



It's easy to

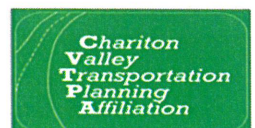
CATCH A RIDE!!

Learn how ANYONE can use Public Transit!

Open public discussions for the regional PTP update for FY2025. Meetings were hosted by Chariton Valley Transportation Planning Affiliation (CVTPA). Purpose was to collect information on what public transit and transportation needs are in the region.



Provided By: Chariton Valley Planning & Development COG
308 North 12th Street
Centerville, Iowa 52544
Phone: 641-437-4359
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RPA 17 PTP

2025 TAG Meeting Discussion

2022-2027 PTP Priorities & Strategies

1. Maintain and increase transit ridership as well as revenue.

Strategy 1.a – increase efforts of public outreach, more public promotions, etc.

Increase television, radio advertisements and social media.

Action Step: wraps on buses, TV & Radio commercials, County Fair promotions, parades, etc. Flyers with tear-off strips at local courthouses. Build & maintain a social media presence.

Responsible Person/Agency: Transit Agencies, CVTPA

2023 UPDATE: (SIT)- Clarke County hospital has a digital billboard that could be used. Also incorporating a QR Code on promotions for a link to a survey on how to improve services.

(10-15) – Ongoing promotions with commercials, printed material, parades, etc.

2024 UPDATE: (SIT)- There was a significant loss of ridership in Clarke County from last year to this year. The year-to-date totals from March 2023 compared to March 2024 with a decrease of over 6,000 riders. Leesa shared this can be correlated back to no longer providing the Preschool & HeadStart rides. This will equate to a reduction in funds received from DOT in next year's budget.

(10-15)- Ridership count is stable in most counties besides Davis. Agency plans increased outreach in this area over the next year. Other efforts include a new website, vehicle wraps & working to establish a QR code for riders' convenience.

2025 UPDATE: (10-15 Transit) Continuous advertising with flyers, commercials, presentations, etc. There are now 12 vans that display a patriotic theme honoring our veterans & the transport of them. Davis County suggestions for other outreach options – Flyers that could recruit drivers, outreach for school bus drivers, closed caption TV/internet options at the hospital and on C.M. tele (641) 664-2074

(SIT) – Ridership numbers continue to decline in Clarke & Decatur Counties. Clarke County provided 27,816 rides in 2022 vs 8,413 in 2024. This is largely due to cancelling the education rides and resulting in a significant funding loss. Decatur County remains consistently low. TAG discussions indicated that local rides are provided but long distances are not economically feasible for low-income riders.

Strategy 1.b – Partner with local businesses, health care agencies and hospitals for potential sponsorship of a paid time for residents to “ride free” to and from their business. Utilize transit service to empower residents to better health, more involvement, and community belonging.

Action Step: Meetings with local agencies like United Way, Human Services, Grocery Stores, etc.

Responsible Person/Agency: Transit Agencies, TAG members, CVTPA

2023 UPDATE: (SIT)- Leesa will meet with Tom (Clarke Hospital) to arrange a presentation & how to better collaborate. Also, can speak with David regarding establishing free community rides.

(10-15) – Lucas County Health Center used COVID funds to offer free community rides on M/W/F & hope to budget to continue in future. Monroe County Hospital has purchased vouchers to assist patients with transportation.

2024 UPDATE (SIT)- The Clarke County Hospital plans to apply for Medicaid funding/reimbursements to help with their ride expenses. This may affect the needs of SIT in the future if approved.

(10-15)- Continuing free “Mercy Rides” in Centerville on M/W/F. Lucas County Hospital no longer offers free rides b/c it was COVID fund that are no expended – rides are available at patron expense.

2025 UPDATE: (10-15) No additional “free rides” programs have been established in the region. Davis County TAG meeting presented this option & discussed possible partners. Appanoose County complimentary “Mercy Rides” is suspended May & June 2025.

(SIT) – offers “50 cent Fridays” for senior citizens to ride within the city limits of their community. The Decatur County Healthcare Courtesy van free transport service is available to take patients to any healthcare appointments in Decatur County in Lamoni or Leon. The service is available 8am-4:30pm Monday-Friday. They found that SIT hours were not always compatible with mid-late day appointments, so this van helps in that matter.

Strategy 1.c – Work with local industries to identify any transportation needs employees may have.

Action Step: Contact large employers for potential attendance issues that could be addressed with service & partnership, identify any adjustments that could be made to accommodate shift work needs. Expand service hours to include end-of-the-day service.

Responsible Person/Agency: Transit Agencies, TAG members

2023 UPDATE: (SIT) – Osceola Foods partners with DART b/c SIT doesn’t have the capacity to provide that service.

(10-15) – QPS Staffing in Centerville is utilizing Enterprise Rental for a van to transport workers to Lee Container. Jay will follow up for a possible partnership with staffing agencies.

2024 UPDATE: (SIT)- Newly formed partnership with Enterprise for increased service. Potential partners would include Altec, Osceola Foods, Casino (contact is David Monroe) & SWICC evening classes (Rachel Ruemaker is the contact).

(10-15)- Enterprise partnership in Centerville didn't work out due to lack of drivers.

2025 UPDATE: NONE

Strategy 1.d – Make printed materials and website in a variety of languages including Spanish.

Action Step: Website & printed promotions available in multiple languages. Keep website up to date. Adapt to population trends (i.e. consider font size for elderly residents to be able to read, increasing Spanish speaking residents and growing Amish population). Update county transit brochures with MCO information.

Responsible Person/Agency: Transit Agencies

2023 UPDATE: Both agencies provide bilingual promotions in English & Spanish. Other languages utilize an online service.

(10-15) – Chariton residents recommended sending promotional pieces to “Chariton Today” flyer that is printed & distributed weekly. Also send to local schools, food trucks are popular, speak at Rotary & Kiwanis.

2024 UPDATE: Both agencies provide bilingual promotions in English & Spanish. Other languages utilize an online service.

(10-15)- Developed a new website & working on establishing a QR Code for expedited services.

2025 UPDATE: Both continue to distribute materials in English & Spanish. All other translations are available online.

Strategy 1.e - Reach underserved areas/communities. Identify new potential partners (I.E., temporary employment agencies, unserved care centers, etc.).

Action Step: Include at local outreach meetings. Consider expanding service hours to nights and weekends. Offer services to growing Amish populations. Explore partnerships with recreational after-school programs to assist with safely transporting students while parents are at work. Partner with jurisdictions for transit services at community festivals.

Responsible Person/Agency: Transit Agencies, CVTPA

2023 UPDATE: (SIT) City of Osceola Parks & Rec struggle to get youth to activities b/c of migrant workers, shift workers, etc. Is there a way to help with this?

(10-15) Chariton Parks & Rec have trouble getting kids to practice due to working parents. Is this something that transit could help with? Lots of Amish residents are served in Davis County, but very few are served in Wayne County. It appears that needs are met by private providers.

2024 UPDATE: (SIT)- Entering the 2nd year of no longer provide services to HeadStart children due to the lack of drivers; Clarke County Hospital purchased van with COVID funds, but are now forced to use it more because of limited SIT services (particularly after 3pm); Osceola is getting 160 “new doors” that could potentially need transit services; 10% increase in student enrollment at Clarke County schools- school also began offering a food pantry for struggling families and now provide for 140+ families per week (demonstrating amount of population struggling). Decatur County Veterans Affairs no long can afford to utilize SIT- it cost one veteran over \$300 RT.

(10-15)- Continuous service to HeadStart students throughout the counties, Mercy Rides available free for underserved residents, Amish populations in Davis & Lucas Counties frequently utilize the transit in inclement weather.

Driving Regional Iowa Veterans Everyday (DRIVE) has been established as a non-profit arm of 10-15 Transit. The committee recently created a Board of Directors, got an EIN assigned and are now pursuing a 5021(c)3 status. This program began four years ago with counties contributing \$2500 each. The need has exploded, and the agency has spent over \$160K on their general budget this past year. It is hopeful that this non-profit will receive a donation to sustain this service.

2025 UPDATE: (10-15 Transit) The Davis County TAG meeting identified several Opportunities to increase ridership could be made through the Bloomfield Senior Center (congregate meal site) where there are no services currently, assisted living facilities, city recreation departments, and “fun bus” type rides for kids. A new daycare/preschool is being built at the High School.

- Senior Center: Paula Deereborn 641-664-1167
- Bloomfield Care Center: Jody Allen 641-664-2699
- There are 2 senior housing facilities with potential riders.

(SIT) Lamoni Wheels Transportation volunteers were present to discuss their program and talk about any partnership opportunities. The organization was developed 4 years ago after a community survey indicated a need for affordable transportation for low-income individuals to attend medical appointments. Primarily patrons are senior citizens who can’t afford the SIT fee. Approximately 35 volunteers provide this service. Two individuals are responsible for scheduling rides and the rest are volunteer drivers. Personal vehicles are provided, and no funds or reimbursement are offered. The volunteers generally don’t provide rides to students or the local Amish population. They offer transportation services to the airport, with priority given to medical appointments.

Despite Clarke & Decatur County being very rural counties, transit services are not available to those residing on gravel roads. Leesa states it’s too much wear & tear on vehicles for the value of them.

Graceland University provides a bus service for students needing to get to the airport at the beginning/end of semesters. It was noted that they also struggle to find drivers

for this service. Otherwise, local rides are usually provided by friends within the University.

2. Improve quality of service and efficiency

Strategy 2.a – Retain drivers who are familiar with people and routes

Action Step: Expand benefits to PT & FT staff, explore new revenue streams such as vehicle advertisements or county hospital contracts, which could allow to raise wages to a more competitive level. Increase job advertising.

Responsible Person/Agency: Transit Agencies

2023 UPDATE: Potential recruitment of school bus drivers during the daytime or in summer. Also, smaller passenger vehicles have less driver certification requirements & make it easier to recruit drivers.

2024 UPDATE: (SIT)- Struggled to find drivers for over a year now. Also, several drivers are considering retirement. Residents are frustrated that this has been a problem for over a year, but nothing has improved. CVPD worked with SIT Board to brainstorm ideas to address this issue.

(10-15)- Several drivers are aging and considering retirement. Approximately 100 employees now.

2025 UPDATE: (10-15 Transit) The need for replacement drivers is not as severe as in years past. The addition of passenger vehicles & vans that only require a chauffer's license have alleviated stress. However, as with any agency there are always staff changes.

(SIT) – Finding & retaining drivers remains an ongoing challenge. Approximately 53% of their drivers have a chauffer's license to drive smaller vehicles and this helps. Retaining CDL drivers is more problematic b/c they can make \$10+/hour more at other jobs.

Strategy 2.b – Drivers have electronic tablets with GPS, communication to dispatch, and road conditions. May also allow for additional “on-call” rides.

Action Step: Maintain quality & upgrade as needed to maintain functionality. Explore options for online payments or electronic payment with the driver.

Responsible Person/Agency: Transit Agencies & Drivers

2023 UPDATE: All drivers for the agencies have tablets to communicate.

2024: (SIT)- Continue to use tablets.

(10-15)- All drivers now have tablets to communicate. They are changing to new software that will be more user-friendly.

2025 UPDATE: 10-15 Transit employs 7 dispatch services employees . They are often overwhelmed, and the agency is now implementing a new online booking system for

hospitals, care centers & assisted living facilities. They will now be able to utilize the 10-15 Transit website to make their own bookings. Jody was excited at the possibilities of weekly and/or monthly outings for assisted living residents. She indicated that it would be helpful to host a training session on how to use the new system.

Strategy 2.c – Install lifts capable of lifting 1000lbs or greater

Action Step: Maintenance of existing lifts & order all new vehicles with such lift.

Responsible Person/Agency: Transit Agencies

2023 UPDATE: All large buses now come equipped with this lift.

2024: NONE

2025 UPDATE: NONE

Strategy 2.d – Combining medical and/or shopping routes for residents that will travel through another county who may be also going to the same location.

Action Step: coordination & outreach to neighboring districts/providers. Combine rural pick-ups at multiple small towns for transport to economic hubs on an established day.

Responsible Person/Agency: Transit Agencies

2023 UPDATE: Try to do whenever possible.

2024 UPDATE: Both agencies do combined trips whenever possible. 10-15 made specific efforts with the Dialysis center closed in Centerville and patients now must travel further for care.

2025 UPDATE: Coordinating trips is common general practice for both agencies.

Strategy 2.e - 10-15 and RPA administrators will host local meetings to educate businesses and residents on services available and how to improve service

Action Step: Schedule monthly meetings at each ageing location in RPA throughout the year. Visiting each place at least once in a 12-month period. Outreach to local Emergency Management personnel to develop strategies to assist in an emergency.

Responsible Person/Agency: Transit Agencies, CVTPA

2023 UPDATE: CVPD continuously hangs flyers & distributes brochures.

2024: CVPD continues to provide updates and promotions for both transit agencies at any meeting the information is pertinent to.

2025 UPDATE: CVPD has ongoing supportive efforts for both transit groups.

3. Maintain and improve facilities and equipment

Strategy 3.a – Facility expansion/new building would allow SIT and 10-15 Transit greater capacity for servicing and dispatching units.

Action Step: Explore funding options & possible locations. Explore mobile application development and credit/debit card payment.

Responsible Person/Agency: CVTPA, Transit Agencies, county BOS

2023 UPDATE: (SIT) Awarded a Low Emissions/No Emissions grant to pursue a new building.

(10-15) Purchased adjacent land to expand onsite repair services to include auto body repair.

2024UPDATE: (SIT)- Board has received the appraisal report for a local commercial building in Creston. They will proceed with approval from the State & Federal to purchase.

(10-15)- None

2025 UPDATE: (10-15) None

(SIT) Still waiting on contract from DOT to purchase facility. Grant approval was made in 2023 but cannot proceed without official contract.

4. Maintain fleet and replace aging fleet with newer, more efficient vehicles

Strategy 4.a – Routine maintenance shall be provided to extend the longevity of each vehicle. Repair, replace or update equipment as feasible.

Action Step: Service Maintenance system for every vehicle

Responsible Person/Agency: Transit Agencies

2023 UPDATE: Neither agency is interested in pursuing electric vehicles like the Federal Government is recommending. Currently there is no EV infrastructure in place to maintain such vehicles. There are very few charging stations in this region.

Prices of buses have skyrocketed & greatly impacted on the transit agencies' budgets & possibilities to order replacements.

(10-15) Most new vehicles are now passenger vans and smaller cars. This provides a more economical way to transport. In rural areas, transport was usually only for a few people at a time, and this can be provided for less now. Also makes it easier to hire qualified drivers.

2024UPDATE: (SIT)- Continue to order replacement buses & ADA vans.

(10-15)- Continue to order passenger vehicles (small SUVs) and vans to free up the ADA vehicles for service. Order has been placed for 3 ADA buses/vans. Expected delivery is one year.

2025 UPDATE: (10-15) Approximately 75% of drivers hold a Chauffeur's License and 29% have CDL endorsement.

(SIT) - Leesa mentioned the Trolley's efforts to 'right size' the fleet. SIT does have many buses & large vans, but she has begun purchasing more passenger vans with accessibility. This proves to be more economical and alleviates the burden of drivers needing CDL with passenger endorsement. Any vehicle that transports over 16 people requires the CDL. Approximately 53% of her drivers have a chauffeur's license only. Any vehicle purchased with federal funds must be selected off the pre-approved list. All other vehicles (such as SUV, cars, etc.) must be purchased with private funds and that is not an option at this point.

Strategy 4.b – Program the replacement of aging vehicles to stagger over the programmed TIP years.

Action Step: RPA contributions in addition to state funding

Responsible Person/Agency: Transit Agencies, CVTPA

2023 UPDATE: RPA allocates TIP funds to both agencies. Both transits agencies are also spending COVID funds.

2024: None

2025 UPDATE: None this year

5. Keep transit services affordable to users and profitable as an agency

Strategy 5.a – Transit providers should use cost-saving measures when at all possible.

Action Step: Transit Boards & partner counties across the region. Utilize grant programs whenever possible. Explore new modes of passenger transportation. Diversity of the size of the passenger transit fleet. Collaborate with neighboring Transit Agencies whenever possible. Ensure all paperwork is completed for baby-boomers who may now qualify for Older Americans Act. Continue exploring partnerships with local Veteran's Affairs offices.

Responsible Person/Agency: Transit Agencies

2023 UPDATE: Hospitals continue to purchase blocks of time/vouchers to provide complimentary rides.

(10-15) Free Veteran Rides continue to explode. Counties contributed initially but expenses are well beyond that. Now exploring ways to develop a 501.c.3 to allow for charitable donations for the service. Jay has been working on it for a couple years.

2024 UPDATE: (SIT)- Continue to offer Voucher booklets that many people buy as gifts. Summer Bus program was offered to kids in Creston.

(10-15)- Driving Regional Iowa Veterans Everyday (DRIVE) has been established as a non-profit arm of 10-15 Transit. The committee recently created a Board of Directors,

got an EIN assigned and are now pursuing a 5021(c)3 status. This program began four years ago with counties contributing \$2500 each. The need has exploded, and the agency has spent over \$160K from their general budget this past year. It is hopeful that this non-profit will receive a donation to sustain this service.

2025 UPDATE: (10-15) The agency has applied to the state requesting a 501c3 status but are still waiting for approval. Trips within the same community are \$2.00 each way and other longer trips are billed at \$1.65/mile. Milestones Area on Aging no longer offers trip coverage for senior citizens so that has changed the billing/expenses for them. A ride from Bloomfield to Ottumwa costs \$25 each way. Sometimes it could be less if rides can be coordinated with another rider(s).

Patrons now have the option to pay online at the 10-15 Transit website. There is a QR that links to a payment option. This alleviates bottlenecking phone calls at dispatch.

(SIT) -Dispatch combines trips with individuals with their approvals to reduce expenses.

Strategy 5.b – Research potential community partners that could help offset fares (I.E. United Way, American Cancer Society, CDBG grants, or other transportation funds.)

Action Step: Outreach to local agencies for possible donations that would sponsor in-town transport. For example, United Way could purchase a block of time (approx. \$25/hr) and distribute coupons that allow one set day a month for transport. Would provide ride to grocery store, Walmart, etc. Collaborate with major employers in the region to subsidize worker transportation. Partnerships with Veteran's Affairs offices.

Responsible Person/Agency: Transit Agencies, TAG members, CVTPA

2023 UPDATE: (SIT) Clarke County Hospital exploring option to fund complimentary rides during blocks of time.

(10-15) Aging Services utilized grant funds to increase services & rides for seniors. But now it is uncertain how long this can continue b/c funding has run out. It's creating stress for riders.

2024 UPDATE: No change

2025 UPDATE: (10-15) TAG meeting discussion reminded participants that vouchers/gift certificates are available.

(SIT)- No options identified.

RPA 17/CVTPA – T.A.G. Meeting - 10-15 Transit

May 14, 2025 @ 10:30am

Bloomfield Public Library

Bloomfield, IA 52537

Present: Shane Long (10-15 Transit), Rusty Sands (City of Bloomfield), Jody Allen (Bloomfield Care Center), Karen Spargur (public), Jennifer Spargur (Bloomfield City Council), Julie Pribyl (RPA 17), & Nichole Moore (RPA 17)

Promotion efforts: Flyers sent as mass emails to cities, counties, RPA 17 TAC & Policy to post; social media Facebook of CVPD & City of Bloomfield, & flyers posted throughout the 7 county region.

Meeting Notes:

This meeting was fulfilling Iowa DOT regulations to update annual meeting for the Passenger Transit Plan in RPA 17. The intent of the public meeting is to provide information on what services are currently offered in the area, extend outreach to potential new partners, any local challenges and how public transit services can improve to meet the local need. Davis County was selected due to the lowest consistent ridership numbers in our 10-15 Transit region. The City of Bloomfield assisted in marketing efforts for the meeting.

Shane presented about 10-15 Transit services, fees, & accessibility. It was important information for Jody to understand b/c there was incorrect information at the Bloomfield Care Center. Questions were also asked from the city and a new Bloomfield resident.

The following discussion points were made:

- All services are dependent on driver availability.
- Most rides provided in Davis County are in-town rides.
- Transit still provides school routes for children who reside within the city limits of Bloomfield. Davis County Schools does not provide that service.
- First Resource students have morning & afternoon routes.
- Transit rides can provide transportation into Missouri & return trip.
- There is a need for additional drivers throughout the region (members encouraged to reach out to school bus drivers, retirees, etc.) A potential driver can either have a CDL or Chauffer's License.
- Payments are made by cash or online
- There are no distance restrictions, however, overnight stays are generally not allowed. Long trips are billed at \$1.65/mile.
- Vouchers are available for people to purchase as gifts.
- Milestones funding is no longer available for senior riders.
- Neighboring communities partner with area businesses to provide a block of time for complimentary rides. This could be an option in Bloomfield and potential partners could be hospital, chamber, Main Street, etc. Shane is the contact to establish such a program.

- Opportunities to increase ridership could be made through the Senior Center (congregate meal site) where there are no services currently, assisted living facilities, city recreation departments, and “fun bus” type rides for kids. A new daycare/preschool is being built at the High School.
 - Senior Center: Paula Deereborn 641-664-1167
 - Bloomfield Care Center: Jody Allen 641-664-2699
 - There are 2 senior housing facilities with potential riders.
- Suggestions for other outreach options – Flyers that could recruit drivers, closed caption TV/internet options at the hospital and on C.M. tele (641) 664-2074
- DRIVE (Driving Regional Iowa Veterans Everyday) – provides complimentary/discounted rides for regional veterans to medical appointments. The service has become financially burdensome, so a non-profit application has been submitted to the State of Iowa for a 501.c.3 non-profit status.

10-15 Transit employs 7 dispatch service employees. They are often overwhelmed, and the agency is now implementing a new online booking system for hospitals, care centers & assisted living facilities. They will now be able to utilize the 10-15 Transit website to make their own bookings. Jody was excited at the possibilities of weekly and/or monthly outings for assisted living residents. She indicated that it would be helpful to host a training session on how to use the new system.

OTHER COUNTY TRANSIT UPDATES.

Appanoose County (12 drivers)–

*Mercy Rides has suspended rides until July 2025 but plans to re-evaluate after that. Complimentary rides on M/W/F mornings. The rides are frequently utilized.

Davis County – on previous page

Lucas County (5-6 drivers)

Monroe County (4 drivers)

Wayne County (2 drivers)

10-15 Transit Administration

- *Continued promotions on radio, flyers, internet, etc.
- *The QR code on the transit website allows for patrons to make online payment.
- *Much of the fleet is now passenger vehicles. They are purchased with private funds and provide rides to ambulatory passengers. This frees up ADA vehicles for those in need.
- *Approximately 100 employees in total.
- *Currently there are no plans to purchase electric vehicles
- *Starting wages are as follows: \$17.50/hr bus driver, \$16.03/hr van driver, \$15.34/hr for passenger vehicles.

Location: Bloomfield Library - Davis County

Time: 10:30am

Name	Business Name	Address	Phone	Email
Shane Long	10-15 Transit			
Rusty Sands	C.O.B.		641-242-0220	rusty.sands@cityofbloomfield.or
Jody Allen	Bloomfield Care Center		641-664-2699	jallen@bloomfieldcarecenter.com
Karen Spargur	Nave	Dyld	281-744-8737	karenspargur@icloud.com
Jeanyne Spargur		Bloomfield	641-208-6708	Spargur@netins.net



It's easy to

CATCH A RIDE!!

Come learn how ANYONE can use 10-15 Transit!

This open discussion will cover how to request a ride, how transit can better serve the area (Appanoose, Davis, Lucas, Monroe & Wayne Counties) & if there are any new opportunities!!!

WEDNESDAY, MAY 14, 2025 @10:30am

Bloomfield Public Library

107 North Columbia Street

Bloomfield, IA 52537

Meeting hosted by Chariton Valley Transportation Planning Affiliation (CVTPA). For more information or to leave comments, contact Chariton Valley Planning & Development at 641-437-4359 or nmoore@charitonvalleyplanning.com

RPA 17/CVTPA
Passenger Transit Planning TAG Meeting
May 21, 2025 @ 10:30am
Lamoni Public Library

Present: Tami Shaw (City of Lamoni), Leesa Lester (SIT), Samantha Schaff (Decatur Co Veteran's Affairs), Lorrie Long & Judith Nelson (Lamoni Wheels Transportation), Julie Pribyl (CVTPA), & Nichole Moore (CVTPA)

Leesa presented on the SIT services in Clarke & Decatur Counties. Currently there are 4 FT drivers in Clarke & 1 driver that resides in Decatur County. There are very few rides given in Lamoni. Years ago, there was a FT driver available in Lamoni that was seldom used, so his hours were reduced to PT. Which eventually led to a driver only available for rides that are prearranged. While SIT service is reasonable for local rides, meeting participants indicate that long rides to Des Moines are not economically feasible. Leesa shared that prices are higher b/c the rate starts when the driver leaves Osceola, goes to Lamoni & then to the destination. Fees may vary based on the number of riders and applicable senior discounts. However, generally, a ride from Lamoni and back would cost \$__.

Lamoni Wheels Transportation volunteers were present to discuss their program and talk about any partnership opportunities. The organization was developed 4 years ago after a community survey indicated a need for affordable transportation for low-income individuals to attend medical appointments. Primarily patrons are senior citizens who can't afford the SIT fee. Approximately 35 volunteers provide this service. Two individuals are responsible for scheduling rides and the rest are volunteer drivers. Personal vehicles are provided, and no funds or reimbursement are offered. The volunteers generally don't provide rides to students or the local Amish population. They offer transportation services to the airport, with priority given to medical appointments.

Other local transit needs are met through the "Decatur County Healthcare Courtesy Van". The Decatur County Hospital purchased this van utilizing COVID funds and continues the service. They found that SIT hours were not always compatible with mid-late day appointments, so this van helps in that matter. The free transport service is available to take patients to any healthcare appointments in Decatur County in Lamoni or Leon. The service is available 8am-4:30pm Monday-Friday.

Leesa explained the challenges finding drivers and the recovery from the pandemic. The Healthcare Courtesy Van is one such example of rides lost. Another example was that RCSS (special needs day hab) individuals once used SIT for rides to the facility in Mt Ayr. The funds were distributed to the transit agency, but now the funds are provided to individual families so many no longer utilize the Trolley.

Leesa mentioned the Trolley's efforts to 'right size' the fleet. SIT does have many buses & large vans, but she has begun purchasing more passenger vans with accessibility. This proves to be more economical and alleviates the burden of drivers needing CDL with passenger endorsement. Any vehicle that

transports over 16 people requires the CDL. Approximately 53% of her drivers have a chauffeur's license only. Any vehicle purchased with federal funds must be selected off the pre-approved list. All other vehicles (such as SUV, cars, etc.) must be purchased with private funds and that is not an option at this point.

Other notable impacts on transit needs: Lamoni is small enough that most kids don't need rides for recreation (pool, games, etc.) that they walk or ride bicycles. There is no congregate meal site nor senior center. SIT also does not provide service to county residents who live on rural rock roads.

A possible partnership service that could benefit the community would be facilitated through the community center for possible group trips. SIT offers "50 cent Fridays" – all in-town rides are 50 cents for senior citizens. The Trolley also offers ride tickets that people can purchase for loved ones or donate to a program. Leon does still have a senior center that has people who need rides.

Graceland University provides a bus service for students needing to get to the airport at the beginning/end of semesters. It was noted that they also struggle to find drivers for this service.

SIT Agency update: The agency was awarded a "low/no emissions" grant to fund a purchase/construction of a new building. The federal government has not sent the contract to pursue this opportunity.



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CATCH A RIDE!!

Come learn how ANYONE can use Southern Iowa Trolley!

This open discussion will cover how to request a ride, how transit can better serve the area (Clarke & Decatur Counties) & if there are any new opportunities!!!

WEDNESDAY, MAY 21, 2025

@10:30am

Lamoni Public Library

301 West Main Street

Lamoni, IA 50140



Meeting hosted by Chariton Valley
Transportation Planning Affiliation
(CVTPA). For more information or to
leave comments, contact Chariton
Valley Planning & Development at 641-
437-4359 or
nmoore@charitonvalleyplanning.com

Passenger Transportation Plan – TAG Contact List

CVTPA Region- RPA17

Date: 5/21/2025 Time: 10:30 am Location: Gamoni Public Library
Gamoni, LA

[illegible]

SIT Public Meeting discussion 2/27/25:

Funding Source is "Low/No Emissions grant" that was allocated 3yrs ago. The funding should not be at risk of defunding in today's political climate. However, the contract has not been issued or signed to release the funds for the new location/building.

The funding source does require charging stations for electric buses/vehicles. This may require additional infrastructure to be installed.

The operating budget could see additions in the electricity, utilities, property tax, etc. and can the current revenue support that.

5311 funding (federal funds) are currently 3-4 months behind the routine issuance time. This is creating havoc in the transit operations across the state. Many agencies are operating on loans & other pools of funds. SIT has been forced to use the matching funds that were obligated to this grant to remain open. Once the state/federal funds are released, the money will be replaced in the building fund account. There are enough funds for about 6 more weeks of operation. SIT may be forced to suspend services.

Iowa DOT has established "emergency payroll requests" for transit agencies during this period. It will provide \$25,000 payment that will be taken out of the state allocation once it is released to the transit agency. This is not guaranteed funding, but SIT is applying for it.

The Iowa Bus Coalition is currently in Washington, D.C. advocating for the federal release of transit funds. Nichole Moore, RPA 17, will be going there in the next couple of weeks and has agreed to take any letters of concern/support to the Iowa Senators/Representatives on behalf of transit. She plans to discuss the critical need for the transit funds to be released to ensure rides remain available.

Other Notes:

Nichole suggested advertising for drivers on the DOT website.

Clarke County/Osceola ridership numbers will be increasing due to the re-start of Head Start service. Amounts to approximately 60 rides per week.

Currently SIT has approximately 40 vehicles. Leesa stated that they are now purchasing more smaller, ADA compliant vehicles. She will send an inventory list later. The most recent order was for 3 buses. An AMCO loan was used for match purposes and SIT is making quarterly payments.

Several board members were unaware that the building grant received would require electric charging stations, training for electric maintenance/repair, and possibly additional infrastructure installed. This could also alter the utility bills the agency will need to budget for.

There is a new van in Bedford that is creating excitement in the community. People are excited about the local service. The driver is currently in training but will be able to transport soon. There are new businesses & growth in Bedford so BOS are hopeful it will be utilized.

RPA Meeting with Clarke BOS:

Nichole & Julie met with Clarke County BOS and the assistant county engineer to help them better understand how RPA 17 works, how funds are issued, information that is required and expectations of them.

Additional discussions included the ongoing concerns for the decreasing ridership in Clarke & Decatur Counties. The numbers have never rebounded from COVID, but no adaptations were made either. Potential adjustments to service were to purchase smaller passenger vehicles to allow travel on gravel roads & remove the barrier of needing a CDL for drivers.

Decatur County SIT ridership			
	FY 2024	FY 2023	FY 2022
Elderly Waiver	--	--	--
Elderly	461	743	768
Elderly TPG	77	127	219
Sheltered Workshop	1,031	897	557
Education/Fun Bus	282	347	239
General Public	44	96	67
GP & SW	1,323	1,404	1,627
TOTAL	3,218	3,614	3,477
RIDERSHIP TREND	-396	+137	+245 (FY 2021 3232)

Clarke County SIT ridership			
	FY 2024	FY 2023	FY 2022
Elderly Waiver	--	--	--
Elderly	4,193	4,311	4,397
Elderly TPG	331	183	506
Sheltered Workshop	--	-	--
Education/Fun Bus	1,333	8,675	20,325
General Public	2,249	2,685	2,032
GP & SW	307	589	556
TOTAL	8,413	16,443	27,816
RIDERSHIP TREND	-8,030	-11,373	+1,927 (FY 2021 19928)

SIT TOTAL Ridership			
	FY 2024	FY 2023	FY 2022
Elderly	2,870	2,922	3,150
Senior Rides	29,875	31,702	30,111
Sheltered Workshop	7,844	7,366	6,985
Education/Fun Bus	24,756	31,931	50,172
General Public	16,887	16,032	15,066
TOTAL	79,362	87,031	102,334
RIDERSHIP TREND	-7,669	-15,303	+13,948 (FY 2021 COVID 88,386)

Southern Iowa Trolley Region – Population Trend

	2024	2023	2022	2021	2020	2015
ADAIR COUNTY						
Adair		781	790	797	793	719
Bridgewater		145	147	149	148	154
Fontanelle		670	676	684	679	635
Greenfield		2,033	2,048	2,073	2,056	1,853
Orient		356	361	367	363	380
TOTAL COUNTY POPULATION	No update	7,389	7,457	7,541	7,059	7,142
Population % of SIT Region		14.6%	14.7%	14.7%	13.9%	13.8%
County Poverty %	10.0%	10.3%	10.1%	10.1%	10.1%	10.1%
Minority Population %		5.8%	5.7%	5.8%	3.43%	5.8%
SIT Ridership #	11,860	10,869	11,163	11,577	9,646	--
% of SIT Total rides	15%	12.5%	10.9%	13%	10.3%	
Education	6,224	5,910	5,378	5,611	4,371	--
Elderly	1,099	1,382	1,041	1,063	1,206	--

COMMENTS: **Ridership stable & consistent.** Increase of Education riders over past 3yrs (+846)

ADAMS COUNTY	2024	2023	2022	2021	2020	2015
Corning		1491	1515	1,534	1563	1502
Lenox		1372	1357	1,344	1335	1392
Carbon		30	31	32	33	32
Nodaway		73	75	74	75	107
Prescott		183	186	189	190	244
TOTAL COUNTY POPULATION	No Update	3,544	3,601	3,641	3,588	3,752
Population % of SIT Region		7.0%	7.0%	7.1%	7.0%	7.2%
County Poverty %	9.5%	9.47%	9.47%	9.47%	9.47%	12.2%
Minority Population %		5.7%	3.3%	3.3%	5.8%	
SIT Ridership #	2,459	3,125	5,325	5,168	6,393	--
% of SIT Total rides	3.1%	3.6%	5.2%	5.8%	6.9%	
Education	560	1128	3382	3360	4269	--
Elderly	912	1205	1417	1305	1312	--

COMMENTS:

Steady decline of more than 50% in 4FYs. General Public (FY24-858 /FY23-605 /FY22-391/FY21-280 /FY20-674)
(Education FY24-FY21 = loss of 2,800 rides) (Elderly FY24-FY21= loss of 393)

CLARKE COUNTY	2024	2023	2022	2021	2020	2015
Osceola		5,568	5,536	5,536	5,420	4,932
Murray		624	641	663	674	732
Woodburn		141	143	144	145	199
TOTAL COUNTY POPULATION	No update	9,588	9,643	9,785	9,353	9,213
Population % of SIT Region		18.9%	19.0%	19.1%	18.4%	17.8%
County Poverty %	16.9%	16.9%	15.7%	16.9%	11.2%	16.9%
Minority Population %		21.7%	21.7%	21.7%	19.6%	
SIT Ridership #	8,413	16,443	27,816	21,855	19,928	--
% of SIT Total rides	10.8%	18.9%	27.2%	24.7%	21.5%	
Education	1,333	8,675	20,325	16,023	12,123	--
Elderly	4,193	4,311	4,397	3,164	5,243	--

COMMENTS:

Significant ridership loss in total rides correlates to the loss of education riders. General public & Elderly rides are consistent. A large minority population live in Clarke County & often they depend on public transit. Population has remained steady- with a consistently high poverty rate & the highest minority rate of the region.

DECATUR COUNTY	2024	2023	2022	2021	2020	2015
Leon		1,817	1,827	1,806	1,796	1,880
Lamoni		1,974	1,979	2,052	2,038	2,360
Davis City		179	180	176	175	194
Decatur		--	146	200	192	202
Garden Grove		174	174	171	170	201
Grand River		197	200	193	192	222
Le Roy		12	12	10	10	14
Pleasanton		30	30	32	32	45
Weldon		138	138	135	134	118
Van Wert		179	180	176	174	217
TOTAL COUNTY POPULATION	No update	7,665	7,695	7,659	7,769	8,145
Population % of SIT Region		15.1%	15.1%	15.0%	15.3%	15.7%
County Poverty %	18.4%	18.3%	18.3%	14.5%	15.5%	14.5%
Minority Population %		8.7%	8.7%	8.7%	8.7%	8.7%
SIT Ridership #	3,218	3,614	3,477	3,232	3,553	--
% of SIT Total rides	4.0%	4.1%	3.4%	3.7%	3.8%	
Education	282	347	239	240	67	--
Elderly	461	743	768	469	1,478	--

COMMENTS:

Overall ridership remains consistent. The largest decline is in the Elderly FY24-461 from FY23-743 (loss of 282)

RINGGOLD COUNTY	2024	2023	2022	2021	2020	2015
Benton		40	40	40	40	42
Mount Ayr		1,626	1,637	1,617	1,614	1,650
Diagonal		338	342	344	344	321
Delphos		--	31	33	44	20
Kellerton		239	242	238	239	304
Beaconsfield		15	15	15	15	14
Sun Valley Lake		--	131	186	188	223
Ellston		21	21	22	22	40
Maloy		26	26	26	26	28
Tingley		135	137	135	135	176
Redding		64	65	63	63	79
TOTAL COUNTY POPULATION	No update	4,642	4,688	4,639	4,801	4,978
Population % of SIT Region		9.2%	9.2%	9.1%	9.4%	9.6%
County Poverty %		8.25%	8.25%	8.25%	14.3%	--
Minority Population %		5.7%	5.7%	5.7%	5.68%	0.93%
SIT Ridership #	3,866	6,152	6,242	6,091	5,856	--
% of SIT Total rides	4.9%	7.1%	6.1%	6.9%	6.3%	
Education	1,098	1,443	1,287	1,481	1,253	--
Elderly	1,709	2,790	3,269	1,633	1,149	--

COMMENTS:

Ridership was consistent from FY20-23 but a significant decrease is shown for FY24. Elderly riders are down 1,560 from FY24 from FY22. There was a steady decrease in Sheltered Workshop riders from 925 FY22 to 185 in FY24.

TAYLOR COUNTY	2024	2023	2022	2021	2020	2015
Bedford		1,503	1,494	1,482	1,481	1,423
Blockton		125	123	124	124	191
Clearfield		282	278	279	279	352
Gravity		155	153	154	154	187
Lenox		1,372	1,357	1,357	1,335	1,392
New Market		387	383	385	387	411
TOTAL COUNTY POPULATION	No update	5,924	5,875	5,868	6,092	6,243
Population % of SIT Region		11.7%	11.6%	11.5%	12.0%	12.0%
County Poverty %		10.4%	8.5%	7.7%	7.1%	14.1%
Minority Population%		11.9%	11.9%	11.2%	2.3%	2.3%
SIT Ridership #	170	228	226	60	558	--
% of SIT Total rides	0.2%	0.3%	0.2%	0.1%	0.6%	
Education	--	--	--	--	166	--
Elderly	58	78	82	24	87	--

COMMENTS:

Consistently the least number of rides are provided in the region. Third lowest populated county in the region.

UNION COUNTY	2024	2023	2022	2021	2020	2015
Creston		7,392	7,388	7,487	7,536	7,814
Afton		863	861	859	862	841
Lorimor		376	376	378	382	351
Cromwell		103	103	103	104	105
Arispe		94	94	95	95	99
Shannon City		72	72	74	75	72
Thayer		48	48	49	50	59
TOTAL COUNTY POPULATION	No update	11,906	11,903	12,018	12,157	12,431
Population % of SIT Region		23.5%	23.4%	23.5%	23.9%	23.9%
County Poverty %	--	13.7%	13%	11.9%	11.4%	--
Minority Population %		9.7%	9.6%	9.6%	9.6%	6.7%
SIT Ridership #	49,376	46,600	48,085	40,403	46,845	--
% of SIT Total rides	62.2%	53.5%	47%	45.7%	50.5%	
Education	15,259	14,428	19,561	17,117	21,224	--
Elderly	18,573	18,271	15,987	11,720	13,190	--
COMMENTS: Largest populated county in the region & consistently highest ridership. There has been an increase of "general public" riders from FY21 to FY24 (+2,247)						
SIT Region Total Pop.		50,658	50,862	51,151	50,819	51,904
Population Trend		-204	-289	+332	-1085	--
FY Total Ridership	79,362	87,031	102,234	88,386	92,782	--

Where are the rides given?			
	2024	2022	2020
Adair County	15.0%	10.9%	10.9%
Adams County	3.1%	5.2%	6.9%
Clarke County	10.8%	27.2%	21.5%
Decatur County	4.0%	3.4%	3.8%
Ringgold County	4.9%	6.1%	6.3%
Taylor County	0.2%	0.2%	0.6%
Union County	62.2%	47%	50.5%