final plan. There will be time for public review and comments on the draft plan in January 2018. This plan is important to the many organizations within our region that offer transportation options to the elderly, disabled and low-income populations. With the approved and adopted

plan in place eligible organizations can apply for grant funding to improve and support their transportation efforts. "Federal transit law requires that projects selected for funding under the Enhanced Mobility for Individuals and Individuals with Disabilities (Section 5310) Program be "included in a locally developed, coordinated public transit-human services transportation plan," and that the plan be "developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public" utilizing transportation services. These coordinated plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation." US Department of Transportation-Federal Transit Administration Lake of the Ozarks Council of Local Governments will host three more public meetings to engage the public in the planning process, gain a better understanding of the trans-

portation needs throughout the region. Meeting in Eldon:

Tuesday, July 25, 2017 at 4:00 p.m. Miller County Eldon Community Center 309 E. 2nd Street Eldon, MO 65026

This is your opportunity for you to share your experiences with any transportation challenges that the region may have and help develop strategies to improve these conditions. Planning Project Objectives:  Assessment of available services, including current transportation providers, public, private, and not-for-profits, identifying the service area and hours of operation.  Assessment of transportation needs of the elderly, disabled and low incomes.  Identify gaps in transportation needs and the currently available services.  Develop strategies and activities that would address the transportation needs within the region.  Identify funding opportunities for implementation of the plan. Please join us the public engagement meetings, and offer your insight to the transportation needs within the region. If you need special accommodations for the meeting, please contact us at 573-346-5692.



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## Lake News Online

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### **LOCLG, MODOT partner for 2018 public health services transportation plan**

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By **CODY MROCZKA / CMROCZKA@LAKESUNONLINE.COM**

Posted Jul 4, 2017 at 9:45 PM

Updated Jul 4, 2017 at 9:53 PM

According to the United States Department of Transportation - Federal Transit Administration (FTA), an approved plan is necessary so organizations can apply for this this type of grant funding to support ongoing transportation efforts in primarily rural communities.

A new undertaking has begun to address public transportation-related needs for the Lake of the Ozarks area.

The Lake of the Ozarks Council of Local Governments (LOCLG) and the Missouri Department of Transportation (MODOT) held the first of four public meetings last week to begin the process of updating LOCLG's five-year Human Services Transportation Coordination Plan due to MODOT in February 2018.

The planning process, which involves three separate surveys, data collection and public sessions, is scheduled to take around 10-months and the new plan will replace the previously approved 2013 version. The plan is a key tool for local organizations that provide transportation services to the elderly, disabled and low-income populations, according to an LOCLG press release.

“The goal is to identify the needs and assessment of these areas, the gaps in needs, and identify funding, which does require a local match,” LOCLG’s Linda Conner said at the first public meeting at the Camden County Museum in Linn Creek. “All counties (Camden, Miller, Morgan and Laclede) qualify for federal funding based on a population of less than 50,000.”

According to the United States Department of Transportation - Federal Transit Administration (FTA), an approved plan is necessary so organizations can apply for this type of grant funding to support ongoing transportation efforts in primarily rural communities.

“Federal transit law requires that projects selected for funding under the Enhanced Mobility for Individuals and Individuals with Disabilities (Section 5310) Program be ‘included in a locally developed, coordinated public-transit-human-services transportation plan,’ and that the plan be ‘developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public’ utilizing transportation services.”

Organizations and businesses represented at the first meeting included OATS Transportation, Camden County Developmental Disabilities Resources, Camden County’s Senate Bill 40 Board, City of Camdenton and a few healthcare and medical services providers.

Conner said LOCLG offers grant writing services for organizations that seek federal funding, authorized in recent federal spending bills, under Section 5310 — Enhanced Mobility of Seniors & Individuals with Disabilities, and Section 5311 — Formula Grants for Rural Areas, sections of the U.S. Fixing America’s Surface Transportation (FAST) Act.

The federal share of eligible capital costs cannot exceed 80 percent, and 50 percent for operating assistance costs, according to the FTA. FTA also offers assistance for administration, planning and technical assistance.

The next three meetings will be held in Lebanon, Eldon and Laurie where LOCLG will continue to administer three types of surveys and seek feedback from stakeholders in the form of verbal and anonymous written responses. The three types of surveys being collected include one for transportation providers, non-transportation providers, and general consumers.

Special accommodations for the meeting can be made by contacting LOCLG at 573-346-5692

or for more information visit [loclg.org](http://loclg.org).

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Posted at 12:30 PM

**Linda Conner**

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Lake of the Ozarks Council of Local Governments (LOCLG) in collaboration with the Missouri Department of Transportation (MoDOT) will be hosting a series of meetings to share information and gather input on transportation-related issues within the four-county region of Camden, Laclede, Miller and Morgan. All residents are encouraged to attend and participate. Our goal is to identify the transportation needs within the region. We will also review the current transportation providers, look for gaps or unmet needs, and identify barriers to providing those needed services. [Please link here](#) for press release and meeting dates.

# Public transportation plan available for comment

LAKE OF THE OZARKS – The Lake of the Ozarks Council of Local Governments (LOCLG) in collaboration with the Missouri Department of Transportation (MoDOT) has completed planning meetings to share information and gather input on transportation-related issues within the four-county region of Camden, Laclede, Miller and Morgan.

“Our goal in the planning process was to identify the transportation needs within the region. We also reviewed the current transportation providers, looked for gaps or unmet needs, and identified barriers to providing those needed services,” a spokesman said.

**Planning Project Objectives:**

- Assessment of available services, including current transportation providers, public, private, and not-for-profits, identifying the service area and hours of operation.
- Assessment of transportation needs of the elderly, disabled and low incomes.
- Identify gaps in transportation needs and the currently available services.
- Develop strategies and activities that would address the transportation needs

within the region.

- Identify funding opportunities for implementation of the plan.

Based on the data collected from both the surveys and the public engagement meetings, LOCLG has developed the Public Transit Human Services Transportation Coordination Plan 2018.

LOCLG is asking for public comment and review of the draft plan.

Those interested can go online and view it at: [www.loclg.org](http://www.loclg.org) under publications. Go to [www.loclg.org](http://www.loclg.org) under publica-

tions; it will be the first document listed “Public Transit Human Services Transportation Coordination Plan 2018”.

You may request a printed copy for review by calling the office at 573-346-5692.

The Human Services Transportation Coordination Plan is a five-year plan; it is updated to show the changes within the region and identify the current needs to better understand where transportation challenges exist and possible solutions that can help with the problems identified during the planning process.