



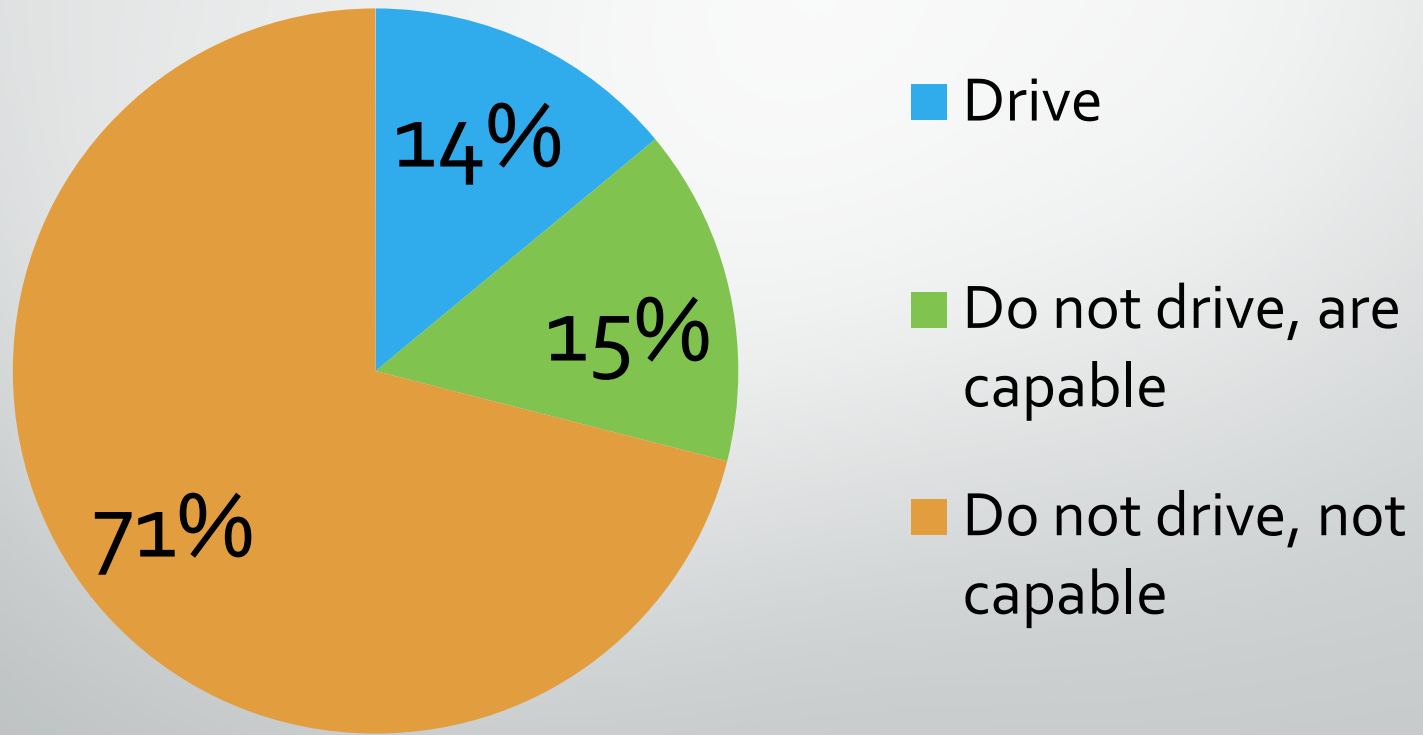
Transportation: How Do We Get There?

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Jeanna Booth**

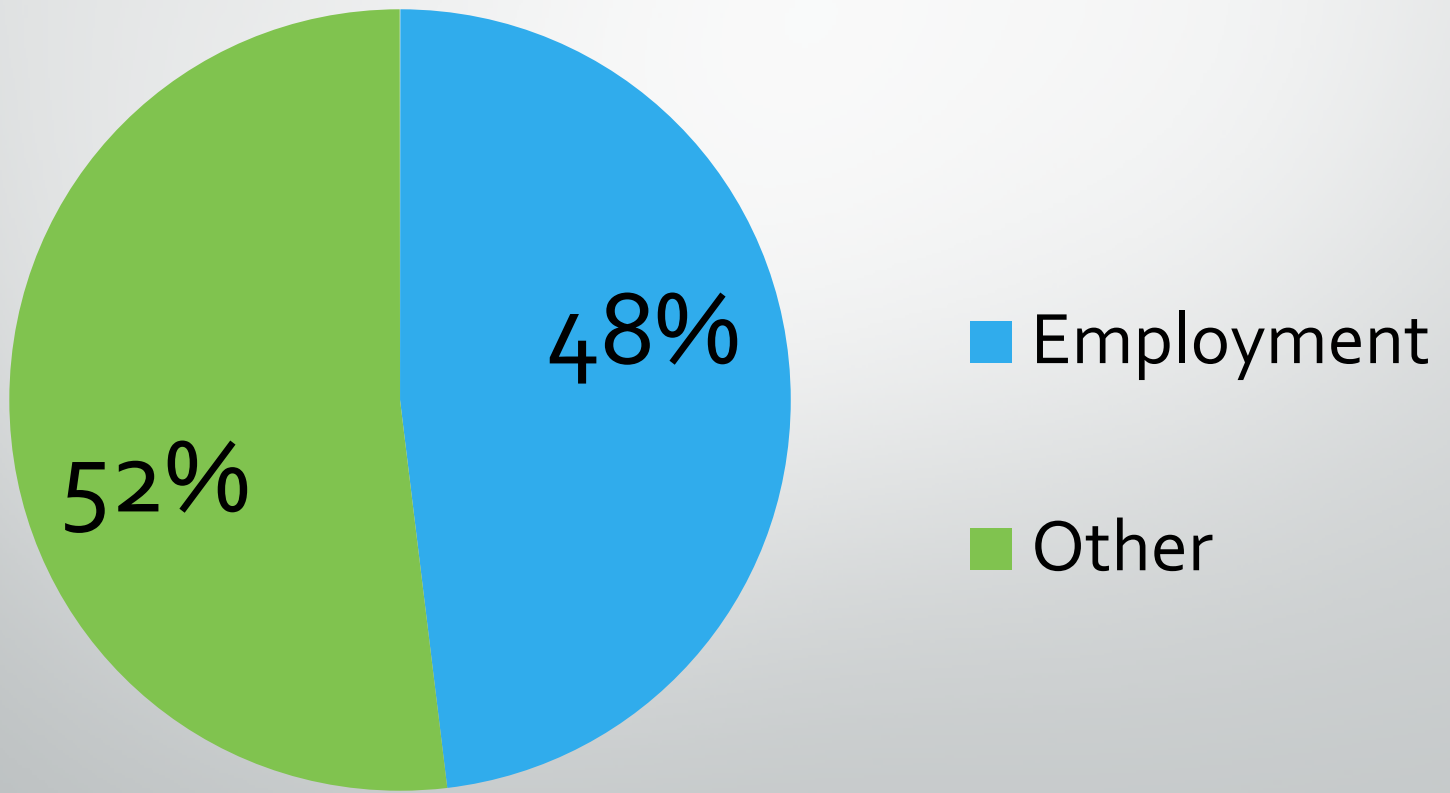
Began with Employment Focus

- CCDDR Distributed Employment Surveys to its Clients
- Survey Results Showed Overwhelming Interest in Competitive Integrated Employment
- During the Surveys, CCDDR Identified Transportation as a Significant Barrier to Competitive Integrated Employment

Camden County SB 40 Clients Working Age



Camden County 2012 to 2015 Transportation Supports – Percent of Total Costs



Developmental Disability (DD) System Delivery Dollars (Waiver)

$$\begin{aligned} & \textit{State Dollars} \\ & + \\ & \textit{County SB 40 Dollars} \\ & + \\ & \textit{Federal Dollars} \\ & = \\ & \textit{DD System Delivery Dollars} \end{aligned}$$

Local Direct Delivery Dollars (Non-Waiver)

County SB 40 Dollars

+

Non-DD Agency Dollars

+

Grant Dollars

+

Private Dollars

=

Local Delivery Dollars (Paid Directly to Provider)

Total Local/DD System Delivery Dollars

Camden County SB 40

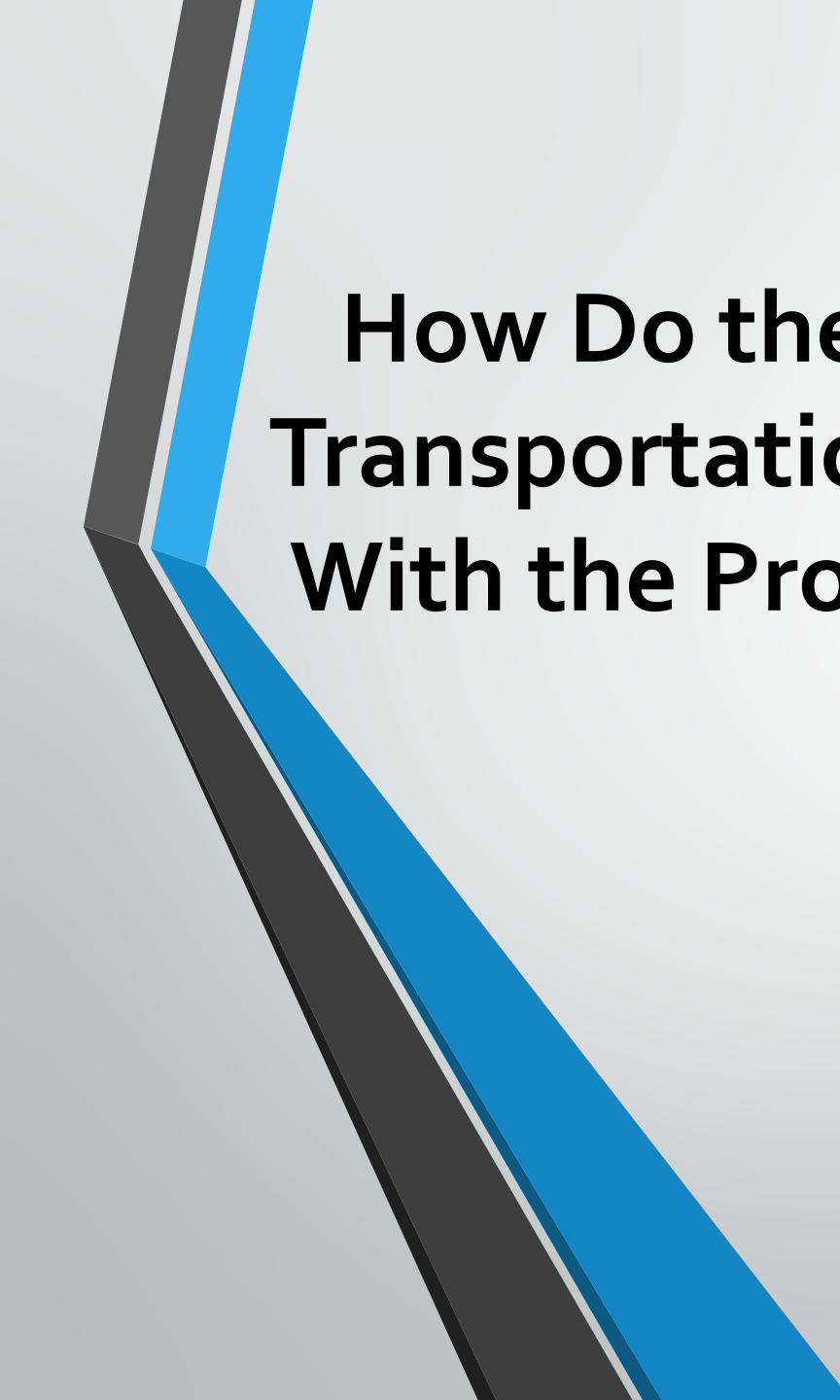
| Year | Local Delivery Dollars (County SB 40 Only) | Total Local and DD System Delivery Dollars (County SB 40 Only) | Grand Total Delivery Dollars (Federal, State, & SB 40) | Total Cost Per User | County Cost Per User |
|------|---|---|---|---------------------|----------------------|
| 2012 | \$30,480.00 | \$71,887.81 | \$263,917.92 | \$6,437.02 | \$1,753.36 |
| 2013 | \$45,983.00 | \$96,611.90 | \$327,234.60 | \$8,611.44 | \$2,542.42 |
| 2014 | \$65,107.80 | \$126,705.96 | \$365,933.13 | \$7,318.66 | \$2,534.12 |
| 2015 | \$44,649.25 | \$94,993.36 | \$362,989.65 | \$5,950.65 | \$1,557.27 |

Camden County SB 40 Transportation Purpose Percent of Total Delivery Dollars

| DD System Delivery Dollars | | | | |
|-----------------------------------|---------------------|---------------------|---------------------|---------------------|
| Purpose | 2012 | 2013 | 2014 | 2015 |
| Employment | \$93,554.83 | \$121,639.05 | \$129,780.08 | \$115,704.19 |
| | 40% | 43% | 43% | 36% |
| Other *** | \$139,883.09 | \$159,612.55 | \$171,045.25 | \$202,636.21 |
| | 60% | 57% | 57% | 64% |

| Local Direct Delivery Dollars | | | | |
|--------------------------------------|--------------------|--------------------|--------------------|--------------------|
| Purpose | 2012 | 2013 | 2014 | 2015 |
| Employment | \$30,480.00 | \$42,800.00 | \$60,240.80 | \$40,318.00 |
| | 100% | 93% | 93% | 90% |
| Other *** | \$0.00 | \$3,183.00 | \$4,867.00 | \$4,331.25 |
| | 0% | 7% | 7% | 10% |

*** Residential, Day Habilitation, Community Inclusion, etc.



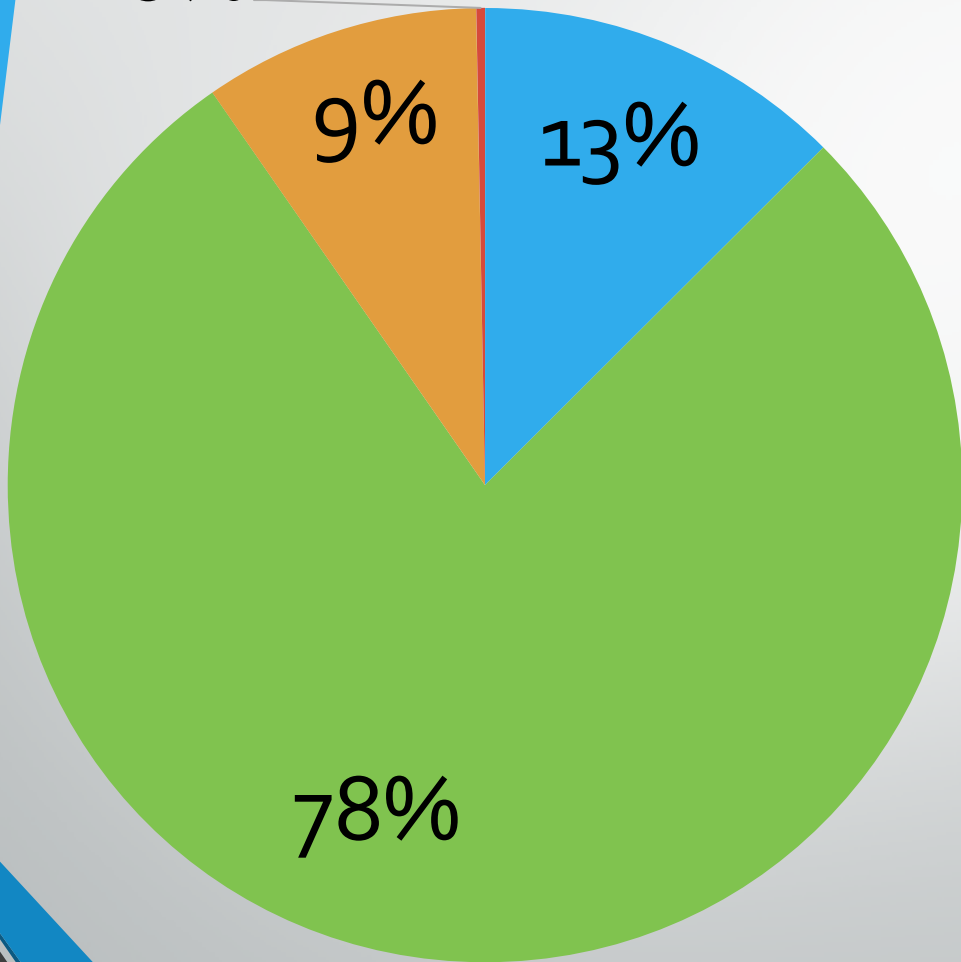
**How Do the General Population
Transportation Problems Correlate
With the Problems of Our Clients?**

How Do We Get There?

- Formed a task force to look at transportation systems and develop a comprehensive plan to enhance existing public transportation system in the Lake Area
- Used available data and formulated new, raw data to show justification of the need
- Developed local public support and worked together to address transportation issues

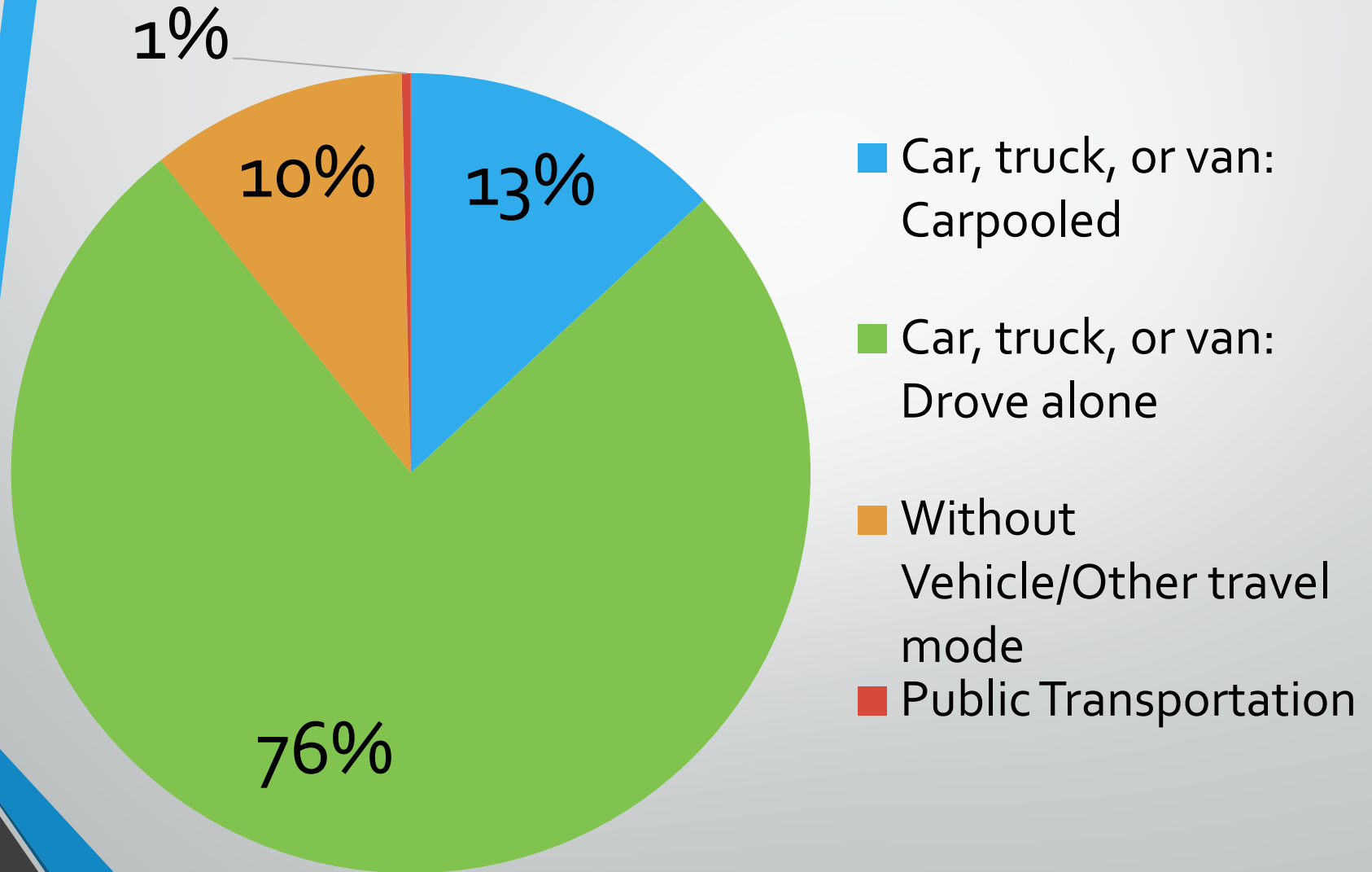
Camden County Commuting

0%



- Car, truck, or van: Carpooled
- Car, truck, or van: Drove alone
- Without Vehicle/Other travel mode
- Public Transportation

Tri-County Commuting



People Without Vehicles

| | Camden, Miller, Morgan, Pulaski | Greene | Boone | Franklin |
|--|--|---------------|---------------|-----------------|
| Owner Occupied Housing Units | 34,822 | 69,425 | 37,296 | 29,447 |
| Owners Without Vehicles | 3.4% | 2.2% | 1.8% | 3.0% |
| Renter Occupied Housing Units | 14,784 | 48,485 | 29,902 | 11,301 |
| Renters Without Vehicles | 10.2% | 10.3% | 11.7% | 12.1% |

What the Task Force Discovered – General Population

- **20%** need transportation
- **13%** need transportation for employment
- **13%** need transportation daily
- Only **50%** know OATS can provide transportation to EVERYONE
- **79%** are willing to pay for a ride, **39%** - up to \$5, **33%** - \$6 to \$10, **7%** - more than \$10
- **50%** would use a public transportation system
- **13%** have lost a job or been unable to get a job due to lack of transportation

What the Task Force Discovered - Employers

- **42%** have employees with transportation barriers
- **69%** said employees would benefit from public transportation
- **76%** of those employees had an annual income of less than \$25,000
- **53%** were willing to have a transportation stop at their facility
- **39%** have lost 1-5 employees annually due to a lack of transportation, **3%** lost 6-10 employees, **3%** lost 11-15, **3%** lost more than 15

Public Transportation Provider Rates and Medicaid Transportation Provider Rates



OATS

Round Trip Rates

(All Riders)

In-Town: \$5.00

Within County: \$7.00

Round-Trip Rates

(60+ or With a Verified Disability)

In-Town: \$3.00

Within County: \$7.00

(Under 60, Without a Verified Disability)

In-Town: \$6.00

Within County: \$14.00

Round Trip Rates

(DD Only)

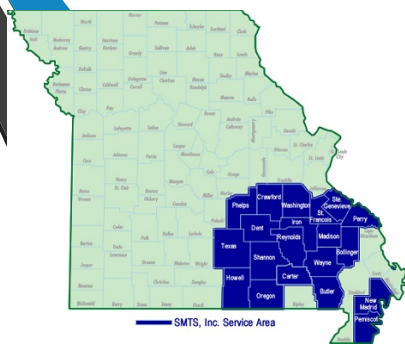
In-Town to Employment: \$23.48

Within County to Employment :

\$23.48

In-Town Other – Varies

Within County Other - Varies



SMTS

DD

Systems

CENTERS for MEDICARE & MEDICAID SERVICES





Our main focus is on investing in an integrated public transportation system our clients can utilize in the Lake area.

Timeline

- April 2016
 - Initial Meeting
- May 2016
 - First Transportation Task Force Meeting
- June 2016
 - Development of Surveys
- July 2016
 - Surveys Distributed to Employers and General Population
- August 2016
 - Survey Collection
- September 2016
 - Survey Updates
- October 2016
 - Survey Results

Timeline

- **February 2017**
 - Pilot Route Planning
- **March 2017**
 - Pilot Route Update
- **April 2017**
 - OATS Extended Service
- **May 2017**
 - CCDDR Transportation Committee Meeting
 - CCDDR Funding Approved
- **June 2017**
 - Preparation for Launch

Where We are Today

- Existing Public Transportation Services Improved
- Uber Services – Began Memorial Day Weekend
- July 1 - OATS Extended Service Launch Date
- July 7 - Name That Bus Contest
- Continue to work with the Lake of the Ozarks Council of Local Governments, Lake of the Ozarks Regional Economic Development Council, and public officials to solve the issues before it develops into a crisis

OATS Involvement

- **Gathering data after July 1 launch**
- **Build funding and establish shuttles so the service can expand**
- **Continue education about OATS services**

Task Force Partners

- Lake of the Ozarks Developmental Center
- Pathways
- Miller County SB 40
- Missouri Ozarks Community Action
- Morgan County SB 40
- Lake of the Ozarks Council of Local Governments
- Camden County
- OATS, Inc.
- Central Ozarks Medical Center
- Community Foundation of the Lake
- Medical Transportation Management
- City of Osage Beach
- Share the Harvest Food Pantry
- Good Guyz Taxi
- Lake Area Industries
- Missouri Job Center
- Preferred Family Healthcare
- Vocational Rehabilitation
- MO RIDES
- Family Support Division
- Division of Workforce Development
- Local Area Needs Initiative



Questions?

Thank you!

Sources

- **Missouri Department of Elementary and Secondary Education**
- **U.S. Department of Commerce, Economics and Statistics Administration, U.S. Census Bureau**
- **Morgan County Senate Bill 40 Board**
- **Miller County Senate Bill 40 Board**
- **Missouri Department of Mental Health, Developmental Disabilities Division**
- **Camden County Senate Bill 40 Board, dba Camden County Developmental Disability Resources**