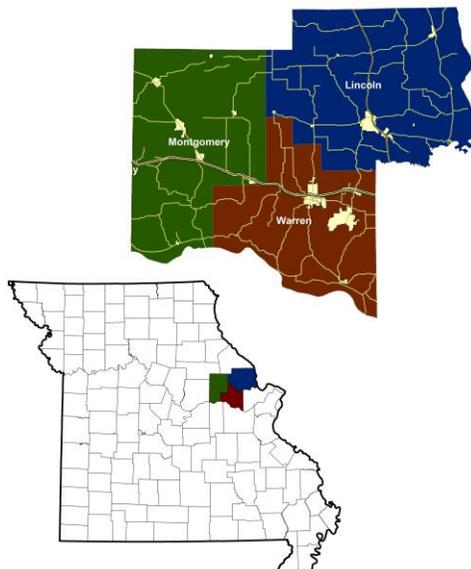


**Boonslick Region  
Public Transit-Human Services Transportation  
Coordination Plan  
2018**



**PREPARED BY  
BOONSLICK REGIONAL PLANNING  
COMMISSION  
SERVING  
LINCOLN, MONTGOMERY & WARREN  
COUNTIES**



**Boonslick Regional Planning Commission**

**Public Transit Human Services Transportation Coordination 2018 Plan**

**Adoption Resolution**

WHEREAS, the staff of the Boonslick Regional Planning Commission has prepared a Public Transit Human Services Transportation Coordination Plan and;

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

WHEREAS, The Regional transit providers, Human services agencies, users, and others participated in the development of the Plan and;

WHEREAS, The Plan will be available for public viewing on the Boonslick Regional Planning Commission website (<http://boonslick.org/>)

THEREFORE BE IT RESOLVED, Boonslick Regional Planning Commission Executive Board, therefore adopts the Boonslick Region Public Transit Human Services Transportation Coordination Plan on this day, February 26, 2018.

I, Chad M. Eggen, Executive Director of Boonslick Regional Planning Commission, do certify that the above is true and correct.

A handwritten signature in black ink, reading "Chad M. Eggen", written over a horizontal line.

Chad M. Eggen, Executive Director

Boonslick Regional Planning Commission

## Table of Contents

<b>INTRODUCTION .....</b>	<b>2</b>
<b>FEDERAL FUNDING.....</b>	<b>2</b>
<b>FUNDING PROGRAMS.....</b>	<b>2</b>
<b>PLANNING PROCESS .....</b>	<b>3</b>
<b>THE BOONSLICK REGION .....</b>	<b>3</b>
<b>TRANSPORTATION NEEDS ASSESSMENT .....</b>	<b>7</b>
SENIOR POPULATION .....	7
LOW-INCOME.....	8
DISABILITY .....	9
COMMUTING PATTERNS .....	10
<b>ASSESSMENT OF CURRENT TRANSIT SERVICES.....</b>	<b>11</b>
OATS INC., .....	11
LINC .....	12
OTHER SERVICES .....	12
<b>GAP ANALYSIS .....</b>	<b>14</b>
GENERAL PUBLIC TRANSIT.....	14
ACCESSIBILITY .....	14
INCREASED DEMAND .....	14
FLEET MAINTENANCE AND REPAIR.....	15
FUNDING TO ASSIST LOW INCOME POPULATIONS .....	15
RURAL TRANSIT .....	15
MOBILITY MANAGEMENT .....	15
PROVIDER AND NON-PROVIDER SURVEY RESULTS .....	17
CUSTOMER SURVEY RESULTS .....	17
<b>STRATEGIES AND ACTIVITIES.....</b>	<b>19</b>
STRATEGY PRIORITIZATION .....	19
IMPLEMENTATION .....	20
NEXT STEPS.....	21
<b>APPENDIX .....</b>	<b>22</b>

## Introduction

The Fixing America's Surface Transportation (FAST) Act was signed into law in December 2015. The act, which supports transit funding through fiscal year 2020, reauthorizes FTA programs and includes changes to improve mobility, streamline capital project construction and acquisition, and increase the safety of public transportation systems across the country.

**Required Elements:** The locally developed, coordinated public transit – human services plan minimally includes the following elements at a level consistent with available resources and the complexity of the local institutional environment:

- (1) An assessment of available services that identifies current providers (public, private, and non-profit);
- (2) An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service;
- (3) Strategies and/or activities to address the identified gaps and achieve efficiencies in service delivery; and
- (4) Relative priorities for implementation based on resources, time, and feasibility for implementing specific strategies/activities identified.

## Federal Funding

The FAST Act is a long range transportation bill spanning four (4) years and was authorized at \$305 billion to fund projects for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous material safety, rail, research, technology, and statistics programs. Under FAST Act, the two primary programs designated to fund transportation related programs with a focus on the elderly, low income and persons with disabilities are: the Enhanced Mobility of Seniors & Individuals with Disabilities (Section 5310) and Rural Areas Assistance to Support Public Transportation (Section 5311).

## Funding Programs

### Section 5310 of Chapter 53, Title 49, U.S.C. Federal Transit Administration

FTA Section 5310 formula grants target agencies serving the mobility needs of senior citizens and/or persons with disabilities. MoDOT administers the Section 5310 program as a capital

program to procure and fund 80% of the cost of vehicles for such agencies as developmental disability resource boards (Senate Bill 40 boards), sheltered workshops, senior citizen services boards (House Bill 351 boards), and senior centers as well as not-for-profit medical service agencies. This grant program provides capital assistance for non-profit organizations that provide mobility services to seniors or persons with disabilities.

### **Section 5311 of Chapter 53, Title 49, U.S.C. Federal Transit Administration**

The Federal Transit Administration provides grants to states on a formula basis for nonurban transit in the Section 5311 program. Rural transit providers and intercity bus carriers apply to MoDOT's Transit Section for these Section 5311 grants to carry out rural public transit related service, planning and capital projects.

### **Planning Process**

The Public Transit Human Services Transportation Coordination Plan is essential to maintain funding access to transportation services in the region. Lincoln, Montgomery and Warren counties comprise the Boonslick Regional Planning Commission service area. Transportation providers, human service providers, potential and existing transit clients, city and county officials, and the public were invited to participate in the planning process.

Transportation provider surveys, human service provider surveys and customer surveys are utilized to inventory the existing services and identify gaps in the services. The rest of this section covers the demographics specifically for senior population, low income, disability and commuting patterns. The sources include- 2011-2015 American Community Survey 5-year estimates, US Census Bureau and ESRI: GIS mapping software.

### **The Boonslick Region**

The State of Missouri, and the Boonslick Region have experienced significant population growth over the past two decades and the growth is projected to continue at a substantial rate through 2020. The state increased by an average of more than 38,400 residents annually in the years from 2000 through 2010. This trend is expected to increase to 41,050 new annual residents through 2020 which will provide a growth rate of 6.4% according to the State of Missouri Office of Administration/Division of Budget and Planning projections.

The Boonslick Regional Planning Commission serves Lincoln, Montgomery and Warren counties in east central Missouri. Recent 2010 US Census data shows rapid growth in Lincoln and Warren Counties (number two and three in the State as a percent of growth), with Montgomery County

showing positive numbers ranking eighty-two in the State since 2000. US Census Bureau estimates for 2016 put the total population of the region at 100,689.

Through 2020, the Boonslick Region is expected to grow at an average rate of 23% per decade, which is over three times faster than that of the state. The growth of the region is due primarily to its proximity to the St. Louis Metropolitan area, low-cost housing, and low transportation costs.

The region is centered on Interstate 70 and lies immediately west of the St. Louis metropolitan area. Neighboring jurisdictions are Audrain and Pike counties on the north, Audrain and Callaway counties on the west, St. Charles County on the southeast, the Mississippi River to the northeast and the Missouri River on the south.

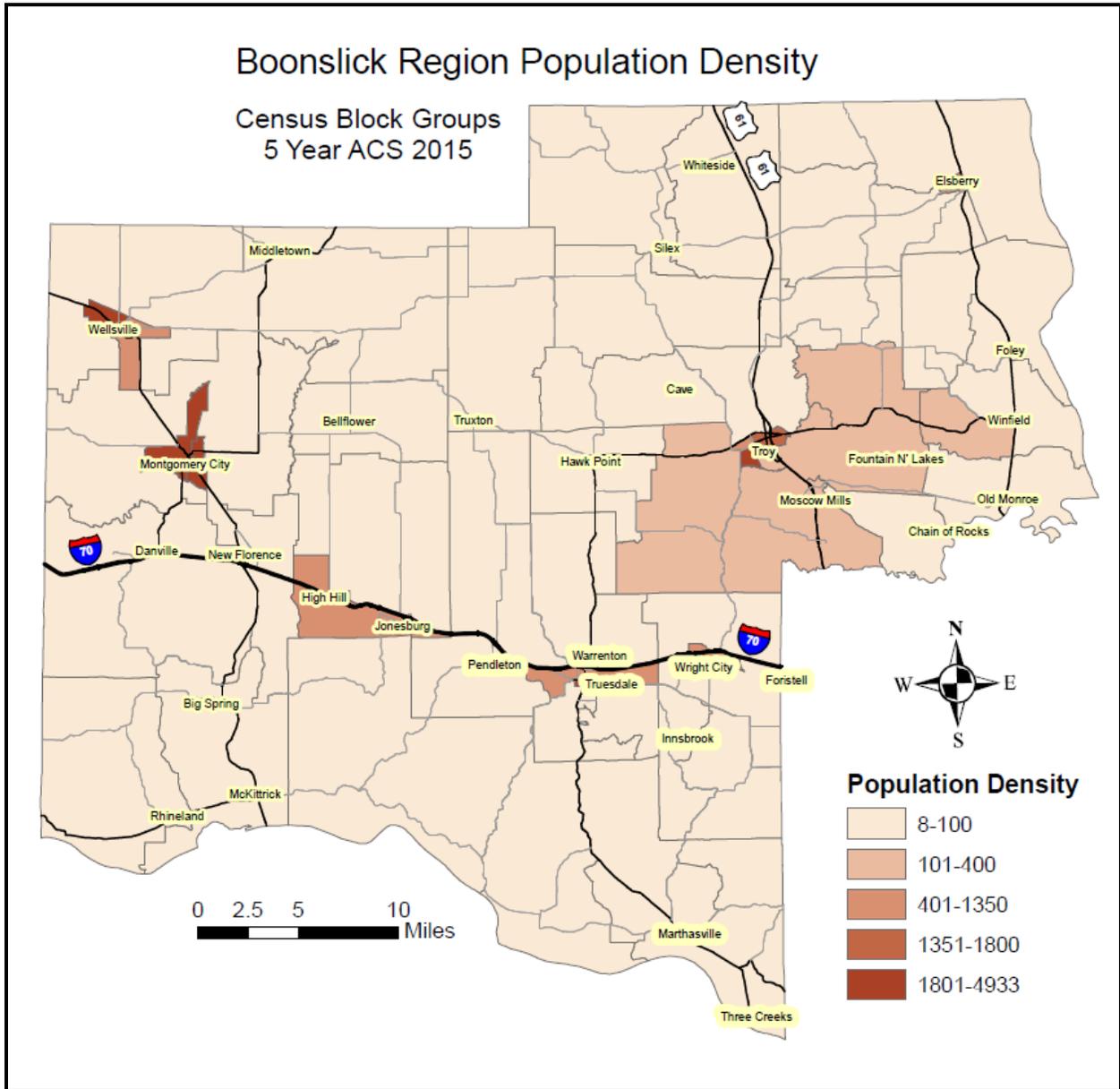
The Boonslick region encompasses 1,645 square miles, 27 municipal governments and 3 county governments. Lincoln County covers 630 square miles and has 12 municipalities: Chain of Rocks, Elsberry, Foley, Fountain N Lakes, Hawk Point, Moscow Mills, Old Monroe, Silex, Troy, Truxton, Whiteside, and Winfield. Troy serves as Lincoln County’s county seat.

Montgomery County consists of 584 square miles and 9 cities: Bellflower, High Hill, Jonesburg, Middletown, Montgomery City, McKittrick, New Florence, Rhineland and Wellsville. Montgomery City is the county seat of Montgomery County.

The remaining 6 incorporated communities are in Warren County. These cities include Innsbrook, Pendleton, Marthasville, Truesdale, Warrenton, and Wright City. Warrenton serves as the county seat. Warren County is the smallest county in the Boonslick region consisting of 432 square miles.

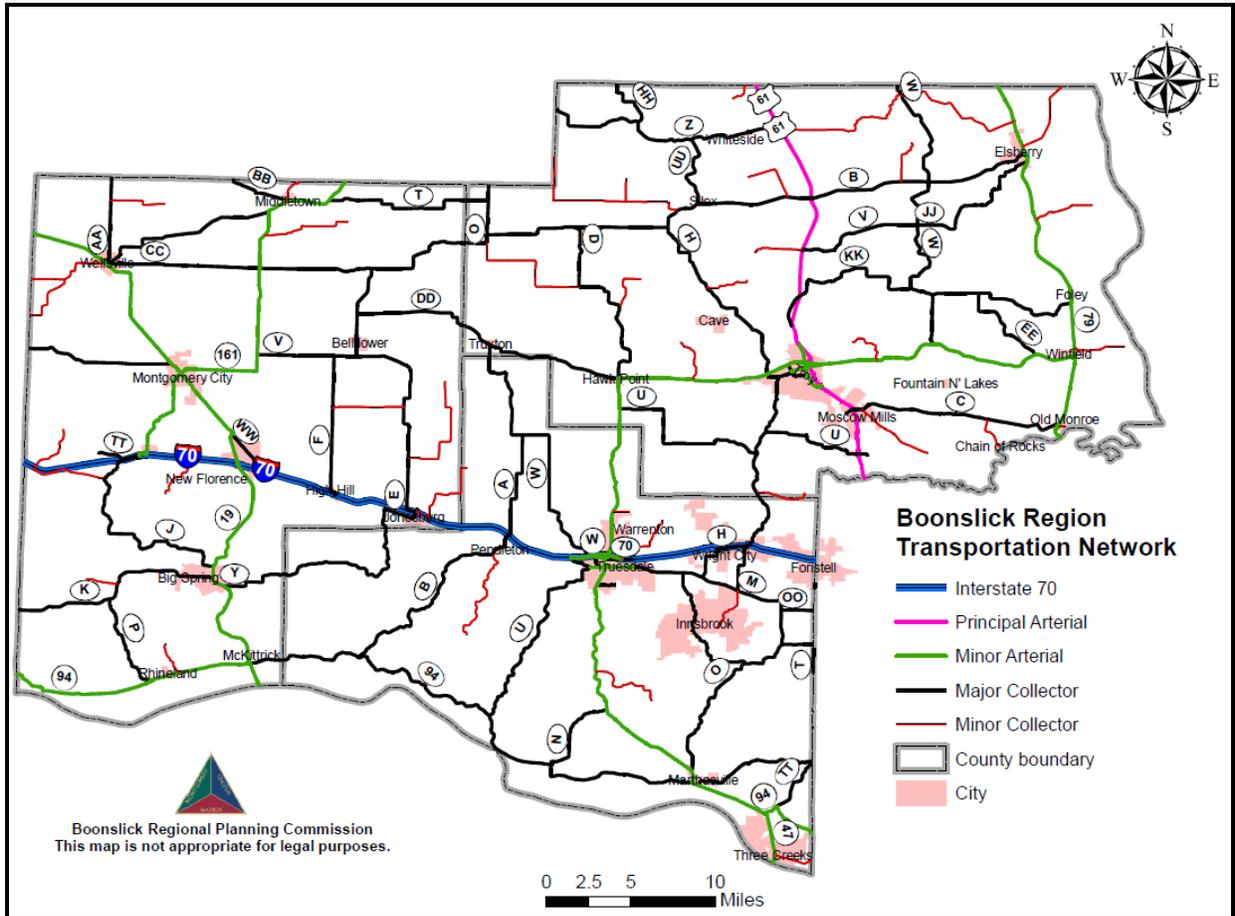
<b>Boonslick Region: Population Trends 1980 – 2020 Forecast</b>					
	<b>1980</b>	<b>1990</b>	<b>2000</b>	<b>2010</b>	<b>2020</b>
<b>Lincoln</b>	22,193	28,892	38,944	52,566	74,529
<b>Montgomery</b>	11,537	11,355	12,136	12,236	11,727
<b>Warren</b>	14,900	19,534	24,525	32,513	40,174
<b>Boonslick Region</b>	48,630	59,781	75,605	97,315	126,430
<b>10-YR Growth Boonslick Region</b>		11,151	15,824	21,710	29,115
<b>Annual % Increase Boonslick Region</b>		18.7%	20.9%	22.3%	23.0%

The map below illustrates population density in the region, with the highest density areas being co-located with municipalities offering employment opportunities and along major commuting corridors such as Interstate 70, US Highway 40.



The map below shows the transportation network in the region.

### Boonslick Region transportation network



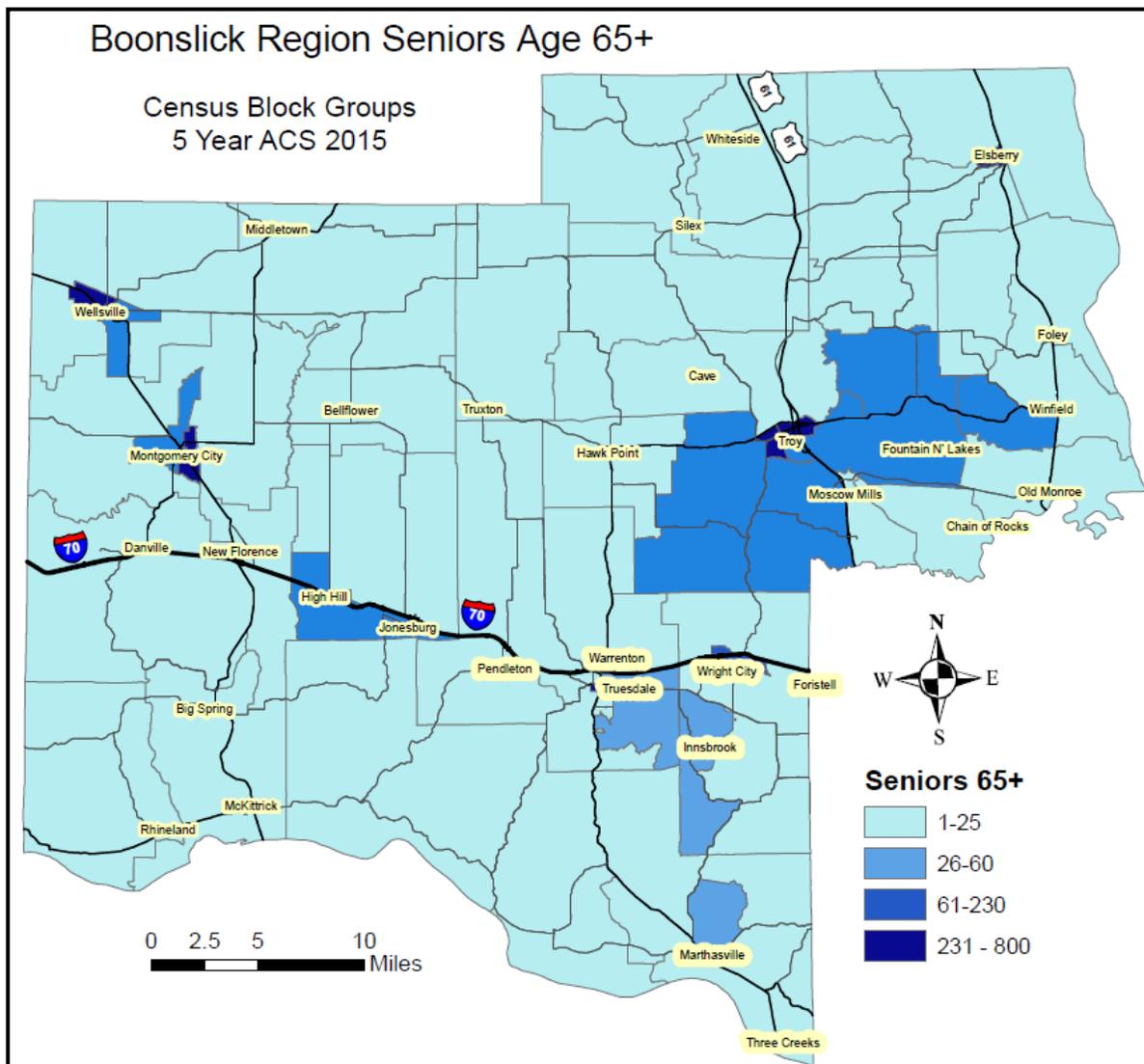
## Transportation Needs Assessment

### Senior Population

The total number of seniors (65 and over) within the Boonslick Region increased by 14.3%. Lincoln County experienced the greatest increase followed by Warren and Montgomery.

Place	Seniors 65+ and over, 2010	Seniors 65+ and over, 2011–2015 ACS Estimates	Percent change
Boonslick Region	12,750	14,064	14.3%
Lincoln	5,715	6,427	12.5%
Montgomery	2,286	2,309	1.0%
Warren	4,749	5,328	10.7%

The map below shows the number of seniors age 65 and over by census block group.

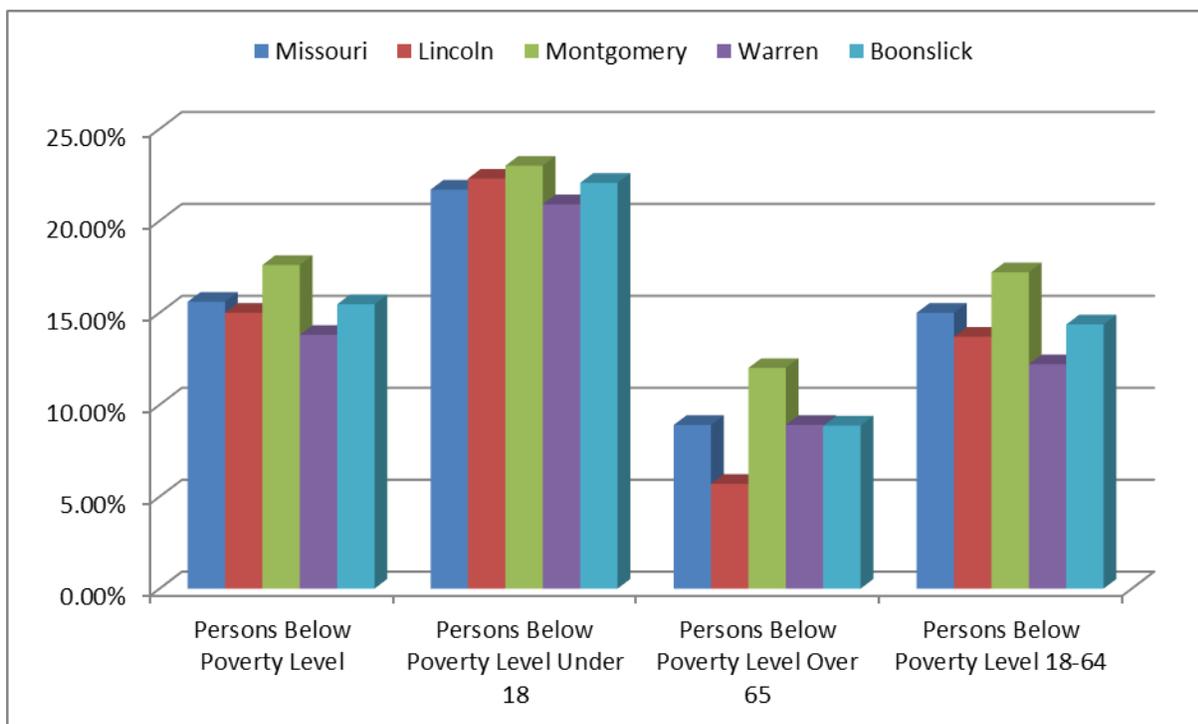


## Low-Income

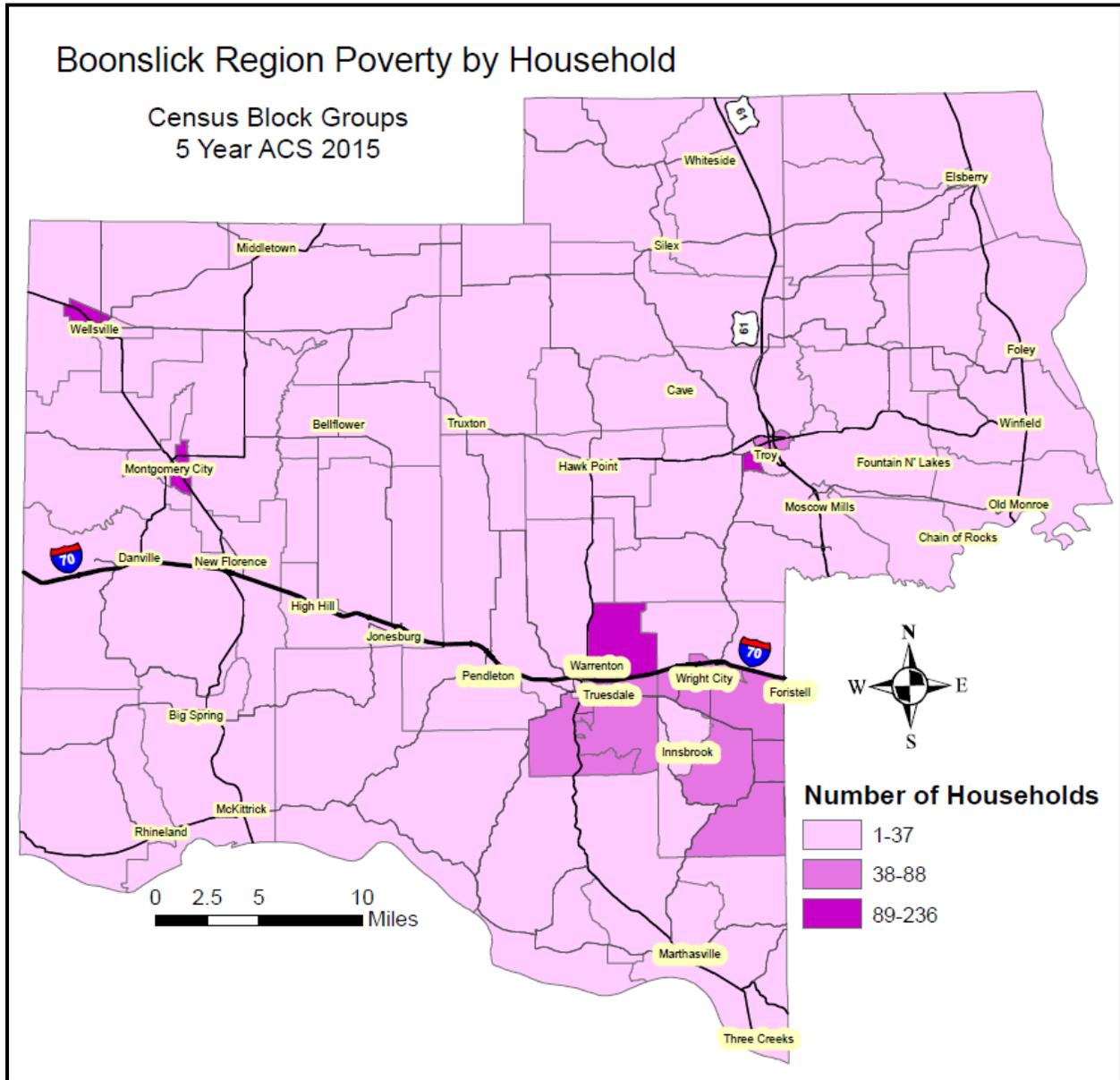
Regionally, the percentage of low-income population is lowest in Warren County with 13.8 percent, followed by Lincoln County at 15.0 percent, and Montgomery with 17.6 percent. This compares to 15.47 percent for the Boonslick Region and 15.6 percent for Missouri.

The poverty in these communities underscores the need for transit options for those who may not be able to afford an automobile. In addition, many of the communities do not have the employment opportunities necessary on a local level to help residents escape from poverty.

The following figure illustrates the areas of the Boonslick Region where poverty is the greatest. One of the common barriers to physical activity for low-income people include lack of meaningful transportation choices, poor access to parks and recreational facilities, poor health and lack of social support for exercise. Since, most of the infrastructure such as roads, schools, shopping centers, workplaces and other major community destinations are placed and designed only for convenient access by cars, the car is a virtual necessity for even the most basic transportation needs.



The map below shows the number of households below poverty level by census block group.



## Disability

According to *American Association of People With Disabilities (AAPD)*, of the nearly 2 million people with disabilities who never leave their homes, 560,000 never leave home because of transportation difficulties. Confinement of people with disabilities at home prevents them from obtaining jobs, from shopping, and from community life. It also prevents them from making valuable contributions to our society as individuals, as workers, as consumers, and as taxpayers.

The American Community Survey shows the percentage of the Boonslick Region's residents aged 65 years or greater increased by 32.7% from the 2000 Census to the 2015 Estimate.

This compares to a 16.5% increase for state residents during the same period. The disability population in the table below includes population with hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty and independent living difficulty. The developmental disabilities population data was unavailable.

<b>(Census Bureau, 2011-2015 American Community Survey 5-Year Estimates)</b>			
<b>Disability Population</b>			
<b>County</b>	<b>Total Population Estimate</b>	<b>Disability Population 18-64 years (%)</b>	<b>Disability Population 65 and Over (%)</b>
Lincoln	52,566	16	10.6
Montgomery	11,620	20	16.9
Warren	33,802	14.7	11.12

### **Commuting Patterns**

Over 50% of the region’s employed workforce drive 30 minutes or more to get to their place of employment, with 13.9% driving more than one hour. The remaining 47.7% drive less than 30 minutes to reach their destination, with 11.3% driving less than 10 minutes.

As per 2012-2016 five-year averages, 58.00% of Lincoln County, 45.5% of Montgomery County, and 62.7% of Warren County labor force leaves the county of their residence for employment. More than 80 percent of the total population use cars as a means of transportation. Less than one percent population of the region use public transportation.

<b>Means of Transportation to Work (workers 16 years and over)</b>			
<b>(Census Bureau, 2012-2016 American Community Survey 5-Year Estimates)</b>			
<b>County</b>	<b>Drove alone- car, truck, or van</b>	<b>Carpooled- car, truck or van</b>	<b>Public transportation (excluding taxicab)</b>
Lincoln	85.00%	9.89%	0.21%
Montgomery	82.20%	9.62%	0.62%
Warren	83.81%	10.46%	0.09%

## Assessment of Current Transit Services

Several methods of community outreach were employed to assess the current level of public and paratransit services in the region. First, Boonslick Regional Planning Commission gathered existing regional data from MoRIDES referral service and reached out to the transportation providers as well as service providers.

Second, Boonslick RPC convened a task force of mobility stakeholders from the region, including transit providers, human services agencies and users. The list of agencies reached out to to be part of this planning process includes all the transportation and service providers. The participating task force include the following agencies:

- Community Opportunities
- Delta Center
- Troy Chamber of Commerce
- Warren County Emergency Management Agency
- Logisticare Solutions
- Enterprise Holdings
- OATS Public Transportation
- Youth In Need
- Missouri Job Center
- MoDOT
- North East Community Action Corporation (NECAC)
- Warren County Handicapped Services
- Warren County Sheltered Workshop, Inc
- Developmental Disabilities Assistance Board of Montgomery County

Third, Boonslick RPC, released two regional transit surveys: one for providers & non-providers and one for existing and potential transit users, which was available online as well as distributed in paper form.

### OATS Inc.,

OATS Inc. founded in 1971, which is one of the largest providers in the nation, is a private, not-for profit organization serving 87 of Missouri's 114 counties. According to OATS, there are 32,000 people in Missouri who utilize the services. OATS



serves anyone who lives in a rural area, regardless of age or income. Transportation assistance is also provided by various human service programs offered by state and local agencies for customers based on financial or physical need.

General public transit in the Boonslick region is provided by OATS. OATS operates in all three counties in the region. General workforce transit is supplied by The LINC in Lincoln County, and by OATS in Warren County (daily routes for disabled workers, and multiple workforce trips). OATS, Inc. provides demand-response trips in the region. The agency serves from 7am-6pm during weekdays. They offer contract service during weekends.

### **LINC**

The source of federal funding in assisting in the funding of LINC is the Federal Transit Administration Section 5311 which OATS (who operated LINC) received from MoDOT in conjunction with the Lincoln County, Community Opportunities and Delta Center. The LINC provides public transportation for all residents of Lincoln County regardless of age or income. The LINC operates within Lincoln County, Monday through Friday and fares are \$2.00 for each time a passenger boards the vehicle.

Medical: The LINC transports Lincoln County residents to destinations outside Lincoln County for medical appointments. The medical transportation is available Wednesday and Friday.



For out of county medical transportation, transportation is provided to Montgomery, Warren, St. Charles, and St. Louis counties and St. Louis City. Fares are \$10.00 a round trip; \$6.00 for a one-way trip. The customers must not be eligible for Medicaid transportation, one week advance notice is required and for non-emergency medical transportation only.

### **Other Services**

Taxi services in the Boonslick region exist at a basic level. Several taxi companies based in St. Louis County and St. Charles County offer limited service to the counties in the Boonslick region, but cost is prohibitive for most users.

The majority of paratransit services within the region are needs-specific services offered by an array of non-profit human service providers. The services include workforce and medical appointment transit for people with disabilities, and need-based transportation for customers of service providers.



Some of the agencies are private non-profit and some are government based. Most of the agencies serve clients with physical condition related mobility limitations and clients who cannot afford motor vehicle. Most of the clients utilize transportation for medical related purposes. These services are generally in-house and are limited to the clients or customers of the particular agency, though OATS often provides transportation services for agencies without in-house transportation options.



## Gap Analysis

After reviewing existing transit services and options within the region and after analyzing the survey responses from the provider surveys, the following gaps in service and needs are identified which, if met, would benefit the region.

### General Public Transit

The overwhelming view of task force members and survey respondents is that OATS and the various service agencies which provide transit services do an outstanding job in the region. The several issues that would be a concern are adding more routes and more frequent trips. Cost is another factor, both in terms of accessible pricing for potential transit users, as well as necessary cost effectiveness for providers. The theme heard again and again in this discussion is convenience. Without it, any attempt at boosting the level of public transit in the region will not be successful.

### Accessibility

Accessibility to transit was identified as perhaps the greatest unmet need in the Boonslick region. The catch-all term “accessibility” includes a number of issues:

- Increasing the number of transit vehicles in service;
- Increasing the number of vehicles equipped for special needs riders;
- Increasing wheel chair accessibility with relation to sidewalks and bus stops in the region;
- Increasing the number of routes and expanding hours of operation;
- Increasing evening transit as well as weekend transit options;
- Increasing the number of routes for intercity travel within Boonslick Region, for example: Warrenton and Troy & vice versa;
- Increasing awareness of transit options to persons currently not using public or paratransit;
- Increasing overall access to transit options in the region;
- Increasing transit options to long distance travel such as St. Charles and St. Louis metro areas;
- Increasing the number of trips to outside the county medical related persons as most of the specialists are located outside the region; and
- Increasing effective scheduling options for the travelers thereby, decreasing long wait times.

### Increased Demand

The explosive growth in population in both Warren & Lincoln counties is translating into increased users, and increased potential users. As this trend continues, the demands on transit services of all types will constitute one of the greatest burdens on service delivery. This will initially affect the operating costs of transit providers in terms of fleet growth, increased maintenance and personnel costs. This, in turn, will have a dampening effect on route expansion and increasing the number of trips.

### **Fleet Maintenance and Repair**

Increased demands for transit services from an aging, and growing, population may spell disaster for transit providers. Increased funding mechanisms to match the increasing demand were identified as a top priority by transit providers. Added to the cost of fleet replacement, the rising costs of vehicle maintenance, fuel and other operating costs are a constant challenge for providing transit service in the region.

### **Funding to Assist Low Income Populations**

While funding for senior and disabled transit users is lacking, the situation for economically disadvantaged populations in the region is much worse. Access to jobs, especially in a predominantly rural area with a few regional economic hubs, is too often tied to availability of transportation. Given the high cost of operating transit in an area of low population density and long travel distances, additional funding opportunities for low income transit options is a critical need in the region.

Missouri Job Center staff, in their efforts to assist job seekers in the Boonslick region, are often confronted by the lack of transportation serving as a barrier to employment options for many of their customers. Finding practical solutions to this pressing issue was identified as a top priority.

### **Rural Transit**

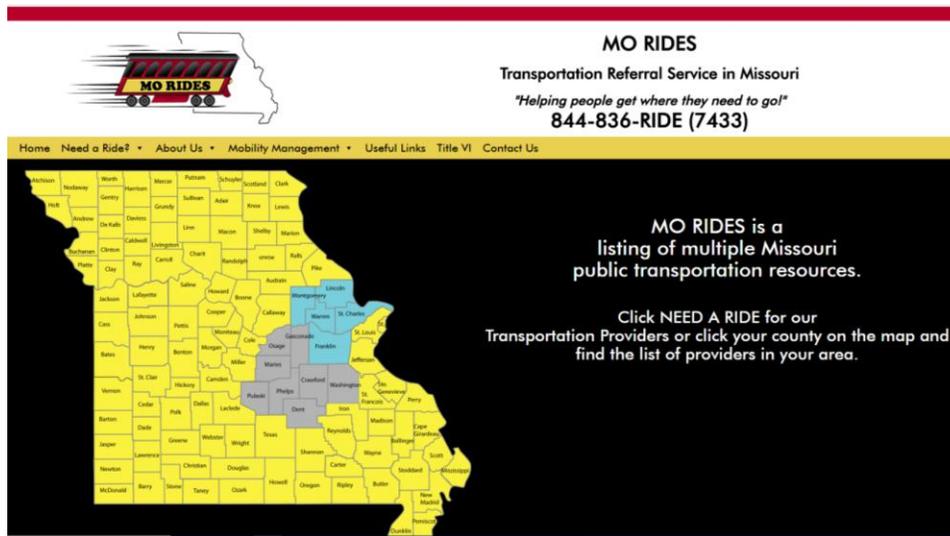
Taking all of the aforementioned needs together, the overarching needs of rural transit revolve around the high cost of providing service to a smaller, geographically dispersed user population. With the lack of available capital funding for fleet replacement needs, meeting current level of service demands are challenging. Further complicating this challenge is the anticipated increased demand for service from a rapidly growing population.

### **Mobility Management**

One of the high prioritized strategies from the 2013 Public transit plan was to hire a mobility manager who would help with coordination of existing services in the region. A voluntary council-Eastern Missouri Transportation Coordinating Council (EMTCC) was formed to sustain a regional partnership for better community access through transportation coordination and mobility management. With the help of EMTCC's guidance and funding provided by MoDOT & Missouri Developmental Disabilities Council, Boonslick RPC hired a mobility manager in 2014. The main aim of the program was to create a transportation solution that is accessible, affordable and available to people with disabilities in our community. A one-call center as well as a website <http://morides.org/> were created to provide the transportation referral service for the Boonslick area plus 2 other counties- St. Charles and Franklin.

The main goals of the mobility management include:

- Improving access to, and providing information on available transportation options throughout the region;
- Coordinating transportation and managing mobility for people with disabilities, senior citizens with mobility issues, and low-income population lacking access to transportation;
- Expanding the available transportation options throughout the region.



The objectives of mobility management are:

- To expand capacity through agency cooperation
- To reduce costs and increase efficiency through coordination
- To use existing community transportation services
- Is an innovative, multi-agency approach to fill more vehicles
- To utilize information technology for travel information, trip planning, and service coordination.

In Boonslick Region, approximately 566 calls (Lincoln-195; Montgomery-79 & Warren-292) were received for transportation referral from September 2014 to date. Forty percent of the people who called are developmentally disabled and 34 percent are seniors. To date, approximately 2,783 calls (St. Charles County- 1,024; St. Louis County- 472 & Other counties in the State- 1,287) were received for transportation referral. The average calls per day vary from ten to fifteen. The average call back time for referral service is less than 24 hours. The major issue of the callers requesting a ride is affordability. For the most part, what is affordable is not always flexible for the riders.

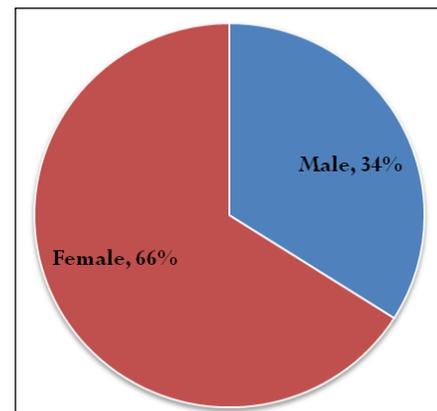
The mobility manager is continuously making efforts to raise awareness of the referral service, updating the website, adding new transportation companies, building & maintaining relationships with transportation providers and attending conferences nationwide.

## Provider and Non-Provider Survey results

- OATS mentioned that vehicle replacement is a critical issue as federal programs through which the capital funding is received has been greatly reduced.
- By 2019, in Lincoln, Montgomery and Warren Counties, OATS will have 15 vehicles that are 10 years old or older. The cost to replace these 15 vehicles is approximately: 8 Minivans with ramps @ \$37,500 each = \$300,000; 7 Minibus with lifts @ \$60,000 each = \$420,000.
- Another issue is lack of support for transit at the state level, which means for operating OATS must rely heavily on federal funds and local support for match. In FY2001, the state invested \$8.3 million in transit; in the following decade, this investment plummeted reaching a low of \$560,875 in FY2011. Today the state invests just a little over \$2.2 million – a 73% decrease from where we were 16 years ago.
- Community Opportunities responded that there is a need for replacement of 7 mini vans @\$35,000 each, one mini bus @ \$75,000 and three 4-door sedan vans @\$25,000 each. Need for coordinated public transportation that runs 7 days a week 12 hours a day with transportation into St. Charles County.
- Delta Center for Independent Living responded that more ride sharing operations will be successful.
- Warren County Developmental Disabilities responded that there is a need for door to door rides among their clients.
- Warren County Handicapped Services is in need of more 15 passenger vans, drivers, and dispatchers; and need for more consistent transportation for all individuals.
- Warren County Sheltered Workshop, Inc. is planning to apply for funding to purchase a new van which costs \$52,000. They are in need of new vans and drivers.

## Customer Survey results

- Sixty-six percent of survey respondents were women.
- Thirty-eight percent of respondents are age 60 and above.
- Most of the respondents relied on family or friends vehicles as well as public transit for most of their trips. 10% respondents selected that they used van or bus provided by a human service agency.
- About 95% of the respondents selected that they use transit services for medical, banking and shopping. The rest five percent use transit for work, church and social events.



- About 50% of the respondents are weekly riders, the remaining 50% are a mix of daily and monthly riders.
- There were only few people who accessed MoRides referral service as most of the respondents are either OATS clients or work with human service providers for transportation.

<b>Top priorities as reported by survey respondents in the order of priority from high to low</b>
Guaranteed ride home
More flexible in scheduling rides
Service close to my home
Increased service hours
Increased weekend service
Need for intercity travel (example: Warrenton to Troy & vice versa)

### **Additional priorities identified**

- Reasonable rates
- Bus passes
- More shopping routes
- Mall or movie once a month
- Avoid waiting times

## Strategies and Activities

The needs identification meeting was conducted on January 23, 2018 which allowed the task force to review the survey results, voice transportation needs and prioritize plan strategies.

The following changes are made to the strategies:

Strategy Number 2, Activity D from 2013 plan: Researching partnership opportunities with non-profit organizations, religious agencies etc. is moved under Strategy Number 1, Activity D and ranked as a high priority.

A new activity is added under Strategy Number 2: Activity C- Research ride sharing options in Boonslick region and ranked as high priority.

The taskforce decided to include a new Strategy Number 4: Maintain Mobility management. Under this strategy, an activity is added: Maintain and increase current level of funding and ranked as a high priority.

### Strategy prioritization

The following strategies and activities were ranked based on the priority level of each strategy for the following 5 years.

Strategy	Activity	Priority High, Medium or Low
1. Maintain current level of service in the region.	A. Educate the public and public officials about current public transportation services in the region.	High
	B. Maintain and increase current level of funding.	High
	C. Researching partnership opportunities with non-profit organizations, religious agencies etc.	High
	D. Market the available public transportation services in the region.	Medium

Strategy	Activity	Priority High, Medium or Low
2. Expand transit services to meet the growing demand in the region.	A. Expand fleets, routes, and demand-response capabilities including additional staffing.	High
	B. Improve dispatch system.	High
	C. Research ride sharing options in Boonslick region	High
	D. Identify priorities for expansion based on days of the week and hours of the day.	Medium
3. Increase accessibility to meet the needs of all transit user populations in the region.	A. Increase transportation options to all populations needing services such as medical, low-income, elderly, and disabled.	High
	B. Improve accessibility to medical and disabled populations.	High
	C. Provide accessible designated stops for the users.	High
	D. Subsidize transportation fee to low-income populations.	Low
4. Maintain Mobility management.	A. Maintain and increase current level of funding.	High

### Implementation

The plan has been reviewed by the Regional Transportation Advisory committee as well reviewed and approved by the Boonslick Board. The implementation of the above activities would be based on agency resources, availability of time and feasibility.

## Next Steps

This plan has been developed to meet federal requirements in order to apply for FAST Act funds in future. The key transit and mobility stakeholders who participated in the plan development can use it to take transportation in the region to a new level. This plan can be a basis for greater communication and coordination between transportation as well as social service providers. With continued focus on the prioritized strategies and activities in this plan, senior, disabled, low-income and general public of the Boonslick Region will surely benefit.

## Appendix

Meeting contact list

Meeting letters

Meeting agenda

Meeting sign-in-sheet

Meeting minutes

Newspaper publications

Email documentation

Website postings on the meeting