

Bootheel Human Services Transit Coordination Plan

Bootheel Regional Planning
and
Economic Development Commission



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Coordination Plan

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ABSTRACT: This document contains the Human Services
Transit Coordination Plan for the six
counties and sixty-two cities included in the
Bootheel Regional Planning and Economic
Development Commission. The six counties
are: Dunklin, Mississippi, New Madrid,
Pemiscot, Scott and Stoddard.

This document was created by partnerships
between the Missouri Department of
Transportation, Missouri Association of
Councils of Government, Bootheel Transit
Providers/Users and the Bootheel Regional
Planning and Economic Development
Commission.

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CHAPTER 1

AREA

DESCRIPTION

AREA DESCRIPTION

PHYSICAL GEOGRAPHY

The Missouri Bootheel Region is very different from other parts of the State. Composed of Dunklin, Mississippi, New Madrid, Pemiscot, Scott, and Stoddard Counties it is located in the extreme southeast corner of Missouri. This region has a land area of 3,375 sq. miles. It is part of the Mississippi lowlands known as the physiographic province of the Mississippi embayment. The lowlands consist largely of alluvial deposits of sand, silt, and clay left by the ancient Mississippi and Ohio Rivers. The St. Francis, Little River and other smaller rivers, which run through the region, has modified this alluvial material. A line of low hills, known as Crowley's Ridge rises above the lowlands in Dunklin, Stoddard, and Scott Counties. Thus, there are only two basic topographic areas in the Bootheel Region, the lowlands of the Mississippi River's flood plain and the low hills of Crowley's Ridge. The lowlands are flat plains with little or no relief and slopes of only a few feet per mile, as the Bootheel represents the State of Missouri's flattest land. The hills of Crowley's Ridge rise above the lowland plains approximately 150 to 200 feet. Most slopes, although abrupt from the lowland, are not very steep, but there are exceptions. There is not any part of the Bootheel with an elevation over 600 feet above sea level. However, the region has the lowest elevation point in the State of Missouri at 230 feet above sea level where Little River flows from Missouri into Arkansas in southern Dunklin County.

The Bootheel is bordered on the north by the counties of Cape Girardeau and Bollinger; on the west by Wayne, Butler and Clay County, Arkansas; on the south by Mississippi County, Arkansas; and on the east by the Mississippi River.

A large drainage project completed during the 1920's made a large swampland in the central part of the region into a rich agricultural area. The drainage system is one of the largest in the world with over 875 miles of drainage ditches.

PROCESS AND PUBLIC INVOLVEMENT

In August of 2005; Congress passed the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A legacy for Users (SAFETEA-LU), reauthorizing the surface transportation act. As part of this reauthorization, grantees, under the New Freedom Initiative, Job Access and Reverse Commute (JARC) and Elderly and Disabled Transportation Program (Section 5310) must meet certain requirements in order to continue to receive funding.

One of the SAFETEA-LU requirements is that projects from the federal programs listed above must be part of a "locally developed coordinated public transit-human services

Transportation plan.” The plan is required to be developed through a process that includes representatives of public, private and non-profit transportation services; human services providers; and the general public. Agencies and organizations that represent, provide service to, or advocate for individuals who have public or specialized transportation service needs including elderly and/or persons with disabilities, and/or low-income individuals were contacted and requested to participate in the development of the PT-HS plan.

The purpose of this plan is to create a comprehensive strategy to assist state and community leaders, agencies; stakeholders involved in human service transportation, and public transit services. The implementation of strategies is identified in the plan is to result in cooperation and coordination of programs. The plan is designed to provide a baseline of coordination that is occurring, identify current gaps in access to services, identify any duplication of services, identify obstacles and barriers to coordination and access, and to provide a goal for short- and long-range implementation measures to increase access to human services.

The Multimodal Division of the Missouri Department of Transportation (MoDOT) chose to develop multi-county PT-HS plans based on the state’s existing network of planning regions. The Bootheel Regional Planning and Economic Development Commission was given the responsibility of coordinating the development of the plan for the six-county Bootheel Region. The Bootheel Region consists of Dunklin, Mississippi, New Madrid, Pemiscot, Scott and Stoddard Counties. The first community-planning meeting was held on July 12, 2012. Additional meetings were held in August, and September 2012. Participants generally represented organizations and providers included in a listing of local agencies provided by MoDOT and other organizations that were added by staff.

Much of the information used in the plan was gathered through three survey instruments developed cooperatively by the Missouri Association of Councils of Government (MACOG) and MoDOT, which were used uniformly by all the planning commissions in the state. One survey collected information about the operations of transportation providers. A second survey was distributed to transit riders and the general public to solicit information about public transit needs and gaps in service. The self-assessment survey was electronically transmitted to service providers for those choosing to respond via email. During the process of distributing and receiving surveys, the lists continued to grow as staff identified additional providers that were not included in the original lists. A total of 221 customer surveys were completed and returned to the Planning Commission.

Among those surveyed were public and private transit providers, social service agencies, agencies that serve low-income people, public health care providers, senior nutrition centers, and sheltered workshops. In addition to distributing the surveys, both electronically and by mail, a news release was distributed to media throughout the Regional explaining how and why the plan was being developed and inviting input from the general public regarding transit availability or problems encountered in using transit

to access health care or other needed services. The Bootheel Regional Planning and Economic Development Commission, Executive Committee, formally adopted the completed Public Transit – Human Services Transportation Coordination Plan on March 21, 2013.

TRANSIT FUNDING SOURCES

Section 5309: National Discretionary Capital Grant Program

Section 5309 is a national discretionary capital grant program funded from the Mass Transit Account of the Highway Trust Fund. It restricts funds to capital assistance for general public transportation systems and/or systems which provide community-wide assistance to all persons with disabilities. These funds are applicable statewide. Eligible recipients of Section 5309 assistance are public entities and not-for-profit organizations who provide general public transit services. Section 5309 assistance has become the major source of funding transit capital projects throughout the state. Capital purchases are funded at a maximum 80% federal share and a minimum 20% local share.

Section 5310: Formula Grants for Special Needs of Elderly Individuals and Individuals with Disabilities

The Section 5310 program was established in 1975 as a discretionary capital assistance program. In cases where public transit is inadequate or inappropriate, the program awards grants to private non-profit organizations to serve the transportation needs of elderly persons and persons with disabilities.

The goal of the Section 5310 program is to improve mobility for the elderly and individuals with disabilities throughout the country. Toward this goal, the Federal Transit Administration (FTA) provides financial assistance for transportation services planned, designed and implemented to meet the transportation needs of the elderly and disabled. The program requires coordination with other federally assisted programs and services in order to make the most efficient use of federal resources.

Section 5311: Non-Urbanized Transit Assistance Formula Grant Program

The (FTA) provides grants to states on a formula basis for nonurban transit in the Section 5311 program. Rural transit providers and intercity bus carriers apply for these 5311 grants for rural public transit service, planning and capital project.

Section 5316: Job Access and Reverse Commute Program

The Job Access and Reverse Commute (JARC) Transportation Program was established in 1999 as part of the Transportation Equity Act for the 21st Century (TEA-2 1) and was continued under Section 5316 of the federal transportation legislation SAFETEA-LU.

The JARC program authorizes two kinds of grants: Job access grants (aimed at developing new transportation services for low-income workers and/or closing gaps in existing services) and Reverse Commute projects (intended to provide transportation to suburban jobs from other suburban, urban and rural locations, but not necessarily just for

low-income households). Grantees are required to provide a 50% match for operating and 20% match for capital projects. The purpose for the JARC program is to provide a framework for the coordination and development of projects that will enhance transportation needs to families that need temporary assistance and low-income individuals (150% of poverty level).

Section 5317: New Freedom Program

The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. Lack of adequate transportation is a primary barrier to employment for individuals with disabilities. The 2000 Census found that only 60% of people between the ages of 16 and 64 with disabilities are employed. The New Freedom formula grant program seeks to expand the transportation mobility options available to persons with disabilities beyond the requirements of the Americans with Disabilities Act of 1990.

Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP)

The Missouri Elderly and Handicapped Transportation Assistance Program is a state funded program that helps defray a portion of the transportation costs incurred by agencies providing mobility services to senior citizens and persons with disabilities. Half of the annual general revenue funding in this program is allocated to the 10 Area Agencies on Aging districts statewide.

DEMOGRAPHIC TRENDS

In 2000, the planning area's population was 156,516 persons. In 2010, this figure has declined to 152,722 persons—a decrease of 2.4% during the decade.

In Table II the 2010 urban and rural population for the planning area and the counties is presented. One of the more evident findings based on Table II is the increase in the number of persons residing in urban places and the decrease in those persons residing in rural areas. Between 1990 and 2000 the region experienced a loss in its urban and rural population. Between 2000 and 2010 the area experienced a decrease of 2.4% or a loss of 3,794 persons.

A major factor to be derived from these figures is the extent of the total out migration, which is occurring in the Bootheel. During the last twenty-year period, there has been an absolute decrease in the population of some 6,464 persons with some small gains in some urban areas.

It is apparent from the percent of change in population during the period of 2000 to 2010 that the counties of Dunklin, New Madrid, Pemiscot and Scott; out migration has continued. Stoddard County has shown some small increases in the rural areas and Mississippi County population has increased mainly due to the Prison population near Charleston, Mo.

The experience of urban growth versus rural decline is harmonious with the general trend in the United States. The general trend is toward new urban growth occurring in the suburbs resulting in static or declining central cities. It becomes apparent from Table II that Transportation problems in the planning area will become increasingly urban as the number of people living in the rural areas continues to decline. However, this will not alleviate the intensity of the transportation problems in the rural portions of the planning area due to the characteristics of the people left behind. The result of the regions out migration is that many of those who are left are the old and least well trained for employment. Table III presents figures indicating an increase in the 15-19 age groups and the over 65 age group. All other age groups had a decrease. This situation increased the social and economic problems the regions have to solve in order to provide services for its people. Planning agencies and local governments should be acutely aware of the intensity of both urban and rural transportation problems, as they exist in the planning area.

TABLE I
Populations of Counties within the Planning Area
1970—2010

Counties	1970	1980	1990	2000	2010
Dunklin	33,742	36,244	33,112	33,155	31,953
Mississippi	16,647	15,644	14,442	13,427	14,358
New Madrid	23,420	22,852	20,928	19,760	18,956
Pemiscot	26,373	25,032	21,921	20,047	18,296
Scott	33,250	39,590	39,376	40,422	39,191
Stoddard	25,771	28,959	28,895	29,705	29,968
Planning Area Total	159,203	168,341	158,674	156,516	152,722

Source: U.S. Bureau of the Census, Census of Population, 2010 U.S. Census

Population of Bootheel Cities
1990-2010

	<u>1990</u>	<u>2000</u>	<u>2010</u>	<u>% Change (2000-2010)</u>
Dunklin County (Total)	33,112	33,155	31,953	-3.6%
(Non-City)	17,048	16,437	9,179	-44.2%
Arbyrd	597	528	509	-3.6%
Campbell	2,165	1,883	1,992	+5.8%
Cardwell	792	789	713	-9.6%
Clarkton	1,113	1,330	1,288	-3.2%
Holcomb	531	696	635	-8.8%
Hornersville	629	686	663	-3.5%

(TABLE II (CONT.))

**Population of Bootheel Cities
1990-2010**

	<u>1990</u>	<u>2000</u>	<u>2010</u>	<u>% Change (1990-2010)</u>
Kennett	10,941	11,260	10,932	-2.9%
Malden	5,128	4,782	4,275	-10.6%
Senath	1,622	1,650	1,767	+7.1%
<u>Mississippi County(Total)</u>	<u>14,442</u>	<u>13,427</u>	<u>14,358</u>	<u>+6.9%</u>
(Non-City)	4,375	3,866	3,748	-3.1%
Anniston	288	285	232	-18.6%
Bertrand	692	740	821	+10.9%
Charleston	5,085	4,732	5,947	+25.7%
East Prairie	3,416	3,227	3,176	-1.6%
Wilson City	210	165	115	-30.34%
Wyatt	376	364	319	-12.4%
<u>New Madrid County(Total)</u>	<u>20,928</u>	<u>19,760</u>	<u>18,956</u>	<u>-4.1%</u>
(Non-City)	5,990	5,166	4,421	-14.4%
Canalou	319	348	338	-2.9%
Catron	81	68	67	-1.50%
Gideon	1,104	1,113	1,093	-1.8%
Howardville	440	342	383	+12.0%
Lilbourn	1,378	1,303	1,190	-8.7%
Marston	691	610	503	-17.5%
Matthews	614	605	628	+3.8%
Morehouse	1,068	1,015	973	-4.1%
New Madrid	3,350	3,334	3,116	-6.5%
North Lilbourn	157	95	49	-48.4%
Parma	995	852	713	-16.3%
Portageville	3,401	3,295	3,228	-2.0%
Risco	434	392	346	-11.7%
Tallapoosa	174	204	168	-17.7%
<u>Pemiscot County (Total)</u>	<u>21,921</u>	<u>20,047</u>	<u>18,296</u>	<u>-8.7%</u>
(Non-City)	6,246	5,281	4,727	-10.5%
Bragg City	117	189	149	-21.2%
Caruthersville	7,389	6,760	6,168	-8.8%
Cooter	451	440	469	-6.6%
Hayti	3,280	3,207	2,939	-8.4%
Hayti Heights	893	771	626	-18.8%
Hayward	103	123	131	+6.5%
Holland	237	246	229	-6.9%
Homestown	230	181	151	-16.6%

(TABLE II (CONT.))

**Population of Bootheel Cities
1990-2010**

	<u>1990</u>	<u>2000</u>	<u>2010</u>	<u>% Change (1990-2010)</u>
Pascola	120	138	108	-21.7%
Steele	2,395	2,263	2,172	-4.0%
Wardell	325	278	427	+53.6%
Scott County (Total)	39,376	40,422	39,191	-3.0%
Non-City)	9,944	11,399	11,721	+2.8%
Benton	575	732	863	+17.9%
Blodgett	202	265	213	-19.6%
Chaffee`	3,059	3,044	2,955	-2.9%
Commerce	173	110	67	-39.1%
Diehlstadt	145	163	161	-1.2%
Haywood City	263	239	206	-13.8%
Kelso	526	527	586	+11.2%
Lambert	36	49	34	-30.6%
Miner	1,218	1,056	984	-6.8%
Morley	683	792	697	-12.0%
Oran	1,164	1,264	1,294	+2.4%
Scott City	4,292	4,591	4,565	-0.6%
Sikeston	16,909	15,974	16,318	-4.0%
Vanduser	187	217	267	+23.0%
Stoddard County (Total)	28,895	29,705	29,968	+0.9%
(Non-City)	14,358	14,877	14,766	-0.7%
Advance	1,139	1,244	1,347	+8.6%
Bell City	469	461	448	-2.8%
Bernie	1,847	1,777	1,958	+10.7%
Bloomfield	1,800	1,952	1,933	-0.1%
Dexter	7,559	7,356	7,864	+6.9%
Dudley	271	289	232	-19.7%
Essex	531	524	472	-9.9%
Penermon	94	75	64	-14.7%
Puxico	819	1,145	881	-23.08%

1990, 2000 and 2010: U.S. Census Bureau

Elderly Population

In 2010, there were 24,412 persons 65 years of age or older in the Bootheel region. This was 16.0% of the region's total population and was above the statewide average of 14.0%. The largest percentage of persons over 65 years of age was recorded in Stoddard County (17.8%) while the lowest figure was in Pemiscot County (14.7%).

Between 2000 and 2010 the number of persons 65 and older decreased by 803, with a percentage increase of 3.4%.

These statistics show that the number of elderly persons is increasing and points to a continued need for services for the elderly.

TABLE III
Age Group Breakdown
Bootheel Region

Age Group	2000 Population	2010 Population	Change In Number	Population Percent
Under 5	10,849	10,315	-534	-4.9
5 – 9	11,207	10,212	-995	-8.9
10 – 14	12,111	10,442	-1,669	-13.8
15 – 19	7,358	10,634	+3,276	+4.5
20-64	90,574	86,707	-3867	-4.3
65 & Over	23,609	24,412	+803	+3.4
TOTAL	155,708	152,722	-2986	-1.9

Source: U.S. Bureau of the Census, Decennial Census 2000 - 2010.
Sum of individual items will vary due to rounding.

Disabled Population

For the purpose of this report “disabled” will be defined according to the definition used by the U. S. Census Bureau; “Any person who has a long-lasting physical, mental, or emotional condition, or limitations that affect the ability to perform major life activities.”

It is difficult to derive a reliable estimate of the number of disabled persons in the Bootheel region. Census data is fairly complete, but organizations involved with the disabled have their own particular disabled definitions and estimation procedures.

TABLE IV
Non-Institutionalized Disabled Persons

	Non-Elderly Disabled	Elderly Disabled	Total Disabled Population
Dunklin	2,951	2,445	5,396
Mississippi	1,297	1,055	2,352
New Madrid	1,689	1,426	3,115
Pemiscot	1,790	1,520	3,310
Scott	2,835	2,483	5,318
Stoddard	2,490	2,520	5,010
Bootheel Region	13,052	11,449	24,501

U. S. Census Bureau, Census 2010-Office of Social and Economic Data Analysis
The total disabled population is 24,501 or 16.0% of the Bootheel Population.

Minority Population

During the 1920's, the black population nearly doubled when the drainage projects opened large areas of land for cotton growing. Since that time, the number of blacks has shown a slow increase, then a decline between 1960-1970. In 2010, the regions population was approximately 16.7% black and ranged from 1.1% in Stoddard County to 27% in Pemiscot County. There is also a very small Spanish-speaking population in the Bootheel region.

AUTOMOBILE AVAILABILITY

Table V presents data on the automobiles, which were available to Bootheel households in both 2000 and 2010. During this ten-year period the number of one-car households has declined while the number of household with more than one vehicle has increased. Nevertheless, in 2010 there were still 6,302 households without an automobile. This was 10% of the total Bootheel households, which is approximately 3% higher than the overall state percentage of 7%.

TABLE V
Automobiles Available Per
Occupied Housing Unit

	ONE	TWO	THREE OR MORE	NONE
Dunklin				
2000	4,951	4,996	1,797	1,667
2010	4,820	4,942	1,780	1,343
Mississippi				
2000	1,982	1,883	657	861
2010	1,731	1,811	880	865
New Madrid				
2000	2,939	2,898	1,029	958
2010	2,993	2,668	1,256	802
Pemiscot				
2000	3,255	2,543	933	1,124
2010	2,677	2,187	1,166	996
Scott				
2000	5,685	5,581	2,654	1,436
2010	4,954	5,746	3,277	1,543
Stoddard				
2000	4,026	4,923	2,148	967
2010	3,916	5,002	2,459	753

Source: U.S. Census, 2010

POVERTY – FAMILIES LIVING BELOW POVERTY LEVEL - 2010

Families in the Bootheel area living below poverty level are above the State average. Pemiscot County has a high level with 23.4%, to a low level in Stoddard County with 11.9%. The State average is 10.0%.

TABLE VI
Poverty Levels per County

Total Families Per County	Families below poverty level	% Families below poverty level
Dunklin - 8,492	1,588	18.7%
Mississippi - 3,442	737	21.4%
New Madrid – 5,180	818	15.8%
Pemiscot – 4,812	1,126	23.4%
Scott – 10,810	1,319	12.2%
Stoddard – 8,369	996	11.9%
State of Missouri –1,546,509	154,651	10.0%

Source: U.S. Census – 2010.

Table VII indicates that in 2010 Scott County had the highest median family income and Stoddard Co. had the highest per capita income of the six Bootheel counties. Pemiscot County had the lowest per capita income and Dunklin Co. had the lowest median income. The data in the table shows that the Bootheel is well below both Missouri and U.S., in per capita and median family income.

TABLE VII
INCOME PATTERNS & TRENDS PER CAPITA & MEDIAN FAMILY INCOME
BOOTHEEL REGION
2000 – 2010

	2000	2010
DUNKLIN		
Per Capita	13,561	16,619
Median Family Income	30,779	36,873
MISSISSIPPI		
Per Capita	13,038	15,927
Median Family Income	28,833	38,688
NEW MADRID		
Per Capita	14,204	18,811
Median Family Income	32,462	41,417
PEMISCOT		
Per Capita	12,968	15,841
Median Family Income	27,553	38,060
SCOTT		
Per Capita	15,620	19,566
Median Family Income	38,090	47,020
STODDARD		
Per Capita	14,656	20,911
Median Family Income	33,330	45,928
REGIONAL		
Per Capita	19,936	17,946
Median Family Income	46,044	41,331
MISSOURI		
Per Capita	19,936	24,724
Median Family Income	46,044	46,262
UNITED STATES		
Per Capita	21,587	27,334
Median Family Income	50,046	51,914

Source: U.S. Census 2000 – 2010.

EMPLOYMENT

The following table presents the 2010 Annual Average by county, the Regions work force. Unemployment in the Bootheel is somewhat cyclical in nature with higher rates during the winter months when the seasonal farm workers are laid off.

TABLE VIII
Bootheel Employment
Annual Average*
2010

	Civilian Labor Force	Employment Level	Unemployment Level	Unemployment Rates
Dunklin	12,272	11,151	1,121	9.1
Mississippi	6,410	5,619	791	12.3
New Madrid	8,573	7,884	691	8.1
Pemiscot	7,546	6,677	869	11.5
Scott	19,498	17,936	1,562	8.0
Stoddard	14,014	12,677	1,337	9.5
Bootheel Region	68,313	61,942	6,371	9.8

Source: U. S. Census 2010.

*Note: 1. Sum of individual items may not equal due to rounding.
2. Annual averages are calculated from un-rounded figures.

TRANSPORTATION TO WORK INFORMATION

Cars, Trucks, or Vans, are by far the most utilized mode of transportation to work in the Region. Table IX shows a total of 56,526 persons over age 16 drove to work in 2010. Of these, 48,861 drove alone, some 7,665 carpooled. Only 118 people used public transportation. 989 people walked to work, while 672 people used other means.

TABLE IX
Means of Transportation to Work
Workers 16 Years and Older

Mode	Dunklin County	Mississippi County	New Madrid County	Pemiscot County	Scott County	Stoddard County	Total
Car, Truck, or Van Drove Alone	9,020	4,030	6,396	5,361	13,975	10,076	48,861
Car, Truck, or Van Car Pooled	1,501	1,076	770	654	2,233	1,431	7,665
Public Transportatio	7	0	3	0	72	36	118
Walked	125	121	209	153	189	192	989
Othe r	120	44	52	54	231	171	672
Worked at Home	188	192	290	246	899	441	2,256
Total Workers Per County	10,961	5,463	7,720	6,468	17,599	12,350	60,561

Source: U. S. Census Bureau 2010

SUMMARY

The population and economic characteristics outlined in this section point to the fact that the population groups generally regarded as transportation disadvantaged are very prevalent in the Bootheel. The percentages of persons who are elderly, who are poor, and who are without automobiles are significantly higher than State averages. The Bootheel region also has a large minority population, which tends to have a high proportion of transportation disadvantaged due to a higher incidence of low income.

CHAPTER 2

MAJOR ACTIVITY

CENTERS

MAJOR ACTIVITY CENTERS

PUBLIC FACILITIES AND SERVICE CENTERS

It is important to note the location of public facilities and service centers in the Bootheel region in order to identify major activity centers which generate trips and establish travel patterns. This is especially pertinent to the elderly, the handicapped and other transportation disadvantaged since their limited transportation resources allow them to make only the most necessary trips.

In the Bootheel area, the major commercial centers include Dexter, Malden, Kennett, Sikeston, Charleston, New Madrid, Portageville, Hayti, Caruthersville, Chaffee, Scott City, and East Prairie. These centers are all on major State and Federal highways, are the most populous municipalities, and contain the majority of the region's public facilities and service centers. Outside of the region, Poplar Bluff, Cape Girardeau, Paragould (AR), Blytheville (AR), and Dyersburg (TN) have a considerable influence on the Bootheel cities.

EDUCATION FACILITIES

There were 34 public school districts in the Bootheel region during the 2015-2016 school years with a total enrollment in grades K-12 of 24,895 pupils. Two of the public school districts serve elementary grades only. All but two of the districts have kindergarten classes. Table X provides enrollment by district for the past five school years.

The school enrollment data may be summarized as follows:

1. Seventeen percent of the total population of the Bootheel area are in elementary or secondary schools
2. The total school enrollment has declined by 817 pupils during the past five years.
3. Mississippi County has only two districts, New Madrid has four and the other four counties have seven districts each.

Education Level by School Years Completed

The level of education in a region is shown by the percentage of high school graduates or higher by the population 25 years and older. Table XI shows the high school graduates or higher completed by those over 25 for the Bootheel, Missouri and the United States. The Bootheel is below the State and below the U.S. in high school graduates or higher school years completed.

TABLE X
School Enrollment for the Bootheel

2011-12 2012-13 2013-14 2014-15 2015-16

DUNKLIN COUNTY

R-I Malden	1,014	1,025	969	969	970
R-II Campbell	566	618	630	624	591
R-III Holcomb	565	562	574	512	495
C-4 Clarkton	324	318	321	318	317
C-8 Senath	796	824	807	773	786
C-9 Southland Cons. (Cardwell)	323	322	322	301	274
39-Kennett	1,974	2,048	2,042	1,931	1,931
	5,562	5,717	5,665	5,428	5,364

MISSISSIPPI COUNTY

R-I Charleston	1,034	1,014	996	941	943
R-II East Prairie	1,064	1,084	1,131	1,167	1,168
	2,098	2,098	2,127	2,108	2,111

NEW MADRID COUNTY

R-II Risco	161	177	187	150	150
37-Gideon	314	275	277	266	242
R-I New Madrid	1,481	1,464	1,417	1,402	1,370
Portageville	739	728	735	742	730
	2,695	2,644	2,616	2,560	2,492

PEMISCOT COUNTY

R-I North Pemiscot	286	253	256	276	260
R-II Hayti	826	800	773	725	692
R-III Pemiscot County (Caruthersville)	115	141	136	139	132
R-IV Cooter	325	304	309	286	289
R-V South Pemiscot (Steele)	693	658	667	676	643
C-7 Delta	224	224	237	256	237
18 Caruthersville	1,235	1,154	1,103	1,100	1,073
	3,704	3,534	3,481	3,458	3,326

SCOTT COUNTY

R-I Scott City	925	833	835	818	832
R-II Chaffee	569	625	622	634	668
Scott Co. R-IV Benton (Kelley)	950	962	965	972	992
Scott Co. Central	371	319	340	342	318
R-6 Sikeston	3,467	3,481	3,435	3,413	3,420
C-7 Kelso	95	91	89	97	110
R-III Oran	363	349	357	356	343
	6,740	6,660	6,643	6,632	6,683

TABLE X (Cont.)**2011-12 2012-13 2013-14 2014-15 2015-16****STODDARD COUNTY**

R-I Richland	258	247	244	243	262
R-II Bell City	223	206	214	222	218
R-IV Advance	437	450	406	432	427
R-VIII Puxico	748	691	701	731	739
R-XIV Bloomfield	709	696	700	707	685
R-XI Dexter	2,012	2,081	2,119	2,074	2,074
R-XIII Bernie	526	545	521	500	514
	4,913	4,916	4,905	4,909	4,919
TOTAL OF COUNTIES	25,712	25,569	25,437	25,095	24,895

Source: School Districts, Missouri School Directory, Missouri Department of Education.

TABLE XI

**High School Graduates or Higher
By %, 25 & Over
Region, State and National
2000-2010**

	2000	2010
Regional		
Number 25 & Over % of High School Graduates Or Higher	101,558 66.9%	102,290 71.8%
Missouri		
Number 25 & Over % of High School Graduates Or Higher	3,634,906 81.3%	3,906,865 86.2%
United States		
Number 25 & Over % of High School Graduates Or Higher	182,211,639 80.4%	199,726,659 85.6%

Source: U.S. Census of Population, 2010.

HEALTH FACILITIES

Health services in the Bootheel range from adequate to medically underserved.

HOSPITALS

There are three hospitals located in the Bootheel Region. In Kennett, Twin Rivers Regional Medical Center has closed, they lost 116-bed capacity. Pemiscot County has one hospital located in Hayti. Pemiscot Memorial Health Systems is a 167-bed county hospital. Sikeston is the site of Scott County's hospital. The Missouri Delta Medial Center in Sikeston is a voluntary non-profit health care facility with 144-beds. In Stoddard County, the Southeast Health Center in Dexter provides medical care. Both medical and osteopathic physicians are on the staff. It is a voluntary non-profit hospital with 50 beds.

Total hospital bed capacity for the Bootheel region is 361.

**TABLE XII
HOSPITAL BED CAPACITY IN BOOTHEEL REGION**

COUNTY	HOSPITAL BEDS
Dunklin	---
Mississippi	---
New Madrid	---
Pemiscot	167
Scott	144
Stoddard	50
REGIONAL TOTAL 1 bed per 423 population	361

Source: Bootheel Regional Planning Commission, 2017.

NURSING HOMES

There are 47 licensed professional nursing homes in the region. The following is a county-by-county breakdown of available nursing home beds:

**TABLE XIII
NURSING HOME BED CAPACITY
BOOTHEEL REGION**

County	Beds
Dunklin (11)	811
Mississippi (3)	250
New Madrid (8)	576
Pemiscot (3)	351
Scott (9)	539
Stoddard (13)	697
Regional Total: (47)	3,224 beds

Source: OSEDA (Office of Social and Economic Data Analysis), 2010.

The Division of Family Services has an office in each county that is usually located in the county seat.

The 16 nutrition sites in the region are major activity centers for the elderly. They are located in several communities throughout the region.

PHYSICIANS

The physician per population ratio ranges from around one doctor: 600 people in the Sikeston area to around one doctor: 2,400 people in New Madrid County.

RECREATION FACILITIES

A number of communities in the Bootheel have local recreational facilities available to resident. City parks, municipal swimming pools and playgrounds make up most of the city operated recreation areas.

New Madrid County has the greatest number of school recreation acres in the six county Bootheel Region with a total of 66 acres. Scott County ranks second with a total of 59 acres while Stoddard and Mississippi Counties have the least with a total of 44 acres each in school recreation.

Scott County has the greatest number of recreational acres under local control with a total of 302 acres. Pemiscot County has the least number of recreational acres under local control with a total of 51 acres.

Scott County has shown the greatest increase in recreational acres under local control adding 202.46 acres since 1972. While all counties have increased recreational acreage, Mississippi County has increased the least, adding two acres since 1972.

The most significant development in Federal and State recreations and open space lands in the Bootheel has not been an increase in acreage, but rather in classification.

In October 1976, President Ford signed an Omnibus Wilderness Bill, which gave immediate wilderness status to the 8,000-acre Mingo Wilderness in Wayne and Stoddard Counties. This means that no development – not even a road—can interfere with the natural integrity of these areas. They will be preserved for hiking, camping, and nature study for all Missourians.

The Mingo Wilderness will be more protected than it was before, which should preserve its beauty and uniqueness for future generations.

Table XIV presents a partial breakdown of some of the Federal and State Recreation Areas in the Bootheel.

The Following excerpt from the Bootheel Regional Profile—UMC gives more description of certain parts of those areas: “There are five nature areas in the region (either State or Federal areas) that are of interest.

Big Oak Tree State Park is located in the southern part of Mississippi County, covering 1,029 acres, of which 80 acres are used to preserve virgin timber. According to the American Forestry Association the park has a number of the largest specimens of several species of trees in the U. S. Among these are the Water Locust, Green Ash, Swamp Privet, Pumpkin Ash and Possumhaw Holly. The park contains a 22-acre lake used for fishing, picnic areas and nature trails. The Towosahgy State Archeological Site is in Mississippi County east of East Prairie. At the site, excavation continues to uncover an ancient Indian Village of the Mississippian culture. The name, Towosahgy is a more recent Osage Indian name that means “Old Town”. The entire area designated as the Towosahgy Site covers 64 acres.

Duck Creek Wildlife Area, on the extreme west side of Stoddard County, is a nature area of 6,000 acres. Duck Creek Area has 3,000 acres of water. Camping, fishing, duck hunting and small game hunting are some of the outdoor activities available at Duck Creek. The area is known for its waterfowl hunting.

Mingo National Wildlife Refuge is a vast expanse of swamp and forest that covers 21,646 acres. The Mingo Refuge is operated under the U. S. Fish and Wildlife Service and is located in the western part of Stoddard County and the southeast part of Wayne County. This was originally one of the great waterfowl and bass areas of the U.S. It was drained but was not productive in agriculture and has been restored to its former condition so far as possible. A portion of the refuge has been recommended for wilderness status to protect it from the harvesting of the Cypress and Tupelo trees, which grow in the swamp areas. A 1,700-acre nature area is used for picnicking, fishing, and hiking. In season, deer hunting/with a bow, and squirrel hunting are permitted.

**TABLE XIV
FEDERAL AND STATE RECREATIONAL AREAS
BOOTHEEL REGION**

Name & Address	Acreege Water	Acreege Land	Fishing	Boat Dock	Boating	Nature Trails	Lakes	Tent or Trailer Camping	Hunting	Waterfowl
Big Oak Tree State Park East Prairie Mississippi County	22	1,007	X	X	X	X	X	X		
Towosahgy State Archaeological Site East Prairie Mississippi County		64				X				
Bradyville Wildlife Area Bradyville Stoddard County		274							X	X
Ben Cash Memorial Wildlife Area/Drag-Over Wildlife Area Kennett Dunklin County		1,482	X						X	
*Duck Creek Wildlife Area Puxico Stoddard County	3,056	2,953	X	X			X	X	X	X
Holly Ridge Bloomfield Stoddard County		991				X				
S. P. Reynold Access Caruthersville Pemiscot County	Access To MS River	1	X	X	X					
Thirty-Four Corner Blue Hole East Prairie Mississippi County	9	21	X							
Tywappity Community Lake Chaffee Scott County	37	120	X	X		X				
Wolfe Bayou Caruthersville Pemiscot County	41	227	X	X						X
New Madrid Bend Access Mississippi River	Access To MS River	7.2	X	X	X					
Dorena Access Mississippi River		4	X	X	X					

Hunter-Dawson House Historic Site New Madrid New Madrid County		19.8								
Ten Mile Pond Charleston Mississippi County		33,754	X	X	X		X		X	X
Otter Slough Conservation Area West of Dexter Stoddard County	5,000	21,646	X	X		X	X		X	
Little River Construction Area Combs Lake Dunklin-Pemiscot County 4 Miles East of Kennett Highway 412	150	869	X	X					X	X
General Watkins Conservation Area Oran Scott County	15	1,092	X	X		X	X	X	X	
Otter Slough Conservation Area West of Dexter Stoddard County	93	4,773	X	X	X	X	X		X	X
Total State	3,276	6,207.5	10	8	5	2	4	2	4	2
Mingo National Wildlife Refuge Puxico Stoddard County	5,000	21,646	X	X		X	X		X	X
Total State and Federal	8,276	27,835.5	11	9	5	3	5	2	5	2

Source: Bootheel Regional Planning Commission, 2008.

*Extends into other counties outside the Region.

**8,000 acres given Wilderness Status.

CHAPTER 3

ASSESSMENT OF AVAILABLE TRANSIT SERVICES

ASSESSMENT OF AVAILABLE TRANSIT SERVICES

TRANSIT PROVIDER SURVEYS

Transit provider survey forms were sent to all identified public transit providers in the Bootheel Region, either by email or by mail, in an effort to collect similar data from each. Multiple public, private and not-for-profit agencies operate transportation service within the Region. The survey process did not include contracted transportation services used by public school districts, nor did it include churches, which operate buses for the use of their congregations.

In Missouri, the 5309 program provides capital assistance for general public transportation systems, which provide community-wide assistance to all persons with disabilities.

The 5310 program funds 80% of the purchase of vehicles for non-profit agencies serving the mobility needs of seniors and/or persons with disabilities.

The 5311 program provides grants for rural transit providers and related services.

The Job Access and Reverse Commute program funds agencies that serve the work-related transportation needs of low-income individuals.

The New Freedom program funds “new” services or improvements that are beyond the requirements of the Americans with Disabilities Act (ADA).

In addition to federal funding sources, the Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP) provides state funds to approximately 200 non-profit organizations statewide that offer transportation services to the elderly and/or disabled at below-cost rates. MEHTAP funds help defray a portion of the transportation costs incurred by agencies providing mobility services to senior citizens and persons with disabilities. The agencies included in Table XV currently receive funding through one of the four funding programs.

**TABLE XV
AGENCIES RECEIVING STATE OR FEDERAL FUNDS**

GRANTEE	CONTACT	FUNDING SOURCE
BAILS (Bootheel Area Independent Living Service)--Kennett	Tim Shaw	MEHTAP
Cotton Boll Sheltered Workshop—Kennett	Angie Benson	MEHTAP
Bootheel Counseling Services--Sikeston	Jennifer Hartlein	5310, MEHTAP

Stoddard Co. Association for Retarded Citizens, Inc.	Sherry Jines	5310, SB 40
Community Sheltered Workshop Sikeston	Harvey Cooper	MEHTAP
Pemiscot County Memorial Hospital Hayti	Gwen Farr	Out of Business 11-16-12 Back in Business Approx 2 years
Pemiscot Progressive Industries Hayti	Angela Hudgens	MEHTAP, SB 40
City of Bloomfield Bloomfield	Laranda Stanley	5311
City of New Madrid New Madrid	Marcia Stafford	5311
Dunklin County Transit Service Malden	Katrina Hodges	5309, 5311
Mississippi County Transportation Systems East Prairie	Samantha Merideth	5310, 5311 MEHTAP
Scott County Transportation Service Sikeston	Marilyn Schlosser	5309, 5311
Southeast Missouri Transportation Service (SMTS) Dexter	Judy Williams	5310, 5311 MEHTAP
Southeast Missouri Transportation Service (SMTS) New Madrid	Stephanie Rudd	5310, 5311 MEHTAP

Agencies in the Bootheel Region provide a variety of public transportation services to area residents. These agencies range from general public transit providers to sheltered workshops and hospitals. Below is a brief description of services the transit providers' offer. The description is based on information received from a survey completed by the transit providers.

Bootheel Area Independent Living Services (BAILS)

The Bootheel Area Independent Living Services provides Pemiscot, Dunklin, New Madrid and Stoddard Counties with a fixed route and demand-response service. It is both a private non-profit human services agency and private non-profit transportation provider for the elderly (60+) non-disabled, elderly disabled, non-elderly disabled (mental/physical) and low-income persons are eligible for services.

About 75% of services are contracted to Logisticare. The office is open five days a week, 52 weeks a year; from 4:00 a.m. to 6:00 p.m.. The service has a car, two vans and two buses with an operating budget of \$94,000 for 2013. BAILS serve about 400 individuals a month.

Cotton Boll Sheltered Workshop, Inc.

The Cotton Boll Sheltered Workshop provides Dunklin County with a fixed route service that changes as new employees are hired. It is a private non-profit transportation provider, serving disabled and non-elderly disabled (mental/physical). This service operates 52 weeks a year from 7:45 a.m. to 3:00 p.m. and has 2 pickup trucks, 2 box trucks and 3 vans. The workshop averages about 42 individuals daily. After a fire at the old building the Cotton Boll Sheltered Workshop is moving to a new location and new building in the Kennett Industrial Park in December 2012.

Bootheel Counseling Service

Bootheel Counseling Service is a private not for profit organization that has been providing services in Southeast Missouri for over 35 years. They provide mental health services for Scott, Stoddard, Mississippi and New Madrid Counties. They provide out-patient treatment services for a wide range of problems, rehabilitation for adults with psychiatric disabilities, early screening and intervention services with “ at risk “ children, mental health promotion, substance abuse treatment and education services for the community at large.

Pemiscot County Memorial Hospital (Out of Service November 16, 2012) (Back in service Approx. 2 years.)

Pemiscot County Memorial Hospital provides service for anyone using the Pemiscot County Memorial Hospital Services. It is a private non-profit human services Agency serving about 75 people daily. The Service has 4 vans that run on demand-response 5 days a week, 52 weeks a year from 8:00 a.m. to 4:30 p.m.

Pemiscot Progressive Industries, Inc.

Pemiscot Progressive Industries provides Pemiscot County with a fixed route service. It is a private non-profit human services agency. It serves the elderly disabled and non- elderly disabled (mental/physical). The Service operates 52 weeks a year from 7:00 a.m. to 2:30 p.m. servicing 27 individuals daily. Pemiscot Progressive Industries has 2 trucks, and 4 vans.

Bloomfield Transit Service

The City of Bloomfield Transit Service is a demand response service. It is wheelchair accessible and has approved child seats if needed. Service is restricted to the City of Bloomfield and two miles outside the city limits. Trips to Dexter are scheduled the 1st Tuesday of the month. Bloomfield Transit Service also provides transportation for the Nutrition Center and Approx. 16 Pre-K School children.

City of New Madrid Transportation Services

The New Madrid City Transit Services is a call demand system. A dispatcher takes calls from riders within the city limits of New Madrid. The Transit Services has a bus and van to transport riders. The City Administrator and two additional employees operate the system. Rides are provided only within the city limits of New Madrid. The rides cost \$2.00 for

one-way non-handicapped or non-senior persons. Seniors and handicapped riders are charged \$1.50. Transit Services are provided Monday thru Thursday from 8:00 a.m. to 4:00 p.m. Holiday services are excluded.

Dunklin County Transit Service

The Dunklin County Transit Service was incorporated as a not-for-profit agency providing Transportation in July 1982. In 1991, Dunklin County transit bought their current operating facility at 610 N. Douglass in Malden. As growth continued, the transit rented the adjacent property which has a 3,600 sq. ft. garage used for parking and housing buses and vans. Dunklin County transit has just recently purchased the property they rented, plus an additional adjacent half back-lot for additional parking. The services provided by Dunklin county transit has grown significantly. Currently the Transit operates 9 vans, 4 buses and employs 17 people; 12 drivers, 4 full time and 1 part time office staff which includes the executive director.

Dunklin County Transit provides transportation for everyone. The transit currently contracts with several agencies to provide transportation services for elderly, handicapped, and general public riders. The transit also contracts to provide non-emergency medical transportation through Missouri Medicaid.

Dunklin County Transit is authorized through motor carrier services to transport medical patients to Arkansas and Tennessee if needed. They serve the counties of Dunklin, part of New Madrid, and several surrounding counties for long distance medical and non-emergency medical transportation. A full schedule for Dunklin County Transit is as follows:

- Medicaid services when authorized call 1-866-269-5927
- Kennett local services-Monday thru Friday 8:15 a.m. to 2:15 p.m.
- Malden local service-Every Tuesday and Friday 8:30 a.m. to 2:00 p.m.
- Bernie/Parma/Risco/Gideon/Clarkton/Campbell to Malden any Tuesday or Friday along with Malden local Service
- Malden/Clarkton/Campbell to Dexter-Every 1st Wednesday of the month
- Malden/Clarkton/Campbell/Parma/Risco/Gideon to Poplar Bluff-Every 2nd Wednesday of the month
- Malden/Clarkton/Campbell to Sikeston (Shopping Route)-Every 1st Thursday of the month
- Malden/Clarkton/Campbell to Cape (Shopping Route)-Every 2nd Thursday of the month
- Long distance medical to Cape Girardeau-Every 3rd Thursday of the month
- Malden/Clarkton/Campbell/Arbyrd/Cardwell/Senath/Hornersville to Kennett-Every 4th Thursday of the month
- Malden to Glennonville/Glennonville to Malden- Every Monday through Friday while St. Teresa School is in session-Call DCTS office for hours of service and cost

Mississippi County Transit System, Inc

The Mississippi County Transit System has been in operation since October of 1985. The

new office is located at 274 Clay Morgan Drive in East Prairie, Mo. The Transit System has three full-time employees and five part-time employees. The office is open five days a week Monday through Friday from 8:00 a.m. until 4:00 p.m. Mississippi County provides demand-response transportation for clients. Service is provided for elderly, handicapped and general public to doctor's appointments, grocery shopping, beauty shop, visiting, business appointments, nutrition centers, etc.

During fiscal year 2015, Mississippi County Transit provided 18,978 one-way trips for 450 residents of Mississippi County driving 240,000 miles. Suggested donations are as follows:

Locals-In Town Sr.	\$5.00	Non-Senior	\$8.00
Mississippi County Sr.	\$10.00	Non-Senior	\$15.00
Sikeston Sr.	\$15.00	Non-Seniors	\$25.00
Cape Girardeau Sr.	\$25.00	Non-Seniors	\$38.00
Poplar Bluff Sr.	\$38.00	Non-Seniors	\$44.00
Ste. Louis	\$150.00		

Scott County Transit System, Inc.

The Scott County Transit System, Inc. began providing service in 1981. The Transit System is located at 105 East Center Street in Sikeston, MO. The System has a fleet of 6 vehicles, 4 of which are wheelchair lift equipped. Transportation services are provided to anyone who is a Scott County resident. Riders are provided transportation for various doctor and dentist appointments, dialysis, cancer treatments, nutrition centers, GED classes etc. During 2016, Scott County Transit System served 650 individuals and provided 24,062 one-way trips.

Services provided by Scott County Transit System are as follows: Monday through Friday, 8:00 a.m. to 5:00 p.m. – Service is provided daily to the Sikeston area. Monday, Wednesday, and Friday, service is provided to the north end of the County.

Southeast Missouri Transportation Service

The Southeast Missouri Transportation Service (SMTS) has replaced the Stoddard County Transit Service and moved into its location at 1010 Wildwood Drive in Feb. 2018. SMTS has 5 employees and operates 9 vans. Business hours are from 7:30 a.m. to 4:00 p.m.

Monday	Dexter & various locations in county
Tuesday	Dexter & Essex local service
Wednesday	Dexter & various location in county
Thursday	Dexter & various locations in county
Friday	Dexter & various locations in county

Long Distance Medical services Monday, Tuesday, Wednesday & Thursday. (Check Locations with SMTS)

Stoddard County Association for Retarded Citizens, Inc

The Stoddard Association for Retarded Citizens is located at 1318 West Grant Street in Dexter. They provide transportation for Elderly Disabled (mental/physical), and Non-Elderly Disabled (mental/physical) clients in Stoddard County. They are a fixed route service that runs 5 days per week, 52 weeks per year. They average 66 citizens per day and have 2 cars, 1 truck, 12 vans and 1 bus.

Community Sheltered Workshop – Sikeston

The Community Sheltered Workshop in Sikeston provides Scott County, parts of Mississippi and New Madrid Counties with a fixed route service that changes as new employees are hired. It is a private non-profit transportation provider, serving disabled and non-elderly disabled (mental/physical). This services operates 52 weeks a year from 7:30 a.m. to 4:00 p.m. and has 13 vans and 1 bus. The workshop averages 92 individuals daily at this time.

Southeast Missouri Transportation Service

Transportation services to portions of New Madrid County are provided by SMTS, Inc. located in Fredericktown, Missouri. Fifteen vehicles and drivers service the transportation needs of New Madrid and Pemiscot County residents. New Madrid County Service includes the following:

Monday: Portageville, Gideon, Marston, Howardville, Parma, Canalou,
Morehouse to Sikeston

Tuesday: Portageville, Gideon, Marston, Howardville, Parma, Canalou,
Morehouse to Dexter

Wednesday: Portageville, Gideon, Marston, Howardville, Parma, Canalou,
Morehouse to Portageville

Thursday: Portageville, Gideon, Marston, Howardville, Parma, Canalou,
Morehouse to Sikeston

Friday: Portageville, Gideon, Marston, Howardville, Parma, Canalou,
Morehouse to Maldrn

Long Distance Medical Service to Cape Girardeau along with Pemiscot county riders
1st Monday & 2nd Tuesday

Long Distance Medical Service to Cape Girardeau along with Pemiscot county riders
3rd Tuesday

Suggested Contributions for Riders
New Madrid County

Over age 60, or Medically Handicapped	Under age 60, Non-Medical or Medically Handicapped
Round Trip	Round Trip
In Town - \$3.00	In Town - \$6.00
In County - \$7.00	In County - \$14.00
Adjoining County - \$14.00	Adjoining County - \$21.00
3 rd County - \$20.00	3 rd County - \$30.00
4 th & 5 th County - \$30.00	4 th & 5 th County - \$40.00

Southeast Missouri Transportation Services

Transportation services are provided to Pemiscot County by SMTS, Inc. located in Fredericktown, Missouri. Fifteen vehicles and drivers service the transportation needs of Pemiscot and New Madrid County residents. Pemiscot County services include the following:

Monday: Hayti to Caruthersville & Caruthersville local service
1st & 3rd Monday

Hayti & Caruthersville to Kennett
2nd Monday

Tuesday: Wardell, Bragg City & Homestown to Caruthersville & Caruthersville local service
1st Tuesday

Wardell, Bragg City & Homestown to Portageville
2nd Tuesday

Wednesday: Caruthersville to Hayti & Hayti local
1st & 2nd Wednesday

Wardell, Bragg City & Homestown to Kennett
3rd Wednesday

Thursday: Cooter, Gobler & Steele to Caruthersville & Caruthersville local
1st Thursday

Cooter, Gobler & Steele to Kennett
2nd Thursday

Hayti & Caruthersville to Portageville

3rd Thursday

Long Distance Medical Service to Cape Girardeau along with New Madrid county riders
1st Monday & 2nd Tuesday

Long Distance Medical Service to Poplar Bluff along with New Madrid county riders
3rd Tuesday

Suggested Contributions for Riders
Pemiscot County

Over age 60, or Medically Handicapped	Under age 60, Non-Medical or Medically Handicapped
Round Trip	Round Trip
In Town \$ 3.00	In Town \$ 6.00
In County \$ 7.00	In County \$14.00
Adjoining County \$14.00	Adjoining County \$21.00
3 rd County \$20.00	3 rd County \$30.00
4 th & 5 th County \$30.00	4 th & 5 th County \$40.00

Bootheel Area Rapid Transportation (BART)

BART Transportation, located in Jackson, provides direct public transportation to and from Lambert-St. Louis International Airport. The service is by reservation and is provided in conversion vans, 24 hours per day, seven days a week. The office staff in Jackson handles all management, administration, reservations and dispatching. Eight of the company’s 18 vans are based in Jackson. The company has pick-up points in the Bootheel Area.

Greyhound Lines, Inc.

Greyhound Lines, Inc. has two northbound and three southbound lines which pass through the Bootheel region on its daily runs between St. Louis, Missouri and Memphis, Tennessee on Route I-55. The only scheduled stops are in Sikeston, and Cape Girardeau Missouri and Blytheville, Arkansas.

Dunklin County Cab – Kennett

Dunklin County Cab has 4 vehicles in their fleet. The company operates seven days per week and has a radio dispatch center, and operates 24 hours a day.

SEMO Alliance for Disability Independence, Inc.

SEMO Alliance for Disability Independence has 5 handicapped accessible vans and operates in the cities of Jackson, Cape Girardeau and Scott City. They have a web site for more information.

SUMMARY OF TRANSIT NEEDS

Table XVI contains a summary of short and long-term capital and other needs that were determined from the survey.

**TABLE XVI
Summary of Transit Provider
Capital and Other Needs**

PROVIDER	SHORT-TERM NEEDS	LONG-TERM NEEDS (7-20 YEARS)
BAILS (Bootheel Area Independent Living Service)	Additional Drivers	Replace all vehicles at end of useful life and add additional drivers
Cotton Boll Sheltered Workshop	New Van (Wheelchair Accessible)	Expand Services
Bootheel Counseling Services	Replace Vans at end of useful life	Expand services with more vehicles and drivers
Community Sheltered Workshop (Sikeston)	Replace Vans and Buses at end of useful life	Replace all Vehicles at end of useful life
Stoddard Co. Association for Retarded Citizens, Inc.	Bus Garage, Resurface Parking Lot	Replace vehicles as needed
Pemiscot Progressive Industries	Van (Wheelchair Accessible)	Replace all Vans and Trucks
City of Bloomfield	Need 1 new Bus now	Replace other Bus at end of useful life
City of New Madrid	Need 1 new Bus now	New Bus
Dunklin Co. Transit Service	Replace Vehicles as needed	Build new building Canopy Cover for Fleet Vehicles
Mississippi County Transit System	Replace 1 Van (Wheelchair Accessible)	Service More People More Funding
Scott County Transportation Systems	Replace Vans (Wheelchair Accessible) Additional Drivers	Replace vehicles More funding due to increase in minimum wage

Southeast Missouri Transportation Service in Stoddard County	Shelter for customers at the Commuter Parking Lot	Replace Vans and Buses at end of useful life
Southeast Missouri Transportation Service in New Madrid County	New vehicles and drivers	New vehicles and drivers
Southeast Missouri Transportation Service in Pemiscot County	New vehicles and drivers	New vehicles and drivers

ASSESSMENT OF TRANSPORTATION NEEDS BY CUSTOMERS

Public input was sought to enhance the transportation planning process. On November 8, 2017 public transportation providers were invited to attend a meeting at Bootheel Regional Planning and Economic Development Commission. A meeting for the general public to make comments or ask questions was held on November 26, 2018. A concerted effort was made to address a lack of transportation service to those individuals in need. Detailed information about transit service being provided was identified and needs to expand transportation service was discussed. Service providers were asked to identify transportation problems experienced by their clients and what services should be provided to fill those gaps.

A customer survey form, which was developed by MACOG in cooperation with the Missouri Department of Transportation, was distributed to public service providers in the region. The customer survey forms were given to public transportation providers and were asked to encourage their customers to complete and return the forms. A total of 105 completed customer survey forms were returned to the Regional Planning Commission.

The results of all customer surveys are summarized for the region as whole below. All written responses or comments to survey questions are available from the Bootheel Regional Planning and Economic Development Commission.

CUSTOMER SURVEY RESULTS REGION WIDE

Question 1: What is your gender?

This question established the gender of the respondents. Of the 105 respondents who completed the survey 45 were male and 60 were female.

Question 2: What is your age?

The ages of the respondents varied for 12 to 89. The average age of all survey respondents was 51.7 years.

Question 3: In what city and county do you live?

This survey question obtained the geographic location of those respondents who answered the survey. The numbers are as follows:

Response Count	Response percent	City	County
2		Arbyrd	Dunklin
3		Campbell	Dunklin
2		Cardwell	Dunklin
3		Clarkton	Dunklin
26		Malden	Dunklin
1		Hornersville	Dunklin
42		Kennett	Dunklin
2		Senath	Dunklin
1		White Oak	Dunklin
2		Bertrand	Mississippi
2		Charleston	Mississippi
2		East Prairie	Mississippi
1		Portageville	New Madrid
1		Risco	New Madrid
3		Caruthersville	Pemiscot
4		Hayti	Pemiscot
1		Steele	Pemiscot
6		Bloomfield	Stoddard

As is indicated by the chart above, the majority of the respondents lived in Kennett, and Malden.

Question 4: Do you have a valid driver’s license?

Among respondents who answered the question, 34 indicated they had a valid Driver’s licenses and 75 indicated they did not have a valid driver’s license.

Question 5: Are you able to drive?

While 34 of survey respondents in Question 4 indicated that they had a valid license, only 31 of respondents indicated they were able to drive. For various reasons 76 of the respondents indicated in this question they were unable to drive.

Question 6: For what reasons do you use public transit services?

Survey respondents answered the question as follows:

	Response Count	
Religious Services	3	
Restaurant	3	
Work	25	
School/College	1	
Child Care	3	
Bank	10	

Doctor/Dentist/Therapist	36	
Medical Care	51	
Local Business	8	
Shopping	19	
Recreation	3	
Other Destinations	14	

Respondents indicated that they used public transit to primarily access Work, Medical Care, Shopping, Doctor/Dentist/Therapist, and Banking. Other sites listed were also important destinations for transit riders.

Question 7: What is your occupation?

Several options were given survey respondents to list their occupation. Their response is as follows:

	Response Count	
Homemaker	14	
Service Worker	0	
Laborer	24	
Disabled	23	
College Student	0	
Managerial/Prof	2	
Prison Maintenance	0	
Technical/Adm	1	
Retired	22	
Unemployed	19	
Cake Decorator	0	
Dishwasher	0	

Of the respondents who filled out the occupation question, Disabled and Retired were the most checked. Of those who checked Laborer, most worked at Sheltered Workshops.

Question 8: If employed, in what city and county do you work?

Thirty respondents indicated they were employed. Of the Thirty listed, twenty one worked in Kennett (Dunklin Co.), one worked in Charleston (Mississippi Co.), five 5 worked in Hayti (Pemiscot Co.), two worked in Malden (Dunklin Co.), and one worked in Campbell (Dunklin Co.).

Question 9: Please rank (1-7) by frequency of use of the following means of transportation:

Respondents were asked to rank by frequency the means of transportation they most frequently used. The results are included in the table below:

	Response Count	
Public Transit Vans	87	
Personal Vehicle	43	
Walk	49	

Taxi	42	
Bicycle	37	
Friend or Family Vehicle	65	
Other	24	

The majority of respondents (25%) listed Public Transit Vans as the method of transportation they most frequently used. In second place with (19%), is the use of friend or family vehicle. Many of the respondents listed their reliance on public transportation because they did not have a driver’s license, could not afford a car, or health reasons kept them from owning or operating a car.

Question 9 also asked the respondent to rank their response numerically by frequency. For instance, a 7 indicates the respondent frequently or always uses public transit van; a 1 would indicate the responder infrequently uses public transit vans. The chart below lists the methods of transportation by point totals.

Transportation Method	Total Points
Public Transit Vans	609
Personal Vehicle	301
Walk	343
Taxi	294
Bicycle	259
Friend or family vehicle	455
Other	168

Based upon the total point system, the results are the same. Public Transit Vans are numerically the most frequently used method of public transportation in the six counties surveyed.

Question 10: What changes could be made in public transit services that would allow you to use the service more often?

	Not Important	Desirable	Important	Very Important	Response Count
More flexible in scheduling rides	30	11	23	20	84
Increased service from a park-and ride lot to work	53	9	15	7	84
Increased service hours	37	15	22	12	86
Increased weekend service	38	13	25	12	88

More express service	51	8	20	3	82
Employer pays part of the cost	57	9	15	4	85
Guaranteed ride home	22	7	26	33	88
Service close to home	31	13	20	22	86
Accept	46	13	15	12	86
different forms of payment					
Cleaner buses	40	15	13	14	82
More attractive buses	55	5	12	9	81
Other	0	0	0	0	0

The results of question 10 illustrate the changes that transit riders recommend that might allow for more transit use. The top four most recommended changes are as follows: 37% of responders to this question recommend a guaranteed ride home; 26% of respondents would like service close to home; 24% of respondents want more flexibility in scheduling rides and 17% of respondents want cleaner buses.

Respondents also pointed to items they felt were not important or would not necessarily increase passenger totals if implemented. The top four items listed as not important by respondents are as follows: 68% of respondents indicated that more attractive buses were not important; 67% of respondents indicated the requiring an employer to pay part of the cost was not important; 63% of respondents felt that increased service from a park-and ride lot to work was not important; and 62% felt that more express service was not important.

Question 11: Of the changes suggested above, which one, if implemented, would improve public transit service the most for the area and increase your personal usage?

39 respondents addressed question 11. Results of the respondents are listed in descending order.

No Response	54
None	10
Increased Weekend Service	6
More flexible scheduling	6
Increased Service Hours	4
Guaranteed Ride Home	4
More flexible scheduling	2
Cleaner Van	1
Service close to home	1
Other	5

Question 12: Would you be willing to pay for public services? Yes/No

Yes, was indicated by 51 respondents. No, was indicated by 40 of the respondents. Among those who indicated they would be willing to pay for transit service, some qualified their statement by saying “if it doesn’t cost too much”, or yes but I don’t have any money.

STRATEGIES AND ACTIVITIES TO ADDRESS NEEDS

Based on a series of meetings with transit providers and non-transit human service providers, and input from surveys of public transit providers, non-transit human service providers and 104 public transit or human services customers, the following strategies and activities were identified. The activities were identified and prioritized as High (H), Medium (M) or Low (L)

Awareness

(H) Improve efforts to disseminate information about available public transit service in the Region. A number of customer survey respondents indicated that they were unaware of the availability of public transit in their community or how to get information about public transit services.

(M) Distribute and update schedules and information for customers.

(M) Promote inexpensive ways to alert the public of transportation service availability, using the following:

- Chambers of Commerce Newsletters
- Church bulletins
- Nutrition center announcements
- Postings on civic or city websites

(M) Coordinate activities with service providers to educate potential new riders of service availability.

(L) Develop a single website with current information about all transit provider services in the Region. Information listed might include type of service, days and hours of operation, pick-up points, etc.

(H) Ensure that drivers are sensitive to the needs of those with disabilities. Special driver training should be provided.

(H) Distribute surveys to identify the needs of the public, especially target populations of individuals with disabilities, older adults, and persons with limited income.

Expanded/Improved Services

(H) Explore options and seek the funding necessary to extend weekend general

public transit service throughout the Region. Currently, there is limited public transportation available on weekends.

(H) Work to secure the funding necessary to provide additional public transportation services during evening hours.

(H) Ensure that customer information and facilities are designed to accommodate those with disabilities.

(M) Explore sources of additional funding which can be used to provide additional public transit service to meet recreation needs.

(H) Explore option for providing expanded public transportation for non-entitled residents of the Region. Many communities in the Region have a need for taxi service.

(H) Work to secure additional funding to expand commute to work transportation for residents who work in other communities.

Equipment Needs of Transit Providers

(H) Continue to seek funding to replace vehicles as they reach the end of their useful lifespan.

(H) Continue to seek the necessary funding to add additional vehicles to meet the needs of the public.

(H) Work to secure funding to provide additional handicapped equipped vehicles.

Funding

(H) Inform federal and state legislators about transit needs and priorities to encourage more substantial financial support.

(M) Establish regional partnerships that can enter into joint venture grant applications.

(M) Provide information to organizations about funding opportunities such as JARC and New Freedom Program, and encourage organizations to apply for these programs to help fill gaps/needs in service.

Planning/Coordination

(M) To accommodate a growing population of aging residents who will require more specialized transportation.

(M) Consider the formation of a permanent partnership of transit and human service providers to coordinate regional transit planning and project development.

(H) The Human Services Transit Plan should be included in the Regional Transportation Plan coordinated by the Bootheel Regional Planning and Economic Development Commission.

PRIORITIES FOR IMPLEMENTATION

Committee members considered all of the strategies and activities listed in the previous section and prioritized them in the following manner:

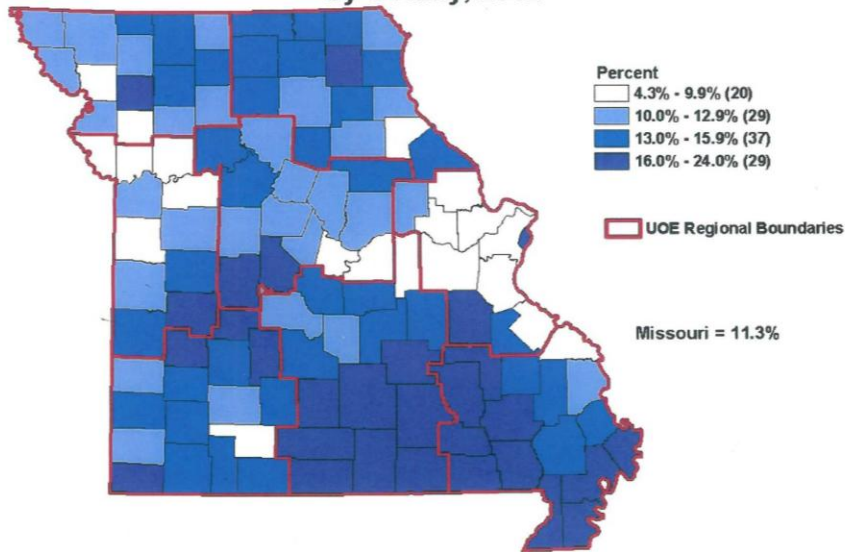
1. Funding
2. Equipment Needs of Transit Providers
3. Awareness
4. Planning/Coordination
5. Expanded/Improved Services

Public transit customers in the Bootheel of Missouri tend to be older citizens. The average age of those who responded to the customer survey was 51.7 years of age. Three of the counties listed on the map below, Mississippi, Dunklin, and Pemiscot, tend to have the highest poverty level for persons age 65 and older in Missouri. Persons age 65 and older, and especially below the poverty level rely on public transit for their transportation needs.

Bootheel counties served by public transportation have a high percent of residents over the age of 65. Also Bootheel counties have areas of high concentration of people with disabilities.

Median family income for the six counties of Dunklin, Mississippi, New Madrid, Pemiscot, Scott and Stoddard are listed below. Public transit customers who filled out customer surveys reside in these counties. All counties listed, with the exception of Scott, fall within the lowest median family income in Missouri. Based on income, age, and disabilities, public transit services in southeast Missouri remain vital to its citizens.

Percent Persons Below Poverty Level by County, 2002

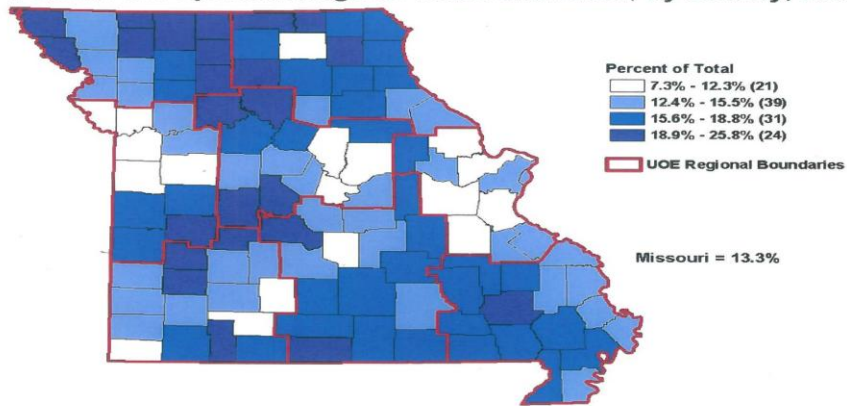


Source: USDC, Census Bureau, Small Area Income and Poverty Estimates (SAIPE) program
 Prepared by: University of Missouri Extension, The Office of Social and Economic Data Analysis - (OSED)A
 Map Generated on 09.15.2005



September, 2005

Percent of Population Age 65 Years and Older, by County, 2003

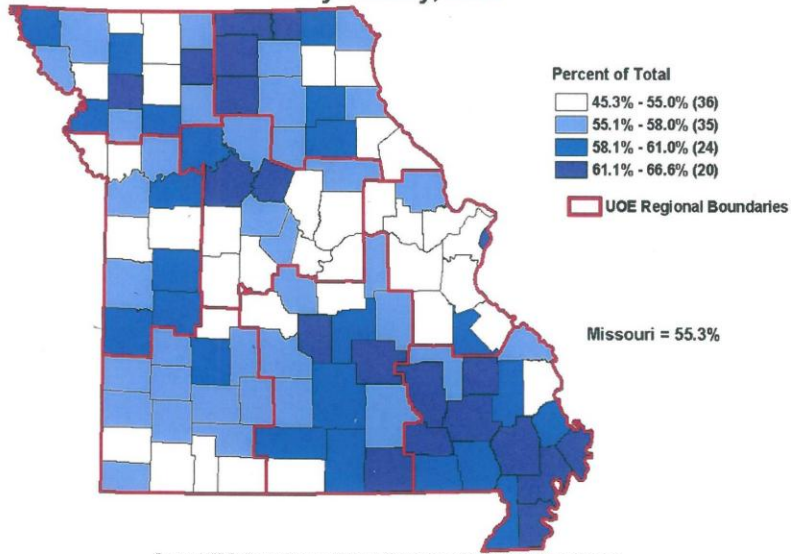


Source: USDC, Census Bureau, Federal State Cooperative for Population Estimates
 Prepared by: University of Missouri Extension, The Office of Social and Economic Data Analysis - (OSED)A
 Map Generated on 09.15.2005



September, 2005

Percent of Population Age 65 or Older Disabled by County, 2000

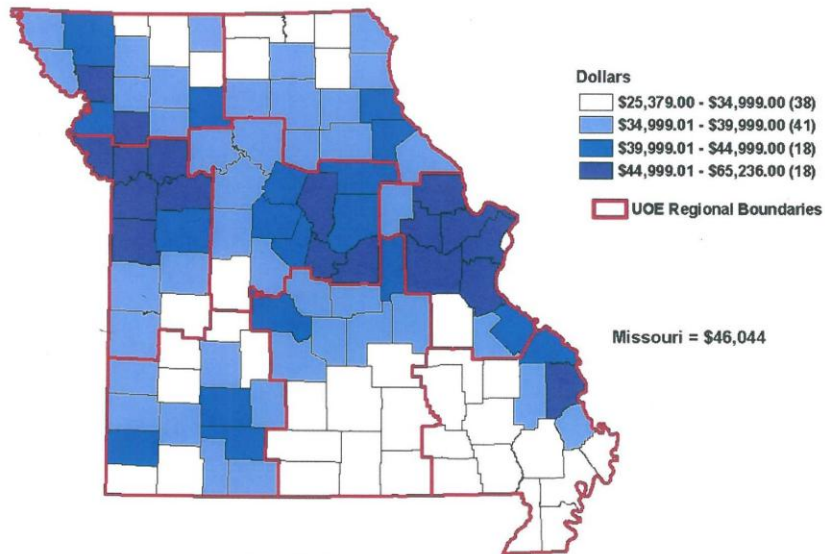


Source: USDC, Census Bureau, Federal State Cooperative for Population Estimates
 Prepared by: University of Missouri Extension, The Office of Social and Economic Data Analysis - (OSED)A
 Map Generated on 09.15.2005



September, 2005

Median Family Income, by County, 1999



Source: USDC, Census Bureau, 2000 Decennial Census
 Prepared by: University of Missouri Extension, The Office of Social and Economic Data Analysis - (OSED)A
 Map Generated on 09.15.2005



September, 2005

