**MPA Transportation Subcommittee meeting-20231207\_083058-Meeting Recording**

December 7, 2023, 3:30PM

48m 11s

 **Newland, Laura** started transcription

 **Christy L. Evers** joined the meeting

 **Amanda George** joined the meeting

 **Thomas (On My Own)** joined the meeting

 **Jackson Hotaling [MRT]** joined the meeting

 **Bryan J. Ross** 0:41
I, Dorothy, I see that we're up to 16 people on the call now.
Do you think we should go ahead and get started?

 **Dorothy Yeager** 0:50
Yes, I think that's a good idea, since we only have an hour allocated for this.

 **Bryan J. Ross** 0:53
OK.
So to uh.

 **Dorothy Yeager** 1:02
So.

 **Bryan J. Ross** 1:04
Laura, did you wanna kick off with any comments before we we we wanted to spend as much time with the working groups as we could today.

 **Rachel Ohlhausen** joined the meeting

 **Newland, Laura** 1:14
Yeah, that's right.
So umm, I know the working groups have been, uh, meeting and heard.
It worked with the recommendations.

 **Jeanette Oxford** joined the meeting

 **Newland, Laura** 1:22
This is the last meeting of the year for the Transportation Subcommittee, so this meeting is just a discussion of what the recommendations will be that will end up going to the Advisory Council for discussion at their first meeting of the year.

 **Dorothy Yeager** 1:44
Sounds good.
Thank you, Laura.
So we have two working committees.
Urban.
Excuse me, urban and rural and if we want to start with urban, I believe stephanies on the call and she's going to prevent an overview of that committee's recommendations.

 **Stephanie Herbers** 2:06
Sure, I Speaking of bourbon, I have a street cleaner going down the street right now, so hopefully it's not too loud.

 **Rance Cooper** joined the meeting

 **Stephanie Herbers** 2:14
Uh can up all those leaves in the street.
OK, let me see here.
Can I share my screen?

 **Missouri - Wendy Bruemmer (Guest)** joined the meeting

 **Stephanie Herbers** 2:25
Let me get can and we don't have it in the format yet, but.
And the the table format yet, but I can just do some quick quick review of kind of our notes and rexo far definitely had some recommendations and I assume this will be common across all groups to continue and increase state and regional funding.
Some of the specifics related to that were to continue to increase state funding for public transit to align with peer states such as Nebraska.
That's an example.
Getting to an average of $3 per capita to ensure Missouri Public transit is adequately funded are more continues, more adequately funded?
Umm.
Continue investment in Missouri elderly and handicapped Transportation Assistance program.
So me tap program to cover a portion of transportation costs.
So continuing investing in that, there are opportunities to increase.
I'm sure no one would be upset, but definitely continuing that and that's not because it has been an important resource.
Increasing funding resources or other incentives for carriers to offer reduced fares, discounts, and then I don't have anything specific written out that our last meeting we talked about trying to kind of capture somewhere the importance of local match requirement or the importance of funding for local match requirements.
And so whether there's a a wreck or a highlight related to kind of public and private funding partnerships or or something like that, but that local match piece and having that so that we can get more federal funding or draw down even from some state funding is is really important.
Umm, so we've talked about kind of in this broad category of expanding transportation options.
There are great transportation services and providers out there right now.
But you know we we we've all talked about regularly and gaps in service areas, frequency of availability of services or when it's fixed route transit and frequency of it coming around.
And so I think at some point we wanna get to some specific rocks related to supporting transportation options and expansion of those.
So group members have mentioned inner city services to connect to different modes of transportation.
I microtransit for first and last mile.
Uh.
Paratransit, more paratransit or other demand response services, especially in service gap areas and also promoting existing volunteer driver programs that are available in different regions in the state.
But I'm also looking for opportunities of how can we and replicate them or expand them or or just other work around that?
Umm, we talked about improving access to and increasing mobility management resources.
This is, I think, both the support for for writers and also providers, so promoting existing mobility management resources for residents, umm, improving access to book ahead and on demand transportation and supporting what, you know, a collaboration across providers, whether that's technological solutions, obviously all of this always ties ties to funding and other resources as well.
I'm trying to identify ways to support funding and resources to help providers increase their capacity to be able to handle volumes of calls.
We've definitely talked several times in our group that the applications apps for smartphones other you know, like online solutions are great, but call centers still have to be supported and and call options have to be supported still too.
And those are very important.
It's not just a familiarity with tech challenges.
There's other challenges with apps, particularly apps that require payment back ups.
So we need a full kind of comprehensive kind of options and resources for people we talked about, uh, challenges with the resources for vehicle maintenance and availability of vehicles and how that can be quite a challenge, particularly right now for providers.
There's a lot of challenges related to vehicle availability and and those, some of them are at least seems like starting to to catch up and be remedied a little bit.
We talked about encouraging working on some racks or actions related to encouraging use of electric vehicles and I'll turn alternative fuel vehicles that use alternative fuels as part of transit fleets, umm and then a support of transportation drivers, both paid and volunteer.
We had some suggestions and that could, I think, be built out into some more specific action steps and then talked a little bit about built environment.
This is one that we haven't really expanded too much yet.
And then one last rec that well, we'd wanna incorporate somewhere as at a kind of some recommendations and action steps related to engagement of writers and immediate meaningful way serving on commissions, regular feedback options and those kinds of things.
And feel free of anyone.
If I missed anything or anything you want to highlight in particular umm got free from our group, feel free to jump in.

 **Dorothy Yeager** 8:22
Oh, I see everyone's have their coffee this morning.
We're pretty quiet bunch.
Thank you, Stephanie.
I thought this working group did an awesome job with pulling together some really viable recommendations.
Umm on the call?
Who will be presenting the rural transportation committees recommendations and then we'll circle back and find list the commonalities and really hone down what we want to put on the Transportation subcommittees.
Overarching recommendation.

 **Jackson Hotaling [MRT]** 9:01
Yeah, Dorothy, I could start and then pull in.
Maybe Taylor or Mindy, who's also on the call with us, and Julie, has been leading our subcommittee.
But she's out today.
So, uh, let me go ahead and share as well.
Umm, so we last met on November 22nd.
Can you all see my screen?
OK.
Uh, so we haven't as well put fully into the most cohesive list yet, but we have some pretty good recommendations.
I think what we wanted to do was review some existing resources that existed first, particularly with the Missouri statewide Transit needs assessment, and we identified that there are some rural specific issues that were highlighted.
Umm so one being the need for transportation in rural areas on evenings and weekends, so expanded service times and many systems have cut their uh services within the last few years and particularly during COVID.
So restoring service was a recommendation that we would want to make and to the point that some services such as Joplin S or Columbia, MO, have reached crisis levels.
So driver shortage as an overall issue to look into potential ways to.
Be able to expand that so options for increasing pay for drivers and support there and as far as overall recommendations go, one of the main ones that we've identified as having a mobility management opportunities and having a larger mobility management network and across the state, some states have this kind of service even at the county level.

 **Mindy Ulstad-DHSS (Guest)** joined the meeting

 **Jackson Hotaling [MRT]** 11:19
So having a larger mobility management program would be valuable.
Related to that, providing more educational resources to be able to connect networks and rural neighbors and the divisionally looking for joint communications efforts between different agencies, all that are spending money on transportation but are not necessarily coordinated.
So considering different ways for planning and for coordination, for communications, and to be able to enhance some of that connectivity, umm overall and our #4U M is really looking into like the overall planning framework that exists for transportation and looking into opportunities within Modot, some multimodal office to and be able to have a larger.
Representation of multimodal planning in our states.
Transportation Planning framework and some states have a specific transit plan.
Additionally, Missouri is one of seven states without a statewide active transportation plan, so active transportation related to walking, biking and things like that that could help with aging individuals.
So they don't have to stayed, just physically within the the bounds of of facility or their home that they're living in.
And so additional statewide mobility, connectivity and coordination there. Through planning.
Uh, overall thinking about developing a statewide policy on transportation, as Ohio has, as an example, Missouri does not necessarily have a dedicated policy directing what the Transportation framework would look like beyond the long range transportation plan, which is like heavily car, road and bridge focused and looking into just the funding that is given to different Transportation entities.

 **Mindy Ulstad-DHSS (Guest)** left the meeting

 **Jackson Hotaling [MRT]** 13:37
So those are some of the notes that we had.
I know that and Julie was still looking into.
And developing some of those, but I don't know Taylor or Mindy wanted to step in and provide any additional context.

 **Taylor Miller** 14:01
I think you did a great job Jackson, yeah.

 **Jackson Hotaling [MRT]** 14:19
Directly, I think you're muted.
If you were talking.

 **Dorothy Yeager** 14:25
You know, after three years now of doing meetings on zoom and teams, you think I'd learn to unmute myself, but I still need to be reminded.
Thank you Jackson, for that report.
I think you know all my notes.
There's a handful of overarching recommendations that I think that we could include in our format that we send to the Advisory Council and one is the need for continued support for state funding for transportation.
I feel like the opportunity is ripe at the moment because we've seen a tremendous increase and support from legislators on state funding.
We seen increases in the state funding for transportation and in the Missouri May tap program.
We need to encourage that momentum and keep that movement going and I would recommend that that be our number one recommendation to the Advisory Council.
Continued support at the state level in the state budget for transportation, both in the state transportation program and the Missouri Elderly and Handicapped Transportation Program.

 **Anneliese Stoever (Guest)** joined the meeting

 **Rachel Ohlhausen** 15:56
This is Rachel.
I also appreciated hearing kind of both groups together and I think that there is more overlap than maybe I was personally expecting between urban and rural.
So as we add in these recommendations, we might not need to have separate recommendations based on each location, but maybe I think it'll just be good for us to highlight the nuances from, like our lived experiences providers and our lived experience and like reflect the lived experience of riders just to make sure that this doesn't, I want the folks reading the final report to know that we did intentionally consider that even though maybe it wasn't as separate like how these solutions will be approached will be a little bit different.

 **Dorothy Yeager** 16:49
Kim, you have your hand up.

 **Kimberly Cella** 16:52
I agree.
I think I agree wholeheartedly with what you just said, Dorothy, about investment in public transit because it's critical not just to the urban areas but the rural areas.
But I think it's really important that we spell out that that investment helps draw down those federal dollars.
Without that investment, we can't increase the amount of federal funds coming to Missouri, which is actually double funding, then that we really need to spell out to our elected in the state plan that operating as 5050 and capital is 8020.

 **Dorothy Yeager** 17:10
E umm.

 **Kimberly Cella** 17:27
So without that state investment, many of our rule providers don't have the necessary local match and the more local match we can provide, the more federal dollars we can bring home as well to be able to increase capacity across the state and meet those rides that were not meeting.
Now those 39 million missed rides, service gap areas and so I think when we say state investment, I would just advocate that we pushed it a little further and explain why that that also potentially increases federal investment in this state as well.

 **Dorothy Yeager** 18:06
Thank you.
I agree.
Other theme that I hear is improved coordination or mobility management as it's called and there are several, umm, initiatives, there's health Tran in Southeast Missouri.
I know that Vince look has done a lot of work with MO rides and I'm hearing from both working groups a need to expand on that.
And I know Anjali is really focused on mobility management and advocates for that across the state.
If Oats can't provide the service, what other resources do the individuals have?
How can we make sure that if I'm living and accounty and I need Transportation, I call Oates?
They're not able to assist me.
For whatever reason.
There needs to be better coordination.
Can oats refer them to someone else?
What other resources are available for them?
So I don't know if somebody on the call wants to expand a little bit on how we want to address mobility management in our recommendations.
Is it a statewide call center?
Do we expand on MO rides which already has a pretty big footprint in the state?

 **Christy L. Evers** 19:53
Hey, Dorothy.
This is Christy with Modot.
So just a little bit, there is no state investment in mobility management and the state right now, the only funding in the state that comes through me is our 5310 program and it is so tiny.

 **Dorothy Yeager** 19:56
Yes.

 **Christy L. Evers** 20:08
There's no way that you could even run a mobility management program, so the state investment from that aspect is gonna have to happen for anything to be implemented statewide.

 **Dorothy Yeager** 20:09
Yes.

 **Christy L. Evers** 20:20
It's now for our programs that are currently in place.
Those are for operating mobility.
Management is considered a capital project, so those funding that come through our state transit sistance and our meat tap program are not even eligible for me to for mobility management program.
So it is super important that if we're going to put a recommendation and we tag on investment for a statewide mobility, whatever that is, there's gotta be a capital piece to fund it from the state side, because federally they're just is not enough dollars.

 **Dorothy Yeager** 20:52
OK.

 **Rachel Ohlhausen** 20:55
This is Rachel.
I would echo that too.
I think we have two large bodies here in Kansas City, the KCATA and then for aging our our AAA.
That's how step Mark.
But for 5310 funds, the KCATA typically takes most of the capital investment dollars, and so the providers only get dollars that can be invested in actual like vehicles.
Usually that's how that Grant process works over here.
So for mobility management and coordination, that's usually where we send folks like straight to the funding agencies.
Umm, but as smaller providers and like JFS has social workers, but we don't have a way to plug into a coordinated mobility network at this point like there's not a regional training for our social workers to say.
How can you help the older adults and navigate transportation and then on this side of the state being both on Kansas and Missouri and people very much go across the state lines?
Umm, there are even more options, but there are also a little bit more disparate too.

 **Dorothy Yeager** 22:20
So I guess my question is 1 do we want to include mobility management on our list on, on our recommendations?
And if so, what I'm hearing is the language needs to be focused on.
If this is to happen, the state is going to have to invest in it because right now there are no funds to really support a vibrant, viable statewide mobility management program.
Is that what I'm hearing?

 **Christy L. Evers** 22:56
Yes, Dorothy.

 **Dorothy Yeager** 22:58
OK.

 **Rachel Ohlhausen** 23:03
And this might need to just go unsaid, but I think whenever we look at the dollars to really explain that also to the legislators that the dollars might look really large, but those dollars are really only going towards like physical equipment.
So that investment in people and coordination power is is necessary because it's also really hard for us to access those dollars if you don't actually need that physical equipment at the time or that physical equipment will take two years to come in.
But you could use more people power to help coordinate what you do have.

 **Dorothy Yeager** 23:52
One of the recommendations you brought up Jackson, which I thought was interesting, was coordination between the state agencies.

 **Jackson Hotaling [MRT]** 24:03
Yeah, I could expand on that a little more too.
I mean, of course, like this is a Department of Health and senior services effort here and we have MODOT folks on the line too.

 **Britt Singer** joined the meeting

 **Jackson Hotaling [MRT]** 24:14
But recently, as an example, I participated in the statewide comprehensive outdoor and recreation planning process, which is like Missouri State parks guiding document and they manage a transportation network, right.
They have their Katy Trail, a lot of small towns are along it and some people will use that to be able to get to school and depending on if they live along the route or if they live on a connection there.
So I think the overall like more coordinated planning between partners and just an overall framework for planning itself is pretty important because I do want to recognize that we have a focus and emphasis on transit, but also the last mile portion is crucial to so for folks using wheelchairs, I think one of the the ways that I even like learned about this whole realm of transportation was following a blog called Urban Review STL.

 **Dorothy Yeager** 25:01
Umm.

 **Jackson Hotaling [MRT]** 25:22
And there's a man named Steve Patterson that often was showing his wheelchair, like using different sidewalks to go along different parts of the city of Saint Louis and showing how blocked those areas were.
So I really think that thinking about that last mile approach so related to that too, I just wanted to drop a QikLink.
There is a some research that was done this fall and I haven't talked to the professor yet, but there with Washington University and they focused on aging adults and the importance of having safe, active transportation networks within a Missouri context.
So there's definitely research out there for that topic within Missouri.
And I think having a statewide active transportation plan or a mobility coordination plan or some combination of the two within MO DOT would be helpful because the long range transportation plan exists broadly, but doesn't focus on those topics specifically.

 **Dorothy Yeager** 26:33
And on our working group, we also spent quite a bit of time talking about that last mile Jackson, because for example, OHS, I can probably get you to Saint Louis, but once you're in Saint Louis, how do we connect you to Metro link and rail Greyhound if you need to go out of state the airport, so inner city, last mile multimodal, that's all very critical and important and needs to be included in our recommendation I believe.

 **Bryan J. Ross** 27:08
Yeah, Dorothy, this is Brian.
I'm Odden and then yeah, thanks to everybody who you know, worked on these working groups and put this information together.
You know, one of the things that will make need to make sure is included on there is the the longer range intercity transportation such as Amtrak and just making that a recommendation for you know, continued funding for for those longer routes.

 **Dorothy Yeager** 27:27
Umm.

 **Taylor Miller** 27:41
Hi, Dorothy, this is Taylor.

 **Dorothy Yeager** 27:41
I agree.

 **Taylor Miller** 27:43
I just wanted to say something based on what you had said.
You said from oats you could get them to Saint Louis, but how do you connect to them?
Something that I personally spent a lot of time talking about in our Rule Subcommittee was I provide a volunteer network for transportation to the Jefferson and Franklin counties of Missouri, and Jefferson County is directly beneath Saint Louis and Oates.

 **Anneliese Stoever (Guest)** left the meeting

 **Taylor Miller** 28:09
And I've spent several times like a lot of meetings, talking to, oh, it's provider here in Jefferson County, and they do not provide a direct ride to the like to agencies or places in Saint Louis.

 **Anneliese Stoever (Guest)** joined the meeting

 **Taylor Miller** 28:23
So they've actually been sending people to my program to connect them to like the hospital networks and things up in the Saint Louis area.
So I just wanted to point out that like in our subcommittee, I spent a lot of time talking about getting people over county lines from the more rural areas to get access to things.

 **Dorothy Yeager** 28:40
Umm.

 **Taylor Miller** 28:43
So that was something that you just made that comment I wanted to bring a little bigger spotlight to that.

 **Dorothy Yeager** 28:53
Umm.
If I may, Taylor, one of the things that we as transit providers are working on internally is or I know here at OHS in our strategic planning, we're trying to break down those county barriers and it's I'm not gonna waste any of your time getting into the details.
But there are some complications with their funding structure and the rural versus urban issue.
But there is.
There are also funding opportunities to provide inner city service and we're hoping to expand and our service in that regard.
So I'm hoping and soon we will have a route from Jefferson, Franklin County into Saint Louis because there is a need.
It is important and people they want to continue living in a rural area, but they still need to get to the nearest larger city to access medical shopping and business.

 **Jeanette Oxford** left the meeting

 **Dorothy Yeager** 29:57
So that's an important need across this state, absolutely.
No.
I have a state investment in transportation funding, state investment for a mobility management program.

 **Amanda George** left the meeting

 **Dorothy Yeager** 30:25
The inner city, multimodal last mile service.
What is another major recommendation that we need to have on Umm plan?

 **Rachel Ohlhausen** 30:48
This is Rachel.

 **Dorothy Yeager** 30:49
The need.

 **Rachel Ohlhausen** 30:49
I'm not sorry.
Go ahead, Dorothy.

 **Dorothy Yeager** 30:52
I was going to say, umm the need for a statewide transit plan that came out of the rural working groups.
Rachel.

 **Rachel Ohlhausen** 31:06
Yeah.
So I was going to mention media overarching umbrella of advocacy.
I think that will also appeal to the legislators, because it doesn't necessarily have a specific dollar amount to it, but it is something that they can do.
Potentially, the statewide plan could go under advocacy, but one very specific recommendation we have is about pushing for the federal tax reimbursement rate for volunteer drivers like there's already legislation that's been introduced.
I'd like to see all of our Missouri legislators support that, and that just means that our volunteer drivers can receive the business tax reimbursement rate instead of the 14 cents that it would increase.
And I think that would help us, especially both urban and rural, do more recruitment for volunteer drivers that there's actually a bigger payoff, umm.
And so hearing some other coordination too around using volunteers within counties and within smaller local areas.
Umm, but advocacy would be one umbrella that we might be able to stick in there.

 **Dorothy Yeager** 32:35
OK. Umm.
You know, when we start talking about vehicle availability, support of transportation drivers or driver shortage, vehicle shortages, to me that all comes under the umbrella of.
The state investment in in funding because to address those issues, we need improved funding.
Now, what else do we want to include on our recommendation sheet?

 **Christy L. Evers** 33:32
Dorothy going on Jackson,'s idea.
I mean doesn't there need?
Do we need something with the coordination between state departments?
I mean, it's just everybody uses Transportation in some, some fashion.
It fits into their organization.
I know we do a lot of work on the transportation task force on this and stuff, but I think there needs to be better ordination and don't know what you call it between the state departments.
Because I I think everybody gets transportation funding somehow.
It's just no, nobody or I don't know what health and senior services gets mental health, you know.

 **Dorothy Yeager** 34:10
Umm.

 **Christy L. Evers** 34:12
So I think a better understanding that and working our dollars together can improve transportation across the state.

 **Dorothy Yeager** 34:21
And I would agree, and it would also help transit providers, because we contract with area agencies on aging, we do Department of Mental Health and it would be nice if it was all under one umbrella.

 **Christy L. Evers** 34:28
E umm.

 **Dorothy Yeager** 34:35
It would make administration much easier.

 **Christy L. Evers** 34:40
Great.
And plus, understanding the different rules and regulations because each you know department type of funding and all comes with, you know, different rules and regulations.

 **Dorothy Yeager** 34:48
Umm.

 **Christy L. Evers** 34:53
Having an understanding that between all of us would be good.

 **Kimberly Cella** 35:01
Dorothy, the other thing that was touched on in the urban committee and it was touched on also in the results of the Rule Committee is this driver shortage, this operator shortage for transit across the state that might be its own recommendation.
You know, we know the governor likes workforce development and this might be an opportunity to tie and workforce development and transportation transit access across the state as one of the recommendations.
It's just something to think about because it's both an urban and a rural issue.
It's impacting the service that can be provided in our communities and if we can tie it to workforce development, we might be able to find some additional funding there.
I know some of some individuals talked about pay and salaries and and that's all impacted by the investment of the state.
But maybe if there's a way to elevate this as a priority, as an industry that needs operators, that might be something coming out of this group that could be really helpful to help deliver service on the ground.

 **Dorothy Yeager** 35:55
OK.
OK.
And I'm putting all these recommendations in the chat, so feel free to join me in chat as well.
I'm also on driver shortages, Kim.
I included the apprenticeship program that I know that LPTA has been advocating for.

 **Kimberly Cella** 36:21
Yeah.
Well, that's exactly right.
I think that that's a real opportunity for a state priority, especially if we can tie it into the governor's priorities.
Then the legislature's priorities that are already there.

 **Dorothy Yeager** 36:37
OK.

 **Jackson Hotaling [MRT]** 37:01
One piece that might be related to, like Christies Point of the increased coordination, is to have like a specific Council.
Or somebody that would be able to provide more direct recommendations to the legislature.
Umm.
I'm thinking specifically about Washington state, which is probably the most advanced and a lot of these topics, and they have a specific bicycle Pedestrian Safety Council that's made up of different representatives from their Department of Transportation, but also a lot of other agencies including, and like folks with disabilities or with the Department of Health.
As far as I understand, our Commission is just the MODOT Highway Commission, which are these five individuals.
So I don't know if somebody from Modot would be able to speak to that a little more, but I think that it's a pretty stark contrast with having individuals that like own car dealerships being on the Commission versus having representative specifically and that come from lots of different walks of life.

 **Christy L. Evers** 38:21
So Jackson, this is Christie with Modat and Brian.
I know you're on here, but the Commission is appointed by the governor, I believe. Umm.

 **Bryan J. Ross** 38:31
Correct.

 **Christy L. Evers** 38:31
So I end up.

 **Bryan J. Ross** 38:33
Yeah, I appointed by the governor and then they have to be confirmed by the Senate.

 **Christy L. Evers** 38:37
Yeah.

 **Bryan J. Ross** 38:42
No, but yeah, not.
And I don't know if the governor takes recommendations when he's making those appointments.
We're we're we're not Privy to.
You know what?
The what?
The process is there.

 **Stephanie Herbers** 38:59
It seems like we could have some kind of advocacy aspect or point recommendation related to that right?
Even if we don't have control over the situation now, but some recommendation about.
Commissions.
Makeups, whether it's state level or regional, umm, including writers, I think it would seem reasonable.
Is that part of at least what you were suggesting?
Jackson, and it was not just writers, but.

 **Jackson Hotaling [MRT]** 39:33
Yeah.
So this and I, they might have a set.
I'm not sure if they have a transit specific group.
This organization came after a 13 year old was killed and I think his parents were able to help.
There was a writing a bicycle and I think they were able to help push for this because there was not necessarily a voice from vulnerable Rd users in the process up to that point.
So that's what this was created to address.
So I think they have a certain amount of funding, which I'm not sure exactly what that is and given to them to their paid to be a part of the Commission.
And I think that they're able to provide like recommendations directly to the legislature that the legislature is charged to weigh in on.
Umm, so it's a a process that that tries to come from a lot of different voices to be able to here recommendations and then provide.
But I know we have a different system here.

 **Dorothy Yeager** 41:14
OK, umm, what else folks?
Another thing that I'm reading through some of the notes and this may fall under writer outreach training.
Umm, training people how to identify issues and report them for improvements.
I think Stephanie touched on that above in the chat box.
So we probably we need to include that in our recommendation list.

 **Stephanie Herbers** 41:55
Yeah, I think there were some suggestions about and there are existing ones, but yeah, trainings and resources related to reporting on improvements for built environment, but it could also be related to you know other kinds of transit related things.
I think sometimes people don't even know there are processes a lot of times or there are maybe trainings or other resources, but not everyone always knows about them or how they even work.
Like, what's the process?
Once you submit something?

 **Rance Cooper** left the meeting

 **Dorothy Yeager** 42:54
OK.
Umm, what?
I recommend that we can do is.
I can take these notes and I'm I have time to do this so I'm I would be happy Laura to put these into that format and maybe send it out to the Group One more time to review and then we can provide it to you, Laura, to present to the Advisory Council.

 **Newland, Laura** 43:22
That sounds great.

 **Dorothy Yeager** 43:35
OK, we have 15 minutes left of our time.
Is there anything else that needs to be included in this draft recommendation?

 **Bryan J. Ross** 43:48
And Laura, Laura, could you review the timelines with us and you know deadlines and such?

 **Dorothy Yeager** 43:49
And Jackson,.

 **Newland, Laura** 43:57
Yeah.
So we're asking that each subcommittee submit their draft recommendations by the end of this calendar year on the Advisory Council, will review them in their first meeting of the year, which will be in January, and we're gonna be doing town halls and the state of Missouri.
Umm.
At the end of February, beginning of March and talking to people and the 10 different AAA regions about the plan and general themes from the plan and getting feedback, we're gonna be asking the subcommittees to continue meeting to be able to refine and build upon the recommendations and the feedback that we're getting from the Advisory Council and the Subcommittee this year for and from the community town halls this year.
And there are also be a survey at some point, and the state will be issuing an RFP for that and maybe at the very beginning of next year.

 **Bryan J. Ross** 45:05
OK.
Very good.
Thank you.

 **Dorothy Yeager** 45:18
OK.
Is there anything else that we need to discuss this morning?
I think our subgroups did the heavy lifting for us.
So thank you guys.

 **Bryan J. Ross** 45:42
Indeed.

 **Dorothy Yeager** 45:42
And Jackson, if you don't mind emailing me that document that you shared, I have the one from Stephanie and that will help me with my putting together the notes for the meeting this morning.

 **Bryan J. Ross** 45:43
Thank you very much.

 **Jackson Hotaling [MRT]** 45:57
Yeah, I will.
And I think that we should have an updated one from Enjoli still, but I'll share the the draft that we have, it's in that box as well.

 **Dorothy Yeager** 46:11
And also Jackson,.
Thank you for sharing these links there.
Don't be very helpful.
OK, well, I don't have anything else this morning.
Brian, do you?

 **Bryan J. Ross** 46:54
No.
And you and I can just coordinate on on getting the information summarized and turned around and back to Laura by the 31st.

 **Dorothy Yeager** 47:06
OK.
Well, sounds good everyone.
Thank you so much for your work on this and.
As Brian said, we'll be working on a draft of our recommendation and send delora.
And again, thanks so much to the working groups for putting together, I think some really great recommendations.
So thank you.

 **Bryan J. Ross** 47:48
Yeah.
Thanks.
Thanks for your time this morning.
I know December is never an easy month for anybody to get work done, so appreciate everything that you've been doing.

 **Mindy Ulstad-DHSS (Guest)** left the meeting

 **Dorothy Yeager** 47:59
Agreed.

 **Kimberly Cella** 47:59
Thanks.
Thank you.

 **Kimberly Cella** 48:03
Have a good holiday.

 **Michele Bowen** left the meeting

 **Dorothy Yeager** 48:05
You too.

 **Bryan J. Ross** 48:05
Thank you.
You too.
Thanks everybody.

 **Kimberly Cella** left the meeting

 **Missouri - Wendy Bruemmer (Guest)** left the meeting

 **Nancy Gade** 48:08
Thank you.

 **Taylor Miller** left the meeting

 **Holm, Sheila** left the meeting

 **Kristin Davis** left the meeting

 **Jackson Hotaling [MRT]** left the meeting

 **Christy L. Evers** left the meeting

 **Stephanie Herbers** left the meeting

 **Anneliese Stoever (Guest)** left the meeting

 **Nancy Gade** left the meeting

 **Newland, Laura** stopped transcription