



MISSOURI
Public Transit
ASSOCIATION



**MAKING A DIFFERENCE...
ONE PASSENGER TO THE NEXT**

Annual Report & Membership Directory Fiscal Year 2011



606 Dix Road
Jefferson City, MO 65109
Telephone: 573-634-4314
Fax: 573-632-6678
Email: mpta_org@earthlink.net
www.mptaonline.com

2011 BOARD OF DIRECTORS

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Mark Huffer
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OUR VISION:

MISSOURI PUBLIC TRANSIT
ASSOCIATION VALUES PERSONAL
MOBILITY AS A BASIC QUALITY OF
LIFE BY PROMOTING ACCESS TO
PUBLIC TRANSIT SERVICES.

STATEMENT OF PURPOSE:

The Missouri Public Transit Association was established to:

- Represent the interests, policies, requirements and purposes of public transit in Missouri.
- Exchange experiences, discussions and comparative studies of industry affairs relating to transportation.
- Promote research and investigations toward improving public transit in Missouri.
- Aid member organizations with special issues and legislation pertaining to public transit.
- Encourage cooperation among its members, its partners and the general public.
- Inform members by the collection and compilation of data and information relative to public transit in Missouri.

Making a difference....
One Passenger to the next

LETTER FROM THE 2011 MPTA PRESIDENT



Public transportation in Missouri continues to serve our State's citizens in progressive and innovative ways that promote individual mobility and economic development. St. Louis Metro continues to expand its world class light rail system; OATS provided over 1.6 million trips in 2010; Kansas City's MAX Bus Rapid Transit system has been nationally recognized; and advanced technology is being integrated into the operations of both rural and urban transit providers to enhance public information and improve efficiency. I am sure that you would agree that these outstanding advances are due in large part to the dedicated professionals who are on the front line and behind the scenes, making it happen for our citizens. I am continually impressed by the dedication and commitment to service that public transportation professionals deliver.

But it's not easy to maintain progressive systems, let alone expand them to meet the ever-increasing needs of Missourians. Funding continues to be MPTA's greatest challenge, on a local, state and federal level. As we approach the upcoming legislative session, the State budget will continue to be a primary focus, with revenue projections estimated to be \$700 million below their level three years ago. The governor's priorities are "creating jobs, making government smarter and more efficient, balancing the budget without raising taxes, and investing in strong communities that attract good jobs." It is our job, as Missouri's public transportation advocacy organization, to assure that public transportation is recognized as a viable contributor to creating and maintaining jobs and economic growth, not only in our local communities, but for the entire State of Missouri.

We, as members representing public transportation in our state, must continue to communicate our concerns with individual legislators, educate leadership in our local communities, and promote public transportation as a solution to the economic challenges faced by Missouri and our nation, whenever and wherever opportunities arise.

A coordinated effort has been undertaken, with support of a Coalition Grant from the American Public Transportation Association, to determine statewide public transportation needs and to develop a summary report for release publicly. This report, combined with effective communication strategies presently under development, is paramount to securing any future long-term dedicated funding for public transportation in Missouri.

As we look to the future, I hope that you will take time to celebrate your successes, share lessons learned with your industry counterparts, and continue to respond to any calls to action. We share a powerful message on the importance of transit in the everyday lives of our customers. Together, we must use that message to influence greater support for public transportation now and in the years to come.

Mark Huffer
2011 President



PUBLIC TRANSPORTATION

THE MISSOURI PUBLIC TRANSIT ASSOCIATION SUPPORTS A COMPREHENSIVE, MULTI-MODAL TRANSPORTATION FUNDING SOLUTION THAT PROVIDES AN ADEQUATE, DEDICATED, PREDICTABLE AND GROWING SOURCE OF FUNDING.

While a majority of all trips in Missouri are made by private automobile, public transit is rarely credited for the vital role that it plays in reducing congestion and providing mobility for the state's urban and suburban population. Public transit has become a necessity for a large segment of the state's workforce, elderly and lower-income populations. Public transit in Missouri provides over 78 million trips per year.

Transit serves many purposes – one of the most important of which is to provide critical access and mobility for transit-dependent and lower-income residents statewide – but it also reduces the pressure on critical commute corridors by offering a convenient alternative to driving alone, provides economic opportunities, protects our state's environment, reduces dependence on foreign oil, and improves quality of life.

In Missouri, there are several different public transit system classifications and each varies significantly in size, funding, usage and needs. There are large urban systems, small urban systems and rural systems. Missouri's large systems include the Bi-State Development Agency (commonly referred to as Metro) in St. Louis; Kansas City Area Transportation Authority (KCATA) in Kansas City; and City Utilities Transit system in Springfield. These large urban systems provide a range of public transportation services. Of the more than 78 million trips taken on the state's public transportation systems annually, the majority occur in the large urban systems of St. Louis, Kansas City and Springfield.

Public transportation systems in St. Joseph, Columbia, Joplin and Jefferson City provide fixed route and demand response transit service to the general public.

FOUR KEY FINDINGS FROM AASHTO, THE BOTTOM LINE REPORT 2009

- 1) There is no common definition of "unmet need" and no one source of information.
- 2) Public transit providers have experienced three successive waves of financial impact:
 - 1999 - with the loss of MVET revenues.
 - 2008 - with fuel price volatility that increased operating costs.
 - 2009 - with a 12.7-percent reduction in revenues resulting from the current recession. These three waves have forced service cuts, fare increases, and deferred investments.
- 3) Specialized transportation services (for the elderly, persons with disabilities, etc.) are provided by public transit systems, non-profit organizations, and private operators under contract to public agencies. For public transit systems, specialized services incur a much higher cost per rider than fixed-route service and a growing proportion of agency budgets. For private, non-profit organizations, funding is heavily dependent on federal and state funding, often through grants which require ongoing support.
- 4) Even in this era of fiscal challenge, demand for public transportation is growing as state population and employment continue to grow. Demographic shifts are creating more demand, with an increasing number of people aged 65 or over, particularly in rural counties where the elderly population is growing at a faster rate than in urban areas.

Joplin, St. Joseph, Columbia and Jefferson City are classified as small urban systems by federal guidelines. Jefferson City is included in this classification because the public transportation system is similar to other small urban systems.

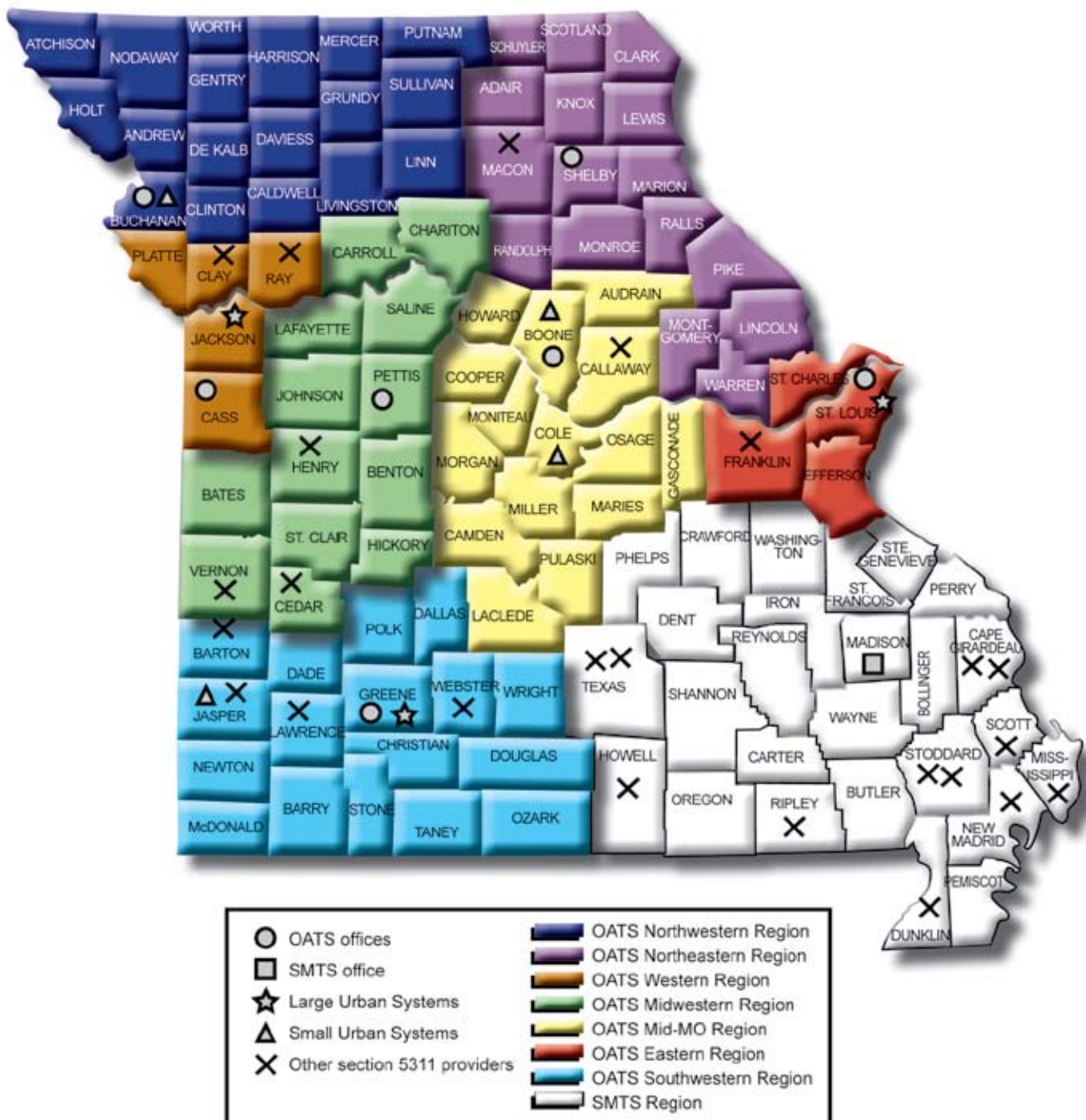
Missouri's rural systems include numerous transit and paratransit service providers that focus on the needs of persons with disabilities and elderly persons throughout Missouri's smaller communities and rural areas. The systems are also available for use by members of the general public. While very few employment trips are made by public transportation in rural areas, transit does service other social needs such as access to medical and nutritional services for the elderly or disabled. Rural transportation systems range in size from OATS, Inc., which serves nearly 31,000 people, providing 1,629,748 one-way trips with a fleet of over 800 vehicles with a staff of 730, and SMTS, which operates in 26 counties, to one-vehicle systems providing single purpose trips.

This report presents information on current public transportation programs, funding, and emerging issues in Missouri for assessing unmet needs. Unmet needs are defined as services and capital facilities considered justified by individual provider boards or agencies that cannot be currently provided.

CONSIDER THESE FACTS FROM THE AMERICAN PUBLIC TRANSPORTATION ASSOCIATION:

- For every \$1 invested in public transportation, \$4 is generated in economic returns.
- Every \$10 million in capital investment in public transportation yields \$30 million in increased business sales, and every \$10 million in operating investment in public transportation yields \$32 million in increased business sales.
- Each year, an individual can achieve an average annual savings of more than \$9,000 by taking public transportation instead of driving and by living with one less car.
- Traffic congestion is bad for business. Who wants to live, shop, work, or vacation in areas suffering chronic gridlock?
- Businesses located next to public transit ways have a more reliable employee base and better access to labor pools.
- Residential, commercial or business real estate parcels served by public transportation are valued more highly than similar properties not located near transit.
- The American public supports increased funding for public transportation. About 80% of all transit-related ballot initiatives passed throughout the country in 2008.

MPTA MEMBERSHIP LOCATIONS



The current recession has resulted in the elimination or reduction to existing service, deferrals of capital investments and stagnant levels of specialized services despite growing demand. Other unmet needs include deferrals of planned longer-range system expansions designed to meet projected future demand associated with population and employment growth.

PUBLIC TRANSIT VALUE TO MISSOURIANS

Although Missouri is one of the few states that provide some form of public transit in every county, in rural Missouri, the average frequency for transit service is just two days per week and many rural communities only see a scheduled public transit vehicle twice per month.

Currently a large proportion of Missourians over age 65 do not have a driver's license. This makes it difficult – if not impossible – for them to maintain their independence. Currently the total number of seniors in Missouri is 822,425¹ with some 400,000 seniors with disabilities dependent on public transit and other means for mobility. This assumes that public transit is a mobility option, which it is not for many – particularly in rural Missouri. Public transit literally provides a lifeline for nearly 1 million disabled citizens in Missouri by providing them with access to medical services, education, job opportunities and social outlets.

The lifeline for the disabled population referenced above is mandated, but not funded by the federal Americans with Disabilities Act (ADA), in communities that provide public transit service. The ADA has provided an unparalleled degree of mobility to the disability community, but the required transit service to these individuals has not been adequately funded by either the federal government or the State of Missouri.

¹ Stats Indiana, US States in Profile, 2009 population, www.statsindiana.edu/sip/

Public transit often provides the transportation needed to get workers to their first job – especially, but certainly not exclusively, in urban areas. This home-to-work transportation is often an essential element in providing Missourians with the ability to be productive, contributing members of society.

As concerns relating to the environment become a more critical issue, public transit, because of its ability to materially reduce carbon emissions per passenger mile of travel, is frequently cited as a key part of the solution.

Additionally, Missouri citizens have been unable to fully realize their potential in contributing toward the progress of the state simply because Missouri funding for this essential service is well below demonstrated need and continues to decline.

A major problem in funding public transit in Missouri is that there is no substantial and reliable source of funding. Transit must compete with all other state services for state General Revenue. On the other hand, highways have a dedicated source of revenue: the gas tax as well as motor vehicle and drivers license fees. While the gas tax and other funding sources have not kept pace with increases in the cost of maintenance of roads and bridges – much less the need for improvements – they are reliable and predictable sources of revenue.





CURRENT SITUATION AND FUTURE NEEDS

Perhaps the current situation and future needs are best summarized by the Missouri Department of Transportation's 2007 Missouri Long Range Transportation Plan, which states, "MoDOT's Missouri Statewide Transportation Study identified significant unmet public transit mobility needs in both rural and urban areas of the state. On average, Missouri's urban areas are approximately 50 percent underserved, while the rural areas of the state meet about one third of the demand. To increase transit services to meet the identified mobility gaps that fulfill Missourians expectations for efficient movement of people and goods, for enhancing economic development, for improving safety and for developing a multi-modal system of transportation, an estimated \$200 million is needed annually for 20 years. Since federal funding is capped by formula, it leaves increased state and local investments as the funding sources for Missouri's transit services.

Missouri needs a network of public transportation systems in place across the state to ensure that the mobility needs of every Missourian are met. Regardless of age, income, or disability, each and every individual should have access to jobs, health care, shopping and recreation. To meet the demand for transit services, transit needs to include additional buses, light rail vehicles and infrastructure to support the increase in trips. Other needs include facilities and amenity improvements such as shelters at bus stops and inter-modal connections. Improvements for operating and managing systems are also needed.

The study estimate does not include funding for capital-intensive projects such as the introduction or expansion of light rail services. For example, the recent extension of St. Louis' MetroLink was financed almost entirely from local funding at an approximate cost of \$86 million per mile of light rail track. Cash strapped localities with limited potential for increased federal and local funds look to the state to meet the need for additional transit services.

There is also a perception that only poor or low income individuals use public transportation, when in reality over 35% of Missouri public transit users are employed at wages of \$25,000 or greater. The greatest percentage of employed riders are between the ages of 25 and 54 (64.4%), followed by riders age 16-24 (19.4%), and riders over age 55 (16.2%). The median age of employed riders is 40.6 years.²

The majority of Missouri's workforce utilizing public transportation is employed in service occupations (32.4%), sales and office occupations (25.6%), and management, professional and related occupations (21.4%).

² American Community Survey, 2005-2009 5-Year Estimates

MISSOURI 2011 LEGISLATIVE PLATFORM -

FEDERAL AFFAIRS

- **Appropriations** – Support passage of a FY 2011 Appropriation that provides a level of support that is in keeping with the increased demands being placed upon public transit agencies to provide transportation in Missouri communities.
- **Continuing Resolution** - Support passage of a Continuing Resolution through June 2011, if a full appropriation bill containing a minimum \$10.8 billion appropriation for FTA programs is not passed.
- **FY 2012 DOT Budget** - Support programs that effectively address the fleet replacement needs of Missouri public transit providers.
- **SAFETEA-LU Reauthorization** - Develop a bipartisan proposal for legislation reauthorizing Federal Surface Transportation Programs, drawing from recommendations from the American Public Transportation Association (APTA) and the Community Transportation Association of America (CTAA).
- **Federal Support of Public Transit and the National Transportation Infrastructure**
 - Missouri Public Transit Association (MPTA) supports an increase in revenue for the Transportation Trust Funds.
 - Amend Federal law and capital grant requirements to allow transit providers the use of a portion of their Federal Capital funds to support transit operations.
 - Pass legislation to extend waivers on non-federal matching funds into 2011 and 2012 for capital as well as operating costs.
 - MPTA is in support of a new national energy policy that is carefully crafted to transition to the long-term energy policy goals in a manner that does not significantly increase public transit's near-term energy costs.
 - Access is a key element of quality health care. MPTA applauds the inclusion of nonemergency medical transportation (NEMT) as an ongoing, funded part of Medicaid benefits in the recently enacted Federal Health Care Legislation.
 - Transit services open to the public are also an important element of access to health care. It is important to address and resolve in law the ongoing issue of support for transit fares and operations for Medicare and Medicaid patients who rely on public transit to access their health care.
 - MPTA supports the Federal FY 2011 and FY 2012 funding and grant requests of the Association's Member Transit Providers.
- **MPTA Federal Regulatory Priorities** –
 - Support the use of ride sharing, carpooling and van pooling.
 - Actively engage transit operators and stakeholders in all rulemaking and policy decisions emanating from Federal Transit Administration (FTA) and other U.S. Department of Transportation offices, by establishing formal advisory committees and broad application of negotiated rulemaking.
 - Provide funding needed to continue and enhance standards and recommended best practices for the public transportation industry, workforce development and training, sustainability, mobility management/human service coordination, and public transportation involvement at the regional/Metropolitan Planning Organization level.

STATE AFFAIRS

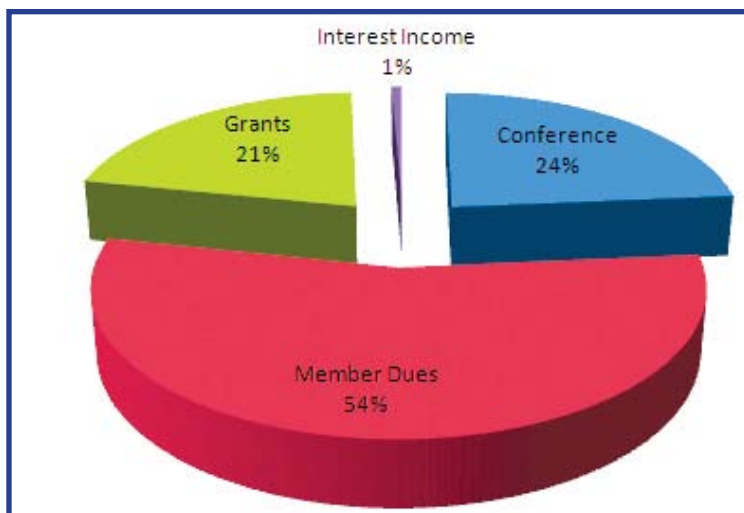
- Restore general revenue and other transit funding to the FY 2010 appropriation level, specifically: Missouri Transit Operating Assistance to \$4 million and Missouri Elderly & Handicapped Transportation Assistance Program (MEHTAP) to \$3.4 million.
- Support legislation that expands the crime of assault of an on-duty public transit employee to the same level of offense as the assault of a public safety employee.
- Support the passage of legislation to provide a statutory framework for MoDOT's administration of funds for general public transit in Missouri.
- Support funding for non-emergency medical transportation (NEMT) under the Missouri Medicaid Program. NEMT is crucial to providing access to medical services, especially to rural Missourians.
- Support St. Louis Metro's proposal for revenue sharing of fare evasion fines. Metro is seeking an amendment to current enabling statutes to allow Metro to collect a share of the fines or direct the Court to impose restitution that will be turned over to Metro.

FINANCIAL OVERVIEW

Audited Statement of Revenue and Expenses Years Ending December 31, 2009 and 2008

UNRESTRICTED NET ASSETS		
Revenue	2009	2008
Conference	\$ 49,216.52	\$ 49,629.00
Member Dues	\$113,775.00	\$117,258.00
Grants	\$ 44,000.00	\$ 44,000.00
Interest Income	\$ 1,377.76	\$ 2,647.96
Reimbursement of Expenses	\$ 1,984.88	\$ 270.90
Total Revenue	\$ 210,354.16	\$ 213,805.86
Expenses		
Advertising	\$ 0.00	\$ 332.00
Bank Charges	\$ 992.63	\$ 842.64
Conference	\$ 45,142.84	\$ 38,715.70
D & O Insurance	\$ 1,006.00	\$ 939.00
Depreciation	\$ 376.00	\$ 376.45
Dues and Subscriptions	\$ 1,455.00	\$ 1,008.48
Donation	\$ 50.00	\$ 0.00
Legislative Affairs	\$ 77,138.63	\$ 45,389.18
Licenses and Permits	\$ 0.00	\$ 10.00
Management fees	\$ 56,520.00	\$ 54,210.00
Miscellaneous	\$ 15.34	\$ 1,902.09
Office Supplies	\$ 941.14	\$ 498.98
Office Furnishings and Equipment	\$ 239.10	\$ 384.14
Postage & Delivery	\$ 652.00	\$ 573.34
Printing & Reproduction	\$ 1,731.91	\$ 6,634.93
Professional Fees	\$ 15,438.74	\$ 6,983.20
Meeting Expense	\$ 0.00	\$ 318.00
Registration Fees (events)	\$ 378.00	\$ 0.00
Telephone	\$ 1,712.33	\$1,866.30
Travel Expense	\$ 3,846.12	\$ 2,060.72
Total Expenses	\$ 207,635.78	\$ 163,045.15
Increase (Decrease) in Unrestricted Net Assets	\$ 2,718.38	\$ 50,760.71
Net Assets, Beginning of Year	\$ 144,579.48	\$ 93,818.77
Net Assets, End of Year	\$ 147,297.86	\$ 144,579.48

Revenue Breakdown 2009



MPTA MEMBERSHIP DIRECTORY 2011

Burlington Trailways

906 Broadway
West Burlington, IA 52655
Phone: (319) 753-2864
Fax: (319) 753-2916
Contact: Bob Hoxie
E-mail: bobhoxie@burlingtontrailways.com

Cape Girardeau County Transit Authority

937 Broadway, Suite 200
Cape Girardeau, MO 63701
Phone: (573) 335-5533
Fax: (573) 334-4872
Contact: Tom Mogelnicki
E-mail: tmogelnicki@cgcta.com

City of Bloomfield Transportation System

P.O. Box 350, 400 North Prairie
Bloomfield, MO 63825
Phone: (573) 568-3960
Fax: (573) 568-4960
Contact: Penny Walker
E-mail: pennelope_shepard@hotmail.com

City of Carthage

326 Grant Street
Carthage, MO. 64836
Phone: (417) 237-7003
Fax: (417) 237-7005
Contact: Tom Short
E-mail: tshort@carthage.com

City of Clinton

105 E. Ohio
Clinton, MO. 64735
Phone: (660) 885-6121
Fax: (417) 237-7005
Contact: Gary Mount
E-mail: garylm44@hotmail.com

City of Columbia - SMALL URBAN

(www.gocolumbiamo.com/PublicWorks/Transportation/)
701 E. Broadway
Columbia, MO 65205
Phone: (573) 874-7635
Fax: (573) 874-7276
Contact: Ken Koopmans
E-mail: kwk@gocolumbiamo.com

City of El Dorado Springs

135 W. Spring Street
El Dorado Springs, MO 64744
Phone: (417) 876-2521
Fax: (417) 876-4320
Contact: Lisa Allison
E-mail: eldocclerk@centurytel.net

City of Excelsior Springs

(www.ci.excelsiorsprings.mo.us/Dept_Trans.htm)
201 E. Broadway
Excelsior Springs, MO 64024
Phone: (816) 630-0755
Fax: (816) 630-9528
Contact: Patsy Braden
E-mail: pbraden@ci.excelsior-springs.mo.us

City of Houston

601 S. Grand Ave.
Houston, MO 65483
Phone: (417) 967-3348
Fax: (417) 967-4252
Contact: Tonya Foster
E-mail: citytonya@yahoo.com

City of Jefferson Transit - SMALL URBAN

(www.jeffcity.net/transit/)
820 E. Miller
Jefferson City, Mo 65101
Phone: (573) 634-6599
Fax: (573) 636-3632
Contact: Richard Turner
E-mail: rturner@jeffcitymo.org

City of Joplin - SMALL URBAN

602 S. Main Street
Joplin, MO. 64801
Phone: (417) 625-4793
Fax: (417) 625-4747
Contact: Robert Lolley
E-mail: rrolley@joplinmo.org

City of Lamar

1106 Broadway
Lamar, MO 64759
Phone: (417) 682-5542
FAX: (417) 682-3288
Contact: Ronald Hager
E-mail: lpd201@yahoo.com

City of Marshfield

798 S. Marshall
Marshfield, MO 65706
Phone: (417) 468-2310
Fax: (417) 468-5267
Contact: Terri Taylor
E-mail: clerk@marshfieldmo.gov

City of Mt. Vernon

P O Box 70, 319 E. Dallas Street
Mt. Vernon, MO 65712
Phone: (417) 466-2122
Fax: (417) 466-2513
Contact: Shari Weldy
E-mail: sweldy@mtvernon-cityhall.org

City of Nevada

110 S. Ash Street
Nevada, MO 64772
Phone: (417) 448-2700
Fax: (417) 448-2707
Contact: Linda Breeden
E-mail: lbreeden@nevadamo.org

City of New Madrid – City Transit Services

P.O. Box 96
New Madrid, MO. 63869
Phone: (573) 748-2458 X 307
Fax: (573) 748-5402
Contact: John Gilbert
E-mail: marianb@new-madrid.mo.us

City of St Joseph - SMALL URBAN

702 S. 5th Street
St. Joseph, MO 64501
Phone: (816) 271-5367
Fax: (816) 271-5390
Contact: Andrew Clements
E-mail: aclements@ci.st-joseph.mo.us

City of West Plains Transit System

P.O. Box 710, 1910 Holiday Lane
West Plains, MO 65775
Phone: (417) 256-0130 Ext. 217
Fax: (417) 256-4953
Contact: Lola Pattillo
E-mail: accounting@westplains.net

City Utilities Transit Services – MEDIUM URBAN

(www.cityutilities.net/community/community.htm)
1505 Boonville
Springfield, MO 65803
Phone: (417) 831-8784
Fax: (417) 831-8803
Contact: Carol Cruise
E-mail: carol.cruise@cityutilities.net

Dunklin County Transportation

P.O. Box 293, 610 N. Douglas
Malden, MO 63863
Phone: (573) 276-5806
Fax: (573) 276-5579
Contact: Katrina Hodges
E-mail: dctsmalden@sbcglobal.net

Franklin County Transportation Council

P O Box 19, 519 B E. Independence Dr.
Union, MO 63084
Phone: (636) 583-1125
Fax: (636) 583-4538
Contact: Pat Stanley
E-mail: pstanley@oatstransit.com

Jefferson Lines

2100 E. 26th Street
Minneapolis, MN 55404
Phone: (612) 332-3476
Fax: (612) 359-3437
Contact: Bonnie Buchanan
E-mail: bbuchanan@jeffersonlines.com



MPTA STAFF

Doris Boeckman

Executive Director

606 Dix Road
Jefferson City, MO 65109
Phone: (573) 634-4314
Fax: (573) 632-6678
E-mail: mpta_org@earthlink.net

Michael G. Winter

State Affairs

Scherr Winter, LLC
101 E. High Street, PO Box 305
Jefferson City, MO 65102
Phone: (573) 634-5444
Fax: (573) 636-9749
E-mail: mwinter@swsconsultants.com

(Bill) William H. Brown

Federal Affairs

Spectrum Consulting Group
301 S.E. Douglas, Suite 201
Lee's Summit, MO 64063
Phone: (816) 877-1450
Fax: (866) 473-1425

**Kansas City Area Transportation Authority -
LARGE URBAN**

(www.kcata.org/)
1200 East 18th Street
Kansas City, MO 64108
Phone: (816) 346-0850
Fax: (816) 346-0253
Contact: Mark Huffer
E-mail: mhuffer@kcata.org

Licking Bridge Builders, Inc.

P.O. Box 32
Licking, MO. 65542
Phone: (573) 674-3558
Fax: (573) 674-3040
Contact: Cindy Wampner
E-mail: gercindy5@centurytel.net

Macon Area Chamber of Commerce

1407 N. Missouri
Macon, MO. 63552
Phone: (660) 385-2811
Fax: (660) 385-6543
Contact: Sharon Scott
E-mail: director@maconmochamber.com

Metro St. Louis - LARGE URBAN

(www.bi-state.org)
707 N. First Street
St. Louis, MO 63101
Phone: (314) 982-1552
Fax: (314) 923-3073
Contact: Adella Jones
E-mail: ajones@metrostlouis.org

Mississippi County Transit System

274 Clay Morgan Drive
P. O. Box 193
East Prairie, MO 63845
Phone: (573) 649-5650
Fax: (573) 649-9577
Contact: Shirley Allen
E-mail: mscotrans@sbcglobal.net

OATS, Inc. – Home Office

(www.oatstransit.org)
2501 Maguire Blvd., Ste. 101
Columbia, MO 65201
Phone: (573) 443-4516 x 1100
Fax: (573) 874-1914
Contact: Linda Yaeger
E-mail: lyaeger@oatstransit.org

OATS, Inc. - East Region Office

Pam Knox, Regional Director
186 NW Industrial Ct.
Bridgeton, MO. 63044
(314) 894-1701
(Franklin, Jefferson, St. Charles
St. Louis)

OATS, Inc. - Mid-MO Region Office

Jack Heusted, Regional Director
2501 Maguire Blvd. Ste. 103
Columbia, MO 65201
(573) 449-3789
(Audrain, Boone, Callaway, Camden, Cole, Cooper,
Gasconade, Howard, Laclede, Maries, Miller, Moniteau,
Morgan, Osage, Pulaski)

OATS, Inc. - Midwest Region Office

Tracy Walkup, Regional Director
2501 West Main St.
Sedalia, MO 65301-2305
(660) 827-2611
(Bates, Benton, Carroll, Cedar, Chariton, Henry,
Hickory, Johnson, Lafayette, Pettis,
St. Clair, Saline, Vernon)

OATS, Inc. - Northeast Region Office

Sheree Webb, Regional Director
P.O. Box 613, 401 W. Elm
Shelbina, MO 63468
(573) 588-2103
(Adair, Clark, Knox, Lewis, Lincoln, Macon, Marion,
Monroe, Montgomery, Pike, Ralls, Randolph, Schuyler,
Scotland, Shelby, Warren)

OATS, Inc. - Northwest Region Office

Beth Langley, Regional Director
2921 N. Belt Highway
St Joseph, MO 64506
(816) 279-3131
(Andrew, Atchison, Buchanan, Caldwell, Clinton,
Daviess, DeKalb, Gentry, Grundy, Harrison, Holt, Linn,
Livingston, Mercer, Nodaway, Putnam, Sullivan, Worth)

OATS, Inc. - Southwest Region Office

Scott Kosky, Regional Director
3259 E. Sunshine, Ste. T
Springfield, MO 65804
(417) 887-9272
(Barry, Baron, Christian, Dade, Dallas, Douglas,
Greene, Jasper, Lawrence, McDonald, Newton,
Ozark, Polk, Stone, Taney, Webster, Wright)





OATS, Inc. - West Region Office

Sara Davis, Regional Director
2109 Plaza Drive
Harrisonville, MO 64701
(816) 380-7433
(Cass, Clay, Jackson, Platte)

Ray County Transportation

213 Valley Drive
P.O. Box 382
Richmond, MO 64085
Phone: (816) 776-8058
Fax: (816) 776-3161
Contact: Larry Goodloe
E-mail: r.bus@mchsi.com

Ripley County Transit, Inc.

P.O. Box 541, 102 Water Street
Doniphan, MO 63935
Phone: (573) 996-2272
Fax: (573) 996-2459
Contact: Pat Lowery
E-mail: ripleycountytransit@semo.net

Scott County Transportation Systems

105 East Center
Sikeston, MO 63801
Phone: (573) 472-3030
Fax: (573) 472-7830
Contact: Marilyn Schlosser
E-mail: scottcountytrans@hotmail.com

SERVE, Inc.

4901 County Rd., Ste. 304
Fulton, MO 65251
Phone: (573) 642-6388
Fax: (573) 642-2191
Contact: Patti Jo Peevy
E-mail: caltran@socket.net

SMTS, Inc.

700 Hwy 72 East
P.O. Box 679
Fredericktown, MO 63645
Phone: (573) 783-5505
Fax: (573) 783-7687
Contact: William Osborne
E-mail: bill@rideSMTS.org

Southeast Missouri State University

1 University Plaza
Cape Girardeau, MO 63701
Phone: (573) 986-6728
Fax: (573) 651-5062
Contact: Larry Hale
E-mail: lhale@semo.edu

Stoddard County Transit Services, Inc.

P O Box 768, 1010 Wildwood Drive
Dexter, MO 63841
Phone: (573) 624-8624
Fax: (573) 624-2196
Contact: Sandra Harty
E-mail: stoddard-transit@sbcglobal.net

ASSOCIATE & PARTNER MEMBERSHIP

Citizens for Modern Transit

(www.cmt-stl.org)
911 Washington, Suite 200
St. Louis, MO 63101
Phone: (314) 231-7272
Fax: (314) 231-7380
Contact: Kim Cella
E-mail: KCella@cmt-stl.org

City of St. Joseph Metropolitan Planning Organization

1100 Frederick Avenue
St. Joseph, MO 64501
Phone: (816) 271-5367
Fax: (816) 271-5390
Contact: Kurt Janicek
E-mail: transit_kjanicek@ci.st-joseph.mo.us

Council of Churches of the Ozarks

P.O. Box 3947
Springfield, MO 65808
Phone: (417) 862-3586
Fax: (417) 862-2129
Contact: Mark Struckhoff
E-mail: ccozarks@ccoazarks.org

Delta Center

5933 S. Hwy 94, Suite 107
St. Charles, MO. 63304-5608
Phone: (636) 926-8761 ext. 246
Toll Free: (866) 727-3245
Fax: (636) 447-0341
Contact: Vito Lucido
Email: vitolucido@dcil.org

Developmental Disability Services of Jackson County-EITAS

8511 Hillcrest Road, Suite 300
Kansas City, MO 64138
Phone: (816) 363-2000
Fax: (816) 363-1755
Contact: Jake Jacobs
E-mail: jjacobs@eitas.org

Jefferson County DDR Board

P.O. Box 97
Mapaville, MO 63065
Phone: (636) 282-4400
Fax: (636) 282-4410
Contact: Jennifer Wooldridge
E-mail: jgwooldridge@jccddrb.org

Kansas City Regional Transit Alliance

1251 NW Briarcliff Pkwy, Suite 50
Kansas City, MO 64116
Phone: (816) 361-1177
Fax: (861) 361-1888
Contact: Bob Bromberg
E-mail: rbromberg@oaconsulting.com

Mid-America Regional Council

(www.marc.org/)
600 Broadway Suite 300
Kansas City, MO 64105
Phone: (816) 474-4240
Fax: (816) 421-7758
Contact: Stewart Nelson
E-mail: snelson@marc.org

Missouri SILC

3024 Dupont Circle
Jefferson City, MO 65109
Phone: (573) 526-7039
Fax: (573) 751-1441
Contact: Tammy McSorley
E-mail: mo.silc@vr.dese.mo.gov

Ozarks Transportation Organization

117 Park Central, Suite 107
Springfield, MO 65806
Phone: (417) 836-5543
Fax: (417) 862-6013
Contact: Sara Edwards
E-mail: sedwards@ozarkstransportation.org

Specialty Industries of St. Joseph

P.O. Box 1502
St. Joseph, MO 64502
Phone: (816) 232-8083
Fax: (816) 232-8379
Contact: Gloria J. Thomas
E-mail: gloria@specialty-industries.com

St. Louis Office for MR/DD Resources

2334 Olive Blvd.
St. Louis, MO 63103
Phone: (314) 421-0090
Fax: (314) 421-2525
Contact: Michelle Darden
E-mail: mdarden@stlidd.org



INDIVIDUAL MEMBERS

Carrie A. Falkenrath

1830 Craig Park Court, Suite 209
St. Louis, MO. 63146
Phone: (314) 878-6644 Ext. 43
Fax: (314) 878-5876
Email: cfalkenrath@cbbtraffic.com

Margi Ness

2030 Floral Drive
Boulder, CO. 80304
Phone: (303) 444-8721
Email: marginess@me.com

Thomas Sehr

3863 Utah Place
St. Louis, MO 63116
Phone: (314) 772-1901
Fax: (314) 740-3907
Email: tsehr@att.net

Thomas R. Shrout, Jr.

(www.avvantt.com)
5056 Westminster Place
St. Louis, MO. 63108
Phone: (314) 361-2157
E-mail: tshrout@sbcglobal.net

VENDOR (SUPPLIER) MEMBERS

ABC Companies

17469 West Colonial Drive
Winter Garden, FL 34787
Phone: (407) 656-7977
Fax: (407) 905-7030
Contact: Wade Norton
E-mail: wnorton@abc-companies.com

American Seating Company

(www.amseco.com)
401 American Seating Center
Grand Rapids, MI 49504
Phone: (616) 558-8905
Fax: (616) 588-6416
Contact: Sonny Gordon
E-mail: sonny.gordon@amseco.com

Apollo Video Technology

14148 NE 190 St.
Woodinville, WA 98072
Phone: 425-483-7100 x 135
Fax: 425-483-7200
Contact: Bruce Greene
Email: bruceg@avt-usa.com

Carrier Transport Air Conditioning

19880 Bluff Dr.
Goshen, IN 46526
Phone: (574) 534-9264
Fax: (574) 537-0001
Contact: Gary Treharne
E-mail: gtreharne@comcast.net

Central Power Systems & Services

9200 Liberty Drive
Liberty, MO 64069
Phone: (816) 781-8070 x 104
Fax: (816) 781-2207
Contact: Jeff Manley
E-mail: jmanley@cpower.com

Central States Bus Sales, Inc.

2450 Cassens Drive
Fenton, MO 63026
Phone: (636) 343-6050
Fax: (636) 326-2501
Contact: Jeff Reitz
E-mail: jreitz@centralstatesbus.com

Diamond State Bus Company

7700 NE 38th Street
Kansas City, MO 64161
Phone: (816) 452-2525
Fax: (816) 455-2796
Contact: Scott McClain
E-mail: scott.mcclain@diamondstatebus.com

El Dorado National

(www.enconline.com)
1655 Wall Street
Salina, KS 67401
Phone: (800) 850-1287
Fax: (785) 823-9471
Contact: Eric McCullick
Email: ericm@enconline.com

Freedman Seating Company

4545 W. Augusta Blvd.
Chicago, IL 60651
Phone: (773) 524-2440
Fax: (773) 252-7450
Contact: Bruce Amsterdam
E-mail: brucea@freedmanseat.com

Gateway Insurance Co.

1401 South Brentwood Blvd, Suite 1000
St. Louis, MO 63144
Phone: (800) 779-3600
Fax: (314) 373-4444
Contact: Richard Kleinschmidt
E-mail: rkleinschmidt@gjcauto.com

GFI Genfare

751 Pratt Blvd.
Elk Grove Village, IL 60007
Phone: (847) 871-1130
Fax: (847) 593-8870
Contact: Larry Chefalo
E-mail: larry.chefalo@spx.com

Gillig LLC. - (www.gillig.com)

P.O. Box 3008
Hayward, CA 94540
Phone: (510) 258-2424
Fax: (510) 785-6819
Contact: Joe Drapeau
E-mail: jdrapeau@gillig.com

HDR Engineering, Inc.

4435 Main Street, Suite 1000
Kansas City, MO. 64111
Phone: (816) 412-1276
Fax: (816) 360-2777
Contact: Ted Rieck
E-mail: ted.rieck@hdrinc.com

HNTB Corporation

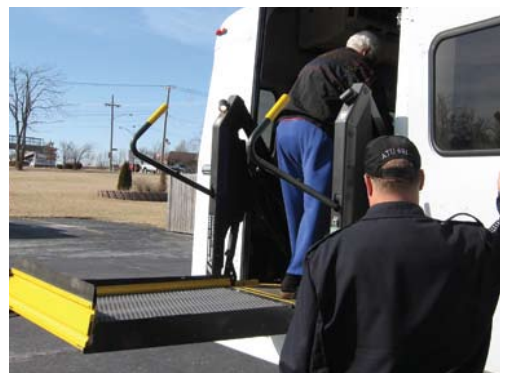
715 Kirk Drive
Kansas City, MO 64105
Phone: (816) 527-2874
Fax: (816) 472-4086
Contact: John Dobies
E-mail: jobbies@hntb.com

Master's Transportation

800 Quik Trip Way
Belton, MO. 64012
Phone: (816) 318-9988
Fax: (816) 318-9998
Contact: Bob Tucker
E-mail: bobt@masterstransportation.com

Mentor Engineering

10, 2175-29 St. NE
Calgary, AB T1Y7H8
Phone: (403) 777-3760
Fax: (403) 777-3769
Contact: Joy Uniat
E-mail: juniat@mentoreng.com





Mid America Coach

8809 East State Road 350
Kansas City, MO 64133
Phone: (816) 734-5000
Fax: (816) 734-5090
Contact: Peter Beren
E-mail: peterb@midamericacoach.com

Midwest Transit Equipment, Inc.

146 W. Issert Dr.
Kankakee, IL 60901
Phone: (815) 933-2412
Fax: (815) 939-3966
Contact: Tom Boldwin
E-mail: tom.boldwin@midwesttransit.com

Missouri Bus, Inc.

15675 Manchester Road
Ellisville, MO. 63011
Phone: (636) 227-5700
Fax: (636) 227-5743
Contact: James E. Helms
E-Mail: jim.helms@gotobo.com

Mor/ryde

1966 Moyer Ave., P O Box 579
Elkart, IN 46515-0579
Phone: (574) 293-1581 x 288
Fax: (574) 294-4936
Contact: Joel Badskey
E-mail: joel.badskey@morryde.com

Naught-Naught Agency

(www.naught-naught.com)
3906 S. Providence
Columbia, MO 65203
Phone: (573) 874-3102
Fax: (573) 442-5489
Contact: Ruth Stone
E-mail: rstone@naught-naught.com

Q'Straint/Sure-Lok

5553 Ravenswood Road, Bldg 110
Ft. Lauderdale, FL 33312
Phone: (866) 787-3565
Fax: (866) 843-3696
Contact: Craig Gerold
E-Mail: info@sure-lok.com

Reveal Management Services, Inc

162 Briar Ridge Court
Nixa, MO 65714
Phone: (417) 353-0054
Fax: (417) 581-0381
Contact: Scott Schoessel
E-mail: ss@revealservices.com

Ricon Corp.

7900 Nelson Road
Panorama City, CA 91402
Phone: (818) 267-3012
Fax: (818) 267-3139
Contact: Bill Hinze
E-mail: bhinze@riconcorp.com

RouteMatch Software

1180 W. Peachtree Street, Suite 1130
Atlanta, GA 30309
Phone: (404) 876-5160
Fax: (404) 898-1145
Contact: Brian Corcoran
E-mail: brian.corcoran@routematch.com

The Braun Corporation

631 W 11th Street
Winamac, IN 46996
Phone: (800) 946-7513
Fax: (574) 946-2357
Contact: Rick Jacobs
Email: rick.jacobs@braunlift.com

Trapeze Group

(www.trapezegroup.com)
5800 Explorer Drive, 5th Floor
Mississauga, ON L4W5L4
Phone: (905) 629-8727
Fax: (905) 238-8408
Contact: Kim Emmerson
E-mail: kim.emmerson@trapezegroup.com

United Access, LLC

9389 Natural Bridge Road
St. Louis, MO. 63134
Phone: (314) 989-1010
Fax: (314) 426-1010
Contact: Richard May
E-mail: richard@unitedaccess.com

WPCI

1321 Broadway
Scottsbluff, NE 69361
Phone: (308) 762-4991
Fax: (801) 469-1984
Contact: Bill Ferguson
E-mail: bferguson@wpcidrugfree.com

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BOARD OF DIRECTORS

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Mark Huffer, President
Carol Cruise, Vice-President
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Larry Goodloe, Past President

Steve Billings (Ex Officio)

MoDOT - Transit Section
P.O. Box 270
Jefferson City, MO 65102
Email: steven.billings@modot.mo.gov
Phone: (573) 751-2523
Fax: (573) 526-4709

Bob Bromberg

Kansas City Regional Transit Alliance
c/o Olsson Associates
1251 NW Briarcliff Pkwy, Suite 50
Kansas City, MO 64116
Email: rbromberg@oaconsulting.com
Phone: (816) 361-1177
Fax: (816) 361-1888

Andy Clements

City of St. Joseph - Transit
702 S. 5th Street
St. Joseph, MO 64501
Email: aclements@ci.st-joseph.mo.us
Phone: (816) 271-5367
Fax: (816) 271-5390

Carol Cruise

City Utilities Transit Services
1505 Boonville
Springfield, MO 65803
Email: carol.cruise@cityutilities.net
Phone: (417) 831-8784
Fax: (417) 831-8803

John Dobies

HNTB Corporation
715 Kirk Drive
Kansas City, MO 64105
E-mail: jdobies@hntb.com
Phone: (816) 527-2874
Fax: (816) 472-4086

Ray Friem

METRO
707 N. First St.
St. Louis, MO 63102
Email: rfriem@metrostlouis.org
Phone: (314) 982-1445
Fax: (314) 982-1432

Bruce Greene

14148 NE 190 St.
Woodinville, WA 98072
E-mail: bruceg@avt-usa.com
Phone: (425) 483-7100 x 135
Fax: (425) 483-7200

Larry Goodloe

Ray County Transportation, Inc.
PO Box 382, 213 Valley Drive
Richmond, MO 64085
E-mail: r.bus@mchsi.com
Phone: (816) 776-8058
Fax: (816) 776-3161

Mark Huffer

Kansas City Area Transportation Authority
1200 E. 18th St.
Kansas City, MO 64108
Email: mhuffer@kcata.org
Phone: (816) 346-0210
Fax: (816) 346-0253

Adella Jones

METRO
707 N. First St.
St. Louis, MO 63102
Email: ajones@metrostlouis.org
Phone: (314) 982-1552
Fax: (314) 923-3073

Bob Kohler

Kansas City Area Transportation Authority
1200 E. 18th St.
Kansas City, MO 64108
Email: bkohler@kcata.org
Phone: (816) 346-0250
Fax: (816) 346-0305

Ken Koopmans

City of Columbia
 701 E. Broadway
 Columbia, MO 65205
 Email: kwk@gocolumbiamo.com
 Phone: (573) 874-7635
 Fax: (573) 874-7276

Tom Mogelnicki

Cape Girardeau County Transit Authority
 937 Broadway, Suite 200
 Cape Girardeau, MO 63701
 Email: tmogelnicki@cgcta.com
 Phone: (573) 335-5533
 Fax: (573) 334-4872

John Nations

Metro
 707 N. First Street
 St. Louis, MO. 63102
 E-mail: jmnations@metrostlouis.org
 (314) 982-1588
 Fax: (314) 982-1432

Stewart Nelson

Mid-America Regional Council
 600 Broadway, Suite 300
 Kansas City, MO 64105
 Email: snelson@marc.org
 Phone: (816) 474-4240
 Fax: (816) 421-7758

Bill Osborne

SMTS, Inc.
 700 Hwy 72 East, PO Box 679
 Fredericktown, MO 63645
 Email: bill@rideSMTS.org
 Phone: (573) 783-5505
 Fax: (573) 783-7687

Patti Jo Peevy

SERVE, Inc.
 4901 County Rd., # 304
 Fulton, MO 65251
 Email: caltran@socket.net
 Phone: (573) 642-6388
 Fax: (573) 642-2191

Thomas Sehr

3863 Utah Place
 St. Louis, MO 63116
 Email: tsehr@att.net
 Phone: (314) 772-1901
 Fax: (314) 740-3907

Tom R. Shroust, Jr.

Avvantt Partners, LLC
 5056 Westminster Place
 St. Louis, MO. 63108
 Email: tshroust@sbcglobal.net
 Phone: (314) 361-2157

Richard Turner

City of Jefferson Transit
 820 E. Miller St.
 Jefferson City, MO 65101
 Email: rturner@jeffcitymo.org
 Phone: (573) 634-6599
 Fax: (573) 636-3632

Linda Yaeger

OATS, Inc.
 2501 Maguire Blvd., Ste 101
 Columbia, MO 65201
 Email: lyaeger@oatstransit.org
 Phone: (573) 443-4516 x 1100
 Fax: (573) 874-1914

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MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION

Grace M. Nichols (Chair)
St. Charles

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Neosho, MO

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St. Joseph, MO

Lloyd J. Carmichael
Springfield, MO

Stephen R. Miller
Kansas City, MO

Kenneth H. Suelthaus
St. Louis, MO



MISSOURI DEPARTMENT OF TRANSPORTATION

Kevin Keith, Director
PO Box 270
Jefferson City, MO 65102
Phone: (573) 751-4622
Fax: (573) 526-5419

Steve Billings
Administrator of Transit
MoDOT Transit Section
Phone: (573) 751-2523
Fax: (573) 526-4709
E-mail: steven.billings@modot.mo.gov

Bill Robinett
Phone: (573) 526-1308
Fax: (573) 526-4709
Section 5303 Metropolitan Planning Grants
Section 5304 Statewide Planning Grants
State Transit Assistance - Urban

Randy Beem
Phone: (573) 751-9082
Fax: (573) 526-4709
E-mail: randall.beem@modot.mo.gov
Section 5309 Transit Capital Grants

Chris Brundin
Phone: (573) 526-5500
Fax: (573) 526-4709
E-mail: christina.brundin@modot.mo.gov
Section 5310 Elderly and Persons with Disabilities
Capital Assistance Program
Missouri Elderly & Handicapped Transportation
Assistance Program (MEHTAP)
Section 5317 - New Freedom

John Rice
Phone: (573) 751-7480
Fax: (573) 526-4709
Rural Transit Assistance Program (RTAP)

Shirley Tarwater
Phone: (573) 751-7481
Fax: (573) 526-4709
Section 5311 Non-urbanized Area Formula Transit
Program
Job Access and Reverse Commute Grant Program
State Transit Assistance - Rural



MPTA OFFICE
606 DIX ROAD
JEFFERSON CITY, MO 65109

WWW.MPTAONLINE.COM