



**NORTHEAST
MISSOURI**
Regional Planning Commission

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Coordinated Human Services Public Transit Plan 2022-2023

NEMO Regional Planning Commission

Serving Adair, Clark, Knox, Lewis, Schuyler and Scotland counties and the 33 villages and cities in the northeast corner of Missouri, a combined population of 55,570.

DEVELOPER

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Executive Summary

Northeast Missouri Regional Planning Commission strives to foster a spirit of cooperation among municipal and county governments to work together to resolve problems and plan the future community development, focusing on the shared human, natural, and economic development needs to promote public safety, general welfare, and economic prosperity for its citizens.

As a designated Regional Planning Commission created by the State of Missouri, NEMO RPC and its Transportation Advisory Council (TAC) play a key role in the state and federal transportation planning framework.

As part of the local transportation planning efforts, the RPC and its TAC are tasked by the Federal

Department of Transportation and the Missouri Department of Transportation with the creation of a Coordinated Public Transit Human Services Transportation Plan. Federal transit law requires that projects selected for funding under the Enhanced Mobility for Seniors 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.

The public transit plan is central to local efforts to secure funding to help improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Section 5310 funds support transportation services planned, designed, and carried out to meet

Removing barriers to transportation services for all citizens.

the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Eligible projects include both “traditional” capital investment such as buses and vans; wheelchair lifts, and ramps; transit-related information technology systems, including scheduling/routing/one-call systems; and acquisition of transportation services under a contract, lease, or other arrangement; and “nontraditional” investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services like travel training; volunteer driver programs;

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.



creating accessible paths to public transit stops; or even purchasing vehicles to support new accessible taxi, ride sharing or vanpooling programs.

Section 5310 funds are apportioned among the states by a formula which is based on the number of seniors and people with disabilities in each state according to the latest available U.S. Census data. While states and designated MPOs and urban areas are direct recipients, eligible subrecipients include private nonprofit organizations, states or local government authorities, or

operators of public transportation.

Because of its key role in the federal funding process, the local public transit plan is routinely updated to ensure that current transportation needs are being sufficiently addressed. These updates are combined into official public transit plan publications every five years. The process is fueled by grassroots community input that relies on surveys of transit users, public meetings of focus groups as well as individual stakeholder interviews, topped off by analysis of local trends, de-

mographics and other key data, with the sum of the work becoming a public transit plan to help guide existing public transportation providers toward upgrades and improvements that will enhance available services while also fostering new private/public partnerships that can take advantage of emerging technologies to continue to expand the public transportation options for the region's citizens.

Coordinated Human Services Public Transit Plan 2022-2023



Index of contents

The 2023 Coordinated Human Services Public Transit Plan for the Northeast Missouri Regional Planning Commission region includes the region's demographic profile as it relates to transportation; an assessment of the available transit services; identification of the gaps in service; prioritized strategies to address the gaps; as well as a description of the process used to draft the report. Report appendices include

1**DEMOGRAPHIC
PROFILES****PAGES 6-15****2****TRANSIT SERVICES****PAGES 16-19****3****IDENTIFIED GAPS
IN SERVICE****PAGES 20-33****4****STRATEGIES TO
ADDRESS GAPS****PAGES 34-39****5****PARTICIPATION &
ADOPTION****PAGES 40-43****6****APPENDICES****PAGES 44-55**

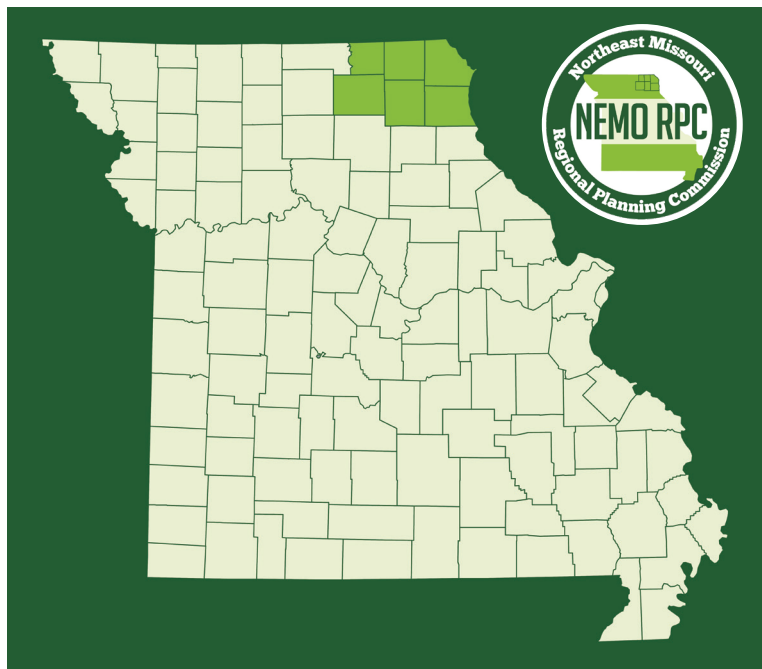


Demographic Profiles

SECTION

01

Northeast Missouri RPC

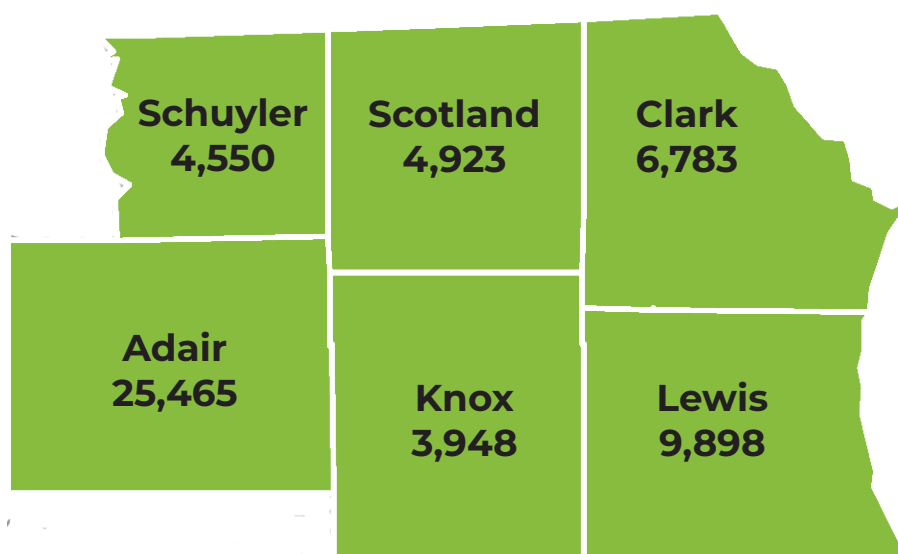


Adair, Clark, Knox, Lewis, Schuyler and Scotland counties represent 2,836 square miles of true northeast Missouri with a 2020 estimated total population of 55,570.

Located in the northeast corner of Missouri, bordered to the north by Iowa and the east by Illinois, the six counties of the Northeast Missouri Regional Planning Commission have a total estimated population of 55,570 according to the 2020 ASC 5-Year Estimates from the United States Census. The regional population estimates represent a slight decline from the 2015 ACS 5-Year Estimates that placed the six-county total population at 55,954, representing a decline of 384 residents, or less than 1 percent.

POPULATION 2020 ASC 5-YEAR ESTIMATES

Adair County is the most populated county, with an estimated 25,468 residents, nearly half of the RPC's total population and more than double the size of the next largest county, Lewis County, which has an estimated population of 9,898. Clark County has an estimated population of 6,783, with the remaining three counties all below 5,000 population - Scotland 4,923; Schuyler 4,550; and Knox 3,948.

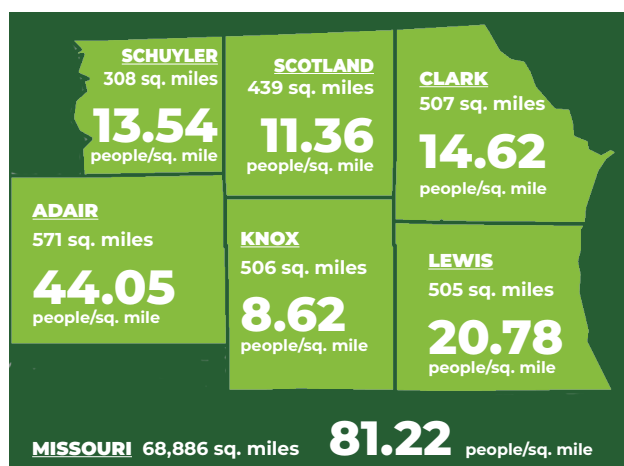


Population Density fuels Public Transit

“The imbalance of resources, lower population density, and distance from urban centers often make certain mobility offerings – like traditional fixed-route bus service or shared active transportation programs – financially unsustainable in smaller towns. As a result, many residents are met with limited travel options that make it difficult to access essential services and maintain a higher quality of life.” - Shared-User Mobility Center

The NEMO RPC region covers just over 2,800 square miles. Adair County is the largest of the six NEMO RPC counties at 571 square miles, which ranks it right in the middle of the county size range for Missouri. Lewis, Clark and Knox counties are all similar in size at just over 500 square miles while Scotland County consists of 439 square miles. Schuyler County is just 308 square miles, making it the third smallest county in Missouri.

While the state of Missouri has seen its population density nearly double from 1900 to 2000, the coun-



Rural Public Transportation Equity



Public transportation helps rural communities become more efficient and equitable. It helps ensure that all residents, including non-drivers, enjoy independent mobility and receive a fair share of public spending on transportation facilities and services. Serving these demands can provide multiple benefits. However, many of these benefits can be overlooked or undervalued in formal transportation planning. - **Community Transportation Association of America's report *Public Transportation's Impact on Rural and Small Towns***

ties of the NEMO RPC have not all followed that trend. Adair County is the lone county that has witnessed population growth during the century, yet that growth still left the county with roughly half the state average for population density. Lewis County saw its population density drop 43% while Clark

County fell more than 50%. Schuyler and Scotland counties population density fell by nearly two thirds while Knox County saw the worst of the population drain, falling from a population density of 26.22 in 1900 to just 8.62 in 2022, making it the fourth most sparsely populated county in the state.

Improving Mobility for Seniors

Local demographics make public transit increasingly desired. Older Americans (65 years of age and older) make up a larger portion of local populations (17.5%) than in the rest of the state (16.9%) and nation (16%). This number is skewed by the large college-aged population in Kirksville, which lowers Adair County below the state average. All five of the other counties in the NEMO RPC region range from 18.7% to as high as 21.6% elderly population.

According to AARP, more than 20 percent of older adults age 65+ do not drive and currently over half of American households do not have adequate access to public transportation options. Failing to expand and sustain mobility options for older adults will lead to further negative social and economic consequences for this growing population. Some of these consequences include heightening safety concerns, isolation and reduced independence, and diminished quality of life and health.

USA POPULATION 65+



Total Population 326,569,308
Age 65+ 52,362,817

16.0%

MISSOURIANS AGE 65+



Total Population 6,124,160
Age 65+ 1,033,384

16.9%

NEMO RPC AGE 65+



Total Population 55,570
Age 65+ 9,704

17.5%

COUNTY POPULATION AGE 65+

ADAIR 14.7%

21.4% CLARK

KNOX 21.6%

18.7% LEWIS

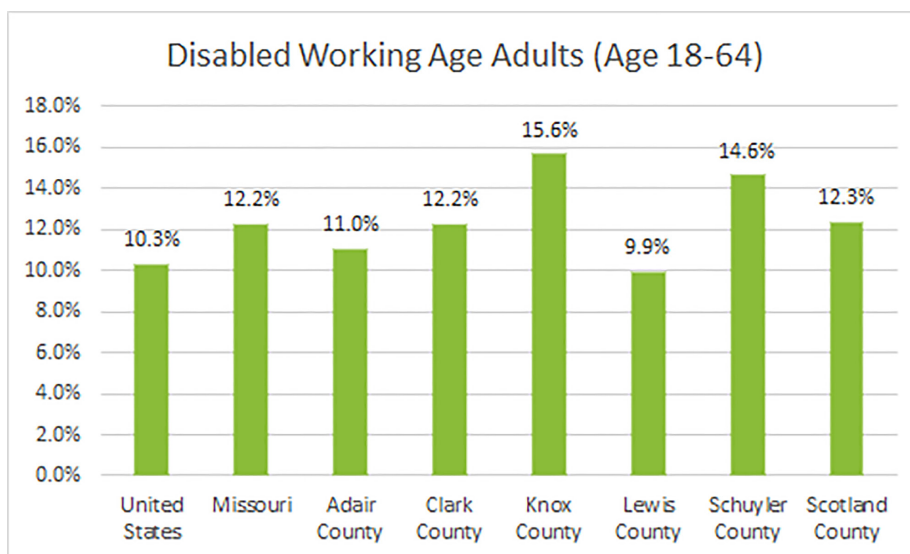
SCHUYLER 19.4%

18.5% SCOTLAND

Better Mobility for the Disabled

Rural and small town residents with disabilities rely upon public transportation. According to the “Public Transit’s Impact on Rural and Small Towns” by the American Public Transportation Association (APTA), these residents take nearly 50% more public transit trips than unimpaired people.

According to the 2020 American Community Survey (ACS) 5-Year Estimates, 11.6% of the working age residents (ages 18-64) residing in the NEMO RPC six-county region have a disability. That is higher than the national average of 10.3%. Adair and Lewis county, which both feature universities that dramatically expand the census numbers of age 18-24 residents, both fell below that national average, while all four of the rural counties that do not feature a similar immigration of student, all post numbers of disabled working age residents higher than the 12.2% state average for Missouri, with Knox County coming in at the highest at 15.6%.



Jobs

Limiting Employment

Only one-fifth of people age 18 to 64 work full- or part-time if they have travel-limiting disabilities. In contrast, over three-quarters of people without disabilities age 18 to 64 work.

Income

Limiting Household Income

Slightly over half of people age 18 to 64 with disabilities live in households with annual household incomes under \$25,000 versus 15 percent of people without disabilities.

Access

Limited Vehicle Access

Over 20% of non-workers and 12% of workers age 18 to 64 with disabilities live in zero-vehicle households compared to 9.5% of non-workers and 3.9% of workers without disabilities.

Travel Patterns of American Adults with Disabilities - USDOT Bureau of Transportation Statistics

and Disabled Senior Adults

(age 65 or Older)

UNITED STATES

More than 1/3 of Americans age 65+, an estimated 17.4 million people, have disabilities.

34.0%

MISSOURI

There are nearly one million Missourians age 65+, and 354,871 have a disability.

35.6%

NEMO RPC Region

The 6 counties in NEMO RPC range from 32.5% to 45.1% of population age 65+ with disabilities.

36.7%

U.S. Census American Community Survey 2020: ACS 5-Year Estimates

Bureau of Transportation Statistics reveal people age 65 and older have different travel patterns from younger people, in part because they are more likely to be retired. At the same time, the Bureau of Labor Statistics projects that the number of people age 65 or older in the labor force will increase from 9.3 million in 2016 to 14.6 million in 2026. This increase reflects growth in the population age 65 and older as well as growth in labor force participation rates. People age 65 and older with disabilities make an average of 2.1 trips per day versus 3.5 trips for people without disabilities.

| COUNTY | Population Age 65+ | Population Age 65+ w/disability | % of Population Age 65+ w/disability |
|-----------------|--------------------|---------------------------------|--------------------------------------|
| Adair County | 3,608 | 1,174 | 32.5% |
| Clark County | 1,398 | 469 | 33.5% |
| Knox County | 819 | 321 | 39.2% |
| Lewis County | 1,729 | 779 | 45.1% |
| Schuyler County | 860 | 352 | 40.9% |
| Scotland County | 835 | 301 | 36.0% |

Rural transit challenges



It is a fact of life that grocery stores, medical clinics, post offices, schools and pharmacies are fewer and farther between in rural areas.

It is no surprise that households in rural areas drive longer distances than city dwellers, but the extent

Rural public transit opportunities are few and far between.

of the disadvantage generates nearly 1/3 more vehicle miles traveled each day for a rural resident compared to their urban counterpart. The 2017 National Household Travel Survey by the Federal Highway Administration estimated daily vehicle miles traveled for urban residents at 23.0 compared to 33.5 vehicle miles a day for rural residents. That is nearly 4,200 miles a year more for rural residents. The adjusted vehicle trip length according to the study was 41% greater for rural residents.

While these numbers clearly demonstrate higher costs and greater time requirements of rural transportation needs, they also reflect similar challenges for rural public transit, which has more miles to cover, and riders spending longer periods of time in transit or waiting for the next opportunity.

The Public Transportation's Impact on Rural and Small Towns report from Community Transportation Association of America notes that because of lower average incomes and higher vehicle mileage, rural households spend a much greater portion of their budgets on transportation than urban households. In 2013, rural households devoted 20 percent of their total budget to transport which is 7 percentage points more than urban households. Rural households also spend 1.8 percentage points more of their budget on fuel than urban households.

Public transit offers lower-income rural residents options to try to save on fuel and vehicle maintenance costs and to potentially avoid the need for a second vehicle for a household, by providing temporary, emergency relief.

FUEL COSTS



According to the 2017 NHTS 49% of respondents indicated that the price of gas affected the number of places they travel to, while 42% responded that gas cost too much to get around.

CHEAPER OPTIONS



In the FHWA NHTS Report: Changing Attitudes and Transportation Choices 2, 21% of respondents indicated that they walked places to save money, and 18% indicated that they took transit to save money.

COST CONSCIOUS



Not surprisingly, these attitudes about the cost of travel correlated with household income, where lower-income households were more likely to express being cost conscious regarding travel.



Economically disadvantaged

Households in poverty spend a higher proportion of their income on transportation expenses and are disproportionately impacted by the lack of public transit options and limited access to alternate forms of transportation.

According to the U.S. Census, the poverty rate in the nation as reported in the 2020 5-Year ACS was 12.8%, with 40.9 million people in poverty. Missourians as a whole fared a little worse at 13.0%, with more than 770,000 Show-Me residents living in poverty.

Poverty levels in northeast Missouri were even higher according to the 2020 ACS. The six-county NEMO RPC region recorded a poverty level of 18.7%, with Adair County leading the way at 23.0%.

The U.S. Bureau of Labor Statistics reported 2021 consumer expenditures increased 9.1% while income levels only improved by 3.7%. The report noted that individual transportation spending significantly increased in 2021 with rising fuel prices and costs of vehicles costing consumers 11.6% more than in 2020. In 2021 the average American was spending 16.4% of their income on transportation.



Photo by National Complete Streets Coalition

POVERTY RATE

The six-county region represented by the Northeast Missouri Regional Planning Commission recorded a combined poverty level of 18.7% across Adair, Clark, Knox, Lewis, Schuyler and Scotland counties.



Percentage of NEMO RPC residents living below the national poverty line.



Number of residents in NEMO RPC region living in poverty.

U.S. Census American Community Survey 2020: ACS 5-Year Estimates

Spending on Transportation

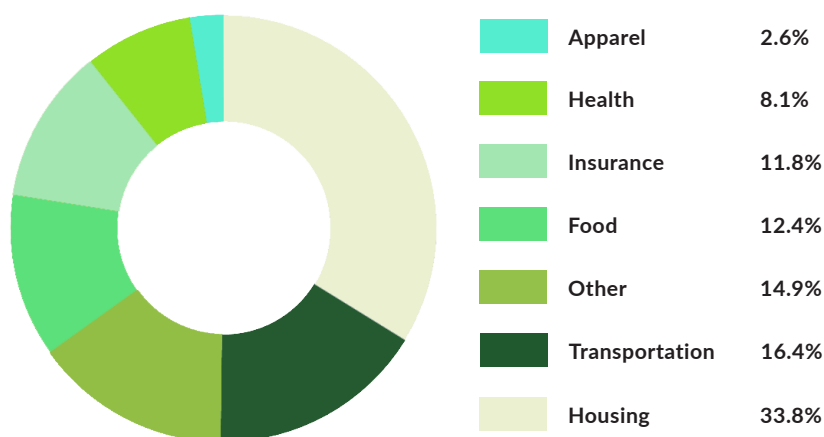
The lack of affordable housing in proximity to employment opportunities, combined with job locations becoming increasingly dispersed, particularly in rural areas, is placing a higher burden on low-income individuals to be able to meet their transportation needs.

The lack of transportation is a major disincentive to employment, a factor that can be blamed for trapping low-income families in poverty.

While low incomes necessitate spending less on transportation,

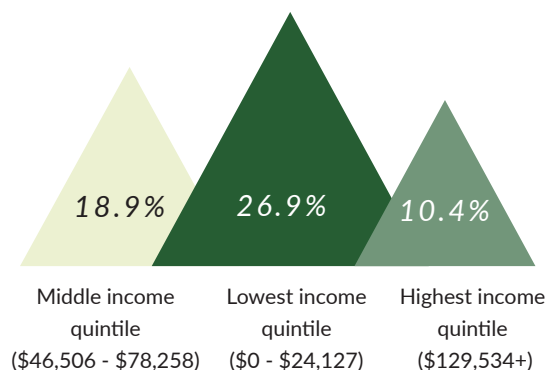
it stills represents a significantly higher proportion of overall income, leaving less to spend on food, housing, clothing and

healthcare not to mention other discretionary spending often taken for granted by higher income earners.



Travel Costs as % of Income

Households in the lowest income quintile (\$0 - \$24,127) faced a larger transportation cost burden, spending 26.9% of their after-tax income on transportation compared to 10.4% by the highest income quintile in 2021.



MARKET TRENDS

Transportation costs related to income are further impacted in rural America. Rural households spent more on transportation (\$13,665) and experienced a higher transportation cost burden (17.3 percent) than urban households (\$10,362 and 13.2 percent, respectively) in 2021.

\$13,665 per rural household

RURAL household transportation expenditures

\$10,362 per urban household

URBAN household transportation expenditure

17.3% per rural household

RURAL household transportation expenditures

13.2% per urban household

URBAN household transportation expenditure

Data based on Bureau of Transportation Statistics Consumer Expenditure Surveys - Transportation Economic Trends



Transit Services

SECTION
02

Area public transit services

OATS Transit provides the lone publically funded transit program serving the six-county region of the Northeast Missouri Regional Planning Commission. The service is available to anyone regardless of age, income, disability, race, gender, religion, or national origin.

SERVICE OVERVIEW

The available services vary from county to county in the region. In Adair County, the region's most populated community, OATS operates a fixed daily route in conjunction with the City of Kirksville Monday through Saturday. In Knox County, the least populated region, OATS offers in town service in Edina on Fridays as well as service to Kirksville on the second and fourth Thursdays of the month.

TRANSIT ASSETS

OATS operates 16 vehicles in Adair County, 1 in Knox County, 2 in Lewis County, 3 in Schuyler County, while Scotland and Clark counties share 3 vehicles. In 2022 OATS made 14,445 trips in Adair County, serving 436 unduplicated riders. While Knox County featured the fewest number of trips of the six counties, at just 849, they served the second largest number of unduplicated riders at 60.

ADAIR
County

CLARK
County

KNOX
County

LEWIS
County

SCHUYLER
County

SCOTLAND
County

Vehicles
16

Trips
14,455

Unduplicated
Riders
436

Age of Oldest
Rider
95

Vehicles
3*

Trips
1,148

Unduplicated
Riders
40

Age of Oldest
Rider
86

Vehicles
1

Trips
849

Unduplicated
Riders
60

Age of Oldest
Rider
85

Vehicles
2

Trips
1,989

Unduplicated
Riders
44

Age of Oldest
Rider
84

Vehicles
3

Trips
1,729

Unduplicated
Riders
50

Age of Oldest
Rider
96

Vehicles
3*

Trips
1,181

Unduplicated
Riders
14

Age of Oldest
Rider
79

Additional services



CAB/TAXI

The City of Kirksville is the lone community in the six-county region with commercial cab service regularly available, with a pair of providers currently offering service within city limits of the town of population 17,645.



PARATRANSIT

Eligible MO HealthNet Division participants can try to schedule Non-Emergency Medical Transportation (NEMT) to and from scheduled MHD covered services through the Missouri Department of Social Services.



RIDESHARE

According to Shared Mobility, northeast Missouri was the last geographical market in the state to register drivers with commercial ride share providers, such as Uber and Lyft, starting in 2018, but offers limited drivers.

Outside the city limits of Kirksville, there are virtually no public transportation service options available beyond OATS Transit. There are likely a limited number of undocumented rideshare providers, such as drivers who provide fee-for-service transportation to the vehicle-less Amish communities.

Transportation goals

Every five years the Missouri Department of Transportation issues a Long Range Transportation Plan establishing MoDOT's statewide transportation goals, including public transit.



Taking Care of the System

With the 7th largest highway system in the nation, Missouri's transportation department must maintain 33,856 miles of highway and 10,403 bridges. Most of the available revenue is earmarked for maintaining and preserving the existing system in the current condition, leaving many high-priority unfunded needs.



Keep Travelers Safe

Missouri's Strategic Highway Safety Plan, Show-Me Zero, outlines the state's plan for achieving success by implementing strategies most effective at mitigating the behaviors and issues most commonly associated with fatal and serious injury crashes in Missouri. Zero fatalities is the goal.



Invest in Transportation that Spurs Economic Growth and Job Creation

Investment in transportation improvements has long been held by MoDOT as a major economic engine that drives overall growth for the state by spurring job creation, generating personal income and adding new value to Missouri's economy.



Give Missourians Better Choices

Missouri must identify opportunities to expand transportation choices and enhance the transportation experience for its residents through categories of activities related to the surface transportation and multimodal systems including sidewalks, trails, public transit, rail, ports and air travel.



Transit Service Gap Analysis

SECTION

03

Needs assessment

Are the public transit needs of residents in the six-county region of the Northeast Missouri Regional Planning Commission being met? If not, what steps can be taken to try to address these shortcomings?

Just like their counterparts in metropolitan settings, small town residents and those who call the rural countryside their home still rely on transportation to access all life's necessities such as food and medicine, work and school, recreation and social events, and pretty much everything in between. Unfortunately for rural residents, particularly those whose physical or economic situations limit their personal transportation options, public transit is often an afterthought in rural settings.

According to the Congressional Budget Office, the Federal Transit Administration provides funding for more than 2,200 public transportation systems, but rural transit accounts for only about 1 percent of all trips taken nationwide on public transportation.

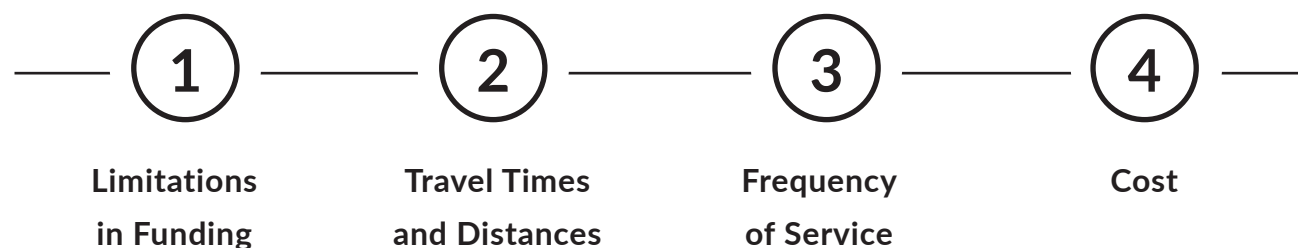
The problem lies within the name. Rural, means countryside rather than town, remote and sparsely populated. Fewer total numbers of people spread out across far greater distances is not the ideal recipe for success for public transit.

While it may be unrealistic to expect the same



TRANSIT GAP ANALYSIS

level of service offer in urban settings, the federal and state government are tasked with providing mobility and accessibility to essential employment, goods, and services for older adults, persons with disabilities, low-income persons, and others without access to private transportation. As the U.S. Department of Transportation has identified, access to public transportation in rural areas is limited by travel times and distances, frequency of service, cost, and limitations in funding to address these challenges.





Funding Limitations



The Infrastructure Investment and Jobs Act increased the federal government's annual support for public transit through 2026, scheduled to provide roughly \$18 billion annually for public transportation programs from 2022 to 2026, an increase of 42% over the previous federal transportation bill.

Funding is a central theme for any discussion trying to identify service gaps in public transit. According to the Congressional Budget Office (CBO), federal spending accounted for about one-sixth of the \$79 billion in public spending on transit in 2019.

The CBO report noted that

2019 spending on public transportation included \$54 billion for operations and \$24 billion for purchases of capital and equipment. Of that total, roughly two-thirds comes from government, with the remainder typically generated in user fees or other revenue collected directly by the service agency. According to the CBO,

state and local governments together account for about one-half of public transportation funding—each contributing a roughly equal share. Federal spending for public transit has averaged about \$14 billion annually since the Transportation Equity Act for the 21st Century was enacted in 1998. Under the Consolidat-

ed Appropriations Act, 2023 a total of \$21,432,364,662 was appropriated for the Federal Transit Agency for FY 2023. While that is a significant amount of funding, the vast majority goes to urban areas and only a small portion of the funds is utilized for rural public transit through the Formula

Missouri received \$2,501,341 in 5310 funds to be appropriated to nonurbanized areas with populations less than 50,000.

Grants for Rural Areas (Section 5311) program and a portion of the section 5310 Enhanced Mobility of Senior and Individuals with Disabilities funds are also allocated to rural areas.

Section 5311 provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000. The funding is allocated at the state level, which in turn makes it available to subrecipients, which may include state or local government authorities, nonprofit organizations, and operators of public transportation or intercity bus service. Section 5310 funds target improved mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized



(50,000-200,000), and rural (under 50,000).

Under the Consolidated Appropriations Act, 2023, \$804,217,747 is available for the Rural Area Formula Program. The total amount apportioned to the program is \$914,581,455 after the addition of section 5340 Growing States, reapportioned funds and the oversight deduction authorized by section 5338. That is a significant increase from five years ago, when FTA was appropriated approximately \$730 million for the programming, yet in FY23 just 4.3% of FTA's appropriated funds were allocated for the Rural Area Formula Program.

Assistance Program, the Tribal Transit Program, the Rural Transportation Assistance Program (RTAP), and FTA oversight activities.

Sixty percent of the 5310 funds are apportioned among designated recipients for urbanized areas with a population of 200,000 or more individuals. Twenty percent of the funds are apportioned among the States for their urbanized areas with a population of at least 50,000 but less than 200,000. Twenty percent of the funds are apportioned among the States for rural areas with a population of less than 50,000.

In FY2023 just 4.3% of Federal Transit Agency appropriated funds were allocated for the Rural Area Formula Program.

In FY 2023, \$429,002,836 is appropriated nationwide for the 5310 program. Of that total more than \$257 million is allocated to urban centers of greater than 200,000 population, with \$85 million for urban centers with populations between 50,000 and 200,000 and the remaining \$85 million for nonurbanized areas with populations below 50,000.

FTA apportions section 5311 funds to the states by a statutory formula. The majority of rural formula funds (83.15 percent) are apportioned based on land area and population factors. The remaining rural formula funds (16.85 percent) are apportioned based on land area, vehicle revenue miles, and low-income individual factors. In addition to funds made available under section 5311, FTA adds amounts apportioned based on rural population according to the Growing States formula factors of 49 U.S.C. 5340 to the amounts apportioned to the states under the section 5311 formula. Before FTA apportions section 5311 funds to the states, FTA subtracts funding from the total available amounts for the Appalachian Development Transportation

In FY23 Missouri received \$142,692,830 in total appropriations from the federal transit agency. That included \$25,809,338 in Section 5311 and 5340 apportionments, or about 2.8% of the national apportionment. Missouri received \$2,501,341 in 5310 funds to be appropriated to nonurbanized areas with populations less than 50,000.

The 5311 federal funding allocates 15% of the total revenue for intercity bus routes. Missouri typically spends roughly \$3 million of the appropriations on half a dozen bus operators that provide routes that connect various cities across the state.

In FY2021, MoDOT applied for \$15,674,241 in federal 5311 funding for the state to provide 50/50 matching grants for operational expense of rural public transit systems. These funds help cover operating expenses for nearly two dozen rural public transportation providers. In Missouri the following municipal operates receive funding: the cities of Bloomfield, Carthage, Clinton, El Dorado Springs, Excelsior Springs, Houston, Lamar, Mt. Vernon, Ne-

vada, New Madrid, West Plains, as well as two not-for-profit agencies operating within a defined area to serve a city, Licking Bridge Builders and Macon Area Chamber of Commerce. Funding also is used to assist county level transit authority and not-for-profit agencies operating within their county boundaries with some long-distance trip to regional population centers. These include Cape Girardeau County Transit Authority, Dunklin County Transit Service, Mississippi County Transit System, Ray County Transportation, Ripley County Transit, Scott County Transportation System, and SERVE, Inc. (Callaway County). Finally, there are two regional not-for-profit agencies that are funded. SMTS, Inc. operates in 21 counties in the southeast section of the state: Bollinger, Butler, Carter, Crawford, Dent, Howell, Iron, Madison, New Madrid, Oregon, Pemiscot, Perry, Phelps, Reynolds, Shannon, St. Francois, Ste. Genevieve, Stoddard, Texas, Washington, and Wayne. OATS, Inc., operates in the remaining 87 counties in the state.

MoDOT offers the 5310 funding earmarked for the nonurbanized areas through a competitive grant program for capital and operating expenses to recipients for public transportation projects planned, designed and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

In FY 2022, this combination of federal funding accounted for 47% the of \$25.8 million operating budget for OATS Transit. Medicaid funded 12% of the service with other health agencies also contributing. Just 2% of the funding is paid by rider fares and only 1% of the budget comes from state funds. The service to the 87 counties included 752 vehicles traveling more than 11 million miles to provide more than 950,000 trips. Just shy of 50% of the operating costs cover the wages and benefits of the 553 employees statewide. Fuel costs represent 14% of the total budget, with 7% spent on vehicle re-

pairs and maintenance, and another 4% on vehicle insurance.

Increased funding is necessary to keep up with rising labor costs as well as significantly higher fuel prices and vehicle repair and replacement costs. The U.S. Bureau of Labor Statistics reported in March 2023 that wages and salaries increase 5% from March 2022 while benefit costs increases 4.5% in the same time frame. Those numbers increased 4.7% and 4.1% the previous year. Per gallon cost of fuel in 2023 has averaged roughly \$3.50, more than \$1 a gallon more than 2020-2021 levels. The percentage of the OATS overall budget that was consumed by fuel costs increased from 10% in 2021 to 14% in 2023, or approximately \$1 million despite the decrease in miles traveled. FY23 witnessed a 3.6 million mile decline for OATS Transit from 2019, while operating in 2023 with 150 fewer employees than just four years earlier.



Increasing Accessibility

Travel times and distances combined with frequency of service as the second and third identified gaps in service that ultimately both relate to overall accessibility of public transit in the region.

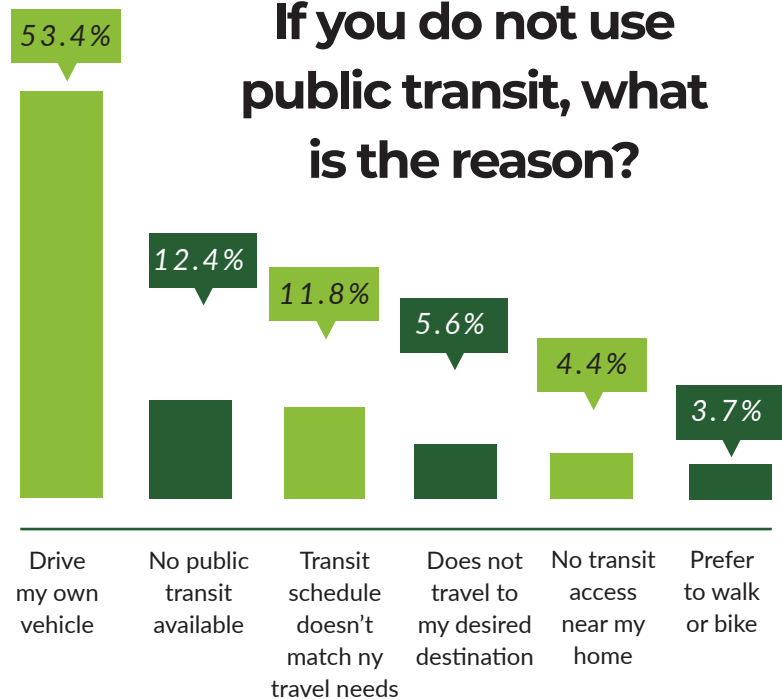
Public transit can be a key link to needed services for residents with no other transportation options. Unfortunately creating that link becomes much more difficult in rural areas where the much smaller populations are spread out much farther away from each other and much farther away from key resources, which means key destinations are often not located in the same town, let alone the same area of town where one destination point could allow access to multiple services.

Making public transit available to smaller numbers of passengers that share no basic geographical proximity for pickup locations requires a larger number of vehicles and drivers and substantially more time to gather all of the riders

before the public transit unit can even start to transport to the destination(s). Significant distances between destinations not only makes it more difficult for riders to make it to appointments on time, but also leads to long bus rides and layovers awaiting the return ride home.

Public transit providers are faced with a double-edged sword. They need to add more vehicles, drivers, pick-up locations, additional routes and

If you do not use public transit, what is the reason?



Based on responses to 2023 NEMO RPC public transit public survey

extended hours in order to make the service more accessible to the entire population, with no guarantee that such significant expenditures would result in similarly meaningful increases in utilization of the expanded services.

While demographics for the northeast Missouri region demonstrate a higher percentage of residents classified as senior, disabled, or low income - all categories that are associated with higher demand for

public transit, the demographic argument for higher need for public transit in rural areas vs. urban counterparts is contradicted by the preponderance of access to private vehicles. The 2022 Rural Transit Fact Book published by the Upper Great Plains Transportation Institute at North Dakota State University reports data from the ACS, Federal Highway Administration (FHWA), and National Household Travel Survey (NHTS) show there is a greater reliance on automobiles by rural residents. Just 4% of rural households do not have a vehicle available, compared with 10% of urban households. Meanwhile, 72% of rural households have two or more vehicles, while only 56% of urban households have two or more vehicles.

While the percentage of residents in rural areas such as this that depend upon public transit for key social services may be higher than many urban areas, there are fewer people who depend upon public transportation for daily activities such as transportation to and from work, which is at the root of accessibility concerns. Without higher demand for regular, fixed daily routes, it becomes extremely complicated trying to schedule services for rural ridership to ensure accessibility.

For example, the 2022 Rural Transit Fact Book demonstrates that just 0.5% of rural residents use public transportation to travel to work, compared with 5.9% of urban residents, and just 1.9% of ru-

ral workers aged 16 or older do not have access to a vehicle, compared with 4.7% of their urban counterparts. The dependency upon private vehicles for these types of daily commutes also is compounded by the fact that rural residents also tend to have longer commutes. The data shows that while rural residents take fewer trips per day than their urban counterparts, the vehicle miles travelled for rural residents is nearly twice that of urban residents.

High dependence upon private vehicles, fewer daily trips, and significantly longer distance between destinations - all these factors make providing public transit in rural areas extremely challenging. One can argue which comes

What NEMO residents say about public transportation needs...

Do you use public transportation?

21 of the 161 survey respondents answered yes.

13.4%

Would you use public transit if it were available in your area?

90 of the 161 survey respondents answered yes.

55.9%

Have you ever needed public transit but none was available?

76 of the 161 survey respondents answered yes.

47.2%

Based on responses to 2023 NEMO RPC public transit public survey

first the chicken or the egg, or in this case, does public transit not exist because there is not high enough demand, or is the lower level of demand simply a result of lack of availability and accessibility? Regardless, lower levels of utilization, as a whole, ultimately negatively impact the availability of the transit services that are essential to those with no other options.

The 2022 Rural Transit Fact Book data shows that urban residents used public transit on average 5.02 times in the previous month, compared to just 0.71 public transit utilizations by rural residents in the

same time span.

This data is supported by the OATS Transit reported numbers for 2022 in northeast Missouri. For example, Scotland County reported just 14 unduplicated riders in 2022, which represents a roughly 0.003% ridership level for the total county population of 4,923. Even in Adair County, where the accessibility is significantly higher than in other counties with daily fixed routes in the City of Kirksville, just 436 unduplicated riders took advantage of the service, or 0.017% of the total population of 25,465 Adair County residents.

While the number of riders represented a fraction of the total population, these residents depended upon public transit to travel to work at the region's sheltered workshops or to attend critical medical services such as dialysis, just two examples of essential public transit.

A public survey conducted by NEMO RPC also supports the belief that if additional services were available, more residents would utilize public transit. Accessibility issues were among the top reasons given by survey respondents for why they did not utilize public transportation. While more than half said they utilize their own private vehicle and thus did not need public transit, 12.4% said there was no public transit available, so they had no option. Nearly as big an issue was incompatibility of transit schedules with riders travel needs, cited by 11.8% of respondents as why the elected not to use public transportation. Another 5.5% stated public transit did not travel to their desired destination, while 4.4% said there is no public transit access near their residence. While cost was not a major deterrent for many, 1.9% of respondents did state that public transit was too expensive, so they did not use it.



Public Input

A public survey of northeast Missouri residents regarding public transit asked “What improvements would you recommend to improve local public transportation?”

1

FREQUENCY OF SERVICE

- *“More actual stops for pickup. Scheduled routes with easy access to the schedules. Evening routes available. Shelters to wait at.”*
- *“More available days and times for public transportation.”*
- *“More public transit with more pickup times and routes for those that need it.”*
- *“Hours need to be later than 5 so that people can get rides home from work.”*

2

TRAVEL TIMES

- *“I am a nurse here in town... Their needs to be a more affordable and handicap accessible transportation that can focus on making 100% that these patients can make it on time to their appointment.”*
- *“I take Kirktran to the Adair Co. Library. There’s a window of time that it comes to my house of 30-45 minutes. They have been able to shorten the window to 30 minutes, which is more helpful so I can meet my provider at the library on time.”*
- *“Shorter wait time.”*

3

DISTANCES

- *“Need more accessible options for public transit, including between communities, transportation to non-medical settings that are necessary for quality of life.”*
- *“I live out in the county and have no access to public transportation.”*
- *“The more rural the area (outer county, not within city limits), the less likely you will have transportation to work, medical appointments, shopping, etc. Kirksville has Kirktran, mostly in city limits. NEMO has OATS, but cost is increasing and schedules don’t always match needs.”*

Rising Costs

The fact that public transportation costs increased nearly 20% nationwide in 2022, compounded with the rural transit data that demonstrates the significantly higher operating expenses experienced by the smallest services, clearly highlights why cost is a key challenge for the future of public transit in this region.



Paratransit system
share of total transit
vehicles = 25%



Paratransit system
share of trips and
passenger miles = 2%

ECONOMICS OF SCALE

The USODT Transportation Statistics Annual Report for 2022 reveals the national public transit system consists of about 970 urban transit agencies and 1,270 rural and tribal government transit agencies offering commuter rail, subway, and light-rail; transit and trolley bus; demand-response services; and ferryboat. In 2020, these transit agencies operated over 5,700 stations with 13,173 fixed-rail transit track-miles and 5,000 fully controlled or limited-access bus lane-miles in.

Transit agencies vary widely in size, ranging from social service agencies operating a single vehicle to the 13,000 vehicles operated by the New York City Metropolitan Transportation Authority. Rural agencies like those serving northeast Missouri are attempting to offer county-wide coverage in acutely rural areas with extremely low population density.

Nationwide, the rail and fixed route bus services handle the lion's share of transit system's personal-miles traveled, at 79%. According to the report, paratransit systems, which is largely focused in areas without fixed services or timetables, operated around 25 percent of transit vehicles in 2020 but carried only 2 percent of the trips and passenger miles. It is this latter category where the bulk of the northeast Missouri public transit system is classified.



A system that requires 25% of the total public transit vehicles in the entire system, to provide just 2% of the trips and passenger miles lends itself to higher costs per trip. According to the 2022 Rural Transit Fact Book the average operating cost for fixed-route services was \$9.92 per trip in 2020, while average operating cost for demand-response services was \$25.68.

Transit operating costs increased significantly in 2020, with the average operating cost per trip at \$16.14, a 37% increase from the previous year.

That appears to indicate that rural, public transit systems that rely on riders scheduling transportation as opposed to fixed-route bus routes, are nearly three times as expensive to operate.

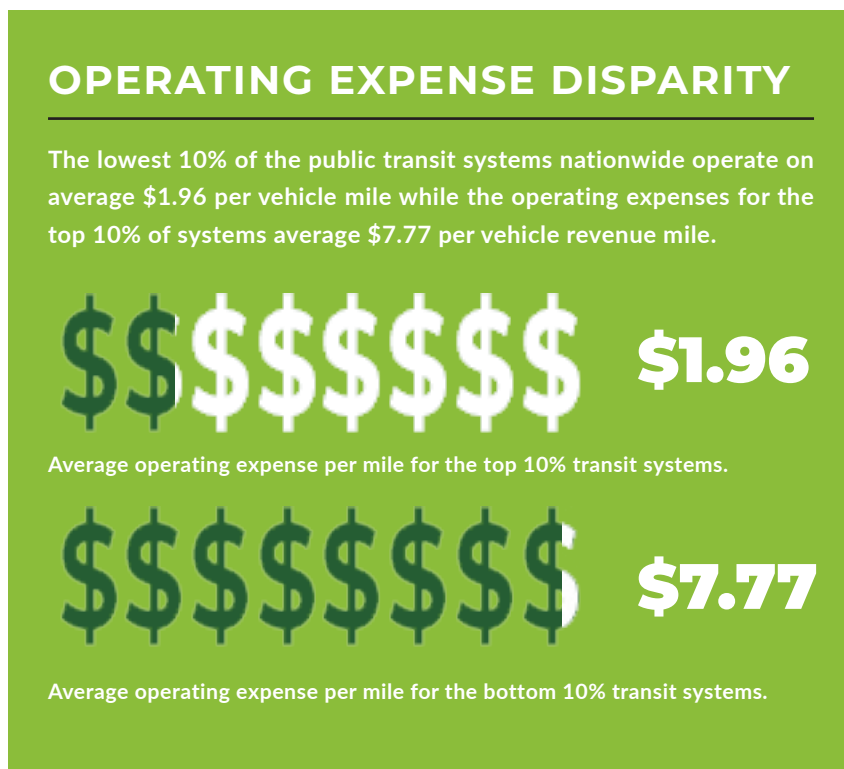
Regardless of the type of operation, the 2022 Rural Transit Fact Book indicates all systems faced higher costs in the latest reporting cycle. The report indicates operating cost ratios increased significantly in 2020, with the average operating cost per trip at \$16.14, a 37% increase from the previous year. The average operating cost for fixed-route services increased 41% while average operating cost for demand-response services increased 32%.

This data is supported by the USDOT Bureau of Transportation Statistics report that private transportation costs increased by 15.5 percent in 2022, bringing private transportation to a new all-time high. Public transportation increased by 19.9 percent in 2022, bringing it to its second-highest level - 0.6 percent below the all-time high reached in 2013.



The Rural Transit Fact Book notes operating cost per vehicle revenue mile in 2020 was \$5.09 for fixed-route services, \$3.21 for demand-response, and \$3.71 overall, which were increases of 17%, 22%, and 20%, respectively. Operating cost per vehicle revenue hour in 2020 was \$87.84 for fixed-route services, \$53.09 for demand-response, and \$63.28 overall, which were increases of 16%, 16%, and 17%, respectively.

While the fact book does not directly correlate cost differences to population densities or other definable factors, it does demonstrate the clear existence of striking differences between systems. One of the most interesting performance measures in the report is the 2020 operating expense per trip percentiles report. The lowest 10% of the public transit systems nationwide operate with expense per trip values of \$9.54, while the highest 10% operate with average expense per trip costs of \$57.19 or more. That same report demonstrates the disparity in costs, as the lowest 10% pay on average \$1.96 per vehicle mile while the operating expenses for the top 10% of systems average \$7.77 per vehicle revenue mile.



Another key category for cost considerations highlighted by the fact book is ridership. The lowest 10 percent of systems based on ridership demonstrated operating costs per trip nearly six times higher than the operating costs of the systems that ranked in the top 10% for total ridership. The average operating cost per trip for the systems with the fewest riders averaged \$63.89 while the systems with the highest number of riders had average operating costs per trip of just \$11.28. That disparity in operating costs is even larger in small rural areas that try to

operate fixed route systems, where the average operating cost per trip is \$96.96 for the 10% of systems with the lowest ridership, compared to just \$6.50 per trip for the top 10% of systems per riders.

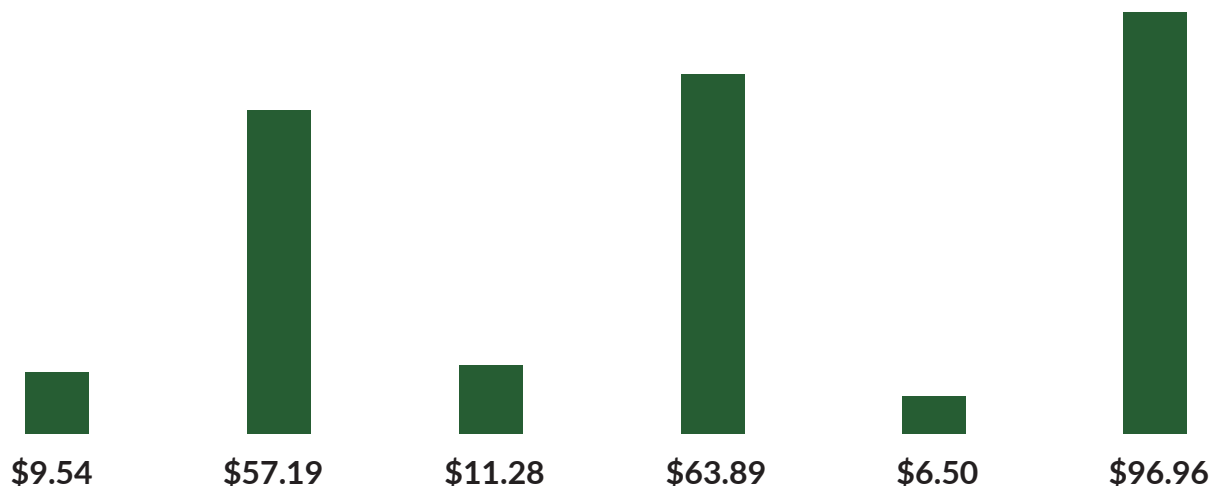
The fact that public transportation costs increased nearly 20% nationwide in 2022, compounded with the rural transit data that demonstrates the significantly higher operating expenses experienced by the smallest services, clearly highlights why cost is a key challenge for the future of public transit in this region.

Best and Worst

Average operational expense per trip for transit systems in top 10 percentiles and bottom 10 percentiles.

Average operational expense per trip for transit systems in top 10 percentiles of riders and bottom 10 percentiles.

Average operational expense per trip for fixed-route transit systems in top/bottom 10 percentiles for ridership.



BIG DIFFERENCES:

599%

566%

1,491%

Rise in Operating Costs per Trip/Vehicle Revenue Mile/ Vehicle Revenue Hour - 2022 RURAL TRANSIT FACT BOOK

| | 2017 | 2018 | 2019 | 2020 | % Change 2019-2020 |
|---|-------|-------|-------|-------|-----------------------|
| <u>Operating Expense per Trip</u> | | | | | |
| Total | 10.95 | 11.41 | 11.75 | 16.14 | 37% |
| Fixed-route | 6.53 | 6.81 | 7.05 | 9.92 | 41% |
| Demand-response | 18.00 | 18.85 | 19.52 | 25.68 | 32% |
| <u>Operating Expense per Vehicle Mile</u> | | | | | |
| Total | 2.82 | 2.90 | 3.08 | 3.71 | 20% |
| Fixed-route | 4.04 | 4.14 | 4.35 | 5.09 | 17% |
| Demand-response | 2.43 | 2.51 | 2.63 | 3.21 | 22% |
| <u>Operating Expense per Vehicle Hour</u> | | | | | |
| Total | 50.00 | 51.17 | 54.30 | 63.28 | 17% |
| Fixed-route | 71.02 | 72.25 | 75.79 | 87.84 | 16% |
| Demand-response | 42.76 | 43.67 | 45.68 | 53.09 | 16% |
| <u>Farebox Recovery Ratio</u> | | | | | |
| Total | 0.07 | 0.09 | 0.09 | 0.10 | 4% |

Source: National Transit Database, 2017-2020



Strategies to address gaps

SECTION 04

Strategies to address service gaps

The main gaps in service identified in the north-east Missouri region by the NEMO RPC Public Transit Task Force relate to the travel times and distances that are defined by the rural nature of the region as well as the availability and frequency of service to these remote locations for a limited number of potential riders.

These gaps in service are directly impacted by the final two main challenges identified by the task force - funding and rising costs.

The task force identified three strategies to try address the service gap concerns, and being mindful of resource limitations, prioritized the strategies as follows:

1. Do not let the existing level of service decline. At a minimum work to ensure that the services that are currently available are maintained.
2. Work to secure additional funding opportunities, promote new opportunities for ride-share and on-demand transit opportunities in the region.
3. Improve promotion of the services, communication with the communities to increase utilization, and enhance local community planning to increase efficiency and boost accessibility for more users.



1

MAINTAIN

Avoid decline in current service levels

2

EXPAND

Improve accessibility by adding routes, extending services hours

3

IMPROVE

Become more efficient through communication and planning

MAINTAIN - Avoid Decline



OVERVIEW

Faced with rising costs, public transit systems in rural America are constantly at risk of losing ground. Because the price tag is often the first thing decision makers consider, the NEMO RPC public transit taskforce identified the importance of highlighting the benefits of the services. While the costs are easily calculated, the benefits of public transit remain largely unmeasured.



It is critical to demonstrate that while small, rural transit systems may not generate the cost benefit of their larger counterparts, where significantly higher populations generate measurably higher ridership and the corresponding transportation cost savings for the community, they still offer significant impact, mainly in the form of low-cost mobility benefits.

COST/BENEFIT ANALYSIS

The Cost-Benefit Analysis of Rural and Small Urban Transit published by North Dakota State University Upper Great Plains Transportation Institute Small Urban and Rural Transit Center highlights these benefits of rural public transit.

“For many, there may be no feasible alternative modes, or the costs are prohibitively expensive, so they will forego trips if transit is not available. The costs of those foregone trips can be substantial. A missed work trip, for example, means lost income. A missed health care trip means a person’s health might not be properly managed and could result in a need for in-

home care or future emergency care. Lost educational trips could reduce a person’s future earnings potential, and lost shopping trips mean less money is spent in the community. Providing trips that would otherwise not be made results in other intangible benefits, such as providing enjoyment and fulfillment and preventing social and physical isolation.”

HEALTH/WORK

While rural transit systems may never measure up to urban counterparts for transportation cost savings or induced economic activity, the benefits of providing medical trips and work

trips to those who would otherwise not be able to make the trips still produce a net positive return on the public transit investment.

As the published cost-benefit analysis of rural transit systems highlights, “the benefit from providing a trip for medical purposes is the difference between well-managed and poorly-managed care, which can include a reduction in more costly care and improved quality of life.” Similar societal cost savings are also associated with basic public transit for work trips, which produce direct impact by reducing public assistance spending.



It is these essential paratransit services that are at the core of efforts to provide public transit services in the northeast Missouri region, and it is because of their significant societal impact that the task force identified as its top priority the effort to at a minimum, retain these barebones services for our communities’ residents that are in most need of transportation assistance.

The cost of a reduction in services is clearly demonstrated by on going efforts in the criminal justice system. The State of Missouri, as mandated by Governor Parson and Chief Justice Wilson, is conducting a Sequential Intercept Mapping (SIM) in all 114 counties and the City of St. Louis ending in May, 2025. SIM brings together criminal justice professionals, behavioral health providers, community leaders, hospitals, persons with lived experiences, and other social service professionals with the goal of identifying needs and gaps for persons with serious mental illness (SMI) and substance use disorders (SUD) who come in contact with the criminal justice system from the 911 call and throughout the system up to and including discharge from jail or prison.

To date, 16 SIMs have occurred encompassing 26 counties with over 900 participants. Of these completed SIMs, 15 of 16 identified transportation as one of the top 5 priorities for system change. In Scotland, Schuyler and Clark counties, the elected sheriffs have shared that there is limited to no transportation for persons with SMI and/or SUD other than transportation by a patrol car. Not only is there limited transportation, most persons live in remote areas far from the county seat where they appear for court hearings and meetings with their probation officer. Further away are the treatment providers in either the Kirksville or Hannibal area. Their transportation needs are in addition to the needs for medical appointments and food. This lack of transportation is a barrier to their recovery and guarantee of further involvement in the criminal justice system.

EXPAND - Improve access, add services

Too often, rural transportation systems have to accept simply getting by, settling for the funding crumbs in hopes of maintaining the existing infrastructure while the urban systems eat up the bulk of the funding allowing them to prosper, expand and improve.

The NEMO RPC public transit taskforce members aspired to buck this trend. While costs of providing the existing minimal public transit services in the region are high, the task force prioritized the need to continue to work to improve the offerings.

As was identified in the funding section of this report, federal investment in public transit is on the rise. Unfortunately, the increased budgeting at the national level has led to a reduction in similar support at the state level. The task force identified the need to lobby at the state level for additional support while seeking to maintain the federal levels of funding with hopes of adding to rural public transit system offerings.



TAKE ADVANTAGE OF EXISTING FUNDING

While efforts to further expand funding were discussed by the task force, members stressed the need to take advantage of existing opportunities. NEMO RPC assists all of its member communities with programming and funding pursuits to develop infrastructure, economic development and community improvements. The task force identified the need for expanded efforts to assist communities to secure the available funds to make capital improvements for the local transit system and to potentially expand services.

These efforts will be critical in securing additional vehicles, expanded workforce and higher operating costs overall, which are all anticipated when any transit system is asked to offer additional routes, extended hours of service, expanded destinations or pickup locations and other key accessibility factors identified by the public and potential riders.

IMPROVE EFFICIENCY

through communication and planning

The task force noted improving efficiency wasn't limited to increasing funding but should also focus on efforts to improve efficiency. Specifically, the task force identified a number of general opportunities to capture cost savings, increase productivity and expand ridership.

Mobility Management

Central to these discussions was the potential development of a regional mobility management office or officer that could potentially coordinate ride-share opportunities, including for-profit providers as well as volunteer opportunities for transportation sharing. This type of organization could also oversee communication efforts to publicize the available services to help increase ridership, while also seeking public feedback for future considerations.

Enhanced Planning

The task force also identified the need for enhanced planning and management for the existing transit system. Accessibility often can be improved simply by reviewing the location of available pick-ups and deliveries and considering the benefits of upgrading the infrastructure or relocating to better serve the community's ridership.



Better Communication

The task force agreed that boosting publicity, expanding social media presences, and identifying new ways to share the opportunities of public transit with more community members is essential to making the service more accessible to those in need while also offering the opportunity for more residents to simply choose public transit over private transportation, ultimately making public transit more financially viable for all.



CASE INVESTIGATION FORM: MONKEYPOX

Patient details: Name, Age, Sex, Date of onset, Date of admission, Location of healthcare facility, Contact number/s of clinic, Location of healthcare facility, War...

CLINICAL INFORMATION

A. Date of onset of illness (dd/mm/yyyy):

B. Clinical features (Tick appropriate box: yes, no, unknown)

Fever: Yes ☐ No ☐ Unknown ☐ If yes, specify temperature: °C

Lymphadenopathy: Yes ☐ No ☐ Unknown ☐

Headache: Yes ☒ No ☐ Unknown ☐

Muscle pain: Yes ☒ No ☐ Unknown ☐

Fatigue: Yes ☒ No ☐ Unknown ☐

Sore throat: Yes ☒ No ☐ Unknown ☐

Nausea/vomiting: Yes ☐ No ☐ Unknown ☐

Cough: Yes ☐ No ☐ Unknown ☐

Chills/sweats: Yes ☐ No ☐ Unknown ☐

Oral ulcers: Yes ☐ No ☐ Unknown ☐

Rash: Date of onset of rash (dd/mm/yyyy): Yes ☐ No ☐ If yes, specify Distribution of rash: Face ☐ Trunk ☐

Participation & Adoption

SECTION 05

Public participation

Development of this public transit plan was dependent upon public input and focused on opportunities for all interested parties to participate.



Task force members were recruited from public, private, and nonprofit transportation and human services providers to ensure representation of transportation issues faced by seniors, individuals with disabilities and low-income households.



Public input was generated through TV, radio and newspaper coverage and social media communication.



A public survey generated nearly 200 responses and will remain open to continue to collect data.

News

Survey input needed for local public transit plan update

The Coordinated Public Transit Human Services Transportation Plan prepared by the Northeast Missouri Regional Planning Commission determines local transit services eligibility for federal funding.

MEMPHIS — Is access to public transportation available in your community? Is your access to medical appointments, work or other key destinations limited due to a lack of transportation options? These are the types of questions Northeast Missouri Regional Planning Commission (NEMO RPC) is asking in a new public survey (<https://www.surveymonkey.com/r/BCZTFL9J>). (For additional methods to participate see the print advertisement elsewhere in this publication.) The data collection efforts are part of the organization's work to update the local public transit plan.

As a designated regional planning commission created by the state of Missouri to serve Adair, Clark, Knox, Lewis, Schuyler and Scotland counties, NEMO RPC plays a key role in the state and federal transportation planning framework. The RPC is tasked by the Federal Department of Transportation to develop and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public" utilizing transportation services. The public transit plan is central to local efforts to secure funding to help improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Section 5310 funds support transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas - large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Eligible projects include both "traditional" capital



Public transportation exists outside of major urban metros as important as demonstrated by the Northeast Missouri Regional Planning Commission's Transportation Plan for Adair, Clark, Knox, Lewis, Schuyler and Scotland counties.

purchasing vehicles to support new accessible taxi, ride sharing or vanpooling programs.

Section 5310 funds are apportioned among the states by a formula which is based on the number of seniors and people with disabilities in each state according to the latest available U.S. Census data. While states and designated MPOs and urban areas are direct recipients, eligible subrecipients include private nonprofit organizations, states or local government authorities, or organizations that can demonstrate the ability to provide transportation services to the region's citizens.

Process for review and adoption of 2023 plan

This 2023 Coordinated Human Services Public Transit Plan for the NEMO RPC region was drafted by the NEMO RPC Public Transit Task Force and submitted to the NEMO RPC Transportation Advisory Council, which approved it on June 30, 2023.



Data relevant to transportation needs was collected from various local, state and national sources.



The task force worked with all communities to identify available transit providers and assess services.



Public input was sought through news and social media outlets, including a public survey.



The report was compiled over six weeks using input from the public and the task force.

Public Transit Task Force

The NEMO RPC Public Transit Task Force was formed in 2023. It consists of members from Adair, Clark, Lewis, Knox, Schuyler and Scotland counties who represent seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public.



MEETING DATES

May 31, 2023

June 20, 2023

The task force hosted two official meetings. Members shared data and ideas throughout the six-week process.

| MEMBER | ORGANIZATION |
|-----------------------------|--|
| Stephanie McGrew | Assistant Director Diversity & Inclusion A.T. Still University |
| Mari Macomber | NEMO RPC Transportation Advisory Council Chairman |
| Debbie Blessing | Executive Director Northeast Missouri Area Agency on Aging |
| Patricia Joyce | Retired Judge, Sequential Intercept Mapping judicial coordinator |
| Jennifer L. Eldridge Houser | University of Missouri Extension Knox County |
| Henry Dienst | Clark County Commissioner |
| David Wiggins | Scotland County Commissioner |
| Ashley Young | Assistant City Administrator, City of Kirksville |
| Traci Lawrence | Executive Director Community Action Partnership of Northeast MO |
| Crystal Aminirad | Executive Director Adair County SB40 |
| Brandon Carlyle | Health Educator/MCH Coordinator Adair County Health Department |
| Sheree Webb | NE Regional Director OATS, Inc. dba OATS Transit |
| Jill Stedem | Administrative Director OATS Transit |
| Mary Fretwell | City Clerk, City of Canton |
| Mark Shahan | Adair County Commissioner |
| Sara L. Louck | General Manager Industrial Opportunities/Sheltered Workshop DESE |
| Kris Chamley | Adult Protective Services Division of Senior and Disability Services |
| Evelena Sutterfield | Administrator Clark County Health Department |
| Oleva Frederick | Board member Community Action Partnership of Northeast MO |



**NORTHEAST MISSOURI
REGIONAL PLANNING COMMISSION
& RURAL DEVELOPMENT CORPORATION
& ECONOMIC DEVELOPMENT DISTRICT**

121 S. CECIL STREET
MEMPHIS, MISSOURI 63555

TELEPHONE 660 465-7281
FAX 660 465-7163

| | | | | |
|-------------------------|-----------------------------|----------------------------|----------------------------|-----------------------------------|
| Mark Shahan Chairman | Jim Werner Vice-Chairman | Mari Macomber Secretary | Duane Ebeling Treasurer | Derek Weber Executive Director |
|-------------------------|-----------------------------|----------------------------|----------------------------|-----------------------------------|

**Northeast Missouri Regional Planning Commission
2023 Coordinated Human Services Public Transit Plan
Adoption Resolution**

WHEREAS, the staff of Northeast Missouri Regional Planning Commission has prepared a Coordinated Human Services Public Transit Plan and;

WHEREAS, the Plan was developed according to the Missouri Department of Transportation guidelines and;

WHEREAS, the Plan will be presented to the Missouri Department of Transportation for review and approval.

THEREFORE BE IT RESOLVED, Northeast Missouri Regional Planning Commission Transportation Advisory Council, therefore adopts the Northeast Missouri Regional Planning Commission Coordinated Human Services Public Transit Plan on this day, **July 18, 2023.**

I, Mari E. Macomber, Chairman of the Northeast Missouri Regional Planning Commission Transportation Advisory Council, do certify that the above is true and correct.

Mari E. Macomber, Chairman
Northeast Missouri Regional Planning Commission Transportation Advisory Council

MONKEY INVESTIGATION FORM: MONKEY

NAME: SURNAME:

DATE OF BIRTH: AGE:

RESIDENTIAL ADDRESS: OCCUPATION:

SYMPTOMS: ACUTE, THROMBOCYTOPENIA AND HEALTHCARE FACILITY DETAILS

Healthcare facility name: Contact number/s of clinic:

Insurance number: Location of healthcare facility:

RISK FACTORS: EXPOSURE HISTORY – during the 21 days prior to onset of symptoms

Traveller to a country endemic for monkeypox* ☐ War ☐

Close contact with suspected or confirmed case of monkeypox** ☐

History of international travel ☐

None of the above ☐

CLINICAL INFORMATION

A. Date of onset of illness (dd/mm/yyyy):

B. Clinical features (Tick appropriate box: yes, no, unknown)

Fever ☐ Yes ☐ No ☐ Unknown ☐

If yes, specify temperature: °C

Lymphadenopathy ☐ Yes ☐ No ☐ Unknown ☐

Headache ☐ Yes ☐ No ☐ Unknown ☐

Muscle pain ☐ Yes ☐ No ☐ Unknown ☐

Fatigue ☐ Yes ☐ No ☐ Unknown ☐

Sore throat ☐ Yes ☐ No ☐ Unknown ☐

Nausea/vomiting ☐ Yes ☐ No ☐ Unknown ☐

Cough ☐ Yes ☐ No ☐ Unknown ☐

Chills/sweats ☐ Yes ☐ No ☐ Unknown ☐

Oral ulcers ☐ Yes ☐ No ☐ Unknown ☐

Rash

Date of onset of rash (dd/mm/yyyy):

If yes, specify ☐ Yes ☐ No

Distribution of rash:

Face ☐

Torso ☐

Appendices

SECTION

06

Appedix A - OATS Data



Northeast Missouri Region - NEMO RPC Stats for Calendar Year 2022

| County | Number of Trips | Number of Unduplicated Riders | Age Oldest Rider | Age of Youngest Rider | Top Trip Purposes in order of most trips | Number of Vehicles per County |
|----------------------|-----------------|-------------------------------|------------------|-----------------------|---|-------------------------------|
| Scotland County | 1181 | 14 | 79 | 30 | Sheltered Workshop, Shopping, Medical, Dialysis | 3 |
| Clark County | 1148 | 40 | 86 | 1 | Sheltered Workshop, Shopping, Medical, Dialysis | 0 (share with Scotland) |
| Adair County | 14455 | 436 | 95 | 2 | Employment, Sheltered Workshop, Medical, Business, Shopping | 16 |
| Knox County | 849 | 60 | 85 | 15 | Medical, Sheltered Workshop, Shopping | 1 |
| Lewis County | 1989 | 44 | 84 | 19 | Sheltered Workshop, Shopping, Dialysis, Medical | 2 |
| Schuyler County | 1729 | 50 | 96 | 1 | Sheltered Workshop, Shopping, Dialysis, Medical, Employment | 3 |
| Total for 6 Counties | 21351 | 644 | | | | |

| OATS DATA | Number of Trips | # of Miles Traveled | # Operating Hours | Total Vehicles |
|-------------------------|-----------------|---------------------|-------------------|----------------|
| Companywide | 956492 | 11.2 million | 591,697 | 752 |
| NEMO Region 16 Counties | 143494 | 1.9 million | 108,402 | 131 |

Appendix B - Public Survey

NEMO RPC Public Transit Plan Public Survey

1. What county do you live in?

- ☐ Adair ☐ Knox ☐ Schuyler ☐ Other
☐ Clark ☐ Lewis ☐ Scotland

2. What city do you live in?

3. What is your age?

- ☐ Under 18 ☐ 25-34 ☐ 45-54 ☐ 65+
☐ 18-24 ☐ 35-44 ☐ 55-64

4. Are you currently employed?

- ☐ Yes, full time ☐ Yes, part time ☐ No

5. Would you classify yourself as a:

- ☐ Senior ☐ Person with Disability ☐ Veteran ☐ Concerned Citizen

6. Do you have a valid driver's license?

- ☐ Yes ☐ No

7. How many operating vehicles do you have in your household?

- ☐ None ☐ One ☐ Two ☐ Three or more

8. Is public transportation available where you live?

- ☐ Yes ☐ No

9. If so, what kind of public transportation is available where you live?

- ☐ None ☐ OATS ☐ Bus ☐ Uber, Lyft or other paid ride share provider
☐ Cab/Taxi ☐ Train ☐ Scooter ☐ Other

10. Do you use public transportation?

- ☐ Yes ☐ No

11. Would you use public transit if it were available in your area?

- ☐ Yes ☐ No

12. Have you ever needed public transportation, but none was available?

- ☐ Yes ☐ No

13. How often do you use public transportation

- ☐ Never
- ☐ Every day
- ☐ A couple times a week
- ☐ Monthly
- ☐ Only when there is no other option

14. What is your most common destination when using public transportation?

- ☐ Work
- ☐ Medical
- ☐ Shopping
- ☐ Entertainment
- ☐ Visit family, friends
- ☐ Do not use public transit
- ☐ Other

15. What method of transportation do you normally use to travel to and from work, school, or your other most frequent destination?

- ☐ Drive your own vehicle alone
- ☐ Carpool
- ☐ Ask Friend/Family for Ride
- ☐ Walk
- ☐ Bike
- ☐ Taxi/Cab
- ☐ Bus
- ☐ Other

16. If you do not use public transportation, what is the reason?

- ☐ No public transit available
- ☐ There is no public transit access near my residence
- ☐ Public transit does not travel to my desired destination
- ☐ I drive my own vehicle
- ☐ I prefer to walk, bike or use another mode of pedestrian travel
- ☐ It is too expensive
- ☐ The transit schedule doesn't match my travel needs
- ☐ Other

17. What improvements would you recommend to improve local public transportation?

Appendix C - Survey Results

NEMO RPC Public Transit Plan Public Survey

1. What county do you live in? (161 responses)

- Adair - 76.4%
- Clark - 3.11%
- Knox - 0.62%
- Lewis - 8.07%
- Schuyler - 1.24%
- Scotland - 4.35%
- Other - 6.21%

2. What city do you live in?

- Kirksville - 110
- Canton - 11
- Memphis - 7
- Greentop - 5
- Brashear - 4
- Novinger - 2
- Green Castle - 2
- La Plata - 2
- Kahoka - 2
- Wyaconda - 2
- La Grange - 2
- Others - 1

3. What is your age?

- Under 18 - 0.62%
- 18-24 - 6.83%
- 25-34 - 11.18%
- 35-44 - 21.12%
- 45-54 - 20.5%
- 55-64 - 22.98%
- 65+ - 16.77%

4. Are you currently employed?

- Yes, full time - 64.6%
- Yes, part time - 11.8%
- No - 23.6%

5. Would you classify yourself as a:

- Senior - 14.3%
- Veteran - 0.6%
- Person with Disability - 15.5%
- Concerned Citizen - 69.6%

6. Do you have a valid driver's license?

- Yes - 90.7%
- No - 9.3%

7. How many operating vehicles do you have in your household?

- None - 7.5%
- One - 23%
- Two - 43.5%
- Three or more - 26%

8. Is public transportation available where you live?

- Yes - 72%
- No - 28%

9. If so, what kind of public transportation is available where you live?

- None - 14.9%
- Bus - 1.8%
- Cab/Taxi - 4.4%
- Train - 0%
- Scooter - 0%
- Other - 2.5%
- OATS - 75.2%
- Uber/Lyft/paid ride share provider - 1.5%

10. Do you use public transportation?

- Yes - 13%
- No - 87%

11. Would you use public transit if it were available in your area?

- Yes - 56%
- No - 44%

12. Have you ever needed public transportation, but none was available?

- Yes - 47.2%
- No - 52.8%

13. How often do you use public transportation

- Never - 55.3%
- Every day - 3.1%
- A couple times a week - 4.4%
- Monthly - 2.5%
- Only when there is no other option - 34.8%

14. What is your most common destination when using public transportation?

- Work - 11.8%
- Medical - 16.8%
- Shopping - 6.8%
- Entertainment - 4.4%
- Visit family, friends - 5%
- Do not use public transit - 42.9%
- Other - 12.4%

15. What method of transportation do you normally use to travel to and from work, school, or your other most frequent destination?

- Drive your own vehicle alone - 80.8%
- Carpool - 1.2%
- Ask Friend/Family for Ride - 7.5%
- Walk - 3.1%
- Bike - 2.5%
- Taxi/Cab - 0%
- Bus - 1.2%
- Other - 3.7%

16. If you do not use public transportation, what is the reason?

- No public transit available - 12.4%
- There is no public transit access near my residence - 4.4%
- Public transit does not travel to my desired destination - 5.6%
- I drive my own vehicle - 53.4%
- I prefer to walk, bike or use another mode of pedestrian travel - 3.7%
- It is too expensive - 1.9%
- The transit schedule doesn't match my travel needs - 11.8%
- Other - 6.8%

NEMO RPC Public Transit Plan

Q17 What improvements would you recommend to improve local public transportation?

Answered: 107 Skipped: 54

| # | RESPONSES | DATE |
|----|---|--------------------|
| 1 | Sometimes I need to get to Quincy. I know this is not an option but it would make things easier | 6/21/2023 4:50 PM |
| 2 | I take Kirktran to the Adair Co library. There's a window of time that it comes to my house of 30-45 minutes. They have been able to shorten the window to 30 minutes, which is more helpful so I can meet my provider at the library on time. | 6/20/2023 12:00 AM |
| 3 | Get some | 6/17/2023 11:30 AM |
| 4 | Kirksville needs more options for public transportation to and from Saint Louis/Kansas City and in and around town. | 6/13/2023 7:57 PM |
| 5 | Have it. | 6/13/2023 5:47 PM |
| 6 | It would be nice if there was public transportation other than a taxi for people to use. All people here in Kirksville need ways to get around other than a taxi. Thanks. | 6/13/2023 11:56 AM |
| 7 | A friend of mine had trouble finding information, costs, etc. Because I haven't needed it, I haven't looked for information. However, it's not easily found in the "yellow" pages either. Where do we go to get this information? | 6/13/2023 7:50 AM |
| 8 | More routes | 6/12/2023 11:17 AM |
| 9 | Public transportation that doesn't require calling for a reservation, just makes regular routine stops; Uber transportation | 6/11/2023 10:54 PM |
| 10 | When I call to schedule my ride that they make it easier I am someone with a disability I would use oats more if they could make the scheduled a little easier | 6/11/2023 8:21 PM |
| 11 | I don't need it for me but we have a lot of guests come to town for medical and dental school interviews. Once they fly in, they have incredible difficulty getting a taxi to town and back to the airport, especially for the first daily flight. Also, they have trouble finding transportation from their hotels to our campus, or to restaurants. It is an awful impression of our city and dissuades a lot of people from coming here. | 6/10/2023 8:19 PM |
| 12 | More off and on stops. | 6/10/2023 12:48 PM |
| 13 | Small buses on main arteries; connect these so-called unconnected bike lanes into a viable transit possibility; have shuttles people can hire to get to medical appointments (12 hours on an OATS bus is not doable for aging bodies. Thank you for committing to taking action. We need some more transportation growth besides the new airline. | 6/8/2023 12:15 PM |
| 14 | I use OATS, but the stop is about 1/2 mile from my home, so I have to walk to and from. Tough when the weather is bad. I also wish that it ran more frequently. | 6/7/2023 1:21 PM |
| 15 | Shorter wait time | 6/6/2023 10:50 AM |
| 16 | I am handicapped due to hip replacement. Need affordable, daily bus transportation in Kirksville, MO. My income is at the poverty level and I soon will no longer be able to drive. Current cost (June 2023) of OATS and Kirk Tran are terribly expensive compared with many other cities across the USA. Please, please: for the sake of seniors like me who depend on in-town bus transportation in Kirksville, MO: please lower the cost for people like me--I am age 75, have no family in Kirksville, and must live on my pension earned through a lifetime of working full-time jobs for 50 years during which I also worked part-time night jobs. Please, please: lower the cost of Kirktran/Oaks bus service for seniors. I am age 75 and will very soon no longer be able to drive. God bless you for your efforts to help the many seniors in Kirksville, Missouri who, like me, are considered to live at the poverty-level re: income. Thank you. | 6/6/2023 9:01 AM |
| 17 | I help drive people from a half way house. Kirksville needs to keep oats available. | 6/6/2023 8:12 AM |

NEMO RPC Public Transit Plan

| | | |
|----|---|--------------------|
| 18 | Lower cost, more hours or later at night | 6/5/2023 11:40 PM |
| 19 | I actually don't know as much as I need to about the public transit options. more publicity could help, as well as your quest for better understanding about needs. Thanks! | 6/4/2023 12:16 PM |
| 20 | ? | 6/3/2023 6:43 AM |
| 21 | Oats/Kirktran needs to be advertised more to the public with easy to understand routes, fees, and stipulations. Not a lot of people understand that it is available to the public for a fee. We could also benefit from a bus system that goes to Novinger as many people do not have a means to get to Kirksville to buy things they can't get out there; which is a lot. There is one convenience store as far as I know. | 6/2/2023 5:58 PM |
| 22 | ? | 6/2/2023 5:25 PM |
| 23 | None. | 6/2/2023 4:06 PM |
| 24 | I am not familiar with all aspects, but feel it could be beneficial for the community. | 6/2/2023 3:41 PM |
| 25 | I would like to see easier access for people with disabilities. | 6/1/2023 7:18 PM |
| 26 | During a recent attempt to gather information at city hall and the chamber office in Kirksville, there were no brochures available with information. We were advised to research the internet for the fixed route and to answer questions we had regarding the service. We were told that if someone wished to schedule a weekly trip to a fitness facility in Kirksville, they would need to call every week no less than 24 hours prior to arrange a ride outside of the fixed route. We inquired about non fixed route pick up for a trip to Walmart. The person would need to arrange the pick up 24 hours prior anytime they needed to go. Would there be a way that the bus could receive a radio call to see if they would be available to pick up someone that was located locally but not on the fixed route? Is there only one bus that runs the fixed routes all day long? | 6/1/2023 5:15 PM |
| 27 | Options for transportation outside of Kirksville, like to Quincy or Columbia or LaPlata for the train would be helpful. | 6/1/2023 6:05 AM |
| 28 | Hours need to be later than 5 so that people can get rides home from work | 5/31/2023 7:02 PM |
| 29 | More options than just the OATS bus | 5/31/2023 5:23 PM |
| 30 | I don't use public transportation and my daughter is not on her own yet to need it, so I don't know what improvements need to be made. | 5/31/2023 3:52 PM |
| 31 | Living in a rural area there is limited availability to access public transportation. The availability often times does not match my need. | 5/31/2023 3:34 PM |
| 32 | Transportation from airport and railway to university campuses. | 5/31/2023 3:13 PM |
| 33 | I deal with individuals who are disabled and on medicaid. Finding DEPENDABLE medicaid transport that shows up to take them to their out of town appointments is becoming a major issue for transportation. | 5/31/2023 2:20 PM |
| 34 | Transportation between towns | 5/31/2023 12:52 PM |
| 35 | Need more availability for individuals with disabilities | 5/31/2023 12:31 PM |
| 36 | More public transit with more pickup times and routes for those that need it. | 5/30/2023 6:00 AM |
| 37 | Additional options. | 5/29/2023 3:39 PM |
| 38 | I work with a lot of clients that do not have transportation. They use public transportation for appointments and some for shopping if they live in Kirksville. We have a lot that struggle for the funds to ride as well as live out of town and can't get a ride to town for groceries. I have also seen several out of town appointments get canceled due to no drivers to pick them up. | 5/29/2023 9:18 AM |
| 39 | Bus transportation/pickup points for ones traveling through NEMO. Pickup points in Schuyler CO that travel to medical facilities such as Columbia, Ottumwa, Memphis, etc | 5/28/2023 12:22 PM |
| 40 | Get some Ubers or taxi's or something that would take older folks to dr apts, shopping, etc | 5/26/2023 1:19 PM |
| 41 | ? | 5/25/2023 2:56 PM |
| 42 | More availability to people needs for transport | 5/25/2023 11:26 AM |

NEMO RPC Public Transit Plan

| | | |
|----|---|--------------------|
| 43 | Making it easier for individuals to be able to schedule rides as needed and have more access to transportation instead of being so limited | 5/25/2023 9:54 AM |
| 44 | Extended hours _ | 5/24/2023 10:48 PM |
| 45 | There are not enough local stops with KirkTran through town for the Fixed Route and it can be difficult to get on the Deviated Fixed Route. The other rides for demand response are often full and I do not qualify to ride with OATS. Taxi's in the area are over \$6, one direction and a burden to most people living in our area. Additionally, KirkTran only operates within city limits with the exception of demand-response with, again, is hard to schedule. | 5/24/2023 11:51 AM |
| 46 | Maybe a daily route to town to Keokuk for shopping. | 5/24/2023 8:42 AM |
| 47 | A bus or taxi. Anything. | 5/23/2023 3:37 PM |
| 48 | I'm a Case Manager in Adair County and work with the disabled. Our local Kirk Tran/Oats hours are very limited and there's no real demand response on the weekends. The cab companies are unreliable at best leaving many individuals without transportation. | 5/23/2023 7:14 AM |
| 49 | Macon NEEDS public transport- this has been the biggest issue for YEARS | 5/22/2023 12:59 PM |
| 50 | Kirksville, and Macon are both in need of public transportation for our clients. | 5/22/2023 10:43 AM |
| 51 | As a social worker in this area affordable, reliable public transportation is a huge barrier for many people. If they live in Kirksville they have access to Kirk Tran, but outside of the area it becomes harder to find transportation. They are either out of their price range or don't show up when scheduled. Medicaid transport also doesn't transport to all types of services creating another barrier for people. | 5/22/2023 10:31 AM |
| 52 | Taxi | 5/22/2023 12:16 AM |
| 53 | More hours available for people who work late work hours and don't have transportation home, as currently nothing is available after hours that is reliable. | 5/21/2023 9:20 PM |
| 54 | More available days and times for public transportation | 5/20/2023 6:01 PM |
| 55 | There are no public transportation companies available in this area, I know a ton of disabled residents who need rides to medical appointments or grocery stores but have the hardest time finding a way. No one should have to worry about how to get food or medical attention when needed | 5/20/2023 2:07 PM |
| 56 | With a growing number of seniors in our area comes a growing need for reliable and accessible public transit. This keeps our roads and our seniors safer. | 5/20/2023 11:41 AM |
| 57 | Have an option for evetone | 5/19/2023 4:51 PM |
| 58 | what needs to improve in Kirksville, Mo with transportation is the Oats being more available and less flaky with picking up people. I am a nurse here in town and the majority of people who use the public transportation is older people needing to make it to their appointment. I have had multiple occasions with multiple different older patients who was not able to come due to the oats but either canceling on them very shortly before their appointment or the oats bus just forgetting them in general. Oats need to get better. Their needs to be a more affordable and handicap accessible transportation that can focus on making 100% that these patients can make it on time to their appointment. | 5/19/2023 4:44 PM |
| 59 | Trolly that goes north and south on Baltimore Street. | 5/19/2023 2:35 PM |
| 60 | As long as I can drive, I won't need it. But if I get disabled and can't drive, I will use it. | 5/19/2023 1:46 PM |
| 61 | We need more assessable transportation in Adair County, as well as the surrounding counties (Scotland and Schuyler) | 5/19/2023 1:16 PM |
| 62 | Having lived in other areas and used public transportation before, I don't think the OATS transport is sufficient transportation for this community. There are no markers to show where pick ups / drop offs happen and many people don't even know it exists. Especially the students at the universities that come to live in Kirksville from other areas. Also, in an event of emergency OATS buses would not be sufficient to bus people (especially elderly and disabled people) out of the area. | 5/19/2023 12:32 PM |
| 63 | There used to be a regular KirkTran bus route in addition to OATS or using an Uber (which is sketchy in our rural area, due to limited driver options). Having a set route with smaller | 5/19/2023 11:52 AM |

NEMO RPC Public Transit Plan

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|----|---|--------------------|
| | vehicles (wheelchair accessible minivans or transits?) instead of just busses could allow for better cost -effective ease of use. | |
| 64 | Not knowledgeable enough to comment; however, question 11 was too restrictive - I would not answer Yes or No but maybe if my driving circumstances would change. | 5/19/2023 11:32 AM |
| 65 | I have persons I work with that utilize public transportation, but limited operating hours make it hard to use for work, such as in the evenings or on weekends. | 5/19/2023 11:24 AM |
| 66 | We need transportation services that run past 8pm. I work at the Adair SB40 where we have several people who work past 8 or want to attend the fair and cannot because there are no transportation services past 8pm. Some individuals can walk home past 8 but some cannot due to weather, heat, too far to walk or other safety concerns. Feel free to call 660-665-9400 for more details. | 5/19/2023 11:15 AM |
| 67 | More transportation for clients I work with on later night times and evenings. | 5/19/2023 10:58 AM |
| 68 | I think I would have to cross Baltimore on foot to get to a pickup spot, so that's a big deterrent. I've thought about giving up my car many times and just haven't made the leap, because of flexibility. | 5/19/2023 10:20 AM |
| 69 | The more rural the area (outer county, not within city limits), the less likely you will have transportation to work, medical appointments, shopping, etc. Kirksville has Kirktran, mostly in city limits. NEMO has OATS, but cost is increasing and schedules don't always match needs. | 5/19/2023 10:17 AM |
| 70 | I live out in the county and have no access to public transportation. | 5/19/2023 9:47 AM |
| 71 | We need true, real bus routes and stops | 5/19/2023 9:37 AM |
| 72 | More funding to expand the fleet and extend hours for Kirk-Tran to serve a larger number of people. | 5/19/2023 8:55 AM |
| 73 | NA | 5/19/2023 8:47 AM |
| 74 | I've never seen the Kirk Tran actually running since I moved here in 2018. If I can't drive I walk or call a friend or simply don't go anywhere. Some people I know use the oats bus but that has limited drivers lately. I might use public transportation to go to work if it were easy, affordable, quick, and safe. | 5/18/2023 11:22 PM |
| 75 | Something subsidized to help people get started at jobs, etc. In a rural community, living costs are usually lower. But to be employed or complete some schooling or training, you may need transportation. It's hard to get your own transportation without the job, and it's hard to get the training or job without the transportation. | 5/18/2023 4:16 PM |
| 76 | More actual stops for pickup. Scheduled routes with easy access to the schedules. Evening routes available. Shelters to wait at. | 5/18/2023 3:44 PM |
| 77 | Availability | 5/18/2023 3:21 PM |
| 78 | Pedestrian infrastructure (specifically sidewalks) could be improved within the city of Kirksville. The sidewalk along Baltimore has been installed and former paths of demand are now replaced with sidewalk. User have increased dramatically along that major corridor of travel. There are other paths of demand which could be made into more welcoming travel paths with the installation of sidewalks. OATs is a great service to many community members as well. I am not sure if all possible users are aware of the service. Potentially this survey and other outreach can answer that question. Thank you for doing this important work! | 5/18/2023 2:16 PM |
| 79 | More bus routes and more places to get off and on, sidewalks for pedestrian travel as well. | 5/18/2023 12:19 PM |
| 80 | More access in more locations | 5/18/2023 10:52 AM |
| 81 | Just to clarify some things above - I use public transit when I travel for conferences or vacations. I believe there is value in having things like kirktran. In rural areas, and the midwest in particular, most people don't see mass transit as a viable option. It might not be convenient, not enough stops, seen as unclear, or even an attitude of "I'm better than that." The mindset and convenience factors around mass transit is very different in dense, metro areas compared to my experiences in rural areas. It's unfortunate because I think a lot of midwesterners would rather go into unsustainable car payment debt than use a bus (this statement might sting a bit as a bit of projection on my part). | 5/18/2023 10:19 AM |

NEMO RPC Public Transit Plan

| | | |
|-----|---|--------------------|
| 82 | Get rid of the name OATS. It sounds like it is only for old, physically challenge people. Kirk-Tran has same stigma. Kirksville Express on the Go - KEG! | 5/18/2023 10:19 AM |
| 83 | Have available for those that work odd hours so they can commute to and from their job | 5/18/2023 9:34 AM |
| 84 | More marketing on available options right now | 5/18/2023 9:31 AM |
| 85 | Try adding stops in neighborhoods. | 5/18/2023 9:31 AM |
| 86 | Make public transportation available and advertise for college students | 5/18/2023 8:38 AM |
| 87 | Better schedule. More visible stops | 5/17/2023 11:12 PM |
| 88 | It would be nice to have transportation, even if only for seniors for shopping and to doctors appointments | 5/17/2023 9:29 PM |
| 89 | Need more options | 5/17/2023 8:42 PM |
| 90 | Although I am currently able to drive my own vehicle, I worry about future access for senior citizens. Additional funding for services like OATS would be recommended. | 5/17/2023 8:00 PM |
| 91 | Maybe, something available to Columbia mo | 5/17/2023 7:42 PM |
| 92 | More routes and more times, better signage and information about the same. | 5/17/2023 7:28 PM |
| 93 | Trips to medical or grocery | 5/17/2023 5:25 PM |
| 94 | Everything | 5/17/2023 5:03 PM |
| 95 | Train to St. Louis | 5/17/2023 4:58 PM |
| 96 | I would use public transportation othervthan Oats bus to Columbia or St Louis if available | 5/17/2023 1:37 PM |
| 97 | Saturdays and evenings | 5/17/2023 12:43 PM |
| 98 | I do not currently have a need to use public transportation, but I assume the OATS bus is still available to those who have the need. I encourage you to maintain public transportation in the Wyaconda area because I think it is a service many patrons need. | 5/17/2023 12:17 PM |
| 99 | More accessible public locations | 5/17/2023 11:32 AM |
| 100 | More access to public transportation, there is only 1 scheduled bus route in town. Most you have to call to set up an appointment, but if someone doesn't have access to a phone, they don't have access to that transportation | 5/17/2023 11:28 AM |
| 101 | Help others | 5/17/2023 11:12 AM |
| 102 | Need more accessible options for publuc transit, including between communities, transportation to non-medical settings that are necessary for quality of life. | 5/17/2023 10:43 AM |
| 103 | There needs to be a option first of all and it needs to be accessible for all with extended and weekend hours. | 5/17/2023 8:52 AM |
| 104 | OATS/Kirk-Tran is more focused on the disabled and low-income residents, which I totally get and understand. But in a college town, I think it would make sense to have something a bit more all-encompassing for the city. | 5/17/2023 8:51 AM |
| 105 | 1. Add more sidewalks to areas which where there is need but no sidewalks. Repair current sidewalks that are in disrepair. 2. Enforce traffic laws. Seriously, commuting by bicycle or foot can be dangerous because motorists are not obeying traffic laws. | 5/17/2023 8:25 AM |
| 106 | From what I understand the public transportation is limited and the stops are incredibly brief to the point of being very easy to miss the opportunity. Multiple vehicles on the route would help. | 5/17/2023 8:17 AM |
| 107 | I'm not sure | 5/17/2023 7:41 AM |

Appendix D - Local Plan

In August of 2022, the Missouri Department of Transportation contracted with the Northeast Missouri Regional Planning Commission to craft a Coordinated Human Services Public Transit Plan to identify the public transit assets and gaps in public transit services in the NEMO RPC service area consisting of Adair, Clark, Knox, Knox, Lewis, Schuyler and Scotland counties in the northeast corner of the state.

The public transit plan, as it is often referred to, has its roots in the 2007 Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which required that projects funded under Individuals with Disabilities, Job Access and Reverse Commute Program (JARC), and New Freedom programs have a locally developed, coordinated public transit-human services transportation plan. Then in 2015, the Fixing America's Surface Transportation Act (FAST Act) updated this process, seeking to increase participation by recipients of Federal grants in locally developed, coordinated planning processes. Current federal law requires projects selected for funding under the Enhanced Mobility for Individuals and Individuals with Disabilities (Section 5310) Program must be "included in a locally developed, coordinated public transit-human services transportation plan."

This plan has been developed in agreement with the Missouri Department of Transportation to meet the federal requirements for funding eligibility while working with local stakeholders to identify and prioritize public transportation needs within the communities which could potentially benefit from the available federal programming. This 2023 Coordinated Human Services Public Transit Plan was developed by the Northeast Missouri Regional Planning Commission in conjunction with the county and municipal governments served by the RPC. A public transit task force was created that included county and municipal government agents joined by representatives from social service providers focused on meeting the needs of low-income households, senior citizens and those living with disabilities.

This task force met on May 31, 2023 and again on June 20, 2023, to work to identify current transportation providers; identify transportation needs for older adults, people with low income, and individuals with disabilities; identify strategies to address gaps in service; and finally to prioritize strategies for implementing specific strategies/activities based on resources, time, and feasibility. As part of the process, NEMO RPC worked with local media outlets and utilized social media platforms to inform the public of the ongoing work and to encourage public input. A second round of media announcements informed residents of the region about the public survey of public transit that generated nearly 200 responses and remains open to accept additional feedback.

Ultimately the planning process incorporated this public feedback, combined with the experience and expertise of the task force members to draft the 2023 Coordinated Human Services Public Transit Plan for the NEMO RPC Region. The plan was submitted for review to the NEMO RPC Transportation Advisory Council, which on July 15, 2023 approved the final version of the plan to be submitted to MoDOT.



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Thank You

Northeast Missouri Regional Planning Commission thanks all the members of the public transit task force for their time and effort that went into crafting the 2023 Coordinated Human Services Public Transit Plan.



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