

Northwest Missouri Public Transit- Human Services Transportation Plan



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Executive Summary

Rural transit in sparsely populated Northwest Missouri is underdeveloped due to a number of factors, including funding, legislative support, and geography. To overcome these challenges, rural transit routes are shortened or limited in the number of trips causing problems for individuals, particularly low-income, disabled, and elderly, trying to access everyday amenities.

As a result of the need for improved transit options throughout the United States, federal legislation requires all areas of the country be covered by a Public Transit-Human Services Transportation (PT-HST) plan. The initial PT-HST plan was completed in 2008 under the SAFETEA-LU transportation bill and was then updated in 2013 and 2018. This plan made transit providers and other entities eligible for funding through FTA Section 5310 (assistance for the transportation of elderly and disabled individuals), FTA Section 5316 (Job Access and Reverse Commute (JARC) program), and FTA Section 5317 (the New Freedom Program).

During the five-year update process, new legislation altered transit programs and eligible activities. With the passage of Moving Ahead for Progress in the 21st Century (MAP-21) in 2012, transit funding was consolidated into two programs, FTA Sections 5310 and 5311. FTA Section 5310 continues to provide for elderly and disabled transportation, but also encompasses the former New Freedom Program which provides funding to organizations which go above and beyond transportation requirements set forth by the American with Disabilities Act (ADA). Spending from at least 55% of program funds must be dedicated to capital projects, while the remaining 45% may be used for public transportation projects which exceed ADA, improve access to fixed-route services and decrease the necessity of additional transit dependence, and other potential public transportation alternatives which focus on seniors and individuals with disabilities. Any use of funding for operating expenses requires a 50% match while capital expense projects require a 20% match. FTA Section 5311, Rural Area Formula Grants, provides capital, planning, and operating assistance to support rural public transportation. “Rural public communities” are defined as areas with fewer than 50,000 residents. Job Access and Reverse Commute (JARC), formerly FTA Section 5317, activities are eligible for funding under Section 5311, but no longer exist as a separate program. Funding for 5311 projects is formula-based, taking into account regional characteristics such as land area, population, and transit service.

Few public transit services exist in Northwest Missouri. The only service which will transport individuals without restrictions is OATS. Elderly individuals have more choices than other demographic groups, particularly when traveling to and from doctor’s appointments. The Northwest Missouri Area Agency on Aging covers four counties and the Nodaway County Ambulance also covers Nodaway County. The only county which does not have service for elderly individuals is Worth, where residents rely solely on the OATS bus. Low-income citizens do not have targeted transportation but may ride the OATS bus as it is available.

In an effort to garner public input on public transit, survey responses were requested from public transit users via an online format or paper copy distributed by the different service providers. These surveys pinpointed expanded weekend service, expanded service hours, and increased flexibility in scheduling rides as the most important improvements needed to area public

transportation. Low-income or disabled individuals who live outside of city limits may have very few options for commuting to work. Elderly individuals may only have the chance to go to the bank once a month, something which may not coordinate with pay schedules. A significant change occurred for riders following the Coronavirus disease, or COVID-19, outbreak in 2019, as OATS now requires scheduling 48 hours in advance for rides. This change has been difficult for some riders, especially when taken into consideration that one might not always know 48 hours in advance that they need a ride.

The PT-HST providers currently located in Northwest Missouri are critical to the region. As such, the planning committee maintained three strategies which are necessary to the preservation and improvement of public transit in Northwest Missouri:

- Maintain and market the current system
- Expand and market the current system
- Fund and market new services.

Maintaining, expanding, and marketing the current systems were considered high priority while funding and marketing new services was identified as a medium priority. These three strategies will ensure the region and its citizens will be able to look forward to the successful future of Public Transit-Human Service Transportation in Northwest Missouri.

Representatives from Atchison, Gentry, Holt, Nodaway, and Worth Counties were invited to a planning meeting on November 10, 2022, regarding the Northwest Missouri PT-HST plan. County health departments, hospitals, employment providers, and members of the general public were all invited to be involved in the planning process. The Northwest Missouri Coordinated PT-HST plan is the result of many group members working together.

Introduction

With many miles of rolling hills, sparsely populated areas, and insufficient funding opportunities, public transit options in Northwest Missouri are extremely limited. Large land areas with lengthy driving routes make public transit in many rural regions economically unfeasible for most transportation providers. Oftentimes, rural transit routes are shortened or limited in the number of trips due to the lack of resources available to provide adequate service.

While transit options are limited to the public, the demand for more service certainly exists. According to the 2020 American Community Survey, 928 households in Northwest Missouri did not own a car, representing 5.66 percent of occupied housing units. While the percentage of households owning a car is very high (94.34%), those who do not own a car are likely low-income, elderly, or disabled persons. Individuals without access to a vehicle also represent a portion of the population who will regularly need access to services through public transit in order to access jobs, medical facilities, services, retail centers, and recreational facilities.

In an effort to bridge the gap between services provided and services offered throughout the United States, the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation required all areas of the United States be covered by a locally developed, coordinated Public Transit-Human Services Transportation plan (PT-HST). The initial plan was passed in 2008 with a required update every 5 years, the first of which was passed in 2013 and subsequently in 2018. The transportation bills called Moving Ahead for Progress in the 21st Century (MAP-21), Fixing America's Surface Transportation Act (FAST Act), and the Bipartisan Infrastructure LAW (BIL) all maintained the requirement. With an approved PT-HST plan, entities in the five counties are eligible for federal transit funds through two programs: FTA Section 5310 which provides assistance for the transportation of elderly and disabled individuals, and FTA Section 5311 which provides for the rural area formula transit grants.

Plan Development and Jurisdiction

While federal legislation requires the entire nation be covered by a locally developed plan, each state has ultimately been given the responsibility of designating regional boundaries. The Missouri Department of Transportation (MoDOT) chose to have each regional planning commission (RPC) in the state initially create local plans in 2008, with the first and second plan updates developed in 2013 and 2018. Each county in the State of Missouri is covered by an RPC, thus allowing a targeted and regional approach to PT-HST plan development.

Atchison, Gentry, Holt, Nodaway, and Worth Counties comprise the northwest corner of Missouri. Mostly rural, this region is agriculturally based, with many farm-to-market roads, one interstate, and a few major highways. U.S. Highway 136 is a vital east-west link across the State of Missouri, while U.S. Highways 71, 59, and 169 handle most north-south traffic. Most roads throughout the region are narrow and curvy, leading to dangerous and unsafe pavement conditions, especially when rain, snow, sleet, or ice cover the road surface.

Atchison, Gentry, Holt, Nodaway, and Worth Counties comprise the Northwest Missouri Regional Council of Governments (NWMORCOG) service area. The NWMORCOG strived to create a plan developed by and for the public transit stakeholders in Northwest Missouri. Transportation providers, riders, and other organizations were invited to take part in the planning process, as well as county health departments, hospitals, employment providers, and members of the general public. Each group brought a unique perspective to the planning process when identifying services available, service gaps, strategies to bridge the gaps, and the best solutions for transit in Northwest Missouri.



Stakeholders filled out surveys, attended meetings, shared ideas, and prioritized strategies that were crucial to the development of the Northwest Missouri PT-HST plan. Regional participants also distributed surveys to their respective riders. These surveys were an important link in understanding the PT-HST needs of Northwest Missouri. The individuals who filled out the survey represented the targeted group of beneficiaries from the PT-HST plan: low-income, disabled, or elderly.

The participation of local stakeholders was key in understanding the region's strengths, weakness, and opportunities for improvement. Each individual shared a new perspective of public transit including what is available and what is needed. The result of public participation was a thorough, well-defined plan for Northwest Missouri's PT-HST providers and riders.

Regional Demographics

As the baby boomers age, Northwest Missouri, like the rest of the nation, faces the challenge of meeting the demand for an aging population. Organizations work hard every day to meet the local requests for public transit. Unfortunately, even with the dedication of local providers, Northwest Missouri's transit system is underdeveloped and lacking the resources to meet growing demands for regional service. Three key groups were targeted as potential users of public transit, including elderly, disabled, and low-income individuals. In each targeted group, statistics are shown by county and region. Northwest Missouri State University is located inside of Nodaway County, resulting in a data skew as those college students are included in the census data.

Elderly

In 2020-2021, the United States Census released updated information about statewide and local demographics. In Missouri, 17.6 percent of the state's population was over 65 years in age. Northwest Missouri's five-county average exceeded the state percentage significantly, with an average of 22.4% per county. Table 1 illustrates the total population of individuals over the age of 65 in each county. Figure 1 below shows the number of individuals over the age of 65 by census tract, and Figure 2 shows the percentage of individuals over the age of 65 by census tract. Full sized maps are located in Appendix B.

Table 1 – Persons over age 65 – 2020 Census			
County	Total Population	Population over 65	Percentage over 65
Atchison	5,234	1,325	25.4
Gentry	6,173	1,192	19.3
Holt	4,226	1,065	25.2
Nodaway	21,160	3,365	15.9
Worth	1,983	524	26.4
All counties	38,776	7,471	22.44

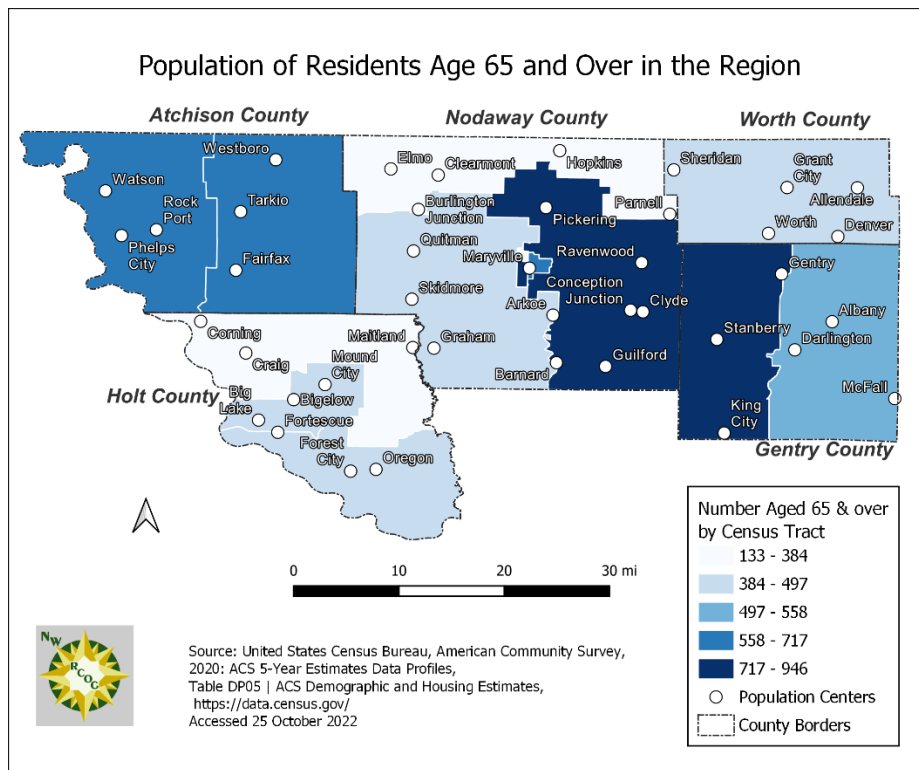


Figure 1

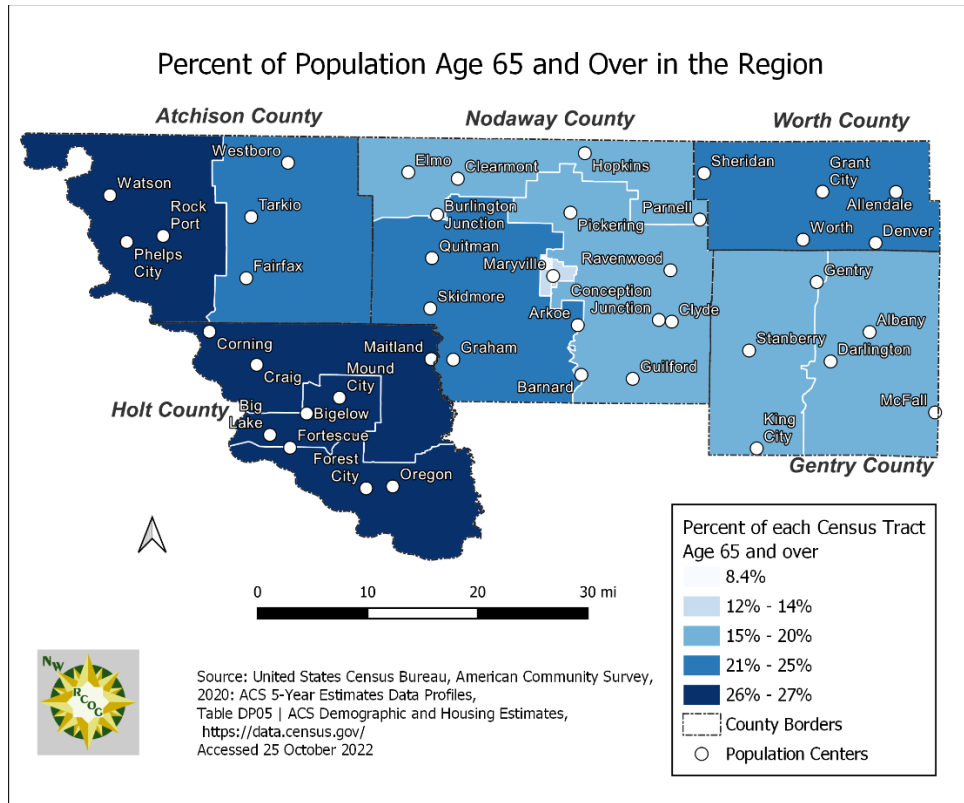


Figure 2

Disabled

In spite of the release of new census information in 2020, no data concerning the number or type of disabled persons was collected as part of the 2020 U.S. Census. However, the American Community Survey released new data covering the number of disabled persons in 2020. In 2021, the State of Missouri’s percentage of disabled individuals was 14.8 percent according to the American Community Survey. Northwest Missouri’s percentage of disabled individuals is significantly higher in four of five counties. The only county falling below the State’s average is Nodaway County with 10.8 percent.

Table 2 – Disabled Persons – 2016-2020 American Community Survey 5-year Estimates			
County	Total Population	Disabled Persons	Percentage of Disabled Persons
Atchison	5,234	909	17.4%
Gentry	6,173	1,039	16.8%
Holt	4,226	808	19.1%
Nodaway	21,160	2,281	10.8%
Worth	1,983	315	15.9%
All counties	38,776	5,352	16.0%

It is clear that many areas in the region experience a greater need for transportation services which can meet the needs of disabled individuals. Limited funding and the rural nature of the region can create difficult conditions for organizations trying to serve the targeted population.

Table 2 shows the total population of disabled individuals in Northwest Missouri. Figure 3 displays the number of disabled individuals in Northwest Missouri who are disabled by block group. Full sized maps are located in Appendix B.

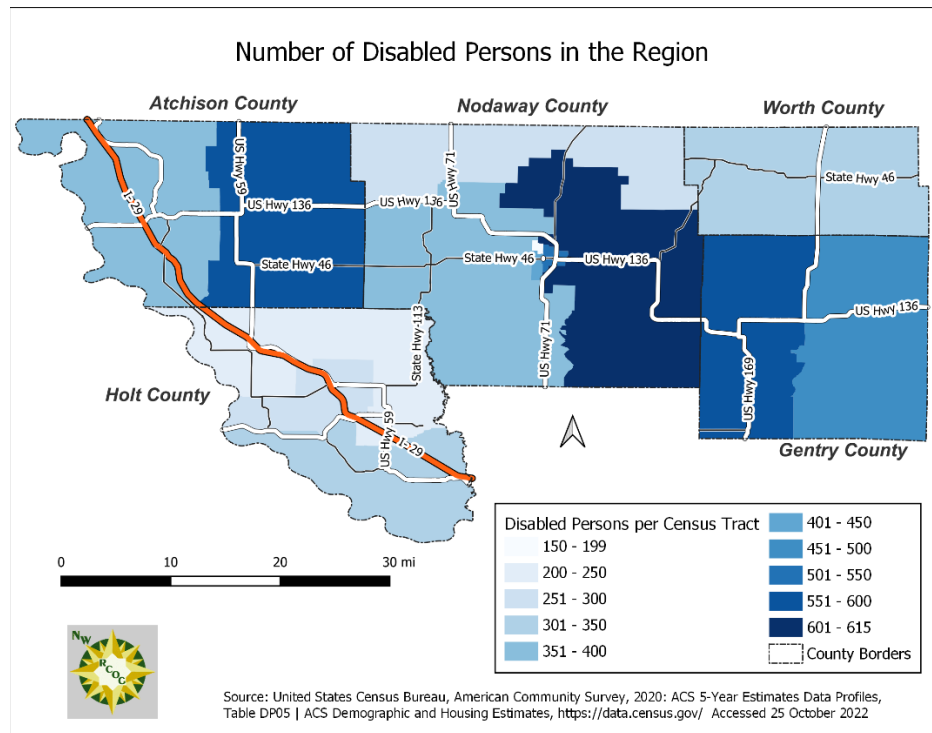


Figure 3

Low-Income

According to the 2020 Small Area Income and Poverty Estimates (SAIPE) from the United States Census, Northwest Missouri as a whole had 1.1 percent fewer individuals living in poverty than the statewide average of 12.1 percent. Nodaway and Worth Counties had significantly higher percentages than the statewide total at 15.2 and 13.8 percent respectively. The estimated median household income for the State of Missouri in 2020 was \$58,812. Northwest Missouri’s median household income was approximately \$8,481 less annually than the statewide average, with some counties reporting even lower figures. Table 3 provides additional information on median household income and poverty.

County	Atchison	Gentry	Holt	Nodaway	Worth	Total/Average
Total Population	5,234	6,173	4,226	21,160	1,983	38,776
Median Household Income	53,603	48,338	49,531	55,821	44,361	50,331
Individuals in Poverty	600	821	501	2,785	262	4,969
Percentage of Individuals in Poverty	12.0	13.0	12.2	15.2	13.8	13.2

In a constant struggle to rise above the poverty line, many individuals are faced with the challenge of commuting to work. According to the 2020 American Community Survey, the

average commute for workers in Atchison, Gentry, Holt, Nodaway, and Worth Counties is around 23 minutes daily. Like information on disability, new data related to commuting was not included with the 2020 census apart from the American Community Survey estimates. For individuals with no vehicle and a 23-minute commute for employment, it remains a consistent struggle to find transportation while transportation providers continue to lack the resources necessary to meet the demand. Figure 4 depicts the percentage of the Missouri population in poverty based on SAIPE data by county while Figure 5 shows the poverty percentages for the NWMORCOG region. Full sized maps are located in Appendix C.

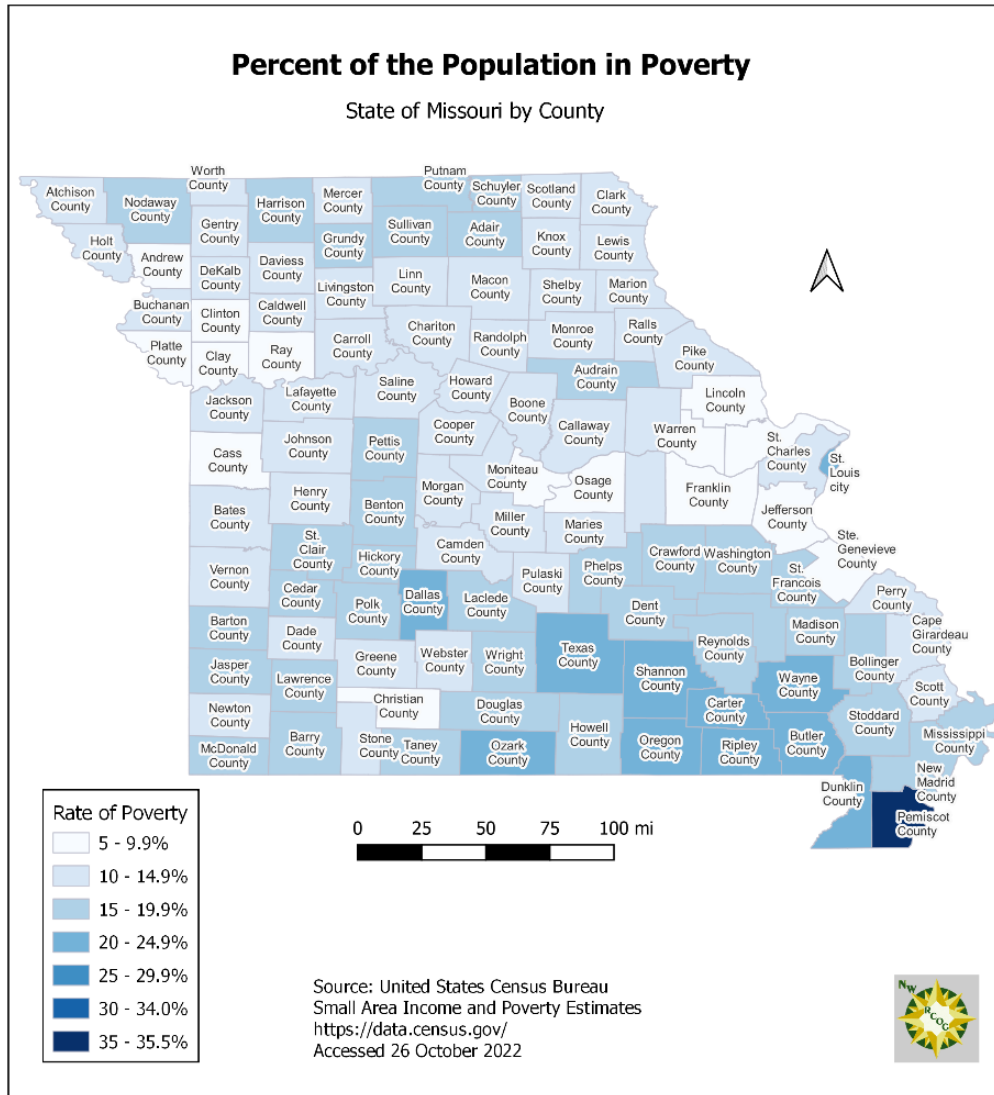


Figure 4

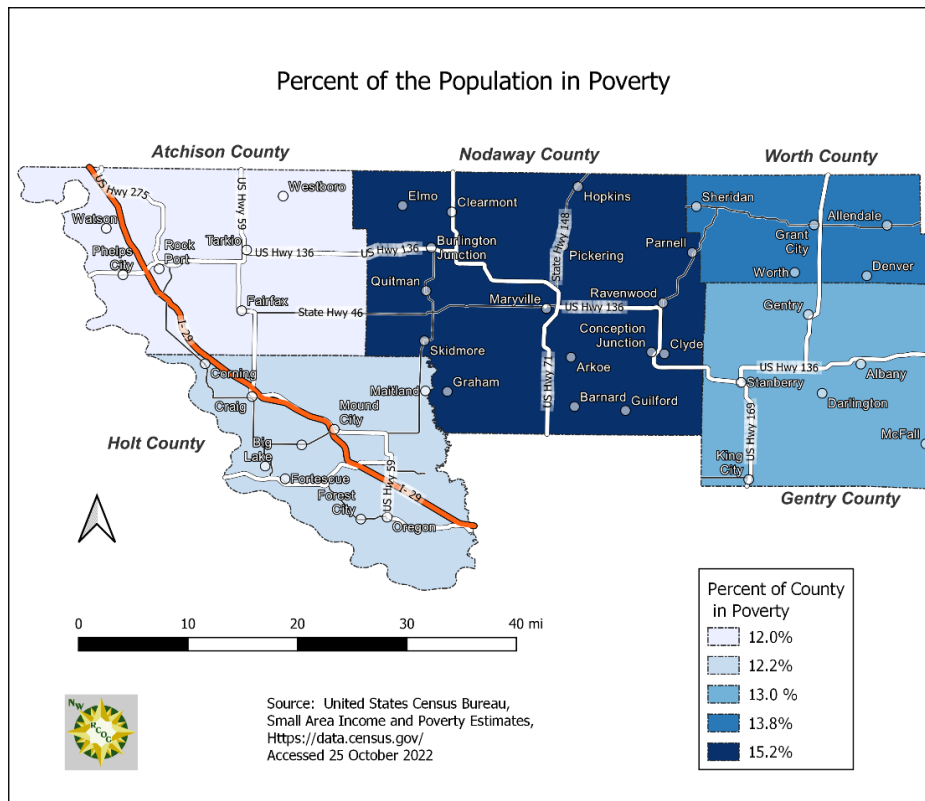


Figure 5

Northwest Missouri has sections of the region which support larger populations of all three demographic groups. The population may have declined in the 2020 Census, the thresholds of poverty and incidences of disability have increased slightly.

If no action is taken to bridge gaps in rural Northwest Missouri, the region will likely continue to fall behind in transportation supply versus demand. As the population continues to age, the necessity of public transportation becomes increasingly more significant to the region as a whole. This update to the PT-HST plan ensures ongoing eligibility for funding of public transit services.

Assessment of Available Services

Public transit services available to individuals are very sparse throughout Northwest Missouri. Only one area with a relatively dense population has transit options available daily, all other areas are served weekly at best. OATS, Northwest Missouri Area Agency on Aging (AAA), and Nodaway County Ambulance Service are the only transit providers who serve the “general public,” but two of those three agencies restrict the “general public” to specific demographic groups such as elderly citizens or medical patients.

OATS, Inc.

OATS provides transportation to anyone regardless of age, income, or disability and is the only organization which serves all five counties in Northwest Missouri. OATS was started in 1970 with three buses and four employees. Today, OATS serves nearly 30,000 individuals in 87 counties throughout Missouri. In the Northwest Region, OATS staffs 117 vehicles with 117 drivers. OATS fares are \$3 within county, \$4 to an adjacent county, \$2 per county for long distance, and \$1 per board within the rider’s hometown. Without OATS, many individuals in Northwest Missouri would not be able to access any services crucial to survival, including grocery shopping and medical care. Current services provided are not available to all citizens daily, but most rural towns receive service to larger communities at least twice a month.

Changes to OATS scheduling has occurred after the 2019 outbreak of the viral Coronavirus disease, known as COVID-19. OATS is currently facing an extreme driver shortage like many industries are, and they are struggling to keep up with the current demand and inflation. This struggle has resulted in two changes to the OATS scheduling system which is affecting riders more than before. First, the St. Joseph call center has been designated as the sole receptor and scheduling place for rides; residents from all five counties must contact the regional call center to schedule their rides. Secondly, rides must now be scheduled at least 24 hours in advance, sometimes requiring more than 48 hours. Both changes have been obstacles from riders to face in an already insufficient transit climate.

Figure 6 illustrates the presently available OATS bus routes. Table 4 illustrated the communities OATS serves in each county. A sample schedule is shown in figure 7. Enlarged versions of both figures can be found in the appendix of the plan.

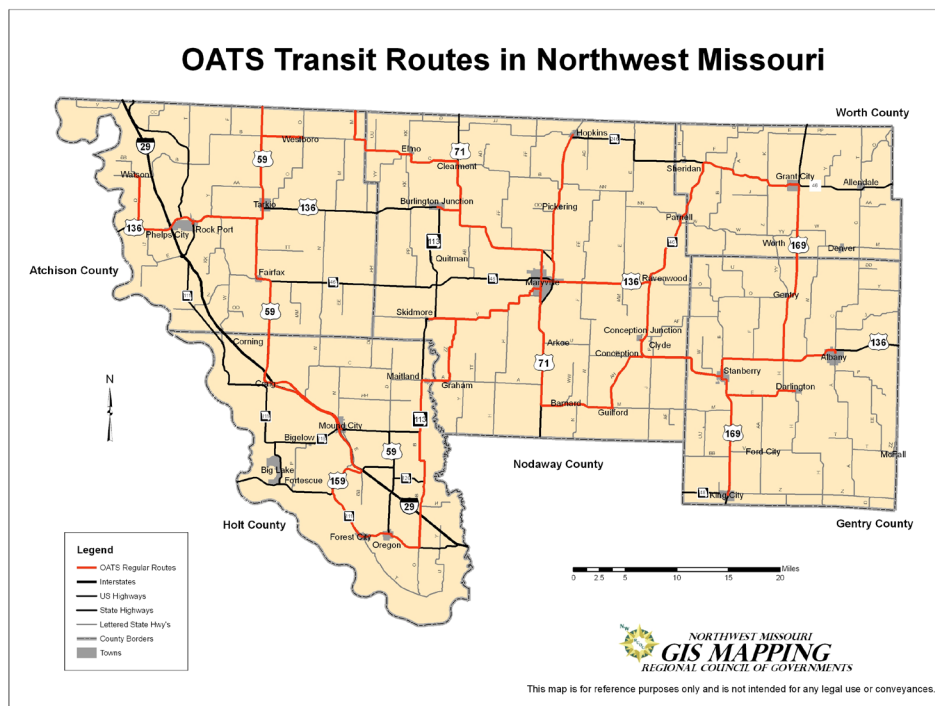


Figure 6

Table 4 - Counties and Towns Serviced in Northwest Missouri

County	Town	Name	Phone
<i>Atchison</i>	Fairfax	OATS Office	800-831-9219
	Rock Port	OATS Office	800-831-9219
	Tarkio	OATS Office	800-831-9219
<i>Gentry</i>	Darlington	OATS Office	800-831-9219
	Albany	OATS Office	800-831-9219
	King City	OATS Office	800-831-9219
	Stanberry	OATS Office	800-831-9219
<i>Holt</i>	Forest City / Fortescue	OATS Office	800-831-9219
	Oregon	OATS Office	800-831-9219
	Mound City	OATS Office	800-831-9219
<i>Nodaway</i>	Maryville (in town)	OATS Office	
	Barnard/Guilford	OATS Office	800-831-9219
	Hopkins	OATS Office	800-831-9219
	Pickering	OATS Office	800-831-9219
	Graham / Skidmore	OATS Office	800-831-9219
	Conception Jct. / Parnell / Ravenwood	OATS Office	800-831-9219
	Burlington Junction / Clearmont / Elmo	OATS Office	800-831-9219
<i>Worth</i>	Sheridan	OATS Office	800-831-9219
	Grant City / Worth / Denver	OATS Office	800-831-9219

Bus Schedules in Northwest Missouri Region

Atchison County

To Shenandoah, IA: 1st Tuesday each month
 To St. Joseph: 4th Tuesday in March
 To Maryville: 3rd Tuesday each month
 Tarkio In-Town: 3rd Tuesday each month

Gentry County

To Maryville: 1st Tuesday each month
 To St. Joseph: 3rd Tuesday each month

Holt County

To Maryville: 2nd and 4th Tuesday each month
 To St. Joseph: 4th Tuesday in March

Nodaway County

Maryville In-Town: M-F 8:00am-4:00pm
 To St. Joseph: 1st & 3rd Wednesday each month
 From Burlington Jct., Clearmont, Elmo, Maryville to Shenandoah, IA: 3rd Tuesday each month
 From Burlington Jct., Clearmont, Elmo to Maryville: 3rd Tuesday each month
 From Hopkins or Pickering to Maryville: 1st and 3rd Wednesday each month
 From Ravenwood, Tri-C, Guilford, Barnard to Maryville: 1st Tuesday each month
 From Graham or Skidmore to Maryville: 2nd and 4th Tuesday each month

Worth County

To Maryville: 1st and 3rd Wednesday of each month
 To Bethany: 4th Monday of the month
 To Stanberry: 2nd Tuesday of the month
 To St. Joseph: 5th Monday in March

Figure 7

Northwest Missouri Area Agency on Aging (AAA)

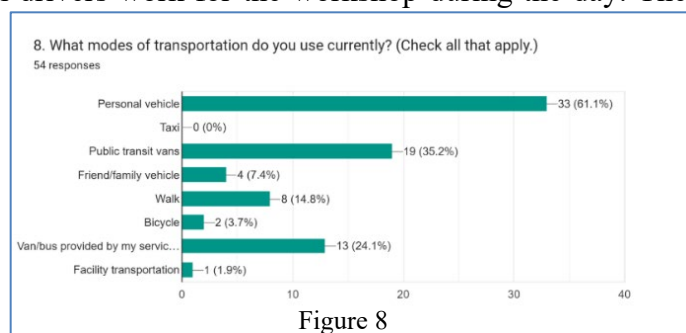
The Northwest Missouri AAA assists elderly individuals in 18 counties in Northwest Missouri: Andrew, Atchison, Buchanan, Caldwell, Clinton, Daviess, DeKalb, Gentry, Grundy, Harrison, Holt, Linn, Livingston, Mercer, Nodaway, Putnam, Sullivan and Worth. Group transportation, client reimbursement transportation, and provide-a-ride (PAR) are just a few services provided by Northwest Missouri AAA. PAR is available in some counties, in which trained volunteer drivers are provided to take the client to his or her non-emergency medical appointment. The Agency reimburses the PAR volunteer on a set per-mile basis. If there is not a volunteer driver available, client reimbursement is offered. It is for clients who have someone to drive them and feel the need to reimburse the driver but do not have the means to do so themselves. The transportation program director can tell the client the reimbursement rate. The goal of the Northwest Missouri AAA is to help retain independence by transporting seniors to medical appointments, essential shopping trips, and senior centers for meals. Occasionally, the Northwest Missouri AAA transports clients to recreational appointments. Elderly individuals who find their own ride can also use a voucher system to compensate a volunteer driver with the Northwest Missouri AAA's reimbursement program. Public transportation vouchers in the St. Joseph area and OATS vouchers for residents in the 18-county area are available, for non-emergency medical trips, essential business and shopping trips, and to go eat at a senior center nutrition site.

Nodaway County Ambulance District

The Nodaway County Ambulance District provides transportation for access to medical appointments in Nodaway County. They currently support two vehicles, the PAT bus and a non-emergency van. Medical patients can only access this service Monday through Friday 8:00 a.m. until 5:00 p.m. There are no restrictions for this service beyond residency in Nodaway County. Each round-trip costs the consumer \$30, though this cost can be mitigated based on age through the county senior tax for users 65 years and older or ongoing contract trips.

Sheltered Workshops

NoCoMo Industries, NW Missouri Industries, and the Opportunity Workshop are three sheltered workshops in the region. NW Missouri Industries has four vehicles that transport employees on a regular basis, with three of them being used daily. There are 10 employees, or supervisors, which are the drivers for the vehicles. There are expenses for the vehicles, but there is no charge for riding them. NoCoMo does not provide transportation on its own, but contracts with OATS for their in-town employee transportation needs. Opportunity Workshop has three vans purchased through MoDOT, and their van drivers work for the workshop during the day. Their pay runs from \$10.00-\$15.00 per hour depending on length of their service. Opportunity Workshop also owns Stanberry Independent Living, which is an 8-apartment complex subsidized through HUD. Transportation is only provided to their employees and is not open to the public. Employees of these workshops are developmentally disabled



and cannot provide their own transportation. These employees are picked up daily and then dropped off at home after work, with no other scheduled stops on the route. Rolling Hills Creative Living in Gentry County provides housing for disabled individuals throughout a portion of Northwest Missouri. This organization houses approximately 26 individuals at any one time and provides transportation to all necessary destinations for their patients, including medical appointments, long-distance medical trips, shopping trips, recreational/social outings, and work destinations.

Private Transit Providers

A few other groups use targeted public transportation throughout Northwest Missouri, but most are very limited in their number of riders. A minimal number of churches provide transportation to and from worship services. Northwest Missouri State University provides a shuttle service, Safe Rides, to take riders to places within Maryville, but it is limited to only Northwest students. One private taxi is available within the City of Maryville, but it provides service during a set timeframe only. With the exception of the one for-profit taxi agency, all transit providers are private, non-profit organizations.

Most individuals without drivers' licenses rely on walking, family and friends, or public transit vans as the most popular forms of transportation according to survey respondents, shown above in Figure 8. The availability of public transportation is inadequate for individuals striving to maintain independence and improve their quality of life. Clearly, Northwest Missouri's public transit options are inadequate to meet the current demands.

Volunteers

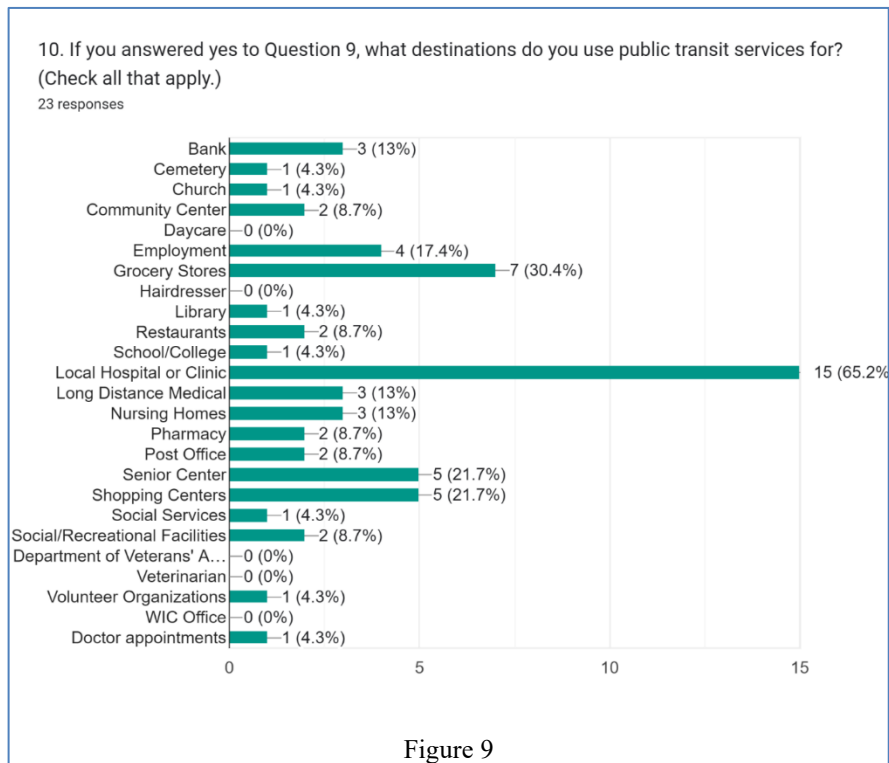
Some counties have indicated volunteers that provide transportation to community members. Often, this is a good Samaritan, pastor, or someone with a calling to help who provides rides to people in need in their community. This service is dependent on the volunteer's schedule and ability to provide rides; this service also has safety risks involved and is all around not the best option. But for some communities, this is the only option for day-to-day transportation and highlights a real need for consistent transportation options in rural communities.

Assessment of Transportation Needs and Gaps

Transportation needs are abundant in Northwest Missouri. A large majority of the population that cannot drive could not reach a desired destination at any point in the day without walking. Many of the individuals who cannot drive are also the same persons who are unable to walk to a given destination.

Transportation options continue to be limited but have expanded with the removal of age-based restrictions. Elderly individuals who need a ride to appointments have an additional option from the Northwest Missouri AAA in Atchison, Holt, Nodaway, and Gentry counties. Worth County residents have, perhaps, the most significant transit challenges. The Northwest Missouri AAA does not provide service in Worth County which further limits transportation for those residents.

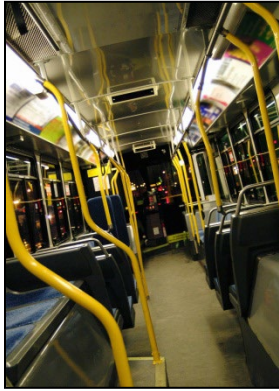
As previously mentioned, OATS does visit Worth County, but their route currently only has service available five times a month to a bigger city. Worth County’s elderly residents have the fewest number of choices for public transportation in relation to the rest of Northwest Missouri. Common destinations will vary within each demographic group of individuals, but most have similar services which they need to access. Figure 9 represents the most frequently identified



destinations from the Public Transit Users’ Survey.

In previous updates, OATS provided information regarding ride summaries that identify the type of rides provided by county recent fiscal years. Recent ride summaries for the 2020-2021 fiscal year were not able to be provided due to system changes. OATS regional director Beth Langley provided insight on the effect of COVID-19 and current ridership, stating that ride numbers decreased due to COVID-19 and are steadily increasing. In 2017, OATS recorded 23,021 total trips from all five counties in Northwest Missouri. OATS has not yet reached pre-COVID ride numbers but is due to reach them soon.

Very few disabled individuals without the ability to drive have access to the transportation services necessary to survive independently. It is nearly impossible to visit all necessary destinations for everyday survival based on the limited route capacity currently offered. For those living outside of the Maryville area, transportation access is limited to monthly or biweekly service. There are no other services available for disabled individuals to get from one location to another unless supported by a local agency. If volunteers, family, or friends are not available, an elderly or disabled individual without the ability to drive would be stranded in one location. This often prevents individuals from going to the doctor, bank, church, grocery shopping, and social activities.



Low-income persons struggle the most with a lack of public transportation and would likely be the most active riders a transportation provider in Northwest Missouri would serve. These individuals need access to employment, but, without reliable transportation, cannot get to and from their jobs. While OATS will visit most towns on at least a bi-weekly schedule, those who need a daily ride have no other option but to seek other alternatives. Even within the city of Maryville, low-income employees have limited transportation, as OATS only serves 8:00 a.m. until 4:00 p.m., limiting access for those who must work night shifts from 5:00p.m. - 8:00a.m. Demand for factory employees is also high in Northwest Missouri, but shift times of 6-7pm, 10-11pm, and 5-6am do not coincide with any existing transit schedules.

The planning group reviewed identified key locations that both disabled and low-income individuals need to access on a regular basis. Medical appointments, employment, shopping centers / grocery stores, the Department of Social Services, churches, banks, and social outings were all vital destinations for disabled individuals. Community services, employment, schools and daycare, medical appointments, government offices (Department of Social Services, Social Security Office, etc.), shopping centers / grocery stores, and churches were all important locations identified for low-income individuals.

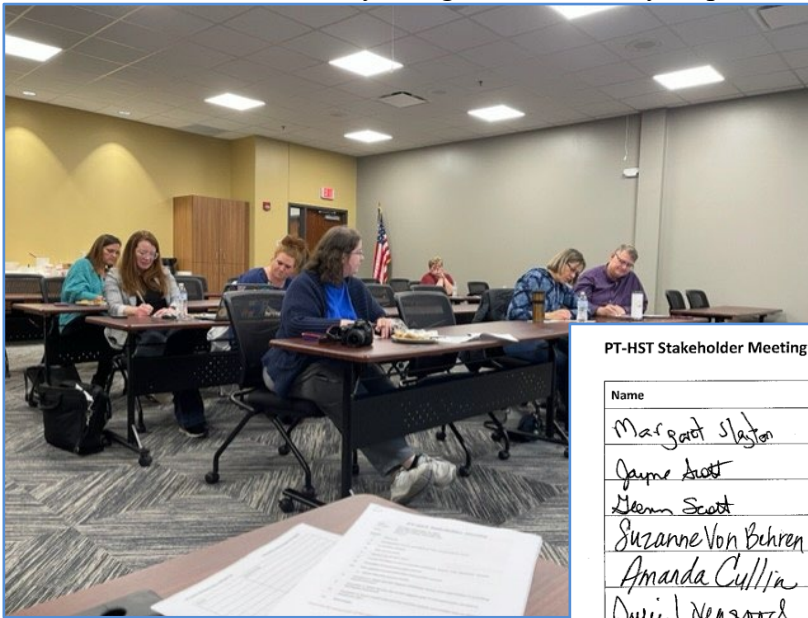
Surveys that were distributed to riders and potential riders showed a direct correlation between the needs identified in planning discussions versus the survey results. The planning committee identified funding limitations, qualified drivers, and vehicle condition as the most significant needs of the existing system. Potential and current riders would like to see more flexibility in scheduling, increased service hours, increased weekend service, guaranteed rides home, and service close to their home. Each of these improvements would require increased funding, staff, and vehicle use. It was evident from the survey results that persons trying to survive on public transportation have more needs than are currently being met. When asked what two things would improve public transit and increase usage, weekend service and increased hours were identified by many individuals.

The gaps in service are becoming harder to fill each day. Service providers are faced with new challenges related to an aging population and stricter regulations. Wheelchair size is increasing, customer's needs are increasing, and funding is still limited. Passengers expect vehicle size to increase to accommodate the growing demand, but a cooperative effort and efficient planning will only be the beginning of the solution to closing these gaps and meeting demands.

Public Engagement

Involvement from not only riders, but providers as well is particularly important when addressing widespread gaps and deficiencies. Transportation services in Northwest Missouri vary by county but often riders and providers feel and can identify very similar problems. During the first update of this plan in 2012, two meetings were held with stakeholders on September 13th and November 7th. During the updating process in 2017, one meeting was held on December 6th.

For the third update of this plan in 2022, a meeting was held on November 11th. Pictured below are attendees at the November 11th, 2022, meeting, and the connecting sign-in sheet; a larger version of the sign-in can be found in appendix D. All updates of this plan incorporated one or multiple stakeholder meetings to understand and utilize stakeholder’s perspectives in the creation of strategies. For each update of this plan, a ridership survey was released to the public and a provider survey was sent to providers in the Northwest Missouri region. These surveys intended to gain vital insight on what riders and providers in the Northwest Missouri region see as gaps and challenges. Physical copies of ridership surveys were made available on OATs buses and Community Services offices in the region to increase public outreach, as well as at the Missouri Job Center-Maryville. During the updating process in 2017 and 2022, staff from the Northwest Regional Council of Governments visited the Nodaway County Senior Center to talk to individuals in the community and gain more survey responses.



Picture 1

PT-HST Stakeholder Meeting		Thursday, November 10, 2022
Name	Representing	
Margaret Slagter	Mond. City New	
Jayne Scott	CCW also Atchison Co. Public Administrator	
Deann Scott	CCW - Counselor - Tanis	
Suzanne Von Behren	Nodaway County Health Dept.	
Amanda Cullin	Northwest MO State University	
Amie Weasford	Atchison County Health Dept.	
Debbie Hoffman	MOSAIC	
Beth Langley	OATS Transit	

For the 2022 update, press releases regarding public input for surveys was included in newspapers from all five counties in Northwest Missouri. Subsequently, the November 11th stakeholder meeting was held and documented in newspapers across all five counties. Newspaper clippings can be found below with larger versions in Appendix D.

On November 15th, 2022, a draft of the PT-HST plan was presented to the Transportation Advisory Committee (TAC) at their quarterly meeting. This committee is comprised of local elected officials and other city/county officials. Presented to this committee was the history of the PT-HST plan, the updating process, the updated goals and strategies, census data, and survey data. These committee members voted in approval for this plan to move forward; the agenda and sign-in sheet can be found in Appendix D.

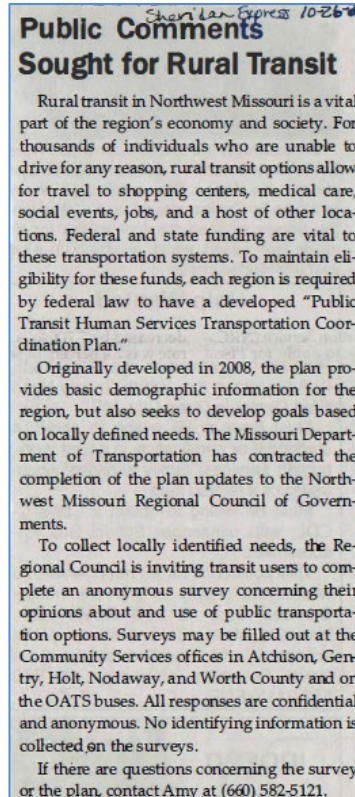
On December 8th, 2022, this plan was presented before the Regional Council of Governments (RCOG) board at its quarterly meeting. The history of the plan, its update process, new goals,

actions, and strategies, new survey data, and new maps were shown to the board. The board voted in approval of the 2022 update; the agenda and sign-in sheet can be found in Appendix D.

Newspaper Clippings



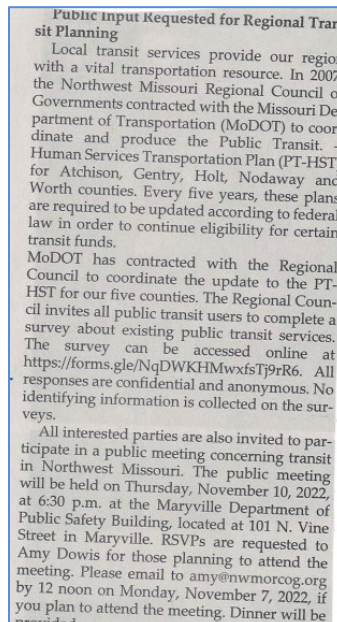
Picture 2



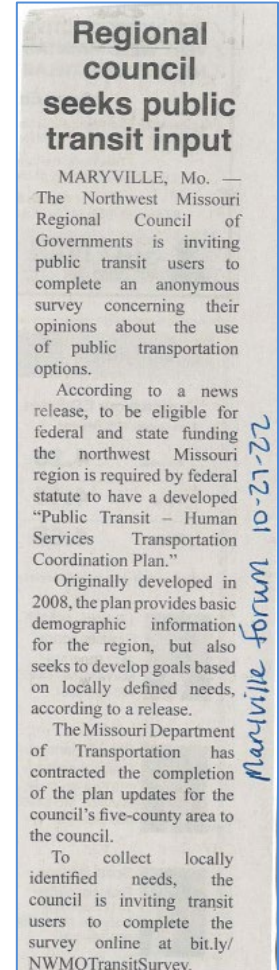
Picture 3



Picture 5



Picture 6



Picture 4

Strategies for Improvement

Northwest Missouri PT-HST providers are extremely valuable to the region. Without these organizations, many citizens would not have access to the amenities required for survival. The PT-HST planning group discussed many options for public transit improvements, efficiency upgrades, and expansion. Three strategies were identified by the 2008 planning committee and upheld each update since. After consideration and discussion, the planning committee chose to maintain the three goals for the next five years. But, during the 2022 update, an addition was made to each strategy after discussions between the stakeholders. This addition was to add marketing to each strategy because the stakeholders believe public transit in Northwest Missouri is not understood by the public nor sufficiently marketed to the rural community it serves. To begin bridging the current public transit gaps the strategies are maintaining and marketing the current system, expanding and marketing the current system, and funding and marketing new services throughout Northwest Missouri. Together, these three strategies are a vital component to a successful public transit system.

Strategy I: Maintain and Market the Current System	Priority: High
<p><u>Example Action Items:</u> Equipment replacement or upgrades Market current services available</p> <p>Retain staffing Continue to make efficiency improvements Continue training</p>	<p><u>Challenges:</u></p> <p>Lack of staff available Limited funding Rising insurance costs Rising fuel and maintenance costs</p>
<p>Maintaining and marketing the current system is the most important strategy to the Northwest Missouri public transit system. If the current system does not meet minimal maintenance annually, the public transit system cannot survive. Marketing the current system is also vital to helping make the public aware of their transportation options. Marketing the current system will also encourage ridership from people who previously were not aware of public transit in Northwest Missouri. Maintaining the current level of service is a constant challenge to the providers. It is difficult to find sufficient staff members or volunteers to drive and maintain the vehicle fleet. Drivers are either untrained, under qualified, or require a higher pay base than many service providers can offer while still providing low-cost service to the rider. Another problem for service providers is maintaining equipment. Oftentimes, old equipment does not get replaced as often as necessary. The funding to replace this equipment is not available to these providers at the time it is most needed, and as a result, deficient equipment is left in operation. In various economies, maintaining the current system becomes even more difficult. Providers are hit with rising insurance costs, rising fuel costs, and rising maintenance costs while still trying to provide a low-cost service to their riders.</p>	

Strategy II: Expand and Market the Current System	Priority: High
<p><u>Example Action Items:</u> Equipment replacement or upgrades New equipment necessary Expanding staffing Expand full service outside of Maryville city limits Market the expansion of services</p> <p>Efficiency Improvements</p>	<p><u>Challenges:</u></p> <p>Lack of staff available Limited funding</p> <p>Vast number of destinations Understanding consumer demand New technology cost (data,</p>

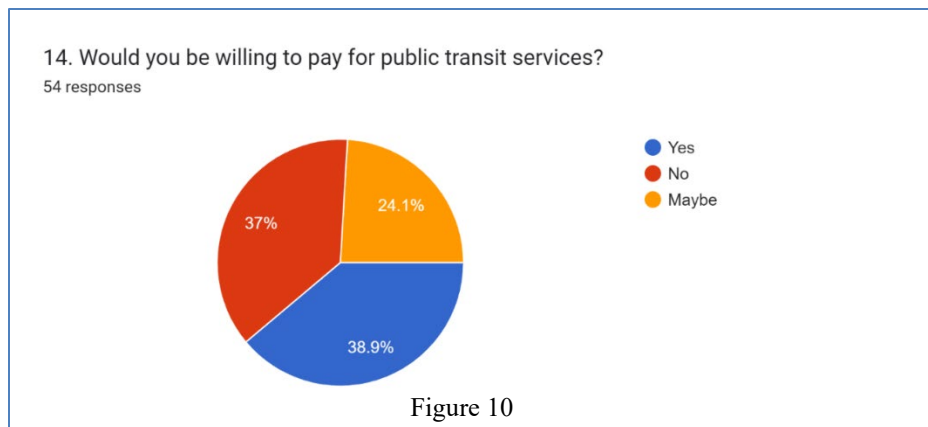
Expanded service hours including weekends	tracking, etc.) Limited hours available Current system may not fully encompass all the region's needs
New services for existing providers Education - customer and organizational More training	
<p>Expansion of the current system and coordinating marketing is also a high priority for a successful public transit system in Northwest Missouri. Service providers do a great job of providing service with the current resources available. Unfortunately, those resources are insufficient to provide a well-rounded system which meets the needs of the public. Many individuals are employed without rides to work and no daily transit; others receive their retirement check a day after the public transit comes through town, resulting in a week-long wait to run errands or pay bills.</p> <p>Expanding and marketing the current system includes increasing staff, equipment, funding, coverage area, hours, adding weekend services, new service venues for existing providers, efficiency improvements, and education. Marketing may include educating the public of services available to them or educating corresponding organizations to better understand what services exist, how they complement each other, and how routes can be improved to avoid overlapping coverage. Challenges come with expanding the current system like a lack of staffing, limited funding and hours available, price of new technology, and expanding a system that does not encompass all the needs could be an issue. Expanding the current system may happen in many different ways, but the goal of this strategy is to encourage an increase in service available to the public through the existing provider's services. Alongside this increase in service available to the Northwest Missouri region, expanded marketing efforts should match these new services. Educating the public as to what transportation options are available to them is vital to growing the public transit in Northwest Missouri.</p>	

Strategy III: Fund and Market New Services	Priority: Medium
<p><u>Example Action Items:</u> Voucher programs Commuter lots/Park-and-Rides Global Fleet/Insurance Umbrella Organization Coordination</p> <p>Marketing/Education-consumer/organization Implementation of volunteer organization/group Designated wait/pull-in areas for public transit</p>	<p><u>Challenges:</u> Lack of staff available Limited funding Understanding consumer demand Barrier reduction Insurance limitations Changing industry Lack of infrastructure Lack of competitive wages</p>
<p>The Northwest Missouri region would benefit from new transit services as new services are important to the development in any region. These services would include either a new provider or current providers who have a new service concept for public transit in the area. The planning group identified a number of new services that would benefit Northwest Missouri, including voucher programs for transit, commuter lots or park-and-ride lots for large employers, a global fleet of vehicles which includes all service providers, an insurance umbrella program to allow providers to connect their programs, implementation of volunteer organization/group, and a designated wait/pull-in area for public transit vehicles. One of the most important things in funding new services is the marketing of said services, making the public aware of the new services and their options. Marketing new services is essential to growing public transit in Northwest Missouri. While many of these new programs would be extremely beneficial to Northwest Missouri, currently none are economically feasible for the region without additional resources.</p>	

The two high priorities for Northwest Missouri’s public transit are maintaining and expanding the current system with an addition of appropriate marketing for both of these strategies. New service opportunities with appropriate marketing ranked medium in the planning session. All three strategies are important to public transit and citizens in the area. Without implementation of these strategies, the public transit and citizens in Northwest Missouri will suffer. With a little cooperation and coordination, the PT-HST planning group determined all solutions are achievable at some point in the future.

Conclusion

A large number of elderly, disabled, and low-income individuals are without any form of public transportation on a daily basis throughout the region. No single solution could begin to bridge the gaps, it will require multiple changes and improvements to the transportation system in Northwest Missouri. Even though the current organizations do their best to provide a well-rounded service with their current resources, it is not enough to fill the demand already burdening the region. Any expansion of services will require additional funding sources, whether it comes in the form of grants, local tax dollars, or user fees. For those users who responded to the survey, 63% said that they would or may be willing to pay for public transit in Northwest Missouri.



With a lot of teamwork, a combination of solutions can be developed to ensure Northwest Missouri does not get left behind as the world evolves. This region’s transportation future requires serious investment in maintaining and improving the system while working to find new solutions for public transit. Embracing these strategies will ensure this region and its citizens will be able to look forward to the successful future of PT-HST in Northwest Missouri.

Appendix A:
Embedded Maps, Charts, and Graphs

Figure 1

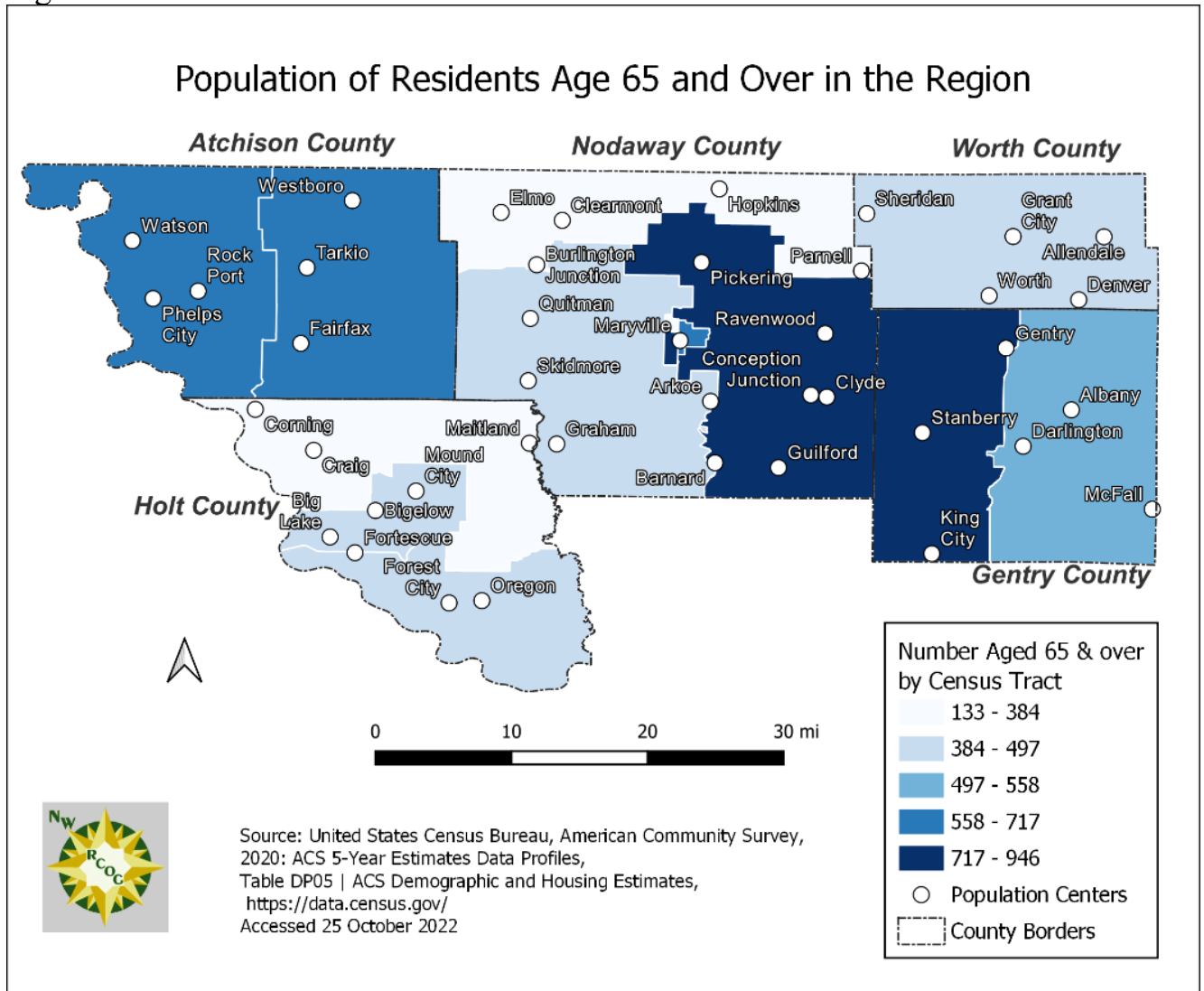


Figure 2

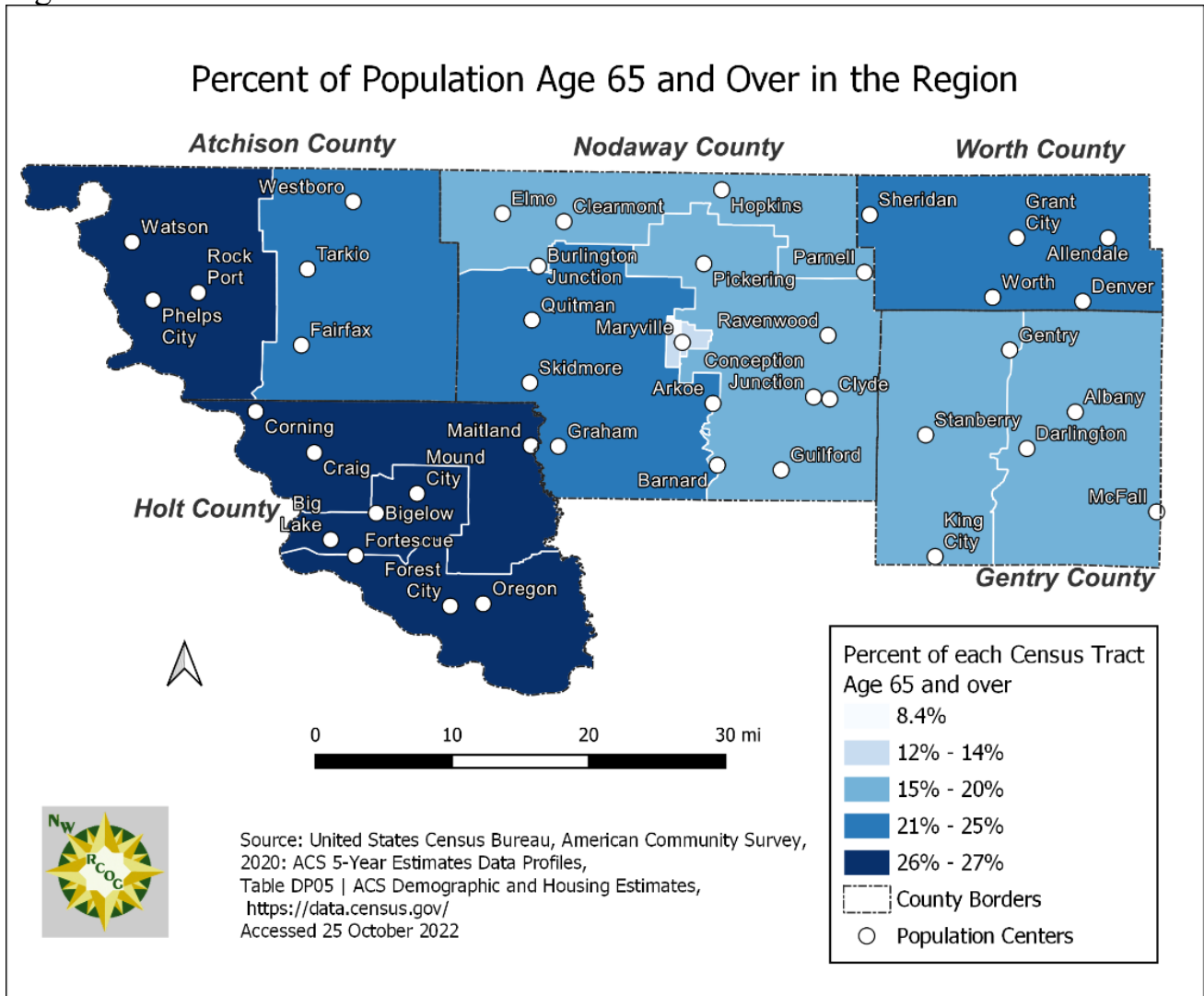


Figure 3

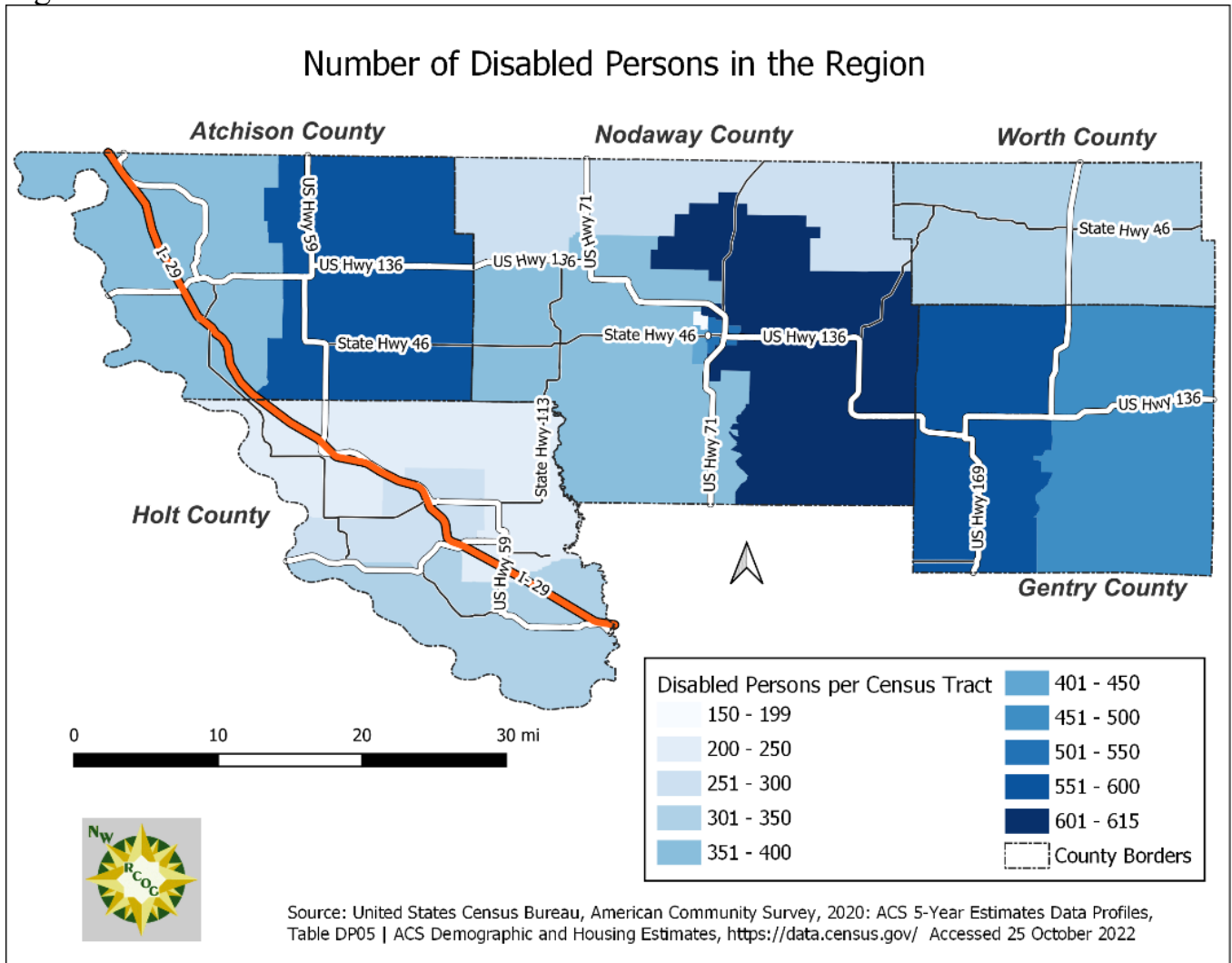


Figure 4

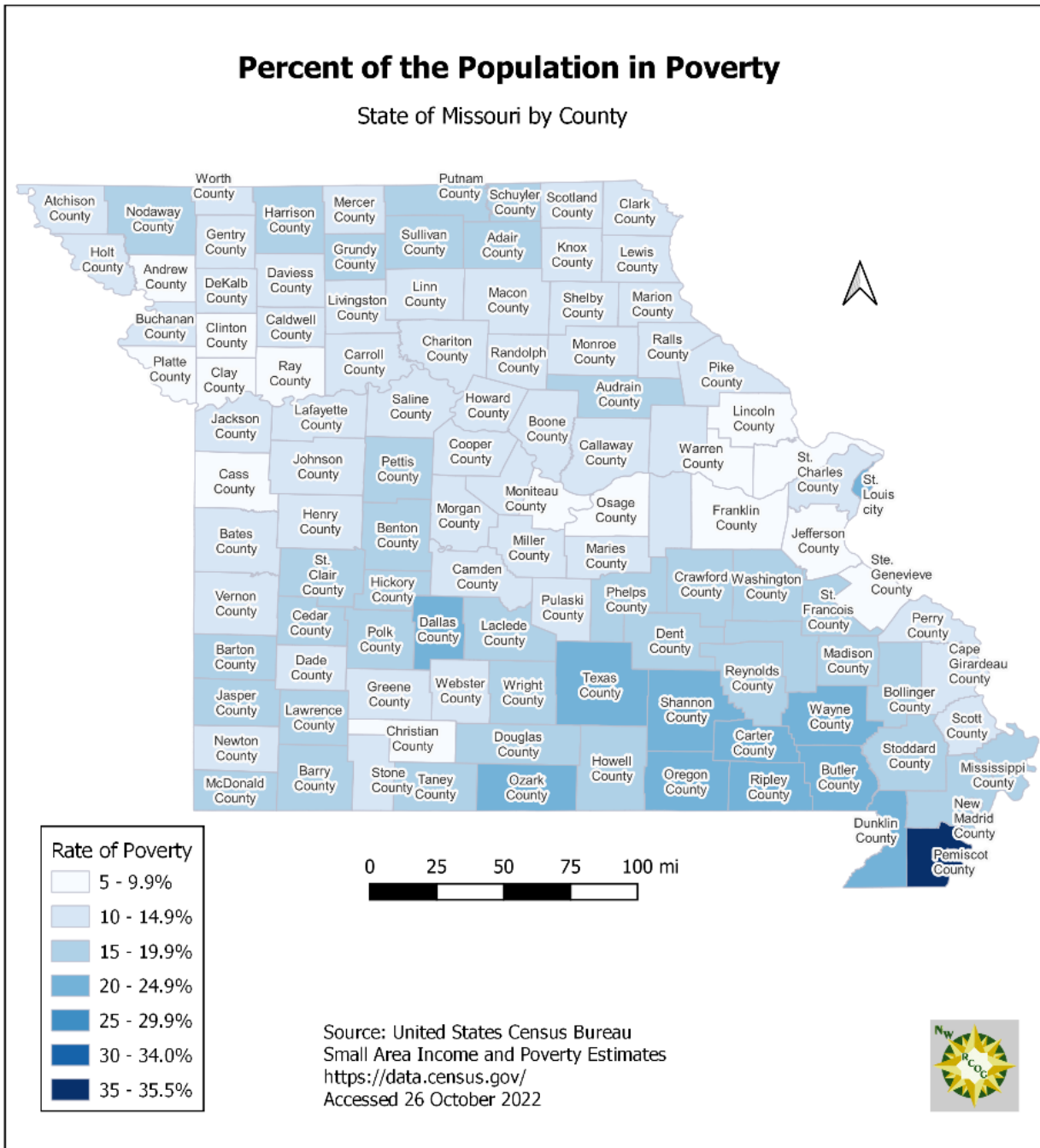


Figure 5

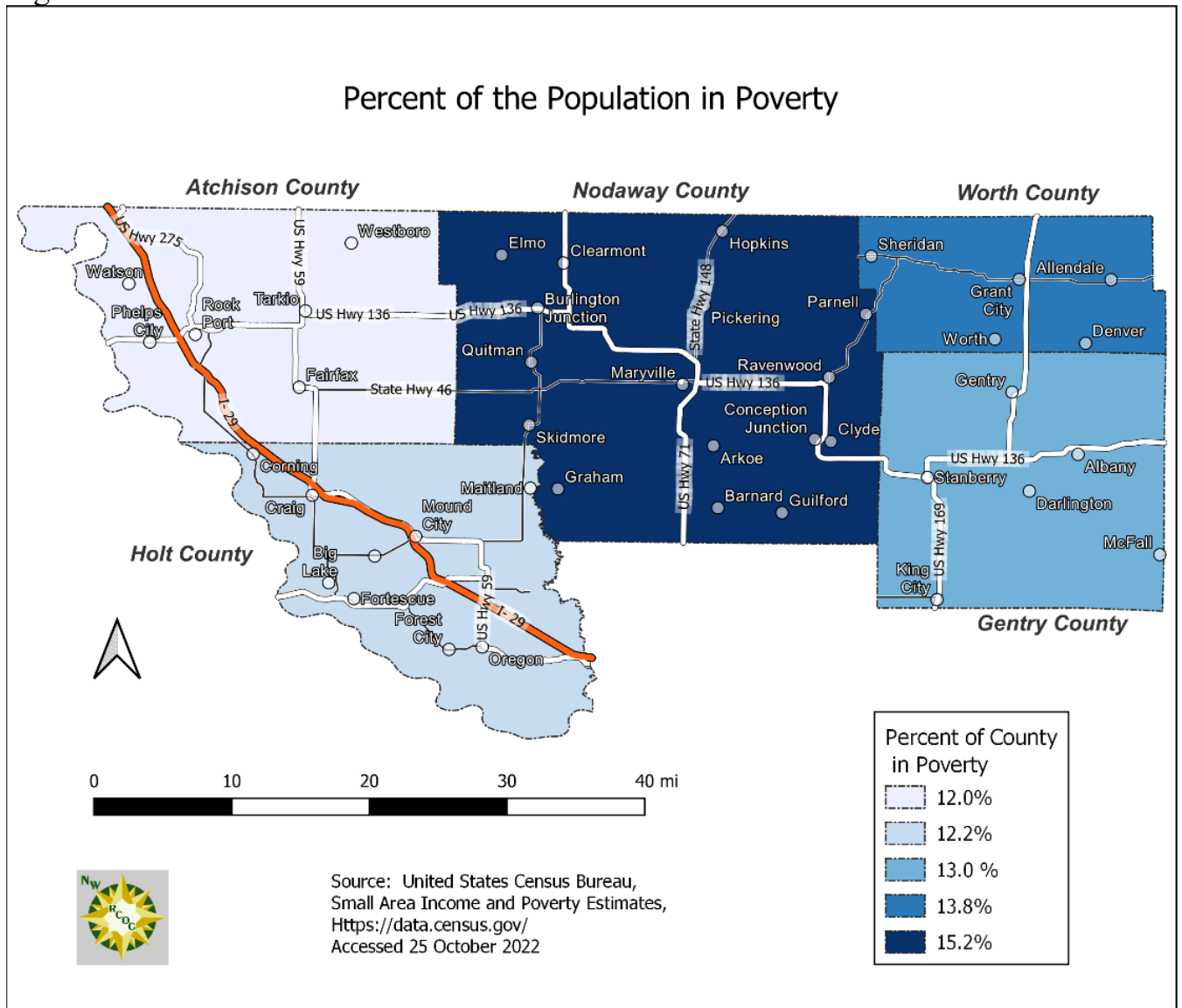


Figure 6

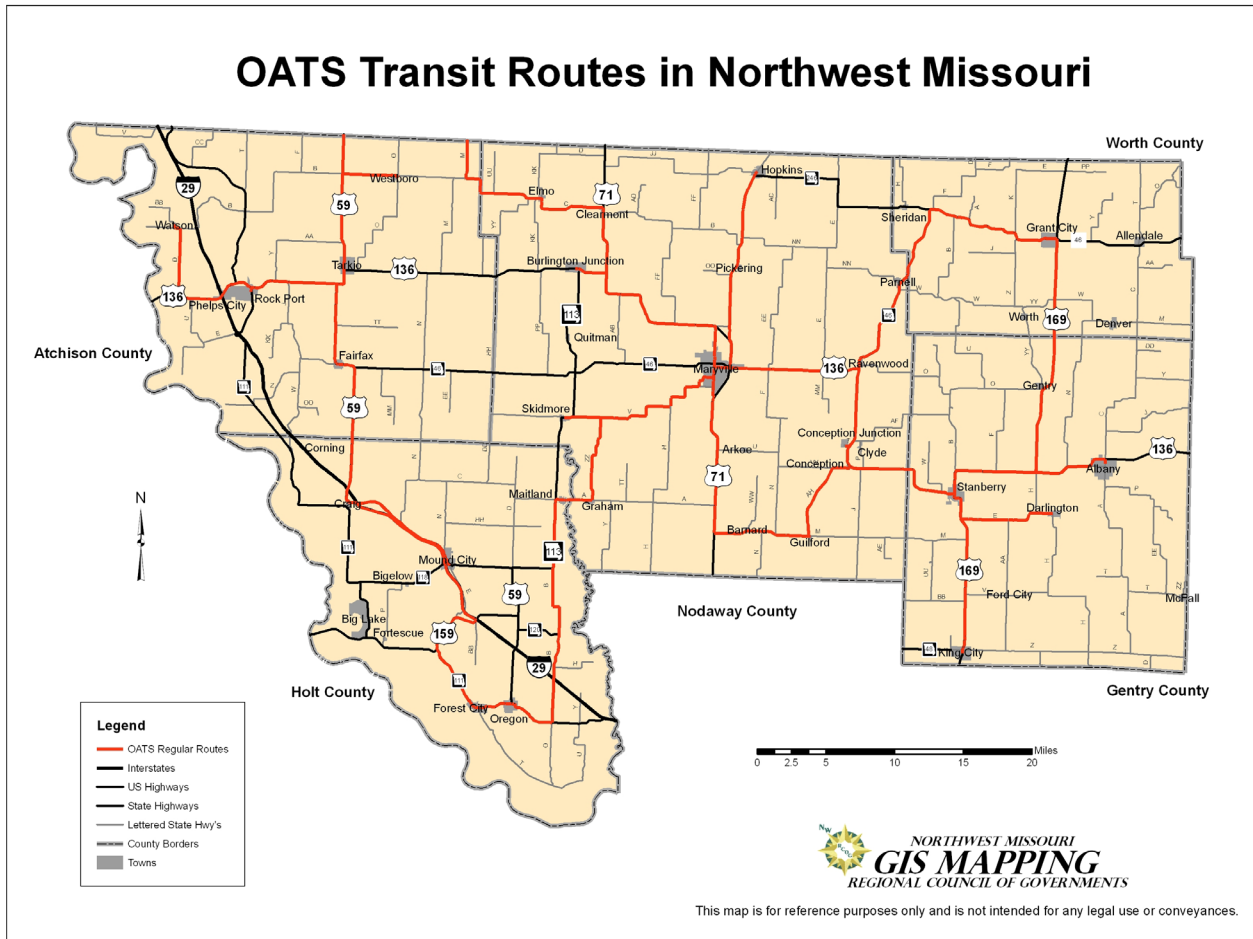


Figure 7

Bus Schedules in Northwest Missouri Region

Atchison County

To Shenandoah, IA: 1st Tuesday each month

To St. Joseph: 4th Tuesday in March

To Maryville: 3rd Tuesday each month

Tarkio In-Town: 3rd Tuesday each month

Gentry County

To Maryville: 1st Tuesday each month

To St. Joseph: 3rd Tuesday each month

Holt County

To Maryville: 2nd and 4th Tuesday each month

To St. Joseph: 4th Tuesday in March

Nodaway County

Maryville In-Town: M-F 8:00am-4:00pm

To St. Joseph: 1st & 3rd Wednesday each month

From Burlington Jct., Clearmont, Elmo, Maryville to Shenandoah, IA: 3rd Tuesday each month

From Burlington Jct., Clearmont, Elmo to Maryville: 3rd Tuesday each month

From Hopkins or Pickering to Maryville: 1st and 3rd Wednesday each month

From Ravenwood, Tri-C, Guilford, Barnard to Maryville: 1st Tuesday each month

From Graham or Skidmore to Maryville: 2nd and 4th Tuesday each month

Worth County

To Maryville: 1st and 3rd Wednesday of each month

To Bethany: 4th Monday of the month

To Stanberry: 2nd Tuesday of the month

To St. Joseph: 5th Monday in March

Figure 8

8. What modes of transportation do you use currently? (Check all that apply.)

54 responses

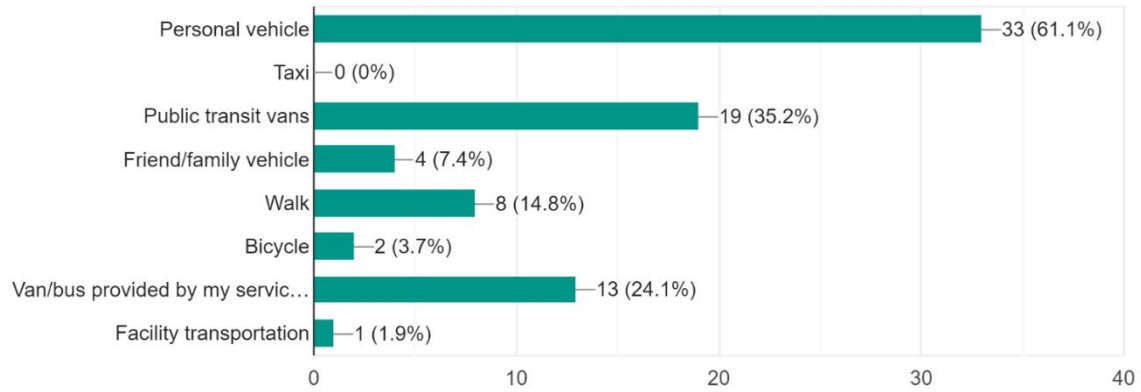


Figure 9

10. If you answered yes to Question 9, what destinations do you use public transit services for?
 (Check all that apply.)

23 responses

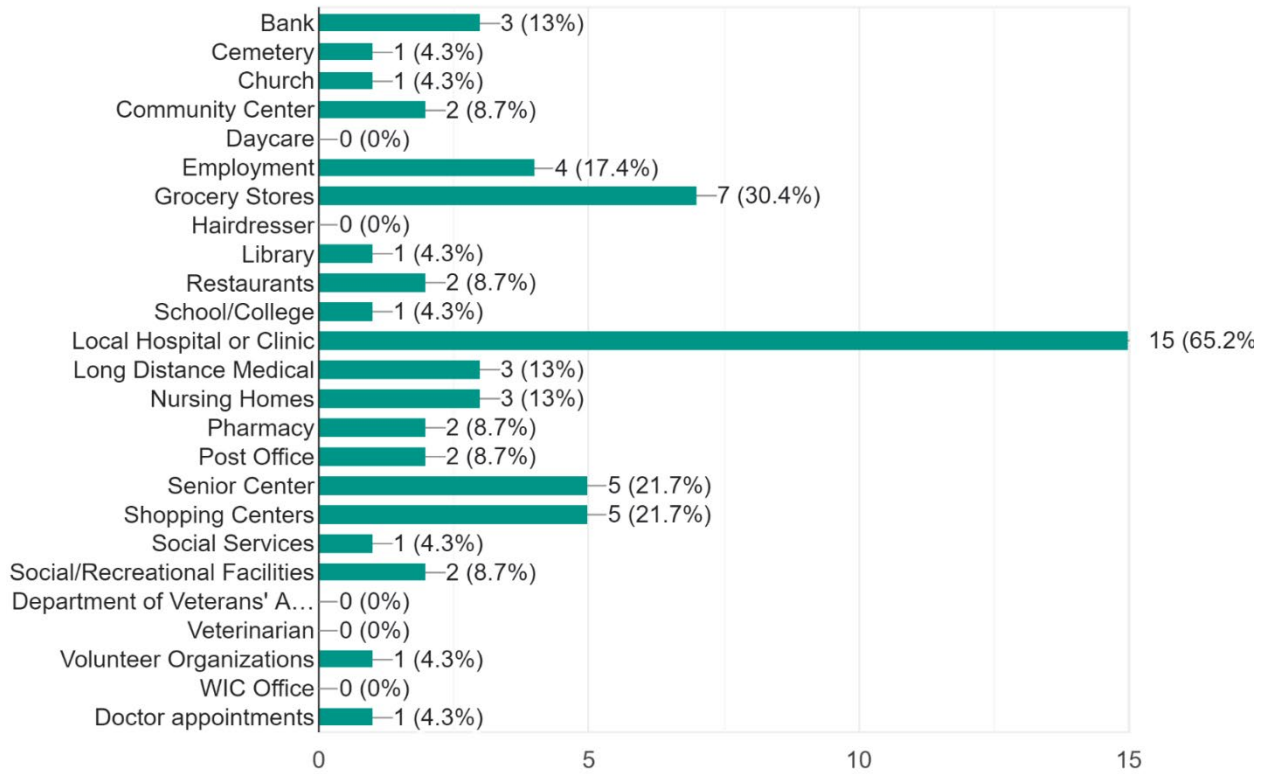
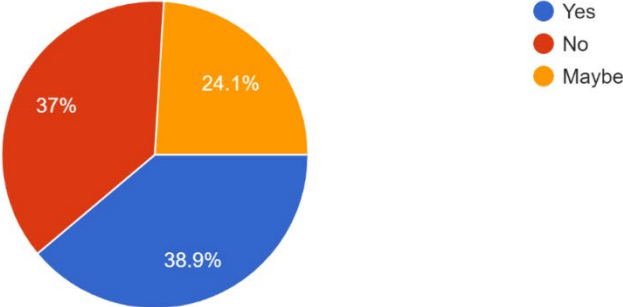


Figure 10

14. Would you be willing to pay for public transit services?

54 responses



Appendix B: Survey Instruments

Northwest Missouri Transit Ridership Survey - 2022

The Regional Council is updating the Public Transit-Human Services Transportation Coordination Plan for our five-county service area of Atchison, Gentry, Holt, Nodaway, and Worth counties. The survey is voluntary, but, the more responses received will allow the plan to be more complete and meaningful.

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

Short answer text

2. Are you currently employed? *

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

3. What is your age? *

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

4. What is your gender? *

- Male
- Female
- Prefer to identify otherwise
- Prefer not to say

5. Do you currently have a valid drivers' license? *

- Yes
- No

6. Are you able to drive? *

- Yes
- No

7. What is your occupation? *

- Production/Machine Operator
- Service Worker
- Laborer
- Managerial/Professional
- Technical/Administration
- Sales
- Homemaker
- Student
- Retired
- Unemployed
- Other...

8. What modes of transportation do you use currently? (Check all that apply.) *

- Personal vehicle
- Taxi
- Public transit vans
- Friend/family vehicle
- Walk
- Bicycle
- Van/bus provided by my service agency
- Other...

9. Do you currently use public transit services? *

- Yes
- No

10. If you answered yes to Question 9, what destinations do you use public transit services for? (Check all that apply.)

- Bank
- Cemetery

- Church
- Community Center
- Daycare
- Employment
- Grocery Stores
- Hairdresser
- Library
- Restaurants
- School/College
- Local Hospital or Clinic
- Long Distance Medical
- Nursing Homes
- Pharmacy
- Post Office
- Senior Center
- Shopping Centers
- Social Services
- Social/Recreational Facilities

- Department of Veterans' Affairs
- Veterinarian
- Volunteer Organizations
- WIC Office
- Other...

11. If you answered no to Question 9, why don't you use public transportation?

Short answer text

12. What changes could be made to public transit services that would allow you to use the service for the first time or to use the service more often? *

- More flexibility in scheduling rides
- Establish or increase service from park-and-ride lot to work
- Expanded service hours per day
- Expanded days of service between counties
- Expanded weekend service
- More express service (fewer stops)
- Employer pays part of cost

- Service close to my home
- Expanded forms of payment accepted
- Cleaner buses
- Newer buses
- Other...

13. Of your choices in Question 12, which ONE would improve public transit services the most and increase your personal usage? *

Short answer text
.....

14. Would you be willing to pay for public transit services? *

- Yes
- No
- Maybe

15. If you are paying for public transit services now, how much do you pay per ride? If you do not pay for public transit services, how much would you be willing to pay for the service? *

Short answer text
.....

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

Long answer text
.....

17. What destinations would you like improved access to? *

Long answer text
.....

18. What other comments would you like to make about transportation choices in the Northwest Missouri region of Atchison, Gentry, Holt, Nodaway, and Worth counties? *

Long answer text
.....

Appendix C: Raw Survey Data

Question 1:

In what city and county do you live?

Maryville: 20

Parnell, Nodaway: 1

Albany, Gentry: 4

Clearmont, Nodaway: 1

Holt: 1

Maitland, Holt: 1

Other: 4

Nodaway: 4

Tarkio, Atchison: 1

Fairfax: 1

Gentry: 2

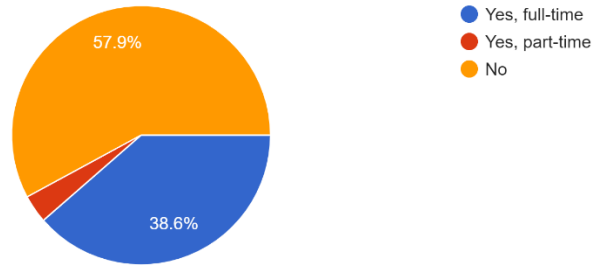
Grant City, Worth: 5

Oregon, Holt: 11

Question 2:

2. Are you currently employed?

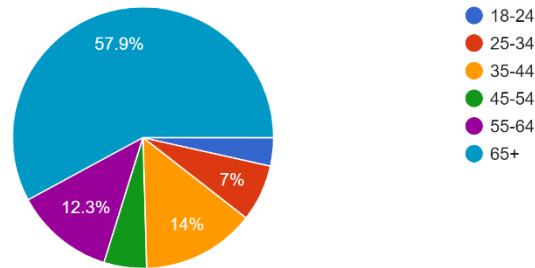
57 responses



Question 3:

3. What is your age?

57 responses



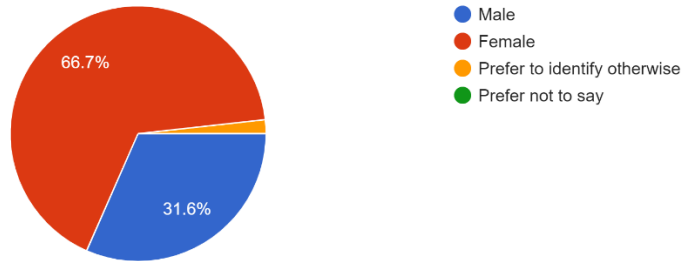
Question 4:

Northwest Missouri

Public Transit-Human Services Transportation Plan

4. What is your gender?

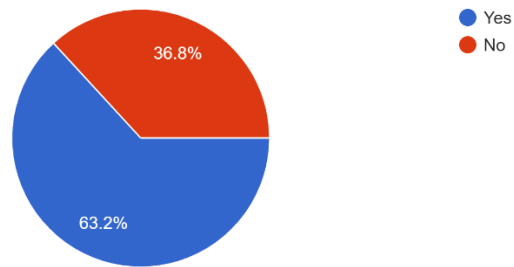
57 responses



Question 5:

5. Do you currently have a valid drivers' license?

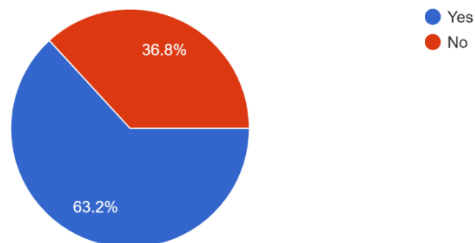
57 responses



Question 6:

6. Are you able to drive?

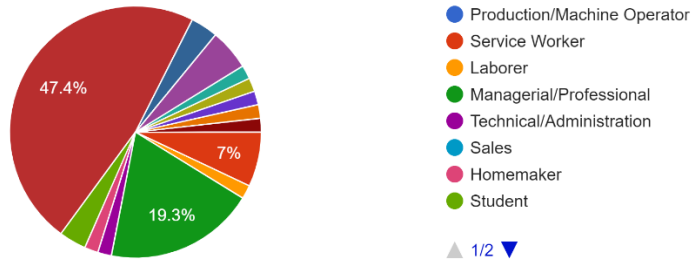
57 responses



Question 7:

7. What is your occupation?

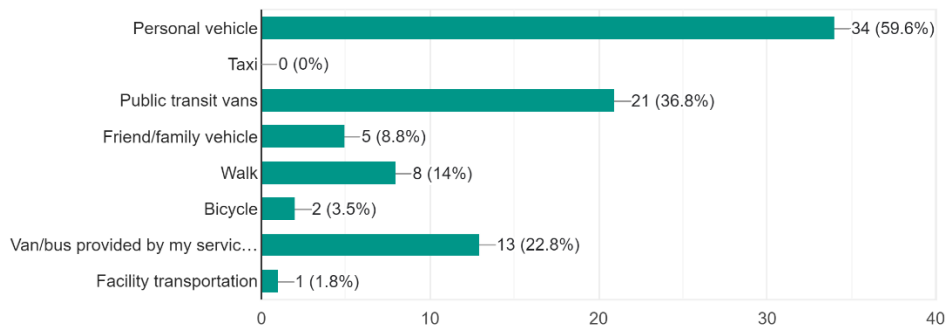
57 responses



Question 8:

8. What modes of transportation do you use currently? (Check all that apply.)

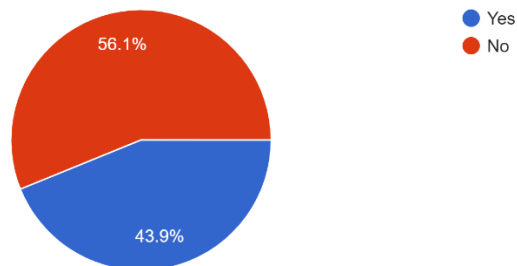
57 responses



Question 9:

9. Do you currently use public transit services?

57 responses

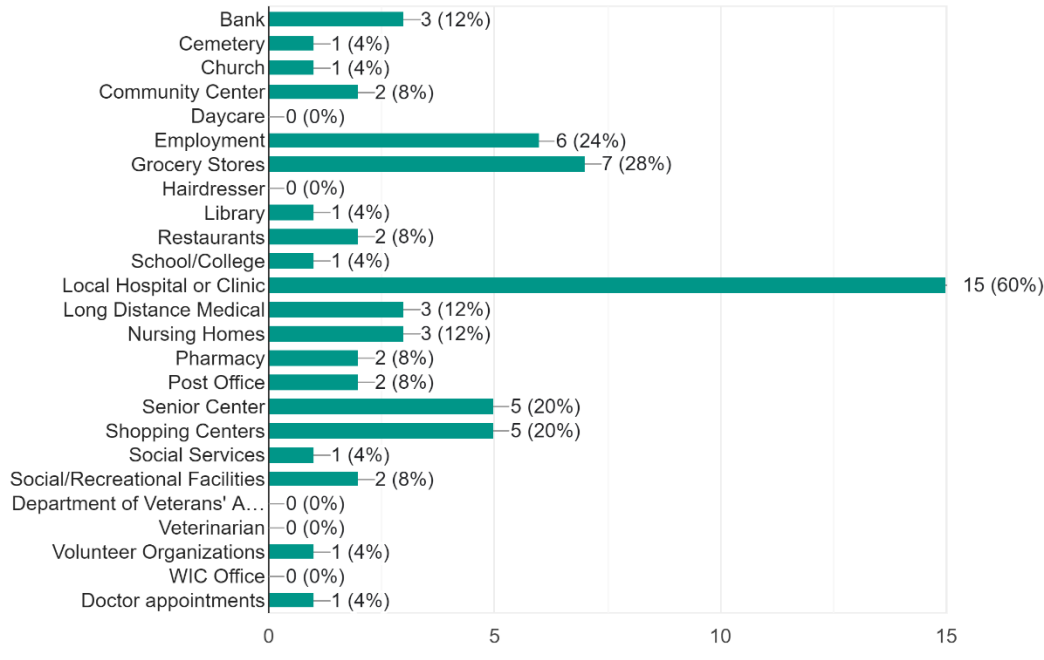


Question 10:

10. If you answered yes to Question 9, what destinations do you use public transit services for?

(Check all that apply.)

25 responses



Question 11:

If you answered no to Question 9, why don't you use public transportation?

Few options or lack of: 12

Not needed: 6

Liv outside city limits: 2

Own a personal vehicle: 10

Unknown: 2

N/A: 4

Question 12:

What changes could be made to public transit services that would allow you to use the service for the first time or to use the service more often?

More flexibility in scheduling rides: 10

Expanded service hours per day: 9

Expanded Days of service between counties: 4

Service Close to Home: 11

Expanded forms of payment: 4

Cleaner/More/Newer Vehicles: 1

More Options/Vendors: 4

Expanded weekend service: 7

Guaranteed ride home: 4

More express service: 1

Employer pays part of cost: 2

Cost: 6

Establish/Increase park-to-ride: 3

N/A: 13

Question 13:

Of your choices in Question 13, which ONE would improve public transit services the most and increase your personal usage?

Expanded Service hours per day: 9

None/NA: 16

More Options/Vendors: 7

Service Close to Home: 4

Flexibility when scheduling rides: 5

Cost: 5

Public Awareness/Understanding: 1

Cleaner/More/Newer Vehicles: 1

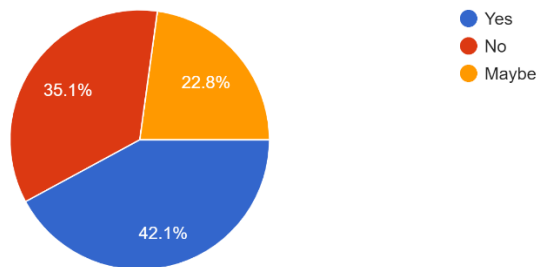
Expanded weekend hours: 1

Employer pays: 1

Question 14:

14. Would you be willing to pay for public transit services?

57 responses



Question 15:

If you are paying for public transit services now, how much do you pay per ride? If you do not pay for public transit services, how much would you be willing to pay for the service?

\$1.00: 2

\$2.00: 3

\$10.00 to St. Joseph: 1

Depends: 7

Nothing: 5

\$30 per month: 1

\$5 per week: 1

N/A: 37

Question 16:

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

Phone: 3

Social Worker: 6

Legisticare: 5

OATS: 12

Medicaid: 3

Radio: 1

None available: 3

Internet: 10

Newspaper: 2

Community Services: 1

Senior Center: 2

NoCoMo: 1

N/A: 13

Question 17:

What destinations would you like improved access to?

Northwest Missouri

Public Transit-Human Services Transportation Plan

Social destinations/family/friends: 9
Maryville: 4
Bigger cities: 5
Locations outside of Maryville: 2
I don't know: 2

St. Joseph: 6
Grocery stores/Churches: 3
Doctor: 6
Everything: 1
N/A: 7

Question 18:

What other comments would you like to make about transportation choices in the Northwest Missouri region of Atchison, Gentry, Holt, Nodaway, and Worth counties?

N/A

None

.

n/a

none

I have a car and currently experience no barriers to transportation. Our area is very rural and public transportation options for those who would need it are very limited.

Our roads are horrible, especially blacktops. If you fall off the shoulder, you're a goner. Very dangerous. So, it makes a person think twice about driving themselves.

Need transportation availability

Weekday transportation from Atchison, Holt, Gentry, Worth to Nodaway County specifically for transporting people to places of employment. Have a per week charge.

Availability

There is little to no public transportation in these rural counties.

I believe that it's important to have affordable public transportation access for our lower-middle class and lower-class families.

There aren't enough services in the area that are meeting this need for folks to get to their appointments, get groceries, or do any of the other basic errands that I have the privilege of running.

I have no other comments I over all you folks are doing a great job just need to tweak a few things Thank you

A regular service that is very open about its routes.

Nodaway

Albany needs one.

Don't know

There is a lack of public transit options in many of these counties, even Nodaway which is the largest population of all the counties involved in this process. Good luck on finding ways to bridge this gap!

NA

Worth County only has limited access to Oats Bus, not other transportation is available for senior citizens that need rides to doctors in the city.

Let people know what's available

Expand service please

We have no options except Oats Bus through Legisticare

There are no options

We have no options available & no cost funding

No transportation vendors

No options to choose from

Choice of vendors

Only option is Oats

No options to choose from.

no options to choose from even if I could pay

no options to call except Oats for Medical

I think a reliable source would be great for people that need it.

I think they are good and needed services that I would use if and when I would need the service.

I think prices should increase for those who ride to a job

Love the drivers

I like the drivers

Good job, thanks

That is all

wonderful service, pleasant service, good drivers. Thank you very much!

Very Limited!

Appendix D: Picture Attachments

Picture 1

PT-HST Stakeholder Meeting

Thursday, November 10, 2022

Name	Representing
Margaret Slaton	Mond C. Ty New
Jayne Scott	CCW also Atchison Co. Public Administrator
Glenn Scott	CCW - Counselor - Turkey
Suzanne Von Behren	Nodaway County Health Dept.
Amanda Cullin	Northwest MO State University
Julie Newsome	Atchison County Health Dept
Debbie Hoffman	Mosaic
Beth Langley	OATS Transit

Picture 2

Public input requested for regional transit planning

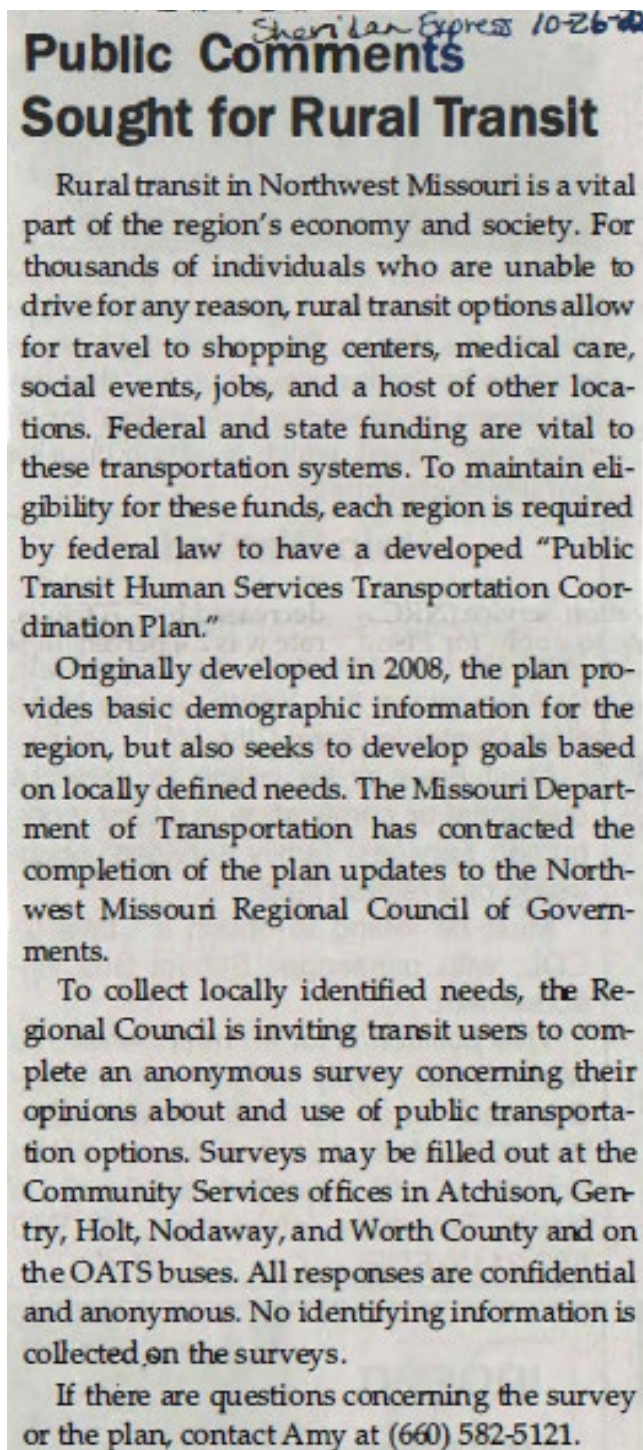
Local transit services provide the region with a vital transportation resource. In 2007, the Northwest Missouri Regional Council of Governments contracted with the Missouri Department of Transportation (MoDOT) to coordinate and produce the Public Transit-Human Services Transportation Plan (PT-HST) for Atchison, Gentry, Holt, Nodaway and Worth counties. Every five years, these plans are required to be updated according to federal law in order to continue eligibility for certain transit funds. MoDOT has contracted with the Regional Council to coordinate the update to the PT-HST for these five counties.

The Regional Council invites all public transit users to complete a survey about existing public transit services. The survey can be accessed online at <https://forms.gle/NqDWKHMwxf-sTj9rR6>. All responses are confidential and anonymous. No identifying information is collected on the surveys.

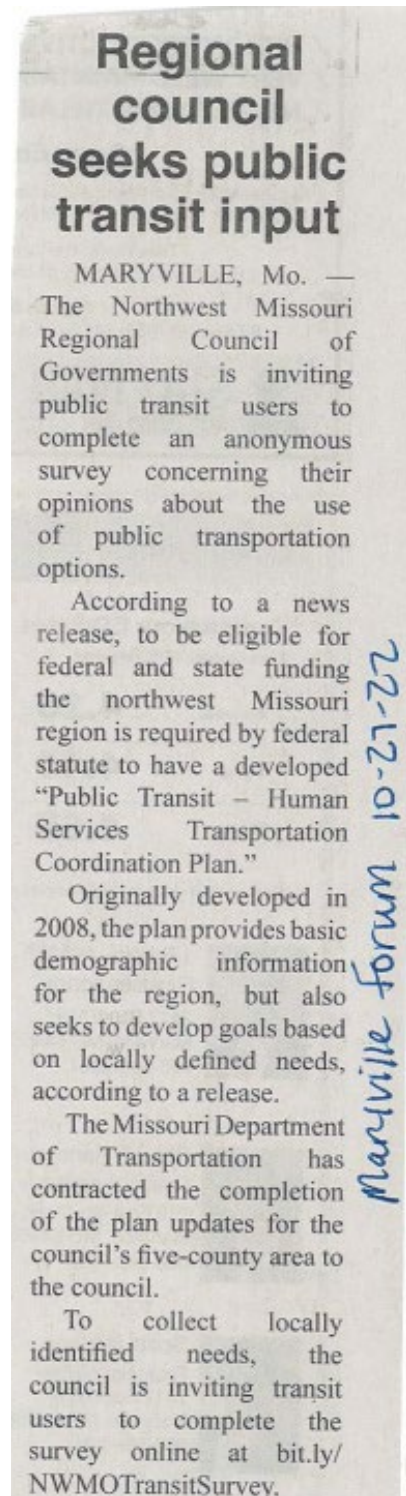
All interested parties are also invited to participate in a public meeting concerning transit in northwest Missouri. The public meeting will be held on Thursday, November 10, 2022, at 6:30 p.m. at the Maryville Department of Public Safety Building, located at 101 N. Vine Street in Maryville. RSVPs are requested to Amy Dowis for those planning to attend the meeting. Please email to amy@nwmorcog.org by 12 noon on Monday, November 7, 2022, if planning to attend the meeting. Dinner will be provided.

Mound City News 11-3-2022

Picture 3



Picture 4



Picture 5



Picture 6

Public Input Requested for Regional Transit Planning

Local transit services provide our region with a vital transportation resource. In 2007, the Northwest Missouri Regional Council of Governments contracted with the Missouri Department of Transportation (MoDOT) to coordinate and produce the Public Transit – Human Services Transportation Plan (PT-HST) for Atchison, Gentry, Holt, Nodaway and Worth counties. Every five years, these plans are required to be updated according to federal law in order to continue eligibility for certain transit funds.

MoDOT has contracted with the Regional Council to coordinate the update to the PT-HST for our five counties. The Regional Council invites all public transit users to complete a survey about existing public transit services. The survey can be accessed online at <https://forms.gle/NqDWKHMwxfstj9rR6>. All responses are confidential and anonymous. No identifying information is collected on the surveys.

All interested parties are also invited to participate in a public meeting concerning transit in Northwest Missouri. The public meeting will be held on Thursday, November 10, 2022, at 6:30 p.m. at the Maryville Department of Public Safety Building, located at 101 N. Vine Street in Maryville. RSVPs are requested to Amy Dowis for those planning to attend the meeting. Please email to amy@nwmorcog.org by 12 noon on Monday, November 7, 2022, if you plan to attend the meeting. Dinner will be provided.

Picture 7



NORTHWEST MISSOURI

REGIONAL COUNCIL OF GOVERNMENTS

TRANSPORTATION ADVISORY COMMITTEE MEETING

Meeting Agenda – Posted November 8, 2022

Date/Time: Tuesday, November 15, 2022 @ 6 p.m.
Location: Northwest Missouri Regional Council of Governments
114 W. Third Street, Maryville

Or you may call in to 605-475-4777 and use access code 720025

Agenda

-
- I. Call to Order**
 - a. Roll Call, Welcome and Introductions (if needed)
 - b. Approve Agenda
 - c. Approval of August 16, 2022, TAC Minutes

 - II. Open Public Comment**

 - III. Old Business**
 - a. TAC vacancies (Gentry, Holt, Nodaway, Worth)

 - IV. New Business**
 - a. MoDOT Award Update and Construction Update – Adam Wood
 - b. LPA Update – David Earls
 - c. Approve draft of 5-year update to Public Transit-Human Services Transportation Plan – Sarah Prickett & Amy Dowis
 - d. Review FY22 Blueprint Grants – Amy Dowis

 - V. Other Business**
 - a. I-229/Double Decker Bridge Project
 - b. Roadway Safety Review
 - c. Other Comments/Concerns
 - d. Amy’s Update
 - e. Next meeting Tuesday, February 21, 2023

 - VI. Adjourn**

**If you require any accommodations (i.e., qualified interpreter, large print, hearing assistance) to attend this meeting, please notify this office at (660) 582-5121 no later than 48 hours prior to the commencement of the meeting.

PHONE: (660) 582-5121 • 114 W. Third • MARYVILLE, MO 64468 • FAX: (660) 582-7264

WWW.NWMORCOG.ORG

COUNTIES SERVED: ATCHISON • GENTRY • HOLT • NODAWAY • WORTH

Picture 8

FY23 2Q TAC Meeting

Tuesday, November 15, 2022

Name	Representing
Jubal Summers ^{Summers}	Worth Co.
DAVID EARLS	MoDOT
GARY CARLSON	Gentry Co.
GREG MORQUEL	CITY OF MARYVILLE
Regan Nonneman	Worth County
Mark	Worth Co (guest)
Kamren Woodring	Atchison Co
Adam Ward	MoDOT
Tom Bullock	Holt County
Sarah Prickett	RCDB
Amy Davis	NWMOREOG
David Carroll	Holt Co

Picture 9



NORTHWEST MISSOURI

REGIONAL COUNCIL OF GOVERNMENTS

AGENDA

Thursday, December 8, 2022

**Nodaway County Administration Building
403 North Market Street
Maryville, MO 64468**

6:30pm - Dinner

7:00pm - RCOG Executive Board OPEN Meeting

Posted November 29, 2022

Guest Speaker – Hunter Kelly with U.S. Senator Josh Hawley’s Office

- I. Call to Order
- II. Roll Call
- III. Approve Agenda
- IV. Approve June 28, 2022 Minutes
- V. Approve June, July, August, September, and October 2022 Treasurer’s Report
- VI. Presentation of Public Transit-Human Services Transportation Plan – Sarah/Amy
- VII. Old Business
- VIII. New Business
 - a. Approve FY23 State Funding - \$24,923.29
 - b. Approve Missouri Office of Broadband Development Contract - \$25,000
 - c. Approve Grant Review Services Contract with United Fiber - \$50/hour
 - d. Approve contract with United Fiber - Agreement is for \$5,000 per county for three years to provide digital literacy and equity activities in Holt, Nodaway, and Worth Counties, if Broadband grants are funded
 - e. Approve Ravenwood LWCF Contract for Environmental - \$500
 - f. Approve Environmental Review Contract with Burlington Jct., Wastewater Improvements - \$5,000
 - g. Ratify November 28, 2022 Email Vote for Purchase of Transportation Laptop
 - h. Approve Public Transit-Human Services Transportation Plan Contract - \$31,250
 - i. Approve the DRAFT 2023 Public Transit-Human Services Transportation Plan Update**
 - j. Approve new Holt County TAC Member – Carla Action

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COUNTIES SERVED: ATCHISON • GENTRY • HOLT • NODAWAY • WORTH

Picture 10



NORTHWEST MISSOURI
REGIONAL COUNCIL OF GOVERNMENTS

Thursday, December 8, 2022, 7:00pm
RCOG Executive Board Meeting

ATTENDANCE LIST

- | | |
|---|-----------|
| 1. <u>Rayon Nonneman</u> | 16. _____ |
| 2. <u>Tom Bullock-Holt Co.</u> | 17. _____ |
| 3. <u>Sam Wilson</u> | 18. _____ |
| 4. <u>[Signature]</u> | 19. _____ |
| 5. <u>[Signature]</u> | 20. _____ |
| 6. <u>[Signature]</u> | 21. _____ |
| 7. <u>Hunter Kelly - Josh Hawley's office</u> | _____ |
| 8. <u>Day Sultor</u> | 23. _____ |
| 9. <u>Cheyenne Murphy</u> | 24. _____ |
| 10. <u>Amy Dowd</u> | 25. _____ |
| 11. <u>Loch Ricketts</u> | 26. _____ |
| 12. <u>[Signature]</u> | 27. _____ |
| 13. <u>Jeni Stewart</u> | 28. _____ |
| 14. _____ | 29. _____ |