

1999 HOUSE TRANSPORTATION

HB 1380


1999 HOUSE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. 1380

House Transportation Committee

Conference Committee

Hearing Date January 28, 1999

Tape Number	Side A	Side B	Meter #
1	X		18.2-55.0
1		X	0-12.7
Committee Clerk Signature 			

Minutes:

CHAIRMAN KEISER OPENED THE HEARING ON HB 1380; A BILL RELATING TO THE PUBLIC TRANSPORTATION FUND; REGISTRATION FEE CHANGES FROM ONE TO TWO DOLLARS FOR EACH MOTOR VEHICLE REGISTERED.

REP. ROBIN WEISZ introduced HB 1380. He noted that it raises the current fee of \$1.00 to \$2.00 for the purpose of public transportation. It would simply raise funds for public transportation - para transit systems.

GRANT BROWN, Dunn Center, District 36, testified in support of HB 1380. (See written testimony). Mr. Brown also submitted written testimony from Lucy Kostelecky, Elder Care Director.

RICK THOMS, Executive Director of Souris Basin Transportation in Minot testified in support of HB 1380. (See written testimony).

REP. PRICE asked Mr. Thoms to explain the new after hours plan that will be implemented if this bill passes.

THOMS said that they held several forums in Minot and they decided that additional funds that come about will be used toward after hours transportation. He said that they will be contracting with local taxi companies to provide for this. (Letters of support were offered from citizens located in Central North Dakota).

CHAIRMAN KEISER asked if these funds will be available if this bill is not passed.

THOMS said that they will still be available but not for the project's use. You have to have that federal dollars matched in place before you can draw any federal dollars.

CHAIRMAN KEISER asked if you are able to charge any fee for use of the transit system.

THOMS said that under the Highway Department, they are allowed to charge a fee and the consumers must pay that fee. A lot of the projects are funded by the Older Americans Act which goes through the Department of Human Services. Through that grant they cannot charge a fee - but a suggested donation can be asked of the consumers 60 years of age and older. Under 60 years of age, they have to pay.

CHAIRMAN KEISER suggested raising the suggested contribution or fee \$.25. That is a possibility.

THOMS said that it is a possibility but in the past, it has been proven nationwide that if you raise your rates in the transit system you will lose 10% of your rider ship. 90% of our passengers are over 60 and draw social security, and are on a fixed income. They won't be able to afford it.

CHAIRMAN KEISER asked if he anticipated any increase in fees.

THOMS said no.

REP. MICKELSON asked how the taxi cab contracting would work in Minot. Would the users pay a subsidized fee or would we the consumer pay it.

THOMS said that it has been discussed and they would have to stay along the guidelines of the Americans with Disabilities Act. That means than you can charge more than double the fare of a fixed route system. Up until 5:00, the handicapped community must pay \$1.50 a ride. If the service comes through - we would have to put a cap on the yearly amount paid to the taxi companies. If they charge \$6.50 for a ride and the consumer only provides them with \$1.50, then we would have to pay \$5.00 for each ride. That would add up fast. It is on a yearly contract.

DEANNA BAKKEN, Fargo, testified in support of HB 1380. (See attached testimony).

NORM STUHMILLER, testified in support of HB 1380 on behalf of AARP, North Dakota. (see attached testimony).

JOE KRACHNER, President, Golden Age Club, testified in support of HB 1380.

EMILIA RANDALL, Randall, testified in support of HB 1380. (See attached testimony).

ALLEN PEDERSON, Fargo, testified in support of HB 1380. (See attached testimony).

RAYLYNN HAPIP, Executive Director of People First of North Dakota, testified in support of HB 1380. (See attached testimony).

DARRELL MICHALENKO, Superintendent, Minot City Bus System, testified in support of HB 1380. (See attached testimony).

CAROL ANDERSON, Executive Director, West River Transportation Council, Bismarck, testified in support of HB 1380. (See attached testimony).

REP. MAHONEY asked Carol what the sources of revenue are for the transit system.

CAROL replied that much of the money is appropriated in Human Services and the Department of Transportation and state aid. The federal dollars are matched by the communities, and there is a suggested donation upon boarding the transit.

REP. MAHONEY further asked how many buses there are and what shape they are in.

CAROL said that there are 13 buses in various communities. They completely circle Bismarck and the 38 towns surrounding. There are three buses in poor shape but they do run and they deliver the meals.

REP. THORPE asked if the passage of this bill would guarantee evening and weekend services?

CAROL said yes, the service would expand and other small towns would also be included in the daily service.

CHUCK BOSCH, BIS-MAN Transit Board, testified in support of HB 1380. (See written testimony).

BRIAN AREN, Fargo, testified in support of HB 1380 on behalf of the Fargo Transit Board. He noted that they were one of 48 entities that share the funds. Aren mentioned that it helps people stay in the communities longer. We need more programs like this.

REP. BELTER questioned the casino trips that took place in the past. What is currently happening in Cass County now?

BRIAN said no, the Cass County buses no longer go to the casinos. If they want to go, they contract with a private charter.

REP. BELTER noted that he hopes other counties will follow that lead. It is not an appropriate manner to use the buses for.

CHAIRMAN KEISER CLOSED THE HEARING ON HB 1380.

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House Transportation Committee
Bill/Resolution Number Hb 1380
Hearing Date January 28, 1999

COMMITTEE ACTION:

REP. BELTER moved a DO PASS on HB 1380. REP. MICKELSON seconded the motion.

The motion carried.

GENERAL DISCUSSION TOOK PLACE.

CHAIRMAN KEISER made several comments.

THE MOTION WAS REVISED TO A DO PASS WITH A RE-REFERRAL TO
APPROPRIATIONS.

ROLL CALL - 15 YEA, 0 NAE, 0 ABSENT AND NOT VOTING.

FLOOR ASSIGNMENT: REP. WEISZ

CAROL ANDERSON, WEST RIVER TRANSIT AUTHORITY, testified in support of HB
1380. (See attached testimony).

Date: 1-28-99
Roll Call Vote #: 1

1999 HOUSE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 1380

House Transportation Committee

Subcommittee on _____
or
 Conference Committee

Legislative Council Amendment Number _____

Action Taken DO PASS - Appropriations ^{referred}

Motion Made By Rep Belter Seconded By Rep Mickelson

Representatives	Yes	No	Representatives	Yes	No
Representative Keiser, Chair	✓		Representative Thorpe	✓	
Representative Mickelson, V. Ch.	✓				
Representative Belter	✓				
Representative Jensen	✓				
Representative Kelsch	✓				
Representative Kempenich	✓				
Representative Price	✓				
Representative Sveen	✓				
Representative Weisz	✓				
Representative Grumbo	✓				
Representative Lemieux	✓				
Representative Mahoney	✓				
Representative Meyer	✓				
Representative Schmidt	✓				

Total (Yes) 15 No 0

Absent 0

Floor Assignment Rep Weisz

If the vote is on an amendment, briefly indicate intent:

REPORT OF STANDING COMMITTEE (410)
January 28, 1999 12:45 p.m.

Module No: HR-18-1379
Carrier: Weisz
Insert LC: . Title: .

REPORT OF STANDING COMMITTEE

HB 1380: Transportation Committee (Rep. Keiser, Chairman) recommends DO PASS and BE REREFERRED to the Appropriations Committee (15 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING). HB 1380 was rereferred to the Appropriations Committee.

1999 HOUSE APPROPRIATIONS

HB 1380

General Discussion

- Committee on Committees
- Rules Committee
- Confirmation Hearings
- Delayed Bills Committee
- House Appropriations
- Senate Appropriations
- Other

Date February 11, 1999			
Tape Number	Side A	B Side	Meter #
1	x		31.0-38.2
Committee Clerk Signature <i>Paulette Gussears</i>			

Minutes:

A Bill for an Act to amend and reenact sections 39-04.2-03 and 39-04.2-04 of the North Dakota Century Code, relating to the public transportation fund.

30.0 Chairman Dalrymple opened committee work on HB 1380.

31.1 Rep Byerly moves for an do not pass on HB 1380, 2nd by Rep. Delzer.

31.5 Rep. Timm and Rep. Gulleason resists the do not pass.

33.1 Rep. Delzer supports the do not pass, in Job Service there is an amendment to offer the opportunity for the group to charge back to the Welfare to Work program up to 225,000.

34.0 Rep. Wentz opposes the do not pass.

35.8 Vote motioned by Rep. Byerly. The motion fails 8-10-2.

36.9 Rep. Wentz moves as a do pass, 2nd by Rep. Lloyd. The vote is 16 yes, 4 no, 0 absent. Rep. Tollefson carries the bill to the house floor.

Date: 2/11/99
 Roll Call Vote #: 7

1999 HOUSE STANDING COMMITTEE ROLL CALL VOTES
 BILL/RESOLUTION NO. 1380

House Appropriations Committee

Subcommittee on _____

or

Conference Committee

Legislative Council Amendment Number _____

Action Taken Do Not Pass

Motion Made By Byerly Seconded By Delzer

Representatives	Yes	No	Representatives	Yes	No
Chairman Dalrymple	X		Nichols		X
Vice-Chairman Byerly	X		Poolman		X
Aarsvold		X	Svedjan	X	
Bernstein	X		Timm		X
Boehm	X		Tollefson		X
Carlson	X		Wentz		X
Carlisle	X				
Delzer	X				
Gulleson		X			
Hoffner		X			
Huether		X			
Kerzman		X			
Lloyd		X			
Monson		X			

Total (Yes) 8 No 12

Absent 0

Floor Assignment _____

If the vote is on an amendment, briefly indicate intent:

Date: 2/11/99
 Roll Call Vote #: 2

1999 HOUSE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 1380

House Appropriations Committee

Subcommittee on _____

or

Conference Committee

Legislative Council Amendment Number _____

Action Taken Do Pass

Motion Made By Wentz Seconded By Lloyd

Representatives	Yes	No	Representatives	Yes	No
Chairman Dalrymple	X		Nichols		X
Vice-Chairman Byerly		X	Poolman	X	
Aarsvold	X		Svedjan	X	
Bernstein	X		Timm	X	
Boehm	X		Tollefson	X	
Carlson		X	Wentz	X	
Carlisle	X				
Delzer		X			
Gulleson	X				
Hoffner	X				
Huether	X				
Kerzman	X				
Lloyd	X				
Monson	X				

Total (Yes) 16 No 4

Absent 0

Floor Assignment Tollefson

If the vote is on an amendment, briefly indicate intent:

REPORT OF STANDING COMMITTEE (410)
February 12, 1999 9:02 a.m.

Module No: HR-28-2658
Carrier: Tollefson
Insert LC: . Title: .

REPORT OF STANDING COMMITTEE

HB 1380: Appropriations Committee (Rep. Dalrymple, Chairman) recommends DO PASS
(16 YEAS, 4 NAYS, 0 ABSENT AND NOT VOTING). HB 1380 was placed on the
Eleventh order on the calendar.

1999 SENATE TRANSPORTATION

HB 1380

1999 SENATE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. HB1380

Senate Transportation Committee

Conference Committee

Hearing Date March 4, 1999

Tape Number	Side A	Side B	Meter #
1	x		1,723-End
1		x	1-3940
March 11, 1999		x	1,561-2292
Committee Clerk Signature <i>Aori A. Schaeffbauer</i>			

Minutes:

SENATOR B. STENEHJEM opened the hearing on HB 1380. Committee members present included: Sens. Bob Stenehjem, R. Schobinger, D. Mutch, D. Cook, D. O'Connell, V. Thompson, and D. Bercier.

GRANT BROWN, DUNN CENTER testified in support of HB 1380 (see testimony).

SENATOR O'CONNELL Are all counties members of the transportation system now?

GRANT BROWN Not all counties are in it. There are three or four more that have asked to come in.

SENATOR BERCIER Are 75% of counties involved?

GRANT BROWN 90%.

SENATOR BERCIER Do your services extend to Indian reservations?

GRANT BROWN I believe they do in some areas. I believe some out of Minot do connect with the reservation there.

RICK THOMS, EXECUTIVE DIRECTOR OF SOURIS BASIN TRANSPORTATION testified in support of HB 1380 (see testimony). The Three Affiliated Tribes used to draw state aid but no longer receive it. Spirit Lake and Belcourt receive state aid. Out of the 47 listed, only 26 of the projects receive federal funds. There are a lot of transit projects doing it on their own.

SENATOR O'CONNELL Could you give the committee a run down on how many buses you have and how many miles you drive?

RICK THOMS We started with one county and expanded into seven counties. We cover 12,000 square miles with 13 vehicles and 10 are handicapped accessible. We have 3 vans on line which are not handicapped equipped.

SENATOR O'CONNELL How many passengers do you run now?

RICK THOMS We run 1,000 people a month.

SENATOR O'CONNELL How many can you haul on the buses?

RICK THOMS Our buses are 18 to 20 passenger buses.

SENATOR O'CONNELL If you had to replace one of those today, how much would it cost?

RICK THOMS \$52,895

SENATOR B. STENEHJEM You stated that HB 1380 was introduced to insure adequate state matched with federal dollars, is that your intention if there is enough money in the fund to meet the TEA 21 federal dollars being passed down to the state which will require more state or local match?

RICK THOMS That is part of the intention of raising state aid is to match the new federal dollars coming into the state. There are four funds that come out of FTA: 1 fund is Section 3 fund which is a discretionary fund granted occasionally. We were just rewarded \$2 million which will be used for vehicle replacement. That is not included in your material. It was just approved this week. We have to come up with another \$400,000 to match the \$2 million.

SENATOR B. STENEHJEM This is a state match funding mechanism for many of those programs.

RICK THOMS Yes.

SENATOR B. STENEHJEM For the fiscal year 1999, I see Section 3 funds are \$1.985 million.

SENATOR COOK There are no TEA 21 funds recorded on your statistic page?

RICK THOMS TEA 21 does not take affect until July 1999.

SENATOR COOK If this bill was passed, the state aid will go up.

RICK THOMS You would see an increase in state aid, a increase in the Section 18 funds which come from TEA 21, you would see an increase in Section 9 funds which come from the TEA 21 funds. You would not see a change in the Older Americans Act fund because that bill has not been reauthorized yet.

SENATOR COOK Section 18 and 9 come from TEA 21 funds. As we increase the dollars available, we will see increased miles driven, increased rides. Will we see increased vehicles also? Would the cost per mile go up?

RICK THOMS You will see an increase in the cost but not an increase in vehicles. The vehicles that are being bought this year are replacement vehicles. We do not increase our fleet size but we do have a replacement schedule. You may see the increase in riders.

SENATOR THOMPSON Is it fair to say if we want to continue these services and match the federal dollars, the local areas may have to raise property taxes?

RICK THOMS That could be a possibility.

SENATOR BERCIER The miles will increase, the rider ship will increase, how many vehicles will be replaced?

RICK THOMS The vehicle numbers will remain the same.

SENATOR BERCIER You will be updating existing equipment.

SENATOR O'CONNELL I want to go on record as supporting the bill. I am one of the sponsors of this bill.

EMILIA RANDALL, KIDDER COUNTY CITIZEN testified in support of HB 1380 (see testimony).

DARRELL MICHALENKO, CITY OF MINOT BUS DEPARTMENT testified in support of HB 1380 (see testimony). This is the first year we will be allowed to do replacements. The cost of a bus ride for the Minot Commission on Aging one way is \$1.50. Our ride costs 40 cents. Also, we want to help those who work from 5:00 pm to 10:00 pm by providing them bus service. This bill can help those who need to go to work.

SENATOR B. STENEHJEM What is the cost of the ride?

DARRELL MICHALENKO If you are a school student or a disabled person and you buy tokens it is 40 cents. If you are an adult and you buy tokens it is 60 cents. If you use cash it is 75 cents one way. If you have to transfer to a different route it is 10 cents unless you are a student.

SENATOR B. STENEHJEM How long have these rates been in affect?

DARRELL MICHALENKO Three years. The Minot Commission on Aging gives 30,000 rides for disabled people. Our carrier for ADA plus their rides is over 200,000 rides given in the city of Minot.

PAT RANDALL, FARMER/RANCER testified in support of HB 1380 (see testimony).

SENATOR SCHOBINGER Emilia is not getting rides now.

PAT RANDALL She is but with rising costs we don't know how much longer she can get those rides. We think the senior bus will stop if funds aren't provided.

CAROL ANDERSON, EXECUTIVE DIRECTOR WEST RIVER TRANSPORTATION testified in support of HB 1380 (see testimony).

SENATOR SCHOBINGER If this bill would not pass, would you be forced to cut back?

CAROL ANDERSON Yes, there are areas that are remote. They would be in jeopardy.

SENATOR BERCIER What percentage would you have to cut back?

CAROL ANDERSON 10% to 16%.

SENATOR COOK Are the routes defined or are you on call?

CAROL ANDERSON They are designated routes but they are deviated. We don't refuse medical trips. There are times we are called out into remote areas for medical reasons.

SENATOR B. STENEHJEM What is the cost per ride on this system?

CAROL ANDERSON 25 cents in a local area to a round trip in a rural area which may be \$9.00.

CHUCK BOSCH, MANDAN GOLDEN AGE SERVICES PROJECT DIRECTOR testified in support of HB 1380 (see testimony).

RAYLYNN HAPIP, EXECUTIVE DIRECTOR OF PEOPLE FIRST OF BISMARCK testified in support of HB 1380 (see testimony).

ALAN PETERSON, ND ASSOCIATION OF THE BLIND testified in support of HB 1380 (see testimony).

SENATOR O'CONNELL Does this meet all the needs for improvements?

ALAN PETERSON With more money, there is more opportunity to put buses on the streets in Fargo. It is not a perfect system but a good way to be independent.

SHIRLEY BRENNAN, MINOT testified in support of HB 1380. When the transit ends at 4:30 how do those with disabilities and of retirement age get home?

DEANNA BAKKEN, written testimony was handed out.

LISA BUNN testified in support of HB 1380 (see testimony).

ALLAN MARX, SR. testified in support of HB 1380 (see testimony).

NORM STUHMILLER, AARP testified in support of HB 1380. This is a priority issue passed by the State Legislative Committee of AARP. We urge a Do Pass.

JOE PRATSCHNER, MANDAN GOLDEN AGE CLUB testified in support of HB 1380.

NATALIE MAYCHRZAK testified in support of HB 1380. I use public bus system. It is hard to get to necessary appointments if it weren't for the bus system.

VICTOR ROLLER testified in support of HB 1380.

TODD LAMMERS, FARGO testified in support of HB 1380.

SENATOR BERCIER I want to go record that I like to see anyone who can come to testify to be here even if we'd have to set up in the civic center for two days to hear everyone's testimony. I would take the time to hear the public's view.

SENATOR B. STENEHJEM We will close the hearing on HB 1380.

March 11, 1999 - Tape 2

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Senate Transportation Committee

Bill/Resolution Number Hb1380

Hearing Date ~~March 4, 1999~~

March 11, '99

SENATOR SCHOBINGER I motion for a Do Pass.

SENATOR THOMPSON I second.

SENATOR COOK I'll vote for it but I hope we revisit it in two years and see how it helped. I hope they extend the services with scheduled routes here in Bismarck and extended schedules in Minot.

SENATOR SCHOBINGER I will be looking for expanded hours in Minot also.

SENATOR BERCIER I echo the sentiments of Senator Cook. It's needed but if they don't extend hours and do some extended services we will need to revisit it in two years.

SENATOR B. STENEHJEM I did have an amendment to move money into a line item with DOT authorities. They would have had a lot more money then they are getting out of the \$1.00 increase on the registration fee.

SENATOR THOMPSON There was some miscommunication somewhere.

SENATOR SCHOBINGER I withdraw my motion.

SENATOR THOMPSON I withdraw my motion.

SENATOR SCHOBINGER I move a Do Pass on HB 1380 and rerefer to Appropriations.

SENATOR THOMPSON I second.

The roll call vote was taken (7 Yeas, 0 Nays and 0 Absent and Not Voting).

Senator Thompson will carry HB 1380.

Date: 3-11-99

Roll Call Vote #:)

1999 SENATE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. HB 1380

Senate Transportation Committee

Subcommittee on _____
or
 Conference Committee

Legislative Council Amendment Number _____

Action Taken do Pass and Rerefer to Appropriations

Motion Made By Sen. Schobinger Seconded By Sen. Thompson

Senators	Yes	No	Senators	Yes	No
Sen. B. Stenehjem-Chairman	X				
Sen. R. Schobinger-V. Chair	X				
Sen. Duane Mutch	X				
Sen. Dwight Cook	X				
Sen. David O'Connell	X				
Sen. Vern Thompson	X				
Sen. Dennis Bercier	X				

Total (Yes) 7 No 0

Absent 0

Floor Assignment Senator Thompson

If the vote is on an amendment, briefly indicate intent:

REPORT OF STANDING COMMITTEE (410)
March 12, 1999 1:21 p.m.

Module No: SR-45-4676
Carrier: Thompson
Insert LC: . Title: .

REPORT OF STANDING COMMITTEE

HB 1380: Transportation Committee (Sen. B. Stenehjem, Chairman) recommends DO PASS and BE REREFERRED to the Appropriations Committee (7 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING). HB 1380 was rereferred to the Appropriations Committee.

1999 SENATE APPROPRIATIONS

HB 1380

1999 SENATE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. HB 1380

Senate Appropriations Committee

Conference Committee

Hearing Date 3/22/99; 3/29/99

Tape Number	Side A	Side B	Meter #
2	100-1250		
3/29/99 1	1865-2125		
Committee Clerk Signature <i>Gaudia Anderson</i>			

Minutes:

SENATOR NETHING: Opened the hearing on HB 1380; a BILL for an Act to amend and reenact sections 39-04.2-03 and 39-04.2-04 of the North Dakota Century Code, relating to the public transportation fund.

MARSHALL MOORE: Director, Department of Transportation. Bill Weimer in our department put together the figures you have dealing with the transit funds in ND. (attachment #1) In column 1: federal transit funds, the first year (1999-2000) is \$3,353,100 plus \$1,985,000 which are earmarked funds out of separate funds through the congressional delegation, hopefully they will be earmarked again. However, we don't know that. Then we just go on down that column, the annual estimated federal transit that will flow from the federal government to the state each year. In the second column: we're estimating the needed funds to match those federal funds. Let me explain, if it is capital improvement--it's 80/20; if it's operational--it's 50/50. The figures we have there are estimated from past experience and what is projected is some of the money is 50/50 and some of it is 80/20. So, we're estimating down that column each year and totaling for each biennium what would be the projected needed matching funds to match the federal dollars. The third column is state-aid transit funds. We're assuming the passage of 1380 there, and the \$2.00 registration for each vehicle. We're estimating that total and increasing the number of vehicles somewhat as we go down into the second and third biennium.

Mr. Chairman, you asked the other day why in fact we say we need \$750,000 for new license plates, and we only had 675,000 vehicles that were counted in this estimate. In this specific statute they outline that it has to be a motor vehicle so that eliminates all of the pull trailers of which there are about 40,000. It also had to be one with an annual registration fee, so that eliminates some of the antique cars, about 10,000 of those. The last column is the estimate of total transit expenditures. There is local tax funds and local usage funds that are included. This is what we estimate to be the total government and local funds to be used each year for transit in the state of ND based on history and what we project the federal and state funds would be in the years out. (tape 1, A, 114-520)

SENATOR NETHING: I notice the only area you show a plus for is in the next fiscal year, +\$1,985,000 federal transit funds.

MOORE: That's the one we know is going to happen. That's this biennium. That has already been approved. These are the earmarked funds, beyond that it is on an annual basis whether or not the state will receive earmarked funds. Those earmarked funds only go to I think the 3 largest cities, and on a request basis made to the congressional delegation. There are some rural in there.

SENATOR NETHING: When we look at the 1999-2000 funding year, we're still about \$800,000 short of the funds to match all of the federal moneys?

MOORE: That is correct.

SENATOR NETHING: The same thing in the 2001 part of the biennium, we're about \$1M short of being able to match?

MOORE: That is correct.

SENATOR NETHING: Is this based on a \$2.00 registration as is in the bill?

MOORE: Yes.

SENATOR NETHING; So if we were to divide that in half without this bill, that is where we would be with funds?

MOORE: From state funds, that is correct. We're going from \$1.00 to \$2.00 under HB 1380 and so if you half that in the '99 fiscal year, it would be \$675,000 that we would estimate the revenue to be. That will be very close.

SENATOR NETHING: If the transit units want more of the money that is out there for federal dollars, they have to come up with that independently?

MOORE: That is correct and they have been doing that in the past.

SENATOR NETHING: As I understand it, that isn't a collective effort, is it? Those dollars could be raised independently, i.e. Jamestown could raise theirs, Bismarck, etc. They wouldn't pool them?

MOORE: Each individual unit would work independently.

SENATOR TOMAC: I'm trying to understand this. As you read across you've got federal transit funds that is there for a match? We need \$2.1M to match those federal funds, but we're only coming up with \$1.3M from the state so the rest of that comes locally?

MOORE: That is correct.

SENATOR TOMAC: Where does the \$7.9M come from? That is what will be spent, regardless because of the state and local match?

MOORE: That's what we estimate to be the total expenditures. You can't add across because we're not listing local funds separately. That is the total of federal transit funds, plus state transit funds, plus the local funds.

SENATOR NETHING: And, we don't have a picture of the local funds?

MOORE: No, they're different across the state. (tape 695)

ROBIN WEISE: Representative, District 14, to testify in support of the concept of HB 1380. I'm not normally one that supports any kind of registration fee increase, but from working in the Human Service Committee the last two sessions, I do believe that in the long run that making these services more available may actually reduce our need for some of the long term care that we're going to be seeing in the future. It is for that reason I support this bill. (tape 695-765)

RICK THOMS: Director, Souris Basin Transit, Minot. Regarding the handout Marshall Moore went over. There is going to be a difference between what state aid will bring into the transit properties, and also what the total cost of the properties to operate is. This is kind of like a buy-in for the local systems to keep it operating for the local people so they have a say in how the system operates. The last time we did a study on it, there was over \$1M that was raised locally. That was in the ending year July 1, 1998. The local match is very important to us, so the locals have a buy-in as well as a say in the system. However, with the increase in federal dollars coming in, we still have to raise more and more money to access those federal dollars and keep all the systems operating at once. (tape 1, A, 950-1380)

SENATOR BOWMAN: How does this money get distributed? By districts, or whatever? There are a certain amount of total federal dollars and the state is going to give \$2.00 per license or whatever to match? How does the money get distributed after it is received by the Department of Transportation or whoever receives it?

THOMS: The law is based on a formula. The current law is \$6100 going to each county plus \$.50 per capita in that county. Under HB 1380, that would almost double to \$12,000 per county and \$1.00 per capita. It is doled out through the Highway Department to the public transit system. It is done on a ridership basis. We have to submit a ridership report to the highway department yearly and then it is reconfigured into a formula out to the transit projects. The reason it was devised on the formula for ridership basis, is to give an incentive to that transit project to expand. The more rides we give, the more money we can draw in, up to the maximum amount. That is why we're doing a lot of expansion.

SENATOR BOWMAN: Did you say the more rides you give, the more money you get?

THOMS: If you expand your system, and when there are multiple providers in one county such as in Ward County (there are 4 different providers), it is devised on their ridership for the amount

of money they give. Then it goes into the formula for ridership up to the maximum amount that is in the fund. If I had 50% of the rides in that county, I would get 50% back. The rest would be divided equally among the other 3 providers. It is an incentive program to go out and expand.

SENATOR BOWMAN: What's the incentive to become cost effective?

THOMS: The cost effectiveness is the more rides we put on the bus, the cost of the ride goes down.

MOORE: Maybe I got confused, Mr. Chairman. He is talking about one of the federal programs on a ride/share. The state program under HB 1380, is \$12,200/county plus \$1.00 per capita. It is all on a population basis. If there isn't enough for \$1.00 per capita after we've taken the \$12,200 out for each county, I have the authority to either raise or lower that so we spend all of the dollars. One of the federal programs does go on a ride basis and the funds are distributed that way. But, under this bill, it is strictly on a per county basis. If there is more than 1 operating transit unit within that county, then there is a way we share that. (tape 1, A, 1190)

SENATOR SOLBERG: That's not just the state dollars, that's total dollars we're talking about?

MOORE: That's the state dollars that are shared that way under HB 1380. There are several other federal programs that operate differently.

SENATOR SOLBERG: Per year?

MOORE: Per fiscal year.

SENATOR NETHING: Referred the bill to a subcommittee Senator Nething, Chairman, Senator Kringstad, and Senator Tallackson. (tape 1, A, 1250)

3/29/99

tape 1, A, 1865-2125

SENATOR NETHING: Reopened the hearing on HB 1380.

SENATOR KRINGSTAD: Moved do pass HB 1380.

SENATOR TALLACKSON: Seconded the motion.

ROLL CALL: 14 yeas; 0 nays; 0 absent & not voting

MOTION CARRIED TO DO PASS HB 1380.

CARRIER: Senator Thompson

SENATOR NETHING: Closed the hearing on HB 1380.

Date: 3/29/99
Roll Call Vote #: 1

1999 SENATE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. HB 1380

Senate APPROPRIATIONS Committee

Subcommittee on _____
or
 Conference Committee

Legislative Council Amendment Number _____

Action Taken Do Pass

Motion Made By Senator Kringstad Seconded By Senator Tallackson

Senators	Yes	No	Senators	Yes	No
Senator Nething, Chairman	✓				
Senator Naaden, Vice Chairman	✓				
Senator Solberg	✓				
Senator Lindaas	✓				
Senator Tallackson	✓				
Senator Tomac	✓				
Senator Robinson	✓				
Senator Krauter	✓				
Senator St. Aubyn	✓				
Senator Grindberg	✓				
Senator Holmberg	✓				
Senator Kringstad	✓				
Senator Bowman	✓				
Senator Andrist	✓				

Total (Yes) 14 No 0

Absent 0

Floor Assignment Senator Thompson

If the vote is on an amendment, briefly indicate intent:

REPORT OF STANDING COMMITTEE (410)
March 29, 1999 11:04 a.m.

Module No: SR-56-5846
Carrier: Thompson
Insert LC: . Title: .

REPORT OF STANDING COMMITTEE

HB 1380: Appropriations Committee (Sen. Nething, Chairman) recommends **DO PASS**
(14 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING). HB 1380 was placed on the
Fourteenth order on the calendar.

1999 TESTIMONY

HB 1380

COMMENTS

by

**Consumers
of
Local Transit
Systems**

HISTORY OF STATE AID FOR TRANSIT

In 1977, a bill was introduced for State Aid for Transit to the Legislative Assembly for \$ 4,000,000.00 on the biennium. This bill was defeated.

In 1985, the Forty-Ninth Legislative Assembly directed the Legislative Council to "Study the adequacy and appropriateness of the funding of transportation assistance programs for the elderly and handicapped in North Dakota under HCR 3079 and also to determine the impact of proposed cutbacks in federal funding for these transit assistance programs. It was determined by this study, that if any of the federal assistance funds were reduced, that the service level provided by these transit projects would be faced with the prospect of not only being unable to provide for all of the current transportation needs, but also of having to even reduce or stop their present service.

In 1989, HB 1337 was introduced in the Fifty-First Legislative Assembly to fund State Aid for Public Transportation. During the Senate Transportation Committee hearing, the North Dakota States Attorney General's office did give an opinion that HB 1337 was in fact legal. This bill was passed and signed into law.

It was discovered that the of the wording in HB 1337 was not adequate to give the Highway commissioner the authority to redistribute excess funds to transportation projects unless an appropriation for this purpose was provided by the Legislative Assembly.

With this in mind, in 1995 SB 2282 was introduced to correct the Century Code to give the Highway commissioner the authority to change the distribution formula to disburse any and all excess funds built up in the fund. But to achieve this new authority and passage of SB 2282, \$ 630,000.00 was taken from the fund and given to the State Department of Education for school busing. SB 2282 was then passed and signed into law.

In June of 1998, the Federal Congress passed TEA 21, giving an increase in federal funding for transit for the next five years. To be able to excess these new federal dollars and supplement transit operations, HB 1380 was introduced in the Fifty-Sixth Legislative Assembly.

The State Aid for Public Transportation Fund has served its intended purpose in supporting public transportation across North Dakota. If it wasn't for these funded dollars, at least one third of the states transit projects would have closed their doors and another third would have scaled back their operations. But since State Aid for Public Transportation did pass in 1989, the transportation projects have stayed in operation and some have been able to expanded their systems to accommodate the citizens of North Dakota.

Since the enactment of State Aid, ten years ago, the transit projects have not asked for an increase in funding. In ten years, we have seen a decrease in federal funding, till the passage of TEA-21 this summer and we have seen an increase in our operational costs. Some of these increases were mandated on the federal level, such as the passage of the Americans With Disabilities Act and the federal Drug and Alcohol Regulations in Transit. These along with the increase in fuel prices, the minimum wage law, insurance requirements, workmans compensation and vehicle costs have made it necessary for us to ask for increase in State Aid and to be able to excess the new federal dollars and supplement operations to contiune providing our needed services to the citizens of our state. Please keep in mind, that not all transit projects receive federal funds. There are some projects that use only state aid to provide services.

It was estimated in 1989 by the Motor Vehicle Department, that it will register 695,000 vehicles the first year and 700,000 the second year of the biennium under HB 1337.

In 1999, it is estimated that only 674,000 vehicles will be register in each of the years of the biennium.

North Dakota is not the only state that funds public transportation from vehicle registration. Pennsylvania and South Carolina are two other states that fund transportation from vehicle registration.

ATTENTION!

“Rural passenger transportation is an important part of rural life for many North Dakota residents. Many of the rural transit riders are elderly, disabled, and/or have low incomes, **making them partially or totally dependent upon public transportation for access and mobility.** North Dakota’s low population density and vast land area create unique challenges for rural transit systems. Essentially, low population density translates into a small tax base. The lack of tax revenues means fewer funds are available for subsidizing rural transit operations. Moreover, low population density also translates into low farebox revenues relative to costs, as **transit costs per passenger are high** due to long distance trips.

Future federal transportation policy is uncertain. The current, but soon to be outdated legislation, Intermodal Surface Transportation Efficiency Act (ISTEA) had called for: 1) A reduction in transit’s dependence on the Federal General Fund, and an **increased focus on user-based financing...**

The trends in transportation policy suggest that North Dakota’s transit systems will need to **provide more services with less resources** in the future.” (Emphasis added)

SOURCE: An Evaluation of Regionalizing Rural Transit Systems in North Dakota by Jill Hough and Gene Griffin, Upper Great Plains Transportation Institute, August 1997.

TRANSIT IN NORTH DAKOTA ANALYSIS OF BUDGET CUTS 1995-1996

Rural area transit funding for North Dakota will be cut 16 percent, from \$628,941 to \$526,039. Rural transit service is a lifeline for many Americans and there **cuts will put some transit agencies out of business.** There transit providers give people access to necessary services like health care and are less expensive and burdensome than other alternatives.

Funding for specialized transit programs serving elderly people and persons with disabilities in North Dakota was cut \$19,729 -- from \$262,5527 to \$242,798.

EFFECT OF BUDGET CUTS ON TRANSIT

FTA Funding - In 1996, transit in North Dakota will receive \$1.43 million in Urbanized Area (Section 9) Formula funds. Of this amount, \$694,941 can be used for operating assistance...

Operating Assistance -- North Dakota will receive \$694,941 in transit operating assistance during 1996, a reduction of \$231,647 from 1995. The Fargo area will receive \$285,401 of this amount, a \$95,134 reduction. Nationwide, operating assistance is reduced by \$310 million in 1996, the first step in Congress' plan to eliminate it. In order to offset the proposed cuts, bus fares in Fargo would have to increase by 55.0 percent. **Most transit systems will have to both raise fares and reduce service, resulting in lower quality, higher cost transit.**

Capital Assistance -- North Dakota will receive \$1.5 million in formula transit capital assistance during 1996, a reduction of \$206,450 in formula funds from 1995. This disinvestment in transit

infrastructure will exacerbate the nation's already existing backlog of needed maintenance. The capital cuts also include a **7.5 percent reduction in programs serving the elderly and persons with disabilities**, and a 16.3 percent cut in transit services for rural area residents.

Operator Profiles - Three transit operators receiving Federal assistance serve the urbanized areas of North Dakota, as shown in the following table. In addition to these, there are 30 rural transit operators and 33 operators of special service for elderly and disabled persons. The projected fare increases below indicate FTA's estimate of the increase required to offset the Congressional funding cut and do not account for shortfalls at the State or local level:

Transit Operator	Annual Passengers (Millions)	Share of Revenue From Federal Operating Assistance	Share of Revenue From Fares	Fare Increase Needed to Replace \$310 Million Operating Assistance Reduction
Grand Forks-City Bus	735,688	41.50	14.80	70%
Fargo-MAT	547,037	39.40	17.90	55%
Bis-Man Transit	134,642	32.80	27.90	29%

In 1996, North Dakota also will receive \$526,039 in Non-Urbanized Area (Section 18) funds and \$242,798 in Elderly and Persons with Disabilities (Section 16) funds. Support for these programs was cut \$30 million nationwide from the 1995 level. Transit service is a lifeline for many Americans and these cuts will put some transit agencies serving these populations out of business. These transit providers give people access to necessary services like health care and are less expensive than other alternatives.

Transit Manufacturing - There is one bus assembly firm in North Dakota.

SOURCE: <http://www.fta.dot.gov/library/money/fy96cut/gif/ND7.HTM>

FY 1995 OBLIGATIONS FOR ELDERLY AND PERSONS WITH DISABILITIES

OBLIGATION

North Dakota \$262,527 National Total \$ 57,699,221

NUMBER OF RECIPIENTS

North Dakota 7 National Total 1,371

VEHICLES WITH LIFTS OR RAMPS

North Dakota 6 National Total 1,290

NO. OF VEHICLES

North Dakota 8 National Total 1,783

SOURCE: <http://www.fta.dot.gov/library/reference/statsum/T-10.HTM>

**FY 1995 OBLIGATIONS FOR METROPOLITAN / STATE
PLANNING AND RESEARCH**

STATE PLANNING & RESEARCH PROGRAM SECTION 5313(b)

North Dakota	\$ 41,250	National Total \$ 8,250,000
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METROPOLITAN PLANNING PROGRAM SECTION 5303

North Dakota	\$158,000	National Total \$ 39,500,000
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SOURCE: <http://www.fta.dot.gov/library/reference/statsum/T-9.HTM>

**FY 1997 SECTION 5311 NON-URBANIZED AREA
FORMULA APPORTIONMENTS, SECTION 5311(b)**

North Dakota	\$550,596	National Total \$116,158,383
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**RURAL TRANSIT ASSISTANCE PROGRAM (RTAP) ALLOCATIONS,
AND ISTE A AUTHORIZED LEVELS**

North Dakota	\$ 59,369	National Total \$ 4,566,568
--------------	-----------	-----------------------------

SOURCE: <http://www.fta.dot.gov/library/register/Table 3.htm>

**FY 1997 SECTION 5310 ELDERLY AND PERSONS WITH DISABILITIES
APPORTIONMENTS**

North Dakota	\$254,393	National Total \$ 56,059,007
--------------	-----------	------------------------------

ISTEA AUTHORIZED LEVELS

North Dakota	\$362,441	National Total \$ 97,150,000
--------------	-----------	------------------------------

SOURCE: <http://www.fta.dot.gov/library/money/1997app/52527.htm>

**FEDERAL TRANSIT ADMINISTRATION
Comparison of ISTE A v. NEXTEA Transit Funding by State
(Dollars in Thousands)**

ISTEA APPORT'S/ALLOCATIONS (FY 1992 - 1997)

North Dakota	\$700	National Total \$23,500,673
--------------	-------	-----------------------------

NEXTEA AUTHORIZATIONS (FY 1998 - 2003)

North Dakota	\$776	National Total \$27,404,051
--------------	-------	-----------------------------

SOURCE: <http://www.fta.dot.gov/library/legal/reauthissues/webpage.html>

.....
FTA REGION 8 OFFICE

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**U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL TRANSIT ADMINISTRATION
 TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY - FEDERAL TRANSIT ACT OF 1998 (excludes technical
 amendments)
 (Includes Additional General Fund Authorizations - Section 5338(h))
 Excludes New Starts, Bus, Research, Planning, Clean Fuels, and Job Access**

State	State/Urbanized Area Programs	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	Totals
North Dakota	Bismarck, ND Urban Formula	503,622	588,221	636,193	685,119	733,796	782,921	3,929,873
North Dakota	Fargo-Moorhead, ND-MN Urban Formula	728,367	850,719	920,098	990,858	1,061,258	1,132,305	5,683,605
North Dakota	Grand Forks, ND-MN Urban Formula	514,529	600,960	649,971	699,957	749,688	799,877	4,014,982
North Dakota	Statewide E&PWD	270,598	283,256	298,478	314,002	329,447	345,035	1,840,816
North Dakota	Statewide Nonurbanized Formula	638,726	838,726	911,154	985,023	1,058,516	1,132,685	5,564,830
North Dakota Total		2,655,842	3,161,883	3,415,893	3,674,958	3,932,706	4,192,824	21,034,106

SOURCE: <http://www.fta.dot.gov/library/policy/t21untat11.htm>

NDDOT Transit Program

NDDOT administers two federally funded public transit assistance programs and one state-funded public transit assistance program.

Federal Transit Programs

1. Rural Public Transportation (Section 18 Program):

a. Provides funds to rural areas (populations of less than 50,000) for the purchase and operational costs of transit buses and vans. Under this program, operating costs are subsidized at 50 percent and purchases of buses and vans are subsidized at 80 percent. There are presently 24 organizations funded through this program, totaling \$526,000 per year.

b. Provides funds to rural areas for training and technical assistance to improve rural public transportation services. Approximately \$59,400 (100 percent federal) is allocated annually for this program.

2. Transportation for the Elderly and Disabled (Section 16 Program):

Provides funding to private nonprofit organizations to purchase buses and vans specifically for transportation of the elderly and disabled. A total of approximately \$243,000 is provided annually to local transportation projects. A 20 percent local match is required to purchase the vehicles. Since the program's implementation in 1975, over 155 buses and vans have been purchased through this program.

NDDOT Transit Program (cont)

State Transit Program

3. State Aid For Public transportation:

Provides approximately \$757,700 per year to support public transit services throughout North Dakota. There is no local match required. Currently 47 local transit projects are funded through this program.

Transit Facts

- North Dakota has 5 inter-city bus lines serving 11 major cities in the state.
- The cities of Fargo, Grand Forks, and Minot have city-wide bus service.
- There are 41 rural public transit systems located throughout the state. These systems primarily serve the elderly and disabled in rural communities.
- There are 14 taxi cab companies operating in 12 cities in the state.

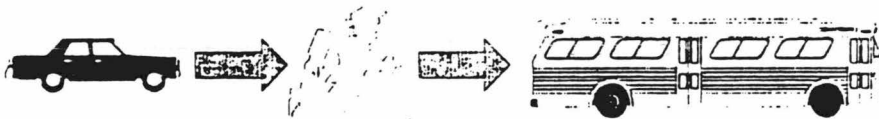
SOURCE: Planning Division, NDDOT

TABLE 66

Energy Efficiency of Transit

- A bus with as few as seven passengers is more fuel efficient than the average single-occupant auto used for commuting.
- The fuel efficiency of a fully-occupied bus is six times greater than that of the average commuter single-occupant auto.
- The fuel efficiency of a fully-occupied rail car is 15 times greater than that of the average commuter single-occupant auto.
- A single person commuting via transit instead of driving alone will save 200 gallons of gasoline in a year.
- A 10 percent increase in transit ridership in the five largest U.S. cities would save 85 million gallons of gasoline a year.

Every Commuter Who Switches From Driving Alone to Transit Saves 200 Gallons of Gasoline Per Year!



FUEL SAVINGS = 200 GALLONS

Source: APTA, *Public Transit - The Vehicle For Conserving Energy*, 1991.

Guaranteed Increases

A key to the final passage of this bill was a unique solution to fund the transit program through a blend of guaranteed Mass Transit Account trust funds, guaranteed general revenues and other general revenues subject to available appropriations. Of the final \$175 billion in highway spending, \$167 billion is guaranteed; while \$36 billion of the total \$41 billion for transit is guaranteed or walled-off. This \$5 billion in unprotected transit funding emerged out of last-minute negotiations with Sen. Al D'Amato (R-N.Y.).

Total transit funding under TEA-21 increases by 31 percent, with formula funds growing by 24 percent and capital grants swelling by 42 percent. Most significantly, a majority of these funding figures are — for the first time in the transit program's history — guaranteed or walled-off. These so-called firewalls assure transit an estimated 80 percent return on authorized funding levels (compared to highways which traditionally receive 98 percent of authorizations).

Guaranteeing funding increases is a considerable victory for public transportation. Throughout the original ISTEA, transit funding fell dramatically short of authorizations, leading

to a general skepticism on the part of the public and community transportation advocates with regard to authorized funding levels. No more. Rather than having to justify the existence of transit programs with each annual appropriations, transit supporters can focus on specific issues like access to jobs or capital replacement.

Paying the Price

To pay for all of the highway and transit spending not coming out of the mass transit account, Congress was forced to hunt down budget offsets. The largest offset comes from the Veteran's Affairs Department and the cutting of a smoking-related health benefits program — freeing up \$17 billion for the six-year life of TEA-21. Also, congressional conferees scaled back Social Services Block Grant spending by \$2.3 billion, beginning in FY 2001.

Rural's Absolute Gain

For rural transit operators, the new bill is a benchmark on two fronts: (1) it changes the longstanding funding formula and (2) it provides profound funding increases. The rural program (Section 5311), for example, grows to nearly \$180 million in Fiscal Year 1999 — a 32 percent increase as compared

with 17 percent increases for urban transit. During the life of TEA-21, rural funding is slated to hit \$240 million by 2003, an 80 percent increase from 1998 figures.

"The changes in funding for rural transportation were won mostly by the work of the association and its members and builds on the successful record of accomplishment of our members," said Marsico.

Rural transit's share of formula funds increases from 5.5 percent to 6.4 percent — a meager but welcome adjustment, particularly in light of record funding levels. Additionally, the rural inter-

TRANSIT REAUTHORIZATION: THE RESULTS

FTA Programs (dollars in millions)	FY 1997 Actual	FY 1998 Enacted	FY 1999 Authorizations	Percent change '98 - '99
FORMULA GRANTS	\$2,149.2	\$2,500.0	\$3,100.0	24.0%
Intercity Bus Accessibility (new program)			8.8	
Alaska R.R. (new program)			4.8	
5308 Clean Fuel Buses (new program)			150.0	
5307 Large-Urb. Form. Grants	1,793.7	2,089.0	2,441.1	16.9%
5307 Small-Urb. Form. Grants	184.4	214.7	250.9	16.9%
5311 Rural Transit Grants	115.1	134.1	177.5	32.4%
5310 Elderly & Disabilities Grants	56.0	62.1	66.9	7.7%
5309 MAJOR CAPITAL GRANTS	\$1,900.0	\$2,000.0	\$2,857.0	42.9%
New Fixed-Guideway Systems	760.0	800.0	1,302.8	62.9%
Fixed-Guideway Modernization	760.0	800.0	1,002.8	25.4%
Buses & Facilities	380.0	400.0	551.4	37.9%
OTHER FTA GRANTS	\$133.0	\$137.6	\$385.0	179.8%
Metropolitan Planning	-39.5	-39.7	70.3	77.1%
5311(b)(2) Rural Transit	4.5	4.5	5.3	17.8%
Assistance Program				
Statewide Planning	8.3	8.3	14.7	77.1%
National Transit Research, et al.	41.5	45.7	70.7	54.7%
Access to Jobs (new program)			150.0	
University Transportation Centers	6.0	6.0	6.0	0.0
FTA Administration	41.5	45.7	67.0	46.6%
TOTAL TRANSIT FUNDING	\$4,382.2	\$4,837.7	\$6,341.0	31.1%

city bus set aside (Section 5311f) remains intact with TEA-21.

"I am encouraged that this bill begins to acknowledge the growing need some rural people have for getting to and from medical appointments, child care facilities and traveling to jobs," said Sen. Craig Thomas (R-Wyo.). "Clearly, there is more to do and we are prepared to continue pushing for fairness and equity."

Operating Freedom

Small-urban transit agencies will not only enjoy funding increases, but are now free of any operating assistance limits — the same holds for large-urban agencies with fewer than 15 vehicles (designed to benefit small transit agencies operating within large metropolitan regions like Los Angeles and San Francisco). Small-urban transit funding (Section 5307) grows to \$250.9 million next year — a 17 percent increase. Elderly and Disabilities funding (Section 5310) grows by 8 percent to \$66.9 million in FY 1999.

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HB 1380 #1
 3/22/99
 Marshall Moore

Federal and State Transit Funding In North Dakota
 N. Dak. Dept. of Transportation
 March 19, 1999

(Most figures in this column are estimates)

<u>Funding Year</u>	<u>Fed. Transit Funds</u>	<u>Funds Needed To Match Fed. Funds</u>	<u>State Aid Transit Funds</u>	<u>Total Transit Expenditures Gov. & Local Funds</u>
			Begin \$2 Vehicle Reg. Fee	
FY' 1999-2000	3,353,100	\$ 2,124,728	\$ 1,350,000 estimate	\$ 7,938,800
	Plus 1,985,000	496,250		2,481,250
FY' 2000-01	3,628,000	2,354,418	1,363,500 estimate	8,103,150
<u>Total Biennium</u>	<u>\$ 8,966,100</u>	<u>\$ 4,975,396</u>	<u>\$ 2,713,500</u>	<u>\$ 18,523,200</u>

FY' 2001-02	3,903,800	\$ 2,524,495	\$ 1,377,200 estimate	\$ 8,270,400
FY' 2002-03	4,178,000	2,693,848	1,391,000 estimate	8,440,400
<u>Total Biennium</u>	<u>\$ 8,081,800</u>	<u>\$ 5,218,343</u>	<u>\$ 2,768,200</u>	<u>\$ 16,710,800</u>

FY' 2003-04	\$ 4,178,000	\$ 2,795,233	\$ 1,404,800 estimate	\$8,613,500
	FY' 2003 END OF TEA-21			
FY' 2004-05	4,178,000	2,795,233	1,418,800 estimate	8,770,100
<u>Total Biennium</u>	<u>\$ 8,356,000</u>	<u>\$ 5,590,466</u>	<u>\$ 2,823,600</u>	<u>\$ 17,383,600</u>

@

GRAND FORKS



Grand
Forks

COUNCIL REFERRAL SHEET

W2W

DATE: June 11, 1998

TO: BUS COMMITTEE: Jonathan Sickler, Georgene Emard, Tom Hagness, Jerry Lucke,
Victoria Machovsky, Ann Sande, George Wogaman

Matter of Welfare-to-Work (W2W) Proposal.

COMMITTEE RECOMMENDATION

DATE: June 11, 1998

BUS COMMITTEE RECOMMENDS: Authorizing staff to prepare proposal which includes night bus service.

MOVED BY: Georgene Emard

SECONDED BY: Victoria M. Machovsky

Kerry Knoff

[Signature]

Ann H. Sande

COUNCIL ACTION

"Committee Only"

cc: Owens
Ulland
Vein

TO: People First "We Unite"
Transportation Committee


From: Pat Owens, Mayor
Grand Forks, North Dakota

Dear Committee,

I am in full support of your efforts to restore "NIGHT BUSING."

The success of your efforts would have a far reaching affect on the city of Grand Forks. Night Busing would impact businesses, entertainment and the ability of citizens who have no private transportation to reach distant parts of the city and to travel to and from evening work sites.

It goes without saying that the morale of the citizenry would be greatly enhanced. The success of the "We Unite" Transportation Committee would be another step towards refurbishing Greater Grand Forks and making it better than ever.


Pat Owens, Mayor
Grand Forks, North Dakota

P.S. Very essential to our recovery efforts and helping people to live independently.

June 15, 1998

TO WHOM IT MAY CONCERN:

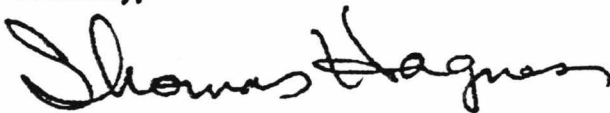
This letter is to express my personal support for a local group's effort here in Grand Forks to reinstate both a night bus and Dial-A-Ride service in our community.

Since the 500 year flood in April, 1997, many individuals with various job opportunities and other needs in our community have experienced difficulties with local public transportation's limited hours of operation.

Back in 1995, our transit system was forced to cut night bus and Dial-A-Ride service due to reduced funding levels from the Federal Transit Administration. If there was a way to bring this needed service back for our citizens, it would be very much appreciated.

I ask that you look favorably on this request to reinstate night bus and Dial-A-Ride service in Grand Forks, North Dakota. Thank you very much for your time concerning this matter.

Sincerely,



Thomas Hagness
Grand Forks City Council President

Grand Forks City Bus Committee
Member

**NIGHT BUS SERVICE ESTIMATED COSTS
GRAND FORKS, NORTH DAKOTA**

BUS SERVICE COST

Any discussion of costs for night bus service must also include the cost of a comparable Dial-A-Ride service for disabled persons. Both bus and Dial-A-Ride must run the same days and hours of service to be comparable and meet federal ADA standards.

If you assume one bus for night service that would run on a Monday through Friday basis from 6:30 p.m. to 10:30 p.m., this would result in service being provided about 256 days a year allowing for holidays off etc. About 50% of the total costs would be wages and fringe benefits with the balance of the costs earmarked for fuel, maintenance, bus cleaning, administrative overhead, etc. If you assume a cost of \$25 per hour and allow for \$5 an hour for farebox revenue on a new "start up" service, the net cost would be \$20 per hour.

Annual estimated cost would be 256 days X 5 hour/day X \$20/hour for costs = \$25,600.

DIAL-A-RIDE SERVICE COST

Dial-A-Ride service would also be required to be available under this proposal. Estimating anticipated future use of Dial-A-Ride service at night would be extremely difficult. However, as only one bus would be available for night service, in order to achieve comparable service, only one Dial-A-Ride vehicle would be available as well. This would ensure a limited use of the service or "cap".

Annual estimated cost would be 26 days X 4 hours/day X \$8/hour for subsidized costs = \$8,192.

TOTAL SERVICE COST

The total estimated service cost for night public transportation service for one year would be:

1 night bus: \$25,600 + 1 Dial-A-Ride van: \$8,192 = Total Cost: \$33,792.

NOTE: This assumes that all farebox recovered from both bus and Dial-A-Ride would also be applied against the total cost.

Grand Forks transportation facts sheet

- There are currently 1,600 to 1,800 job openings in the Grand Forks Communities.
- For the past 5 months 2,400 people have used Job Service in job searches
- Poverty level for a single mother with 3 children is \$16,450.00 annually.
- The living wage for a family of 4 is \$20,565.00 annually, (does not include any extras, only food and shelter) which is equivalent to a job paying \$9.90 per hour.
- The average day job in the Grand Forks area is \$5.50 per hour.
- The average evening/night job in the Grand Forks area is \$7.00 per hour.
- The two major issues confronting job seekers in the Grand Forks area are; transportation (especially night transportation) and adequate child care.
- The average cab fair for a trip one way from 110 Cherry Street to Columbia Mall is over \$8.00, according to the Nodak Cab Company, which figures out to be approximately 3.25 miles.
- If a worker making \$7.00 per hour took a cab both ways to work, and worked 5 hours a night, transportation would cost \$16.00, **leaving \$19.00** for earnings before taxes out of \$35.00 for the night.

June 24, 1998

To: Budget Committee on Government Finance

From: Petra Clemens

RE: Local Transportation Funding - SCR 4019

Mr. Chairman and Members of the Committee:

My name is Petra Clemens. I am from Grand Forks. I believe that the funding for local transportation systems is not adequate in North Dakota. That is why I am here today.

I am a student at the University of North Dakota, and I do not drive. The Grand Forks City Bus hours of operation end at 6 p.m., but classes are offered in the evening. Evening transportation was cut in January of 1996 due to federal budget shortfalls. It is extremely difficult for me to attend night classes, which deprives me of the opportunity to obtain the diversified education I would like to have.

Currently, there are also many jobs available, and taking one would help me to pay for part of my education, instead of relying on student loans. Unfortunately, mostly evening positions need to be filled.

There are 1,600 to 1,800 job openings in the Grand Forks communities. For the past 5 months, 2,400 people have used Job Service in searches for work. In order to earn a living wage (\$20,565 for a family of 4, just for food and shelter), jobs have to pay \$9.90 per hour. The average day job in Grand Forks is \$ 5.50 per hour, the average evening job \$7.00 per hour. The two major issues confronting job seekers in Grand Forks are night transportation and adequate child care.

The average cab fare for a trip one way from 110 Cherry Street, a housing project for people with disabilities, elderly, and low income, to Columbia Mall, which is actively seeking for employees, is over \$8.00 one way. This covers a distance of approximately 3.25 miles. In comparison, the same distance costs \$1 on the City Bus.

If I make \$7 at a job and work 5 hours a night, transportation would cost me \$ 16, leaving me with \$12 in earnings before taxes out of a \$28 paycheck for the night. Now you can imagine why it is so frustrating for me to go to work. Consider how a mother must feel when she tries to get off welfare and into the workforce!

A night bus service that operates from 6:30 - 10:30 p.m. Monday through Friday would cost approximately \$33,792. This includes Dial-A-Ride service for people with disabilities that cannot use the regular buses.

Please help us out to obtain funding for evening transportation. It would enrich our lives and increase the available labor pool, and contribute to the lost tax base in Greater Grand Forks after the flood.

Thank you for your time and consideration of my comments.

Respectfully,



Petra Clemens
3904 University Avenue, # 205
Grand Forks, ND 58203

To home it may concern:

My name is Bobby Vogel, I live at 2500 14th Ave. South, Grand Forks, N. D. 58201. Thank you for this opportunity to hear my testimony on the transportation bill. I'm hear to talk to you about the difficulties challenged people like myself have in obtaining transportation in the evening hours. We are productive people who live productive lives - that is, when we have the opportunity. There are many organizations, functions and gatherings that meet primarily in the evening - the reasoning behind this is mostly to accommodate those individuals who work during the day. Although this makes sense from a practical standpoint, it prevents many people, like myself, from participating in those areas in which we feel we can make valuable contributions. We simply cannot get there!!

As with many of my peers, I work hard to be an active part of my community. I currently sit on the Board of Directors of a number of organizations as well as being the state President of the National Federation of the Blind. As a result of a lack of transportation, I am unable, at times, to experience the rewards and benefits of my hard work. Simply put, I am challenged only to the extent that my wheelchair does not sprout wings!! Whether it be business meetings, church functions, community gatherings, or merely going to a movie, I am unable to obtain transportation.

As a physically challenged resident of the great state of North Dakota, I financially challenge you to assist those like myself in being able to enjoy all that North Dakota has to offer.

Date: June 23, 1998

To: Budget Committee on Governmental Finance

From: Nancy Wiloth

Re: Local Transportation Funding -SCR 4019

Mr. Chairman and Members of the Committee

My name is Nancy Wiloth. I am from Grand Forks. I believe that the funding for local transportation systems is not adequate in North Dakota. That is why I am here today.

I use to work at the Midco 10 Theater . My job duties were selling popcorn and pop to the customers. The job requires being on your feet for long hours. There were times when I would have to walk to work at night because of no night bus or Dial-A-Ride Service.

I walked to work because I did not have the funds for cab fare. One nights wages would pay for a round trip to and from work. My wage per hour was at \$4.15. The weather and the distance made it difficult to perform my job well.

I have Mental Illness and Fibromyalgia that makes it hard for me to get to my job. It is about eight miles.

Thank you for your time and consideration of my coments.

Respectfully,



Nancy Wiloth
110 Cherry St #324
Grand Forks, ND 58201-4551
(701) 787-5630

June 24, 1998

TO: Budget Committee on Government Finance

FROM: Carla Erickson

RE: Local Transportation Funding – SCR 4019

Mr: Chairman and Members of the Committee:

My name is Carla Erickson. I am from Grand Forks, N.D. I am writing to you today because I believe there needs to be more funding for the Grand Forks night bus.

The city of Grand Forks needs night bus transportation. There are many people that are disabled who are without transportation. I see this all of the time, because I work with those who developmentally disabled. I also see and hear the issues of not having a night bus at a self advocacy group. The people are frustrated! If they want to do something at night, outside their home, they would have to pay for a taxi. That would be too expensive. The cost would not even be worth going out. So therefore, many just sit at home, watching others go out and have fun, while they spend another night alone at home.

Also, as I see it, this new welfare to work program will not work as good. I've been on a committee to work on getting a night bus back. Most jobs that the welfare recipients will need to get are at night. How are they going to get off welfare if they don't have the transportation to get there?

Thank you for your time and consideration on the comments I have made.

Respectfully,



Carla Erickson
3435 South 10th Street #22
Grand Forks, N.D. 58201

The Arc, Upper Valley

P.O. Box 12420
2500 DeMers Ave.

(701) 772-6191 Office

Grand Forks, ND 58208-2420

Fax (701) 772-2195

TO: Budget Committee on Government Finance

FROM: Dianne Sheppard, CEO, The Arc, Upper Valley

DATE: June 23, 1998

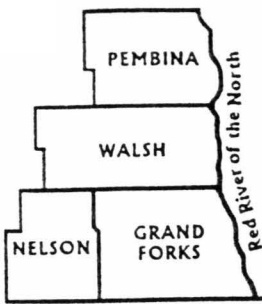
REGARDIN: Local Transportation Funding – SCR 4019

The Arc, Upper Valley is a private not-for-profit organization which exists to improve the quality of life for people with mental retardation and other related disabilities by providing effective advocacy and support services.

We are writing to support the need for increased access to community transportation.

The lack of access to transportation results in an inability to access employment opportunities and routine community life, thus resulting in social isolation and lost opportunities for people with disabilities. The Arc strongly encourages the Budget Committee on Government Finance to devote more financial resources to meeting the local transportation needs of North Dakota residents.

Thank you for your attention to this very important matter.



RED RIVER VALLEY COMMUNITY ACTION

1013 North Fifth Street • Grand Forks, ND 58203 • 701-746-5431 ☎
701-746-0406 Fax

TO WHOM IT MAY CONCERN

This letter is in support of establishing evening bus service in Grand Forks, North Dakota. In our community we have employee's who need services after 6:00 PM. For many of these individual's, their support system is the bus to get them to work and home. To continue to live independently and to support themselves, evening service is a necessity and not a luxury.

If you have any questions or concerns in this matter, please feel free to contact me at any time.

Sincerely,

A handwritten signature in cursive script that reads "Karen Schelinder".

Karen Schelinder
Emergency Service Director



An equal opportunity
affirmative action organization

NORTHEAST HUMAN SERVICE CENTER

1407 24TH AVENUE SOUTH
GRAND FORKS, ND 58201
1-701-795-3135
FAX: 1-701-795-3050

May 13, 1998

Carla Tice
The Arc Upper Valley Inc.
P.O. Box 12420
Grand Forks, North Dakota 58208-2420

To Whom It May Concern,

We received your letter regarding bus service for persons with disabilities who need to travel at night. We are aware of the difficulties in finding transportation to enable persons with disabilities to work as scheduled by their job responsibilities, particularly evening and night hours. We support the need for night bus service in our community so people can work, attend meetings and have the flexibility of shopping in the evenings and night.

We wish you much success in obtaining public/private resources to make night bus service a reality.

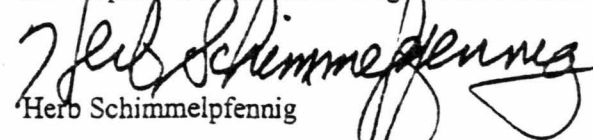
Sincerely,


Robert Sanderson

Executive Director


Carol Brakei

Developmental Disabilities Program Administrator


Herb Schimmelpfennig

Vocational Rehabilitation Program Administrator



Forks Handicapped Club

Grand Forks, North Dakota 58201

May 5, 1998

TO WHOM IT MAY CONCERN:

This letter is to express Forks Handicapped Club's support for the efforts of local groups and citizens to resume a night bus and Dial-a-Ride service locally here in Grand Forks, North Dakota. Since the 500-year flood in April 1997, many individuals with various job opportunities in our community have experienced difficulties with local public transportation's limited hours of operation.

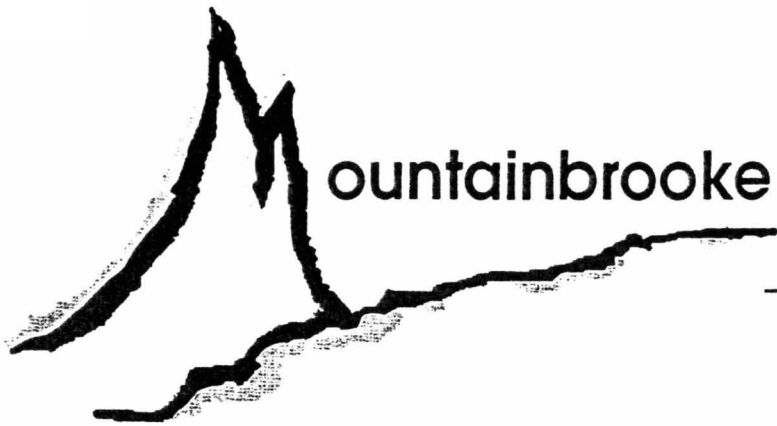
When individuals are dependent on public transportation services for their mobility, its availability has a direct impact on their daily life functions. For example, public transportation services "shut down" at 6:30 p.m. in Grand Forks, but if you have a job with work hours from 3:00 p.m. to 9:00 p.m., this becomes a problem in terms of getting home at the end of your shift. The City Bus would be available to get to work at 3:00 p.m. but how would you get home after 9:00 p.m? You possibly could get a ride with a friend or relative or you could pay for an expensive taxi ride home. An expensive taxi ride home is financially impossible for a person working limited hours at a lower end-of-the scale job.

The Welfare-to-Work initiative must have a supportive public transportation component if it is going to succeed in urban areas of North Dakota. A transportation component will provide the mobility necessary to make Welfare-to-Work successful. In a "tight" labor market like Grand Forks, public transportation can help successfully match an eligible worker with a worthwhile job opportunity.

I ask that you look favorably on this request to reinstate night bus and Dial-a-Ride service in Grand Forks, North Dakota. Thank you very much for your interest in this worthwhile public transportation program.

Sincerely,

Georgene Emard, President
Forks Handicapped Club



Mountainbrooke

112 North 3rd Street
Grand Forks, ND 58203
(701) 746-4530

April 15, 1998

To whom it may concern:

This letter is in regards to evening and weekend bus service in the Grand Forks/East Grand Forks areas. As Director of Mountainbrooke, the psycho social rehabilitation center here in Grand Forks, I feel the need to stress to you that the need for public transportation is essential to our members. Mountainbrooke serves as a social center, a place for members to come down and visit with peers, work on homework, etc., and most importantly support one another.

Because we don't have any night time service and limited weekend service, our hours are reduced to the average working day hours 9-6pm. These hours are sometimes unrealistic to our members who may work during the day or are attending school, but because there is no other form of transportation for them, we are restricted to having our hours of operation scheduled around public transportation.

Please look into implementing the night time services again. I feel Mountainbrooke members would benefit a lot by being able to participate more in our activities, which would help alleviate some of the stressors people with mental illness endure on a daily basis. If you have any questions, please feel free to call me at (701) 746-4530. Thank you for your time and consideration in the matter.

Sincerely,

A handwritten signature in cursive script, appearing to read "Karen Watt".

Karen Watt
Director



City of Grand Forks

255 North Fourth Street • P.O. Box 5200 • Grand Forks, ND 58206-5200

(701) 746-2665

FAX# (701) 772-0266

May 1, 1998

To Whom It May Concern:

On behalf of the Grand Forks Mayor's Committee on Employment of People with Disabilities, we support the need for evening public transportation. In our community, there are many jobs available post flood and a lot of the positions are second and third shift positions. Without public transportation people would not be able to afford to go to work.

For example, a person with a disability that we know went to work and his take home pay was \$23.00. His cab to and from work was \$26.00

The Mayor's Committee believes whole heartedly in supporting People with disabilities to have successful employment opportunities. This success can only happen when the proper supports are in place. Evening public transportation would give people a chance for work opportunity.

Thank you for your support.

Sincerely,

Carla Tice
President

Prairie Harvest Human Services Foundation

930 North 3rd Street • Grand Forks, ND 58203 • (701) 795-9143
Program (701) 795-5056 • Fax (701) 772-5560

May 4, 1998

TO WHOM IT MAY CONCERN:

Our organization would like to go on record in support of night time bus service for the Grand Forks area.

Prairie Harvest Foundation provides a daily living support program for approximately 40 individuals who experience chronic mental illness. These individuals live in apartments of their own choosing throughout the community. In addition to this scatter-site program, the Foundation operates, in partnership with the Northeast Human Service Center, a 24 hour supported residential facility, Harvest Homes. This is a 12 unit apartment building. Additionally the Foundation provides medications monitoring support for almost all the clients we serve--55-60.

We have been offering support programs for persons with mental illness since January 1992.

Many of the individuals we serve have recovered sufficiently from the symptoms of their illness that they could be employable. However, they are not able to accept jobs because transportation is a problem. The second issue is that because of the limitations of their illness, these individuals often work at service type jobs. These jobs quite frequently are conducted after normal 8-5 business hours. The positions are primarily entry level.

Combine the elements of this situation and you can see that individuals in this situation would find it difficult, if not impossible to be employed. After hours work, at entry level pay does not allow for taxi fare. Night time bus service would mean the difference for these individuals. Therefore we cannot stress enough how important this service would be for the clients we serve.

We would be happy to help with this project in any way we can. If you need more information, please contact us.

Cordially,



Roxanne Jensen
Executive Director



May 5, 1998

Bus Committee
City Hall Box 52
Grand Fork, ND 58203

Dear Bus Committee:

I am writing to you to let you know how important it is that we get night time transportation.

To get to City Hall to attend council meetings.

Go to a movie.

Make it to work.

Emergencies.

Concerts, sporting events, meetings, visiting other people, go to the mall, groceries, eating out, dances, church, wedding/receptions, parties.

Get to classes (school)

So I'm able to get home after all these events.

Unable to drive a car.

Bad weather.

Safety.

Just the ability to get out.

Sincerely,

A handwritten signature in cursive script that reads "Frank Harlow". The signature is written in black ink and is positioned to the right of the typed name.

Frank Harlow

Grand Forks City Bus
Mr. Bob Ulland
867 48th St. S.
Grand Forks, ND 58201



Resource Center for Independent Living

318 Third Street Northwest, East Grand Forks, MN 56721
(218) 773-6100 V/TDD • (800) 726-3692 • (218) 773-7119 Fax

May 5, 1998

Dear Mr. Ulland,

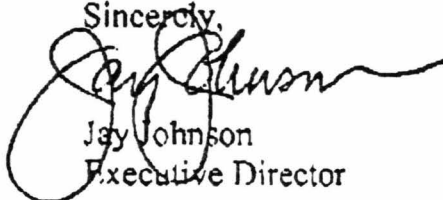
I am corresponding with you today in support of the Cities of Grand Forks, ND and East Grand Forks, MN essential goal of reestablishing night bus service to both cities.

I have had the pleasure of serving on the Dial-a-Ride committee for both cities. I am very impressed by the way they work cooperatively together, crossing state lines and federal regions to provide both bus and paratransit services. When the night service had to be eliminated due to the lack of funding, we saw many people with and without disabilities lose their ability to get to and from work and participate in community activities.

We all know that life does not stop at 6:30 pm. For people who do not have the financial means to purchase private transportation or have accessible transportation available, they have very few alternatives but to stay at home.

Please consider allocating additional funding so this effective and efficient transportation system can give people of all abilities the chance to participate in the community after 6:30 pm and be as productive as possible.

Thank you for you time and assistance. If you have any questions or concerns please feel free to contact me.

Sincerely,

Jay Johnson
Executive Director

May 5, 1998

Dear Legislators:

Our Company "Support Systems Inc." supports the need for a Night Bus service in Grand Forks.

Without transportation there is no way to get to evening jobs.

Thank You Very Much!

Nita Wolf - Program Director

SSI

PO Box 14463

Grand Forks, ND.

58308-4463



Public Transportation

P. O. Box 5200 • Grand Forks, ND 58206-5200

Phone (701) 746-2600

Fax (701) 746-4872

May 6, 1998

TO WHOM IT MAY CONCERN:

Re: Welfare- to- Work Reestablish Night Bus & Dial-a-Ride Service

Nationally, the Welfare-To-Work Program in most states has been developed in conjunction with strong public transportation involvement at the local level. The thinking goes that job opportunities grow and are enhanced if public transportation services are available to persons who do not own an automobile.

In Grand Forks, in 1995, the City Council was forced to make some public transportation services "cuts" as a direct result of major losses in Federal Transit Administration (FTA) funding sources. Over the past two or three years since the night service was eliminated, the biggest complaint that our office receives from the general public is the loss of this service. Over the last year since the April 1997 flood, the unemployment rate in Grand Forks has hovered around the 1.5 - 2.0 percent range, a very low figure. Estimates indicate that over 1,000 jobs go unfilled in the Grand Forks economy.

I believe that with expanded hours of public transportation service, a large number of these jobs could be filled by citizens who are dependent on public transportation services. This service resumption will help fulfill the goals of the Welfare-To-Work Program and also open up a "new" pool of quality workers who currently reside in our community.

In order to be successful in North Dakota, Welfare-To Work must have a viable transportation element. In Grand Forks, the "grass roots" patrons of our City Bus and Dial-a-Ride Service have identified the need for re-establishment of a night bus as the Priority #1 need for our community.

I concur with this identified need for night service and hope that you will look positively on our request. Thank you.

Sincerely,

Robert D. Ulland AICP
Transportation Superintendent

City Bus
867 48th. St. So.
Grand Forks, ND 58201

May 7, 1998

Director:

I work with individuals who for one reason or another are unable to drive.

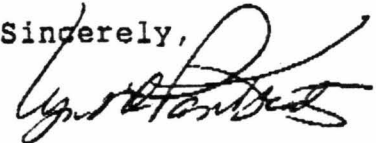
There are many activities that they are unable to participate in because there is no bus service during the evening. Many times none of their peers can drive either, so relying on each other is not usually an option. Most of these same individuals can not afford the local taxi - cab, because they have a fixed and very low income.

Even if they could ride the bus to get to their destination by the time the event has ended they would have no way to get home.

All that would be needed would be one bus that ran a specific route during the evening.

Please consider this for the individuals who have a need for the independence that a simple bus route would give to them.

Sincerely,



Lyn M. Pankratz
Rep-Payee

Grand Forks City Bus
867 S. 48th St.
Grand Forks, ND 58201

To Whom It May Concern:

Our names are Brenda Cellmer-Monda and Paul Nelson. We are Licensed Social Workers in the employ of Prairie Harvest Human Services Foundation. Our agency works with the seriously mentally ill population of Grand Forks.

The purpose of this letter is to bring to your attention the need to extend the bus service route hours for our community. Our agency serves over 50 clients in Grand Forks and of that number, a very small percentage actually have a driver's license, let alone own a vehicle to provide them with the transportation to get around.

That is why your service becomes so very important to this population. When buses discontinue running at 6:00 or 7:00 PM, it truly limits the mobility of people without independent means of transport. Many of our clients live on a low fixed income budget that prohibits them from indiscriminate use of the more costly taxi services. In some cases, our clients are attempting to join the mainstream of society by seeking full-time employment and thereby getting off programs that are government supported. Employment opportunities that may require working past 7:00 PM are lost to the clients because of the need for public transportation.

Another opportunity that is lost to the client is the ability to use the bus system to get out to events in the community that would allow them to socialize in the evenings. Movies, concerts, adult education classes, and simply going out for coffee are but a few of the activities that may be denied due to the lack of affordable public transportation.

Our clients are a small percentage of the population of Grand Forks but your service meets a big need in their lives. That is why I implore you to please extend the operating hours for the bus line.

Thank you.

Sincerely,

Brenda Cellmer-Monda
Paul L. Nelson

Brenda Cellmer-Monda
Paul L. Nelson



MEDICAP
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1375 COLUMBIA ROAD S., STE. G • GRAND FORKS, ND 58201 • (701) 746-1800

Dear Committee persons,

I as a business owner encourage and support the expanding of hours of service for bus operations. We have many patients who rely on the bus service for many daily functions, including their health care needs.

Sincerely,

Joe J. Shering RPh

June 22, 1998

TO: Budget Committee on Government Finance

FROM: Annette Wangen

RE: Local Transportation Funding - SCR 4019

Mr. Chairman and Members of the Committee:

My name is Annette Wangen. I am from Grand Forks. I am writing to you today because I think Grand Forks needs more funding for evening transportation.

First of all, it would be hard to work at night, if I needed to or wanted to, because there is not a bus at night. The taxi is too high priced. So there's only one option, and that is to work only the day shifts. I should have the option to work at night, if I needed to.

Second, I enjoy getting out. I like to be independent. So if there isn't evening transportation I won't be able to enjoy what other people do at night, who drive themselves. The only other way is to have staff take me. That isn't helping me become independent. It is not any fun to stay home all the time, meanwhile watching others that have transportation get out!

Thank you for your time and consideration of my comments. I hope that Grand Forks gets the funding needed to support a night bus.

Respectfully,

A handwritten signature in black ink that reads "ANNETTE" in all capital letters. The letters are somewhat stylized and connected.

Annette Wangen
301 39th Ave. S.
Grand Forks, N.D. 58201

June 23, 1998

To: Budget Committee on Government Finance

From: Debra Wiseman

Re: Local Transportation Funding – SCR 4019

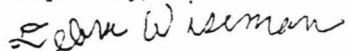
Mr. Chairman and Members of the Committee:

My name is Debra Wiseman. I am from Grand Forks. I am writing to you today, because I want a night time bus. I think there is not enough funding for this.

There needs to be a night bus because I don't have any transportation myself. I enjoy getting out. But I can only do that in the daytime. Sometimes I feel trapped in my apartment, especially in the wintertime. It gets darker earlier, so I feel depressed. Everyone's around me is going some place, but me, I have to stay home. I should have the same rights as everyone's. I could take the taxi, but that starts to get way too expensive. The bus is cheaper. The bus can help me get to places like the mall, the theatre(which only runs at night most of the time), the grocery store, and to a friend's place. I know I could do some of these things during the day. But with my work schedule it is hard sometimes to do this. I also should have the option to go out during the day, as well as at night.

Thank for your time and consideration of my comments.

Respectfully,



Debra Wiseman
2211 13th Ave. N.
Grand Forks, N.D. 58201

June 23, 1998

Dear legislator:

I would like to let you know that a Night Bus service is needed in Grand Forks.

I am a student at the University of North Dakota, and I do not drive. It is extremely difficult to attend evening classes, which deprives me of the opportunity to obtain the varied education I would like to have.

Currently, there are also many jobs available which would help me to pay for part of my education, instead of relying on student loans. Unfortunately, mostly evening positions need to be filled.

Please help us out to obtain funding for evening transportation. It would enrich our lives and increase the available labor pool.

Thank you,

Petra Clineus

3904 Univ. Ave, # 205
Grand Forks, ND 58203

Would you support the transportation for
the city of Grand Forks. There are a lot of
jobs that are open at night but no one
can get to work because there is no buses
that run at night for people with disability.
Some people would like to work at night but
the cab cost \$15.00 both ways.

Sign,
Helen Berhold

6-24-98

To Budget Committee on Government Finance

From: Dudley Rodriguez

Re: Local Transportation funding SCR 4019

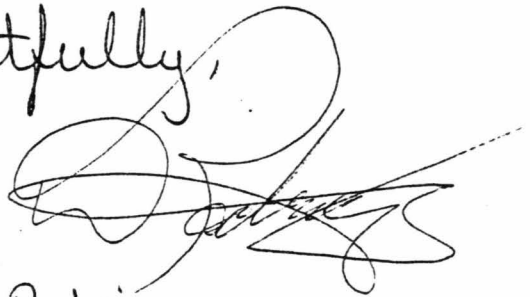
Mr. Chairman and members of the Committee

My name is DUDLEY RODRIGUEZ

I believe that the funding for the local transportation system is not adequate in Grand Forks. We need a night bus service to get to and from work or other activities

Thank you for your time and consideration of my comments.

Respectfully,



Dudley Rodriguez
420 Division Ave
Grand Forks, ND 58206

Sample of
letter - 21 copies
sent to same language
Committee on
Govt Finance

6-24-98

To : Budget Committee on Government Finance

From: CARROL GREENZWEIG

Re: Local Transportation funding SCR 4019

Mr. Chairman and Members of the Committee

My name is Carrol Greenzweig

I am a senior citizen who is dependent on the city bus system for transportation. Currently we do not have an evening or Sunday bus operating due to lack of funding. When my work day ends there is inadequate time to grocery shop, go to the malls, or out to dinner as the buses make their final run at 6:00 pm. I am deprived of attending any evening or Sunday events because of the **lack** of transportation.

I believe that the funding for local transit system is **limited** and inadequate to meet the needs of the people of our city.

Thank you for your time and consideration of my comments.

Respectfully,

Carrol Greenberg
1016 2nd ave N.
Grand Forks, ND 58203

The Arc, Upper Valley

P.O. Box 12420
2500 DeMers Ave.

Grand Forks, ND 58208-2420

(701) 772-6191 Office

Fax (701) 772-2195

March 2, 1999

Dear Lawmaker,

On Thursday, March 4, you will hear testimony to increase public transportation funding by increasing motor vehicle registration fees.

As some of you know, the Interim Budget Committee on Governmental Finance heard testimony and received hundreds of letters from Grand Forks citizens, agency heads and City Council members asking for an increase in transportation funding dedicated to local public transit.

People with disabilities, seniors, students and others who depend on public transportation for access to work, health care, religious services and other services are in need of evening and weekend public transportation. Many are unable to have evening jobs, attend church or participate in many public, community and social functions that occur after 6:00 p.m. during the week and on weekends due to lack of available service.

Please support the provision in HB 1380 that would double the amount of state funding dedicated to public transit by increasing the vehicle registration fees by \$1 and assuring the additional funds are used to enhance public transportation.

Thank you for your attention.

Sincerely,

Virginia Esslinger, President

Peter Johnson, Chairman
Governmental Affairs Committee

The Arc

JAMESTOWN

Jamestown



Providing services for persons with
developmental disabilities

1521 Business Loop East • P.O. Box 024 • Jamestown, ND 58402-0824
(701) 252-0162 • FAX (701) 252-7736 • 1-888-252-0162

June 23, 1998

TO WHOM IT MAY CONCERN:

I am addressing this letter on behalf of the people using the transit system in Jamestown, North Dakota, for the purpose of daily work.

Currently our Vocational Training Site operates five days per week, Monday thru Friday. James River Transit, our local system provides transportation for people living in their own apartments. The current charges are \$1.50 per ride to the work site and home for a total of \$3.00 per day. This ends up getting expensive for those people who do not earn a large amount from the training site. If someone wishes to take the transit system for grocery shopping, going to the mall, or a movie the cost is \$2.00 each ride. This has a tendency of cutting down on extra curricular activities.

If you have a part time job in the community and only work one and one half hours per shift, your gross pay would be \$7.73 and your transportation fee is \$4.00. This is providing the transit system is operating. Their current schedule is Monday 9-7, Tuesday 9-7, Wednesday 9-10, Thursday 9-7, Friday 9-10, Saturday 9-10, and Sunday 8-6. Most part time jobs in the food service industry run latter in the day and other transportation needs to be found. This also goes for the folks that work in the mornings for janitorial services, etc.

The cost of running the transit is enormous and the blame can not be put on the company for the cost of the rides but put yourself in the the position of the people we serve. Just to get to and from work is very expensive. This



Providing services for persons with
developmental disabilities

1521 Business Loop East • P.O. Box 824 • Jamestown, ND 58402-0824
(701) 252-0162 • FAX (701) 252-7738 • 1-888-252-0102

Page 2

has a defeatist effect on people trying to go to work and earn extra money. If there is any possibility of providing some help financially for the Transit System in order to either provide longer hours or reduced fares this would be extremely appreciated.

If you would happen to have additional questions I can be reached at 701-252-8575. Please feel free to give me a call. Thank you for your time.

Sincerely,

Don D. Nelson
Associate Director
Day Programming

June 24, 1998

To Whom It May Concern:

My name is Mark Boatman and I live in Jamestown North Dakota. I am writing in regards of Senate Resolution 4019 dealing with transportation funding for local transportation systems in North Dakota.

I am 22 years old and I have muscular dystrophy which requires me to use an electric wheelchair. I live independently but I have limited options for accessible transportation. I currently use James River Transit here in Jamestown for my rides. The bus takes me to the doctor, church, grocery store, Wal-mart, ballgame, or social gatherings with my friends. This is the only transportation I have and without it I would have to stay home. There are many problems that local transportation systems in North Dakota are facing. I would like to take this time to share them with you.

The major issue is the availability of hours that the local systems can run. Here in Jamestown the hours used to be 9 a.m. - 10 p.m. Monday through Saturday and running 8 a.m. - 6 p.m. on Sunday. Due to funding cuts the hours have been reduced to 9 a.m. - 7 p.m. on Monday, Tuesday, and Thursday. The other hours have remained the same but this has had a great impact on my life. I can't go out when I want to and the freedom of using the bus is a lot tougher. Other communities are having the same problems also. These transits are an integral part of the community and they need to be treated as such. These systems are not optional there are a necessity.

The issues that these systems have are directly related to current funding and upcoming funding. Communities all around North Dakota need more money to maintain and improve their local transportation systems. If funding isn't increased there will be many people who will have to lose independence. Disabled persons like myself do not have the luxury of having a vehicle to get around. We rely on our local transit systems and that's the bottom line. It sounds to me that Resolution 4019 could be a great step in the right direction for solving some of these problems.

Thank you for letting me give my input on Senate Resolution 4019.

Respectfully,

Mark J. Boatman
Jamestown

BISMARCK



June 24, 1998

To Whom It May Concern:

As parent's of a daughter that is on a limited and lower income, we know the importance of maintaining a cost for transportation that is reasonable and yet fit into her limited budget.

We as parent's support the request for additional funds to maintain or lower the current fares for those individuals that are on lower and fixed incomes in North Dakota.

Thank you.

Terry and Vera Woelber
828 East Turnpike Ave
Bismarck, ND 58501

Pam Kennedy
102 New Jersey Street
Bismarck, ND 58504

Chairman Nething and Committee Members,

I'm Pam Kennedy. I live at 102 New Jersey Street in Bismarck.

I feel Transit systems across the state need more funding. Since the advent of paratransit systems in the early '90's in North Dakota, I have lived in Bismarck-Mandan, Minot and Grand Forks.

The paratransit systems in Grand Forks and Minot have never been available 24 hours a day, seven days a week. When I lived there the systems were only operating during business hours and didn't operate at all on Sundays. Because I'm in a wheelchair and require a vehicle with a lift or a ramp, I not only had to schedule my time calls 24 hours in advance, but also when a vehicle with a lift or a ramp was available. I was in my early 20's and I had to limit all of my activities and social life to business hours. To my knowledge the availability of the paratransit systems in those cities hasn't changed. Because most people my age go out in the evening, I really never had a social life and opportunities to interact with my peers.

Even though I've grown older and because Bis-Man Transit is available, I now have access to transportation 24 hours a day, seven days a week. Yet I still lament all of the things missed, my prom, the dates, and the other irreplaceable memories that most people my age have; but I don't. However, by increasing the funding for paratransit systems across North Dakota, you will give young people with disabilities a chance to make the memories that I never had and never will.

I'm married now. My husband, Larry, is also disabled and uses Bis-Man Transit. Our net income is \$1,200. The fare when I travel within Bismarck or Mandan city limits, and do not cross the river is \$1.50 per person one way. My total round trip fare is \$3.00. Larry and I often travel together, so our round trip fare totals \$6.00. When I cross the river is \$2.25 per person one way, bringing my total round trip fare to \$4.50. When Larry and I travel together our total round trip fare is \$9.00. A year ago we had jobs in Mandan and we paid \$45.00 a week to travel to and from work alone.

When Bis-Man Transit began, the fare was \$1.00 one way if we stayed within the city limits of Bismarck or Mandan and \$2.00 one way if we crossed the river. They also stated fares have increased because due to funding cuts.

On our fixed income the cost of transit is staggering. The only assistance we receive is my Medicaid. We have all of the expenses every married couple with no children, owning a home does. But I also need my assistance dog, Jessie, to be independent.

Our expenses for Jessie, including veterinary care and food, total \$100 a month. I'm not eligible for any programs that help pay for those costs. Factor in the cost of transit, we can barely pay the bills, but we're doing the best we can.

Not only is transit expensive, it's inconvenient as well. Because Bis-Man Transit picks up more than one person at a time, travel time within city limits can be 20 minutes to an hour each way. When we cross the river travel time can be 30 minutes to an hour and a half. Because I'm in a wheelchair and require a vehicle with a lift or a ramp, I not only have to schedule my time calls 24 hours in advance, but also when a vehicle with a lift or a ramp is available. Scheduling time calls early in the morning and between 3:00 and 5:00 in the evening is very difficult.

Bis-Man Transit ride statistics for 1997 reflect why this is so. Last year alone, Bis-Man Transit gave 188,000 rides. They estimate that is an average of 600 rides a day. As a result, my wheelchair hasn't been properly secured to the vehicle and moves. When I've asked Bis-Man Transit directors why this happens, they have said there is inadequate resources to train new drivers because of the funding because of the funding cuts since 1995.

I'm not any the paratransit service providers using a formal complaint process to resolve any issues that paratransit riders have. I urge you to investigate this issue to see if I'm mistaken. If there are paratransit systems that don't have formal complaint processes to resolve any issues and strengthen relationships between the riders and paratransit service providers in North Dakota, please urge them to develop them.

Chairman Nething and Committee Members, these are the reasons I feel Transit systems across the state need more funding.

Thank you for your time and attention.

Darcy Andahl
158 East Indiana Avenue #104
Bismarck, ND 58504

Chairman Nething and Committee Members,

I'm Darcy Andahl. I live at 158 East Indiana Avenue #104 in Bismarck, North Dakota.

I feel the transportation network in general, across North Dakota needs more funding. I feel that most of the money for transportation is used for construction. I realize that road construction needs to be done. But it seems like the same streets are being worked on year after year.

I feel that more money needs to go to our local transportation networks. As a person with a disability, I use Bis-Man Transit to get around. The fare for Bis-Man Transit one way is \$1.50 when I go someplace in Bismarck or \$2.25 when I cross the river to go to Mandan. My round trip fare when I go someplace in Bismarck is \$3.00. My round trip fare when I go someplace in Mandan is \$4.50.

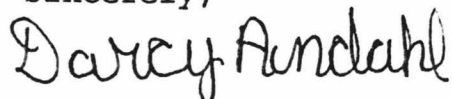
My total income is \$513.00 a month. Three dollars doesn't seem like much. But when I use Bis-Man Transit everyday, it really adds up. This is especially true in the winter. If I use Bis-Man Transit six days a week, round trip in Bismarck, it would cost me \$72.00 a month. On a fixed income, that's really impossible to do. And I didn't add any trips to Mandan. Sometimes I use Bis-Man Transit more than twice a day.

Because so many people take Bis-Man Transit everyday, the drivers often pick up more than one person at a time. Last year alone, Bis-Man Transit gave 188,000 rides. They estimate that is 600 rides a day. As a result, I sometimes have to ride around town for 45 minutes to an hour and a half while they are picking others up and dropping them off, even though I have to schedule all of my rides 24 hour in advance. Sometimes Bis-Man Transit isn't only very expensive, but very inconvenient as well.

I realize that people from around North Dakota are facing the same issues this is why I feel the transportation network in general, across North Dakota needs more funding.

Chairman Nething and Committee Members, thank you for listening to my comments.

Sincerely,



Darcy Andahl

BIS-MAN TRANSIT BOARD

3750 E. Rosser Ave. Bismarck, ND 58501 701/258-6817

January 28, 1999

TO: MEMBERS OF THE HOUSE TRANSPORTATION COMMITTEE
FROM: BIS-MAN TRANSIT BOARD, ROBIN WERRE, DIRECTOR
SUBJECT: HB 1380

The Bis-Man Transit Board of Directors would like to offer support for HB 1380.

Bis-Man Transit is a non-profit corporation acting as broker for the City of Bismarck in providing transit services for Elderly (60 years or older) and/or Disabled. Services are provided seven days per week, 24 hours per day on a demand response system. Currently over 6500 individuals are utilizing transit services. During the month we give over 16,000 one way rides.

For 1999 Bis-Man Transit has an operating budget of just over 1 million dollars. Of these funds \$555,520 will be federal funds. In order to obtain the federal funds we need to match them with local dollars. Bis-Man Transit has the funds for 1999 but Federal Transit Administration has budgeted for approximately a \$50,000 increase each year for the next 5 years. In order to obtain the federal funds we will need to raise additional local dollars.

Once source of obtaining these funds would be the \$1.00 dollar increase on license registrations as outlined in HB 1380.

Each year as our ridership increases, cost of services increase and areas of unmet needs, needs to be addressed. Therefore we support passage of HB 1380 that would provide additional local funding that would allow us to match the increase in federal funds.

BIS-MAN TRANSIT BOARD

3750 E. Rosser Ave. Bismarck, ND 58501 701/258-6817

BIS-MAN TRANSIT FACILITY 3750 E Rosser Avenue Bismarck, North Dakota

Bis-Man Transit Facility was constructed during 1997-98.
Facility was occupied May 1998.

Facility Size = 37,050 sq ft.

Occupants - Bis-Man Transit	- 24,250 sq ft.
Taxi 9000	- 9,835 sq ft.
West River Tran.	- 765 sq ft.
Bus Terminal	- 2,200 sq ft.

Rental Income - Taxi 9000	- \$3,783.33 per month
West River Tran.	- \$ 382.50 per month
Bus Terminal	- \$1,000.00 per month
Minot Bus	- \$ 100.00 per month
St A's Bus	- <u>\$ 550.00 per month</u>
	\$5,815.83 per month

The building is self sustaining due to rental income, also
will provide matching funds for Bis-Man Transit Board.

Cost of Construction - \$3,457,412

Funds Available for Construction

FTA Section 3 (Earmarked Funds)	\$1,488,000
FTA Section 9 (Capital Funds)	978,968
City of Bismarck Land Donated (Matching)	185,000
City of Bismarck Sales Tax (Matching)	442,444
City of Bismarck Loan	353,000
Donations	<u>10,000</u>
	\$3,457,412

The loan from the city is being paid back with FTA funds
earmarked for capital funds under FTA Section 3 funds.

All FTA Section 9 funds were earmarked capital funds and
could not be used for operating funds.

When Bismarck established its Transit System in 1991,
Bismarck was fortunate to have 3 years of FTA funding
carried forward. In each years allocation funding was
broken out to capital and operating. At the time Bis-Man
Transit did not have matching funds to utilize all capital
funding, therefore as we were able to obtain matching
funds thru Sales Tax and Donated Land we were able to
utilize the carry over capital funding plus working with
our legislative delegation in Washington we were able to
get earmarked funding for the development of the facility.

11



West River Transportation Council

3750 East Rosser Avenue • Bismarck, ND 58501 • Phone (701) 224-1876 • Fax 223-2572

Mr. Chairman and members of the committee, my name is Carol Anderson, Executive Director for West River Transportation Council in Bismarck. West River Transportation serves 6 counties (38 towns) over 10,000 square miles and 60 thousand plus rides per year.

I am here today to ask your very needed support on House Bill 1380, as you are aware this bill is to increase the fee on motor vehicle registration from one dollar to two dollars, for the public transportation fund. With the new Highway Bill having such a significant increase in federal dollars available to our state, we would need to match those funds, to maintain, continue and expand the transit needs of our communities from the young to the old.

The increase in the registration fee would allow transit agency's to match those needed federal dollars, and wouldn't that be great, additional funds, we as transit providers don't hear those words very often. What a reality for our senior and disabled population.

West River Transportation's current operating budget consists of 20% of these funds, for needed federal match. Without them we would be cutting services, but with additional funds West River would be maintaining, continuing and expanding services for evening and weekend needs. Services we currently can not afford.

In summation, your support of this bill would be a salvation to many, many agency's and mainly our communities of the elderly and disabled. Instead of cutting some services, due to lack of funds, we all could continue and expand services.

Thank you for your time, and we greatly appreciate your on going support of your local and rural transit needs.



People Caring
For People

Telephone (701) 663-6528 • Fax (701) 663-6171

COUNTY SITES:

301 N.W. 15th Street • P.O. Box 267 • Mandan, North Dakota 58554

ALMONT
843-8472

CENTER
794-8867

FLASHER
597-3358

GLEN ULLIN
348-3838

HEBRON
878-4457

NEW SALEM
843-8854

TESTIMONY BEFORE THE
SENATE TRANSPORTATION COMMITTEE

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE, MY NAME IS CHUCK BOSCH. I AM THE PROJECT DIRECTOR FOR MANDAN GOLDEN AGE SERVICES. I AM HERE ON BEHALF OF THE NORTH DAKOTA SENIOR SERVICES PROJECT DIRECTORS ASSOCIATION, AN ORGANIZATION MADE UP OF FORTY-ONE NON-PROFIT AGENCIES WHO PROVIDE SERVICES TO SENIOR CITIZENS THROUGHOUT NORTH DAKOTA. THE SERVICES WE PROVIDE INCLUDE HOME DELIVERED MEALS FOR THE ELDERLY HOMEBOUND, CONGREGATE DINING, TRANSPORTATION, OUTREACH ASSISTANCE, AND HEALTH RELATED SERVICES.

OUR ASSOCIATION IS STRONGLY IN SUPPORT OF HOUSE BILL 1380 - THIS BILL WOULD PROVIDE SOME SERIOUSLY NEEDED FUNDS TO HELP OUR MEMBERS MEET THE EVER INCREASING DEMANDS ON OUR TRANSPORTATION SYSTEMS. THE NUMBER OF SENIORS IS INCREASING AND SENIORS ARE LIVING LONGER SO THE NEED FOR TRANSPORTATION SERVICES INCREASES EVERY YEAR. MANY OF OUR BUSES ARE HIGH MILEAGE UNITS AND NEED TO BE REPLACED MORE OFTEN NOW BECAUSE OF THIS INCREASED DEMAND. HOUSE BILL 1380 WOULD MAKE FUNDS AVAILABLE TO OUR MEMBERS SO WE CAN DEAL WITH THIS SITUATION AND ACCESS THE ADDITIONAL FEDERAL FUNDS WHICH WILL BE AVAILABLE THE NEXT SEVERAL YEARS.

I WOULD ALSO LIKE TO TESTIFY IN FAVOR OF THIS BILL ON BEHALF OF THE BIS-MAN TRANSIT BOARD. I HAVE BEEN A MEMBER OF THAT BOARD OF DIRECTORS SINCE 1991, WHICH IS THE YEAR WE BEGAN PROVIDING TRANSPORTATION, AND I HAVE SERVED AS PRESIDENT OF THE BOARD THE PAST TWO YEARS. WE PROVIDE TRANSPORTATION FOR PEOPLE 60 YEARS AND OLDER, AND FOR ALL PEOPLE WITH DISABILITIES IN THE BISMARCK-MANDAN AREA. IT HAS BEEN QUITE A CHALLENGE TO START THIS TRANSPORTATION AGENCY AND TO KEEP UP WITH THE RAPID GROWTH WE HAVE EXPERIENCED, WHICH IS CLEAR PROOF OF THE NEED FOR TRANSPORTATION SERVICES. FROM THE VERY BEGINNING OUR BIGGEST PROBLEM HAS BEEN TO OBTAIN ENOUGH LOCAL FUNDS, AND THAT IS STILL TRUE TODAY. HB 1380 WOULD GREATLY ASSIST US TO ACCESS FEDERAL FUNDS TO REPLACE SOME OF OUR HIGH MILEAGE VEHICLES, AND EXPAND SERVICES TO OTHER GROUPS WHICH NEED THEM.

THANK YOU.



TESTIMONY ON HOUSE BILL NO. 1380

By: Todd D. Kranda for NDACF

Chairman Stenehjem, Members of the Senate Transportation Committee my name is Todd D. Kranda of the Kelsch Law Firm in Mandan, and I am testifying on behalf of the North Dakota Association of Community Facilities (NDACF).

The NDACF is a state-wide association of 26 private developmental disability providers who provide a wide variety of residential options, employment support, day habitation, prevocational training, and family support for approximately 3,200 individuals of all ages with developmental disabilities.

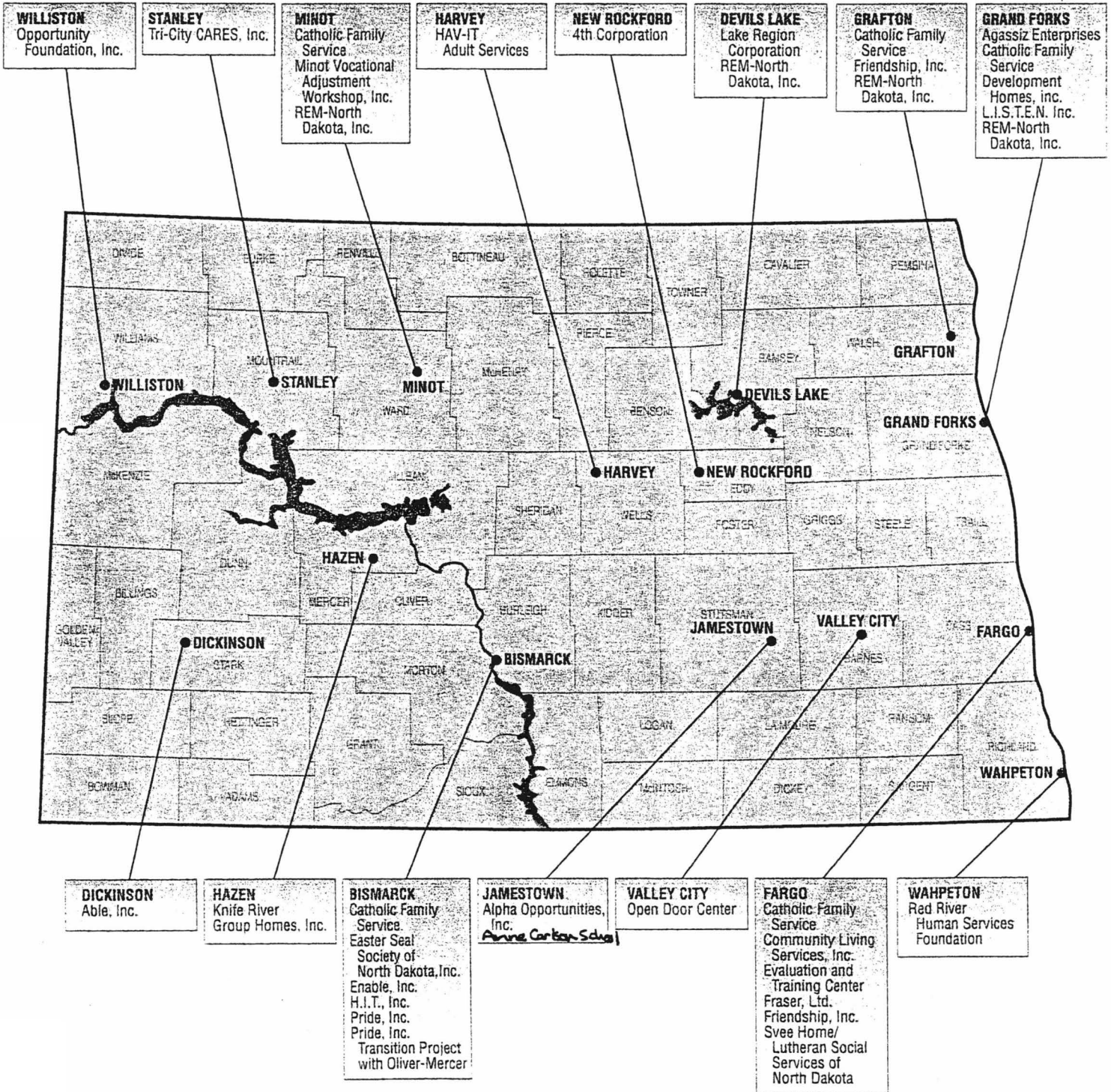
Attached to my testimony is a copy of a map which lists each of the member community facilities with the NDACF and their location in the state.

NDACF supports House Bill 1380 which will provide assistance to those who receive services from these providers.

I would be willing to try to answer any questions.

NDacf

NORTH DAKOTA ASSOCIATION OF COMMUNITY FACILITIES





3750 East Rosser Avenue • Bismarck, ND 58501 • Phone (701) 224-1876 • Fax 223-2572

Mr. Chairman and members of the committee, my name is Carol Anderson, Executive Director for West River Transportation Council in Bismarck. We serve 6 counties (38 towns) in rural North Dakota.

I am here once again, to testify on the needed support of House Bill 1380. You are very aware of what the bill is, and will do, but are you as aware of the longevity it will insure. The one dollar from the motor vehicle registration has been doing it's job for 10 years, at mainly the same rate, for agencies. How many agencies can service their clientele for 10 years on the same funding amounts, without seeing some decreases. Well, transportation decreases are identified as-no available rides due to lack of funding-what a statement to make, especially to our elderly and disable of rural North Dakota, when there is a solution. Now, with this additional dollar, we could maintain for another 10 years 15 years, maybe more, wouldn't that be one less issue, per session, for our legislators to deal with.

It is so significant, that ONE DOLLAR (which you may lose in your sofa, over a shorter period of time than a year), that ONE DOLLAR will access more federal dollars, than we have ever been exposed to. So why are we debating over one dollar, when it can do so much for our, your communities. Do you really feel that our communities would have a problem with one dollar added to their registration. I don't and believe me I've asked many individuals from 1 vehicle owner to 6 vehicle owners. The same answer, "well that's not much, for what it will provide." Our U.S. government is making it available, they obviously believe in the need, so let's utilize it. What a salvation for so many agencies, to be able to help our elderly and disabled in a much bigger way, more transportation, and needless to say the savings to our state, by keeping our aging and disabled population in their homes longer.

Thank you for your time, we always appreciate the availability to present information to our legislators, and of course, having your support for your communities needs.

TESTIMONY BEFORE THE SENATE TRANSPORTATION COMMITTEE
REGARDING HOUSE BILL 1380
MARCH 4, 1999

Chairman Stenehjem, members of the Committee. My name is Allan L. Marx, Sr. and I am from Bismarck. I am here today to ask you to support HB 1380. This bill will provide more money for public transit systems like our Bis/Man Transit System.

I am a person with a disability, and I also have a five-year-old son who has cerebral palsy. I am involved in advocating for things that will make things better for my son and others who have disabilities. I have friends from all over the state who depend on the transit system to get to work, the bank, church, grocery stores, shopping centers, doctor's office, etc. Without public transportation, they would have no other choice but to stay home or rely on more expensive transportation, or family and friends.

This bill would provide more money for the transit systems throughout the state. Smaller communities now have limited service in their areas. With more money, they could have more transportation services available to help people who are elderly or have disabilities to live more independently.

The money for this increase would come from raising the registration fee for vehicles. I own a car and would not have a problem with paying a dollar or two more for my registration. A lot of my friends feel the same way. We do not think this small amount would really be noticeable for us, but sure would make a difference for those who use the transit systems.

As legislators, I am sure you oftentimes have to struggle to find money for programs. This bill gives you an idea that is workable for everybody. By just increasing the fee by this small amount you can help to improve the lives of people who need public transportation.

I would appreciate your support for HB 1380. Your support would mean so very much to others and to me. Someday, my son may need the transit system to live independently, too. Thank you for your time.

DICKINSON

June 25, 1998

TO: Budget Committee on Government Finance
FROM: Maurice W. Hardy; L.S.W.
RE: Local Transportation Funding - SCR 4019

Mr. Chairman and Members of the Committee:

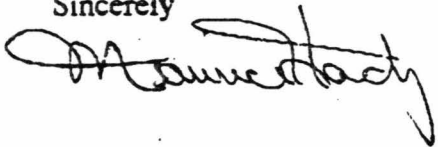
My name is Maurice W. Hardy. I am from Beach. I serve as the Chairperson for the Dickinson Transportation committee and am employed as a Vocational Rehabilitation Counselor. I believe that the funding for local transportation systems is not adequate in North Dakota. That is why I send this letter.

The Dickinson Transportation committee recently conducted a survey and although the committee has not taken a formal action on the results of the survey, I felt it was important for your committee to know that there was a message that transportation is becoming more expensive to residents in rural areas. Especially to those individuals on fixed incomes, such as Social Security.

As a Vocational Rehabilitation counselor in Dickinson one of the most recurrent issues we need to deal with is transportation to and from work. There are some work incentives for individuals that could assist with transportation, but most the time you have to earn so much money to benefit from that incentive. For the individual who is reentering employment or making their first attempt, they may not earn enough for a month or longer to take advantage of the work incentives. In some cases the individual feel they are working for the transportation provider.

Thank you for your time and consideration in the matter, and thank you for your decision which I am sure will be positive for local transportation needs.

Sincerely



Maurice W. Hardy; L.S.W.

Chairperson Dickinson Transportation Board

Vocational Rehabilitation
117 First Street East
Dickinson ND 58601

PO Box 425
Beach, ND 58621



Easter Seals/Goodwill of North Dakota

Services for People
with Disabilities and
Disadvantages

January 19, 1999

Fifty-sixth Legislative
Assembly of North Dakota

State Office:
P.O. Box 1206
Mandan, ND 58554-7206
(701) 663-6828
ND Toll Free: 1-800-247-0698
Fax: (701) 663-6859

Regional Offices:

P.O. Box 1801
Minot, ND 58702-1801
(701) 838-0669
(701) 839-4121
Fax: (701) 838-5998

P.O. Box 14214
Grand Forks, ND 58208-4214
(701) 772-0704
(701) 772-0351
Fax: (701) 772-0336

P.O. Box 9376
Fargo, ND 58106-9376
(701) 237-9908
(701) 232-1333
Fax: (701) 234-9390

Agrability
(701) 234-9390
ND Toll Free: 1-800-548-1372

P.O. Box 756
Jamestown, ND 58402-0756
(701) 251-1446
Fax: (701) 252-9527

P.O. Box 361
Dickinson, ND 58602-0361
(701) 264-1060
Fax: (701) 264-1099

As a Service Provider who serves people with disabilities, we find that transportation is a vital part of their ability to be more independent and also to be a part of their community. To cut funding for transportation will inhibit these people from their independence, as they have no other means of commuting. They would have to take the Taxi, which some people are unable to do as it is too costly or they would have to walk, which some people may not be able to do because of health risks, etc.

I strongly support an increase in transportation funds in our area.

Sincerely,

Judy Hecker
Regional Administrator

Give Ability
a Chance

January 22, 1999

To Whom It May Concern,

We are writing in support of the Elder Care Bus, and the services they provide. Due to the wonderful services they provide, we are able to attend appointments, social outings and travel to other places we choose. We do not have to rely on family, staff or friends to take us places when it is convenient for them.

With out these services, we will have to depend on others, taking away our independence. Many people benefit from Elder Care Services. Quality of life would be greatly affected if anything were to happen to the services that are offered to us at this time.

Thank you, for taking the time to read our letter of support.

Sincerely:

Ken Schiwal

Ken Schiwal

Lorraine Kuntz

Lorraine Kuntz

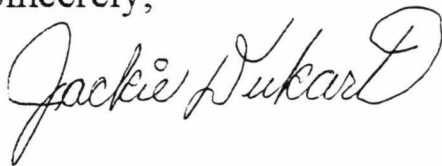
Jill Kessel

Jill Kessel

In support of HB 1380

Hi, I am Jackie Dukart and I use the Elder Care bus to go to work and to go home from work. I work at Pizza Hut and I could not afford to take the taxi every day. So therefore, I need the Elder Care Bus. If I lost Elder Care I would have to depend on my dad who is 86 years old and he does not always feel well enough to take me to work. If I did not have my dad to take me I would have to quit my job. My job helps me to buy my Elder Care bus tickets, pay for my rent & food and other necessities I need that my SSI check does not cover.

Sincerely,

A handwritten signature in cursive script that reads "Jackie Dukart". The signature is written in black ink and is positioned below the word "Sincerely,".

Jackie Dukart

Senior Citizens and I
ask for your support of
the Bill 1380.

I work through Elder
Care for Senior Companion
and R.S.V.P. we need these
buses to help the elderly and
disabled to maintain their
getting around the city with-
out them (buses) they would
be lost.

These buses have helped
us to get to Clinics, hospitals
shopping centers and lead a
normal life and a happy
one in our golden years

Betty B. Ridd

4

Chairman Keiser and Members of the Transportation Committee

For the record, my name is Grant Brown from Dunn Center, District 36. It is indeed a pleasure to appear before you today requesting your consideration and passage of HB 1380.

HB 1380 relates to raising the registration fee of vehicles from \$1.00 to \$2.00 to help fund the growing need of those that depend on the public transportation system.

The demands or needs for transportation in our rural frontier counties will continue to grow as our population becomes grayer.

The two largest growing groups of people in the state are the baby boomers and the older people (65 or older). Within the group of people ages 65 and older, the fastest growing group of people, percentage wise, is the 85 and older group – these two bubbles in the population pyramid will continue well into the 21st century.

Most of the people in these age groups depend upon the transportation system to attend to their medical needs, shopping, and social functions, and not on family. In most cases the kids are no longer in the area.

The handout prepared by Lucy Kostelesky shows the number of rides provided and the miles driven during the last fiscal year. Also included in the handout are projections of the increasing needs for rides and miles driven into the year 2003.

There are also petitions signed by some of the users of the bus system throughout the state attached to the handout. These users consist of elderly, disabled, and low-income people in need of transportation to carry out their every day living needs.

There are several others that will go into more detail of the public transportation service as it relates to HB 1380. Granted this is a fee increase, but this minimum increase will be an overall savings in the long run. This increase would equate to the cost of about 3 postage stamps per vehicle. This service will help people stay in their own homes longer and out of basic care units or the nursing home.

I thank you for your time and urge you to pass this important piece of legislation for those that are truly in need of transportation.

④

48 programs across North Dakota provide transportation to individuals in order to keep residents of the state active, contributing members of the communities in which they live. This is not only good for the economy of each area but also adds greatly to one's quality of life.

From July 1, 1997 to June 30, 1998 --1,232,749 rides were provided in North Dakota by 48 transit providers. 2,946,938 miles were traveled accessing medical appointments, employment, education, shopping and social functions. Being able to function independently with the use of public transportation and not depend on family and friends for each ride one must have in order to be active adds to a richer quality of life for each person involved. Due to assessable transportation, no longer does a person in a wheelchair have to feel like a prisoner in their own home. No longer does a person on limited income have to stay at home because there is no affordable transportation.

As you can see by the information that I have supplied you, the federal dollars which are available for transportation will double in the next five years. Present funds will increase annually until that amount is reached in 2003. In order to access these funds however, it is necessary to match them with local funds, dollar for dollar. Without a raise in state aid, which can be used to match these federal funds, many programs across the state will be unable to secure these additional funds no matter how badly they are needed to help meet the needs of those we serve. At present these state aid funds are secured by a \$1.00 fee on each license plate. An increase in these fees to \$2.00 per license plate would provide the necessary local funds with which to access the additional federal funds available to our state to help maintain the services all ready in place and help address needs that are, at present, not being met due to lack of funds.

The following information and statistics are specific to each county of Region 8.

DUNN COUNTY;

-1540 rides were provided from July 1, 1997 to June 30, 1998.

- Purpose of transportation: To access Medical appointments, shopping for clothing as Dunn County has no clothing stores, and grocery shopping where there are no grocery stores available in that person's home towns.

Comments received from residents of Dunn County: We support our local stores wherever possible as it is very important to keep what services and businesses we have. Transportation on the bus is just a must as we have no other means of receiving/accessing dental or major medical appointments. Securing medications have also been a problem as we have been without a drugstore at times. We have a new owner for the drugstore in Killdeer so it is opened at present.

GOLDEN VALLEY/BILLINGS COUNTIES:

-4042 rides were provided from July 1, 1997 to June 30, 1998.

-Purpose of Transportation: Medical appointments, pick up medications, visit friends and loved ones residing in nursing homes i.e. Wibaux Nursing Home.

Comments received from the area: Since the percentage of the population in these counties over 60 is quite high the bus is viewed as their lifeline. Without Section 18 and State Aid, they feel, they would not survive.

SOUTHWEST TRANSPORTATION:

-Letter from Donna Schaff, Director gives a good picture of services and needs for Adams, Hettinger, Bowman, and Slope counties. (Included)

STARK COUNTY:

-Subsidized transportation has increased from approximately 15,000 rides in 1990 to over 41,600 in 1997. There continues to be more demand than can be met on almost a daily basis. Included in the information you can see that transportation is needed and used to access medical appointments, employment, education opportunities, shopping, meals and social events. Many served do not have many options for other means of transportation. They cannot do without affordable, dependable transportation and most have additional needs that are not, at present, being met. Most of the unmet needs all relate to a limited amount of resources on the part of the provider with which to provide more than what is now being provided.

Lizay Kostelicky
Elder Care Director

ELDER CARE
1007 ENTERPRISE AVE.
P.O. BOX 629
DICKINSON, ND 58601
1-701-227-1818

February 3, 1999

Mr. Chairman and members of the committee:

My name is Lucy Kostelecky. I am the Director of Elder Care and we are a multi service provider covering the 8 counties of Region 8. Special needs transportation for Stark County is one portion of those services we provide in the 8 counties of Region 8. Forty-eight programs across North Dakota provide transportation to individuals in order to keep residents of the state active, contributing members of the communities in which they live. This is not only good for the economy of each area but also adds greatly to one's quality of life.

From July 1, 1997 to June 30, 1998 -- 1,232,749 rides were provided in North Dakota by forty-eight transit providers. 2,946,938 miles were traveled accessing medical appointments, employment, education, shopping and social functions. Being able to function independently with the use of public transportation and not depend on family and friends for each ride one must have in order to be active adds to a richer quality of life for each person involved. Due to accessible transportation, no longer does a person in a wheelchair have to feel like a prisoner in their own home. No longer does a person on limited income have to stay at home because there is no affordable transportation.

As you can see by the information that I have supplied you, the federal dollars which are available for transportation will double in the next five years. Present funds will increase annually until that amount is reached in 2003. In order to access these funds however, it is necessary to match them with local funds, dollar for dollar. Without a raise in state aid, which can be used to match these federal funds, many programs across the state will be unable to secure these additional funds no matter how badly they are needed to help meet the needs of those we serve. At present these state aid funds are secured by a \$1.00 fee on each license plate. An increase in these fees to \$2.00 per license plate would provide the necessary local funds with which to access the additional federal funds available to our state to help maintain the services already in place and help address needs that are, at present, not being met due to lack of funds. Prior to becoming involved with transportation provision I've always felt and still feel that food addresses one of our basic needs. Good nutrition helps keep not

only the body but also the mind healthy. But...I firmly believe it is transportation that adds quality to that life.

The following information and statistics are specific to each county of Region 8.

DUNN COUNTY:

- 1,540 rides were provided from July 1, 1997 to June 30, 1998.
- Purpose of transportation: to access medical appointments, shopping for clothing as Dunn County has no clothing stores, and grocery shopping where there are no grocery stores available in that person's hometown.

Comments received from residents of Dunn County: We support our local stores wherever possible as it is very important to keep what services and businesses we have. Transportation on the bus is just a must as we have no other means of receiving/accessing dental or major medical appointments. Securing medications have also been a problem as we have been without a drugstore at times. We have a new owner for the drugstore in Killdeer so it is opened at present.

GOLDEN VALLEY/BILLINGS COUNTIES:

- 4,042 rides were provided from July 1, 1997 to June 30, 1998.
- Purpose of transportation: medical appointments, pick up medications, visit friends and loved ones residing in nursing homes. i.e. Wibaux Nursing Home.

Comments received from the area: Since the percentage of the population in these counties over 60 is quite high the bus is viewed as their lifeline. Without Section 18 and State Aid, they feel they would not survive.

SOUTHWEST TRANSPORTATION:

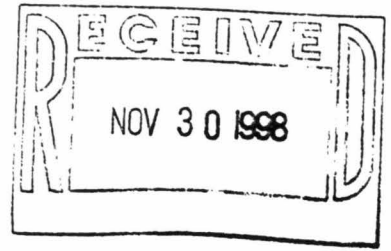
- Letter from Donna Schaff, Director, gives a good picture of services and needs for Adams, Hettinger, Bowman, and Slope counties. (included)

STARK COUNTY:

- Subsidized transportation has increased from approximately 15,000 rides in 1990 to over 41,600 in 1997. There continues to be more demand than can be met on almost a daily basis. Included in the information you can see that transportation is needed and used to access medical appointments, employment, education opportunities, shopping, meals, and social events. Many served do not have many options for other means of transportation. They cannot do without affordable, dependable transportation and most have additional needs that are not, at present, being met. Most of the unmet needs relate to a limited amount of resources on the part of the provider with which to provide more than what is now being provided.



Lucy Kostelecky, Director
Elder Care



SOUTHWEST TRANSPORTATION SERVICES
Rt 1 Box 69
Bowman, ND 58623

11/30/98

Lucy Kostelecky
Director, Eldercare
PO Box 629 - 1007 Enterprise Ave.
Dickinson, ND 58601

Dear Lucy:

I've quickly put together some stats for you. I doubt I'll be able to make the meeting on the 3rd, since I have meetings Monday, Tuesday and Wednesday which I have to prepare for. It's just one of those weeks!

These figures are for our last fiscal year, July '97 through June '98, and include our entire four-county area of Bowman, Slope, Hettinger and Adams counties.

	TOTAL # 1-WAY RIDES	Medical	Meals ¹	Personal ²	Other ³
ELDERLY	27,027	13,167	12,180	1,680	
DISABLED	6,414	4,976	708	240	490
OTHER	1,643	1,563		80	

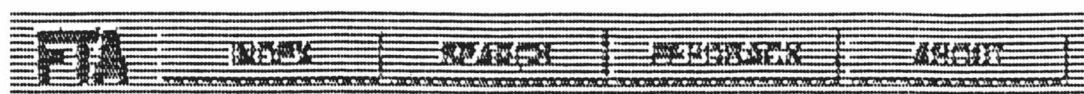
- Notes:
- ¹ - Includes delivery of Meals on Wheels
 - ² - Includes shopping, making plane or bus connections, beauty shop, recreation. *The shopping trips include out-of-town, of which we had no more than 30 rides.*
 - ³ - Consists primarily of employment or living therapy to ABLE.

During this period, we served a total of 14,214 riders, and put 90,062 miles on our vehicles. Two of our buses have well over 100,000 miles on them, and we're keeping our fingers crossed that they'll hold out for a while yet, since our biggest concern is finding matching funds to receive grants to replace them.

Hope this helps you out somewhat. I think what I'll do is send something like this to Bill Bowman, and ask if he'd be willing to meet with me to discuss same.

Sincerely,

Donna Schaff
Director



U.S. Department of Transportation

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL TRANSIT ADMINISTRATION

TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY - FEDERAL TRANSIT ACT OF 1998 (Includes Technical Amendments)

(Excludes New Starts, Bus, Research, Planning, Clean Fuels, and Job Access)

(Includes additional General Fund authorizations - Section 53333(h))

STATE/URBANIZED AREA	PROGRAM	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	Total
Bismarck, ND	Urban Formula	503,622	588,221	637,207	686,133	734,811	783,936	3,933,930
Fargo-Moorhead, ND-MN	Urban Formula	728,367	850,719	921,565	992,325	1,062,725	1,133,772	5,689,473
Grand Forks, ND-MN	Urban Formula	514,529	600,960	651,007	700,993	750,725	800,914	4,019,127
Statewide	Elderly & PWD	270,598	283,256	298,799	314,324	329,769	345,357	1,842,103
	Nonurbanized							
Statewide	Formula	638,726	838,726	912,685	986,554	1,060,047	1,134,217	5,570,956
North Dakota Total		2,655,842	3,161,883	3,421,264	3,680,329	3,938,077	4,198,195	21,055,589
Statewide	Elderly & PWD	52,014	52,189	52,404	52,619	52,833	53,048	315,107
	Nonurbanized							
Statewide	Formula	63,431	83,293	90,638	97,974	105,272	112,638	553,246
Northern Marianas Total		115,445	135,482	143,042	150,593	158,105	165,686	868,353

Elder Care Transportation Stats - 1997

Total trips subsidized - 41,601
Provided by Elder Care - 28,071
Provided by Queen City Cab Company - 13,530

Elder Care rides which require wheelchair lift - 4,969
Elder Care ambulatory rides - 23,102
Four buses traveled - 69,386 miles
Elderly rides - 16,704
Rides to persons under 60 - 11,367

Queen City Cab rides which require the wheelchair lift - 855
Queen City Cab ambulatory rides - 12,675
Elderly rides - 2,380
Rides to persons under 60 - 11,150

GRAND TOTAL BREAKDOWN OF SUBSIDIZED RIDES:

41,601 - Total Trips
19,084 - Elderly
35,777 - Ambulatory
5,824 - Wheelchair rides
22,517 - Mentally challenged under 60
658 - Low-Income persons

1995 ELDER CARE SUBSIDIZED TRANSPORTATION PROGRAM

39,795 TOTAL TRIPS
19,791 ELDERLY
19,644 TRIPS FOR MENTALLY CHALLENGED UNDER 60
 360 LOW-INCOME PERSONS
33,717 AMBULATORY
6,078 REQUIRE A WHEELCHAIR

Elder Care Transportation Stats - 1996

Total trips subsidized - 40,689
Provided by Elder Care - 26,096
Provided by Queen City Cab Company - 14,593

Elder Care rides which require wheelchair lift - 4,735
Elder Care ambulatory rides - 21,361
Four buses traveled - 64,366 miles
Elderly rides - 15,563
Rides to persons under 60 - 10,507

Queen City Cab rides which require the wheelchair lift - 1,002
Queen City Cab ambulatory rides - 13,591
Elderly rides - 3,140
Rides to persons under 60 - 11,453

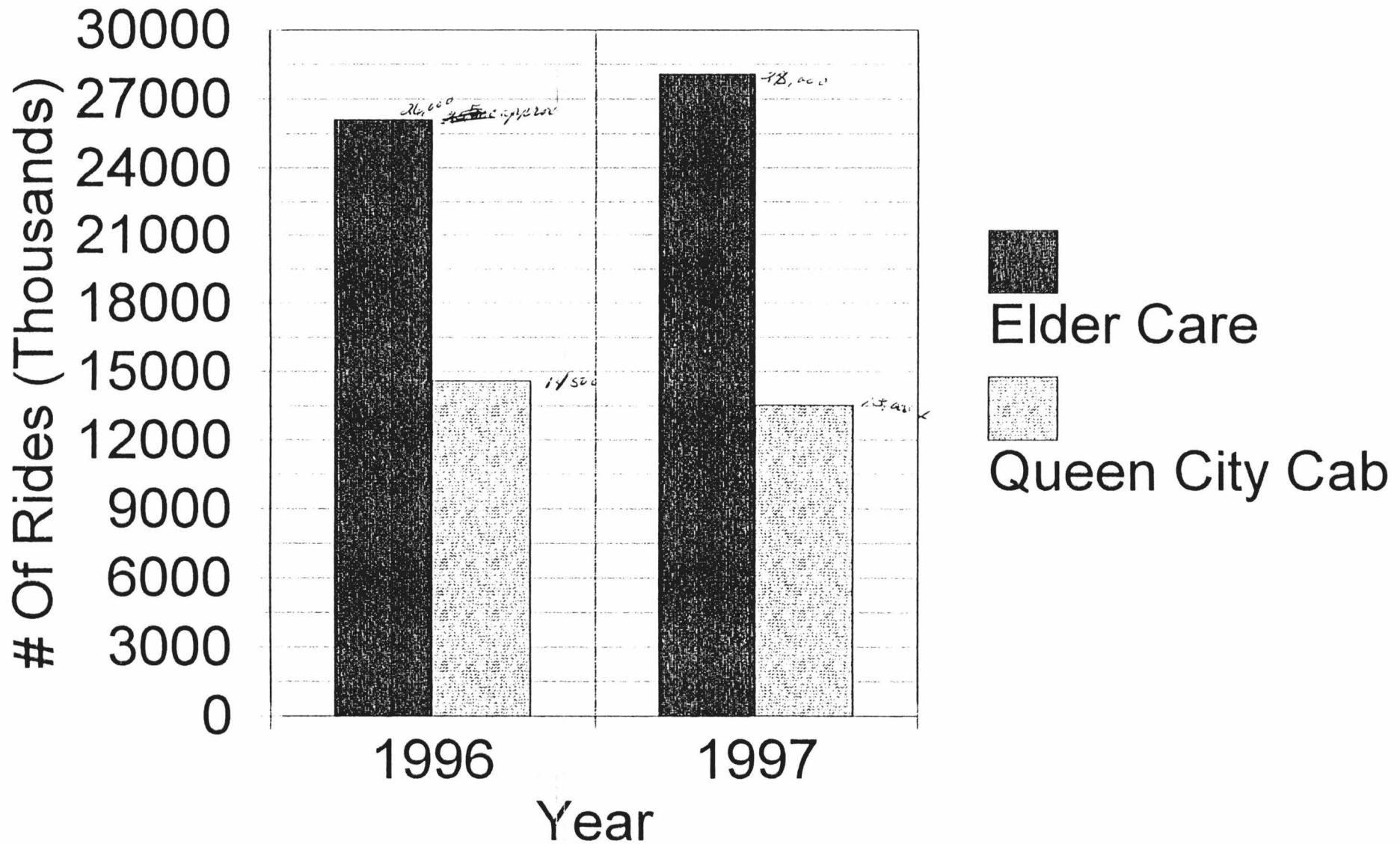
GRAND TOTAL BREAKDOWN OF SUBSIDIZED RIDES:

40,689 - Total Trips
18,708 - Elderly
34,952 - Ambulatory
 5,737 - Wheelchair rides
21,960 - Mentally challenged under 60
 248 - Low-Income persons

ELDER CARE
MEAL STATISTICS
1990-1994

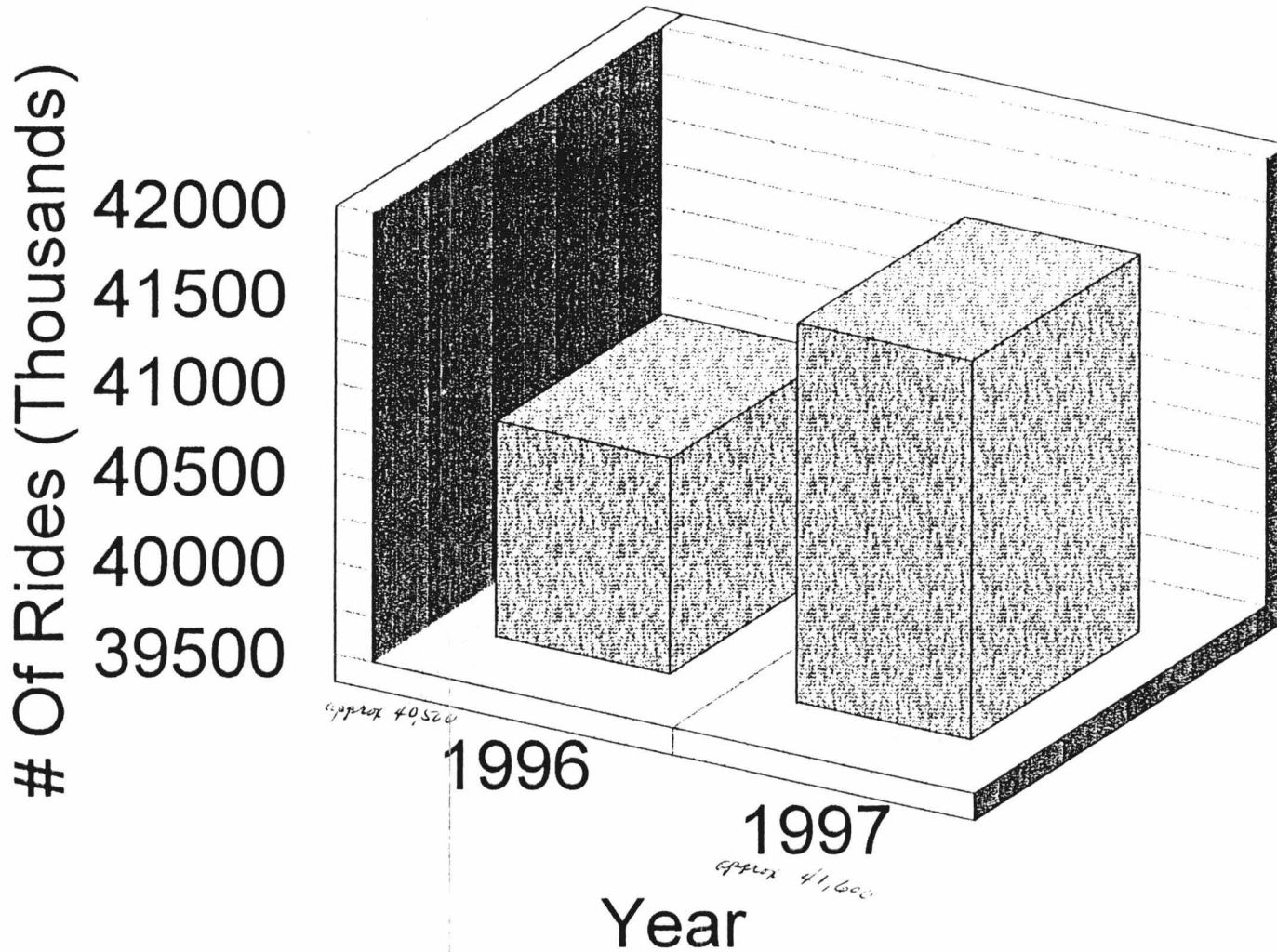
<u>1990</u>	<u>TOTAL</u>	
CONGREGATE MEALS:	23,989	
HOME DELIVERED MEALS:	11,357	
CHORE:	942	
TRANSPORTATION:	15,028	
<u>1991</u>	<u>TOTAL</u>	<u>STARK</u>
CONGREGATE MEALS:	23,285	17,177
HOME DELIVERED MEALS:	11,763	7,788
OUTREACH:	1,806	1,703
CHORE:	2,842	2,842
TRANSPORTATION:	20,811	20,811
<u>1992</u>	<u>TOTAL</u>	<u>STARK</u>
CONGREGATE MEALS:	26,456	17,882
HOME DELIVERED MEALS:	12,636	9,751
OUTREACH:	5,094	2,192
CHORE:	2,372	2,372
TRANSPORTATION:	34,629	34,629
<u>1993</u>	<u>TOTAL</u>	<u>STARK</u>
CONGREGATE MEALS:	27,073	18,796
HOME DELIVERED MEALS:	15,190	11,524
OUTREACH:	11,610	4,946
CHORE:	2,992	2,992
TRANSPORTATION:	38,001	38,001
<u>1994</u>	<u>TOTAL</u>	<u>STARK</u>
CONGREGATE MEALS:	29,304	20,659
HOME DELIVERED MEALS:	19,165	16,287
OUTREACH:	10,919	3,073
CHORE:	3,506	3,506
TRANSPORTATION:	39,503	39,503

1996 - 1997 TOTAL RIDES



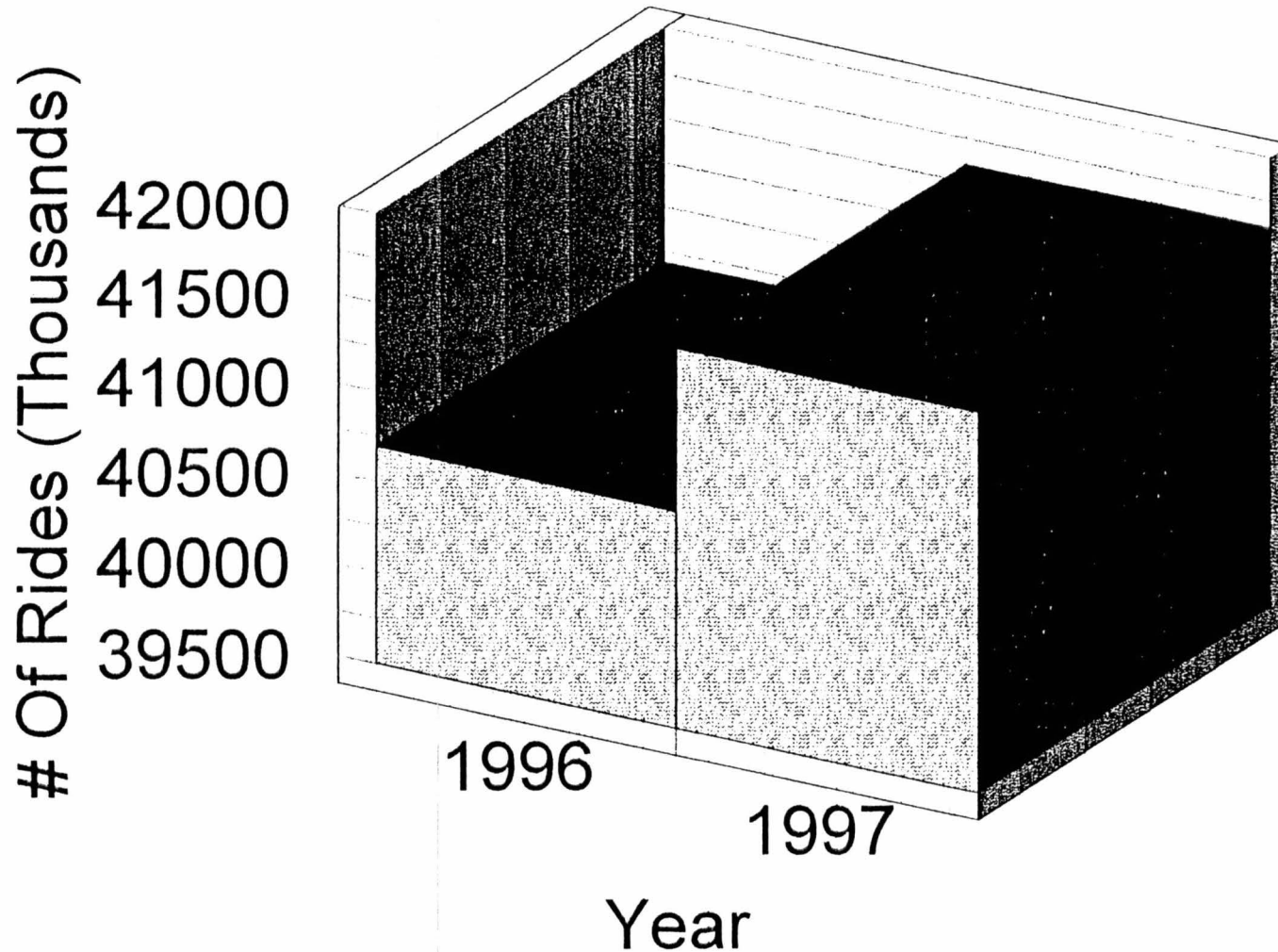
1996 - 1997 TOTAL RIDES

Elder Care



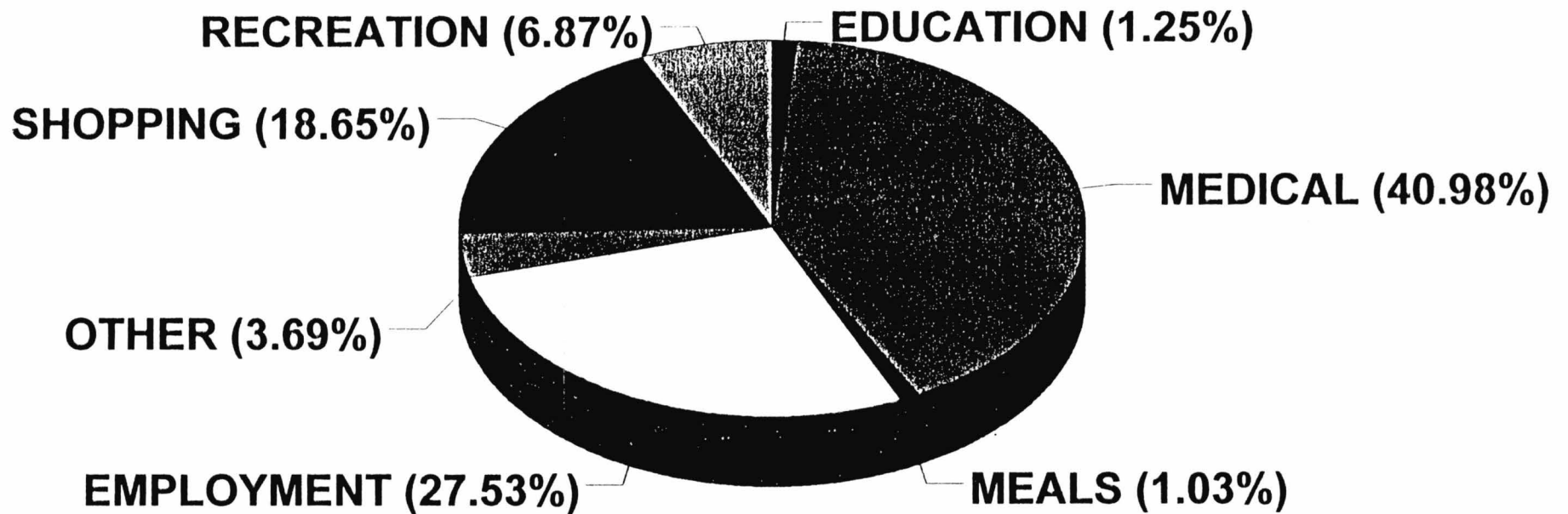
1996 - 1997 TOTAL RIDES

Elder Care



ELDER CARE SPECIAL NEEDS

TRANSPORTATION 1998



Elder Care

A petition to the North Dakota Legislature to support the passage of HB 1380, the raising of State Aid for Public Transportation.

Name	Address	City
1. Ray Nielsen	11 W 7th Av.	Dickinson
2. Janet Lundeen	1376 13 th Ave SW	Dickinson
3. Mary Anderson	1532 2 nd St W	Dickinson
4. Bill Smith	1537 2 nd St W	Dickinson
5. Diana Hayes	436 6 Ave W	Dickinson
6. Bill Jordan	321 7 th Ave W	Dix
7. Rethel Jordan	221 7 th Ave W	Dickinson
8. Johnny Ray Johnson	1070 12 th Ave W	Dickinson
9. Joseph Johnson	610 12 th Ave W	Dickinson
10. Vella Nym	1416 20 th St SW	Dickinson
11. Bob Davis	1416 20 th St SW	Dix
12. Jan F. Foyt	907 Seneca Ave	Dickinson
13. Barbara J. Lupo	741 8 th Avenue East	Dickinson
14. Don J. Greenwood	693 Palm Beach Rd.	Dickinson
15. Joyce Greenwood	693 Palm Beach Rd.	Dickinson
16. Phil Bradford	958 Hart Hwy.	Dickinson
17. Phil Bradford	958 Hart Drive	Dix
18. Ed Segate	907 Seneca Ave	Dickinson
19. Don Lupo	741 8 th Ave E	Dickinson
20. Nancy Clark	412 8 th Ave E	Dickinson
21. Raileen Clark	"	"
22. James X. Clark	2584 6 th Ave NW	"
23. Phil Smith	1376 13 Ave SW	"
24. James Fisher	10525 Hwy 10 E	"
25. Bob Bakley	617 3 rd Ave SW	Dickinson

Sample of petitions turned in

ATTN
Lucy

Bill # 1380

1-23-99

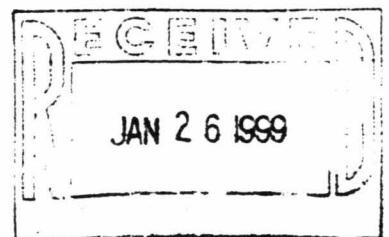
I do support the transportation bus. I do have clients that ride the bus also I will use it when weather is bad and roads icy, my husband uses it too once in a while when I'm not able to drive him. The buses are very important in this town.

Thanks

Josie Meier

430 2nd Ave E

Dix





Easter Seals/Goodwill of North Dakota

Services for People
with Disabilities and
Disadvantages

State Office:

PO. Box 1206
Mandan, ND 58554-7206
(701) 663-6828
ND Toll Free: 1-800-247-0698
Fax: (701) 663-6859

Regional Offices:

PO. Box 1801
Minot, ND 58702-1801
(701) 838-0669
(701) 839-4121
Fax: (701) 838-5998

PO. Box 14214
Grand Forks, ND 58208-4214
(701) 772-0704
(701) 772-0351
Fax: (701) 772-0336

PO. Box 9376
Fargo, ND 58106-9376
(701) 237-9908
(701) 232-1333
Fax: (701) 234-9390

Agrability
(701) 234-9390
ND Toll Free: 1-800-548-1372

PO. Box 756
Jamestown, ND 58402-0756
(701) 251-1446
Fax: (701) 252-9527

PO. Box 361
Dickinson, ND 58602-0361
(701) 264-1060
Fax: (701) 264-1099

January 23, 1999

Fifty-sixth Legislative
Assembly of North Dakota

I am writing this letter in support of a bill that would increase the funding for transportation.

The Elder Care Transportation in the Dickinson area is a great asset to our community. It is very necessary to increase the funding that allows programs like it to operate in our area.

Please take a very close look at the need for additional funding. That increase would not only allow Elder Care to continue its valuable service, but would show the elderly population and people with disabilities that North Dakota take its responsibility to them very serious.

Thank you for you consideration.

Sincerely,

Kim Braun
Assistant Service Coordinator

Give Ability
a Chance

January 25, 1999

Dear Lucy,

People in Dickinson need more affordable transportation. There are times people have to wait over 1/2 hour to get a ride to go to work, home, to the doctor, and to get groceries.

There is limited transportation for activities like going to church, funerals, and to visit people. A lot of times I have to ask people to come and get me for these events. That's ok, but I would still like to have a transportation system that will be there when I need it.

If I wait until after 5:00 to go to get a loaf of bread and milk, I have to take the taxi and I sometimes have to wait for an hour. I know sometimes the taxi is swamped and it is confusing to sit at the mall or grocery store for an hour.

We need more busses so we can stay independent and do more things in our community. I volunteer for a church circle, The Arc Aid Thrift Store, and at the nursing home, so I need more transportation so I can help my community.

Ann Marie Neurohr

*Ann Marie Neurohr
1330 Sims
Dickinson, ND 58601*

January 26, 1999

To Whom It May Concern,

Persons with disabilities can be and are valuable members of each of our communities. Many people with differing disabilities must rely on the current transportation system to meet their mobility needs.

These needs include but are not limited to going to training or work, school, and medical appointments. Getting groceries, seeing friends, going to church, the mall or community events all need to be scheduled in advance.

People with disabilities want to be able to participate in these normal daily routines. But many times because of the current demand on the transportation system, planning even the most simple outing can taxing.

Sometimes people with disabilities have to wait to be picked up and because of unavoidable delays they miss scheduled appointments.

This may mean that you don't see your mental health professional this month, or that you don't get your budgeting done, so you can't buy groceries today. It may not seem like such an inconvenience to the general population, but to people with disabilities that need and have routines, these delays have devastating effects on their lives.

You may make it to the grocery store but you may have to wait 1 hour (because of understandable delays) to be picked up after you have paid for your groceries. We all know what the ND summer heat can do to frozen food in an hours time!

We are very fortunate in southwestern North Dakota to have senior citizens volunteering over 86,665 hours in the community of

Dickinson during 1998. Many of these volunteers rely on the established transportation system to get them to their volunteer jobs.

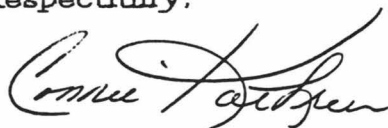
Having people active in our communities is essential for the survival of our communities. Having transportation is a vital component in keeping seniors and people with disabilities active in our communities. The majority of people in these two populations live on very limited incomes. They can not afford to bear the expense of an increase in their transportation cost.

I hope we can continue to provide quality, affordable transportation for people who want to participate in our communities. People responsible for providing service in southwestern ND are responsible and resourceful. They know how to stretch a d-o-l-l-a-r. But a dollar can only go so far.

I believe that if funds are not increased to meet the growing demand for transportation that services to these two populations of people will have to be curtailed. This means that people will not be able to go to training, work, medical appointment, and volunteer. Less money will be spent at the grocery store and mall, and more money will be needed to cover increased emergency medical costs.

I am fearful that this population of people will experience an increase in depression and isolation. They will feel trapped in their own homes because that can't go where they want to when they want to. It is incredible what transportation to people really means. It's not just being able to go the grocery store, it means being independent and living life to the fullest.

Respectfully,

A handwritten signature in cursive script, appearing to read "Connie Kathrein".

Connie Kathrein

Jan. 27, 1999

Dear Sis:

Transportation for the disabled in the Dickerson area has become more and more of a problem. The services at this time are unable to meet the needs of the community. I am writing this letter to make it known that more funds need to be made available to better serve the Dickerson community.

Kent Wing

Kent Wing

2068 Prairie Ave #8
Dickerson, N.P. 58601

(701-225-6277)

Good People Self-Advocacy Group

Telephone 1-701-227-1831

P.O. Box 1421
Dickinson, ND 58602

To: Senate Transportation Committee

From: Ardeen Belile Brenneise, Advisor
Good People Self Advocacy Group
Dickinson, ND 58602

Committee Members,

Good People Self Advocacy Group of Dickinson is made up of people with mental retardation. As their Advisor, I work with them to promote independence and help them gain a solid knowledge of their rights and responsibilities.

These self advocates strive to live a life of independence and dignity. Public transportation is a necessity for them to meet their daily needs. Grocery shopping, doctor appointments, going to work, church, and socializing all require accessing some form of public transportation. The the majority of self advocates are on a very limited budget.

As it is now, public transportation struggles to meet the needs of the people they serve, due to tremendous demand. Therefore, I am urging you to pass SB 1380. The monies made available by the passage of this bill must be made available to maintain and improve the public transportation in North Dakota.

Thank you.

Sincerely,



Ardeen Belile Brenneise

Transportation

1-18-99

I am Lori Beaudoin
from Dickinson N.D.
the people need to
have this transportation
also they can't afford
to have it raised
to any higher than it
is right now.

Also I have another
concern. I have a
sister that lives right
outside of town, and I
can't even afford to
go out + visit her. Becau

it costs to much for the
taxi to take me out there.
So please take another
look at this bill also.
People who need transport
can't afford to ~~pay~~ pay
any more than what
it is right now. Please
take another look at
even lowering the cost so
we can afford transportation
thank you.

Wrote by Lori Beaudoin
Staff. Wanda Derner

Lori Beaudoin

1-24-99

Dear Lucy,

Lillian Kadomas uses the bus for Medical Appointments only. She feels its very important for her to be able to use the bus family works and couldn't take her most of the time. Lillian is glad the bus can take her when its needed, she wants very much for the buses to continue the service. They offer to help, to support her and take excellent care of her.

Lucy

I think it's wonderful
to be able to get in a warm
bus, and ride to the client. I mean

The service is very important
for the elderly to be able to
get to their Dr appointments and
other places also.

most of the family work and
aren't able to take off work
for the parents appointments.

There are no other means of
transportation for most of them.

They depend on the buses

Done

Hello Mr. Lisa Baum I have to represent Bill
1380 I support it as you can see I really like
and the lovely transportation system to get
around the forest neighborhood area. I can see
~~concerned~~ ^{concerned} ~~that~~ ^{that} the transportation ^{services} system is helpful
for ~~the~~ people that use wheelchairs I think
all transportation should be free ^{some} people don't
^{stop} need to rely that ^{most} ~~can't~~ ^{can't} use ^{regular}
taxi as an alternative to ^{regular} the bus
route. That's why I'm supporting it of 1380
^{and} ^{the} bus cost ~~1.50~~
are

FARGO



June 23, 1998

My name is Ann Classon.

I ride ParaTransit quite regularly. On Friday June 12, I called to set up my ride to go to see my Voc. Rehab counselor on June 17. The dispatcher first told me that she couldn't help me because I didn't call a week in advance. She asked me when I found out about the appointment and I told her the day before, which would have been on the 11. She told me I should have known a week in advance, but we don't always know that far in advance. She did set it up for me but she was disgusted.

Last September, I really had problems with ParaTransit. I had gone back to school. In September I was left at school, late for school and classes. When I was late I missed tests and had to take them later because ParaTransit is so unreliable. I will be going back to school in the future and I will need to rely on ParaTransit.

People with disabilities need to rely on this system even though it's not a perfect system. We don't want to lose this system but it needs to get better.

June 25, 1998

TO: Budget Committee on Government Finance
FROM: Deanna Bakken
RE: Local Transportation Funding - SCR 4019

Chairperson and Committee Members:

My name is Deanna Bakken. I am from Fargo. I believe that North Dakota should provide more state funding for local transportation systems. That's why I am writing this letter.

I am a person with a disability and use the para-transit system as my primary way of getting to places I need/want to go as they are best able to accommodate my needs. The cost of a one-way ride is \$1.50 regardless if you purchase their coupon books or pay cash each time you ride.

In other words, the local transportation system provide a much needed service to the **WHOLE** community. The local transportation system consist of more than the para-transit service, but I, personally, can't give a fair, adequate comment because like I said above I primarily use para-transit. However, I've heard the fixed routes which is an important part of our local transportation system provide a very valuable service to people of our community.

Thank you for your time and consideration.

Respectfully,

Deanna Bakken

Deanna Bakken
4311 15th Ave SW #202
Fargo, ND 58103
277-3058

6

Senate Transportation Committee
HB 1380
January 28, 1999

^{Keiser}
Chairman ~~Stenejem~~ and Fellow Transportation Committee Members:

My name is Deanna Bakken and I live in Fargo - District 41. I **strongly support** House Bill 1380 for a variety of reasons. First, if a person can afford a vehicle - insuring it, maintaining it, etc. - an increase of **\$1.00 a year** to register a vehicle won't break anyone while raising a sizable amount of money for public transportation for people with disabilities and for people who are elderly.

Second, I know public transportation is important for everyone. However, when "normal" people who rely on public transportation get into a real jam they can call a friend for a ride - my point being they have options. People with disabilities very often have **no other options** - for example, you can't just throw an electric wheelchair in a trunk of a car.

I have expressed a couple of my reasons for supporting House Bill 1380. I hope this committee will take into consideration the points I bring up when discussing the fate of this bill.

Thank you.

Deanna Bakken

Deanna Bakken
4311 15th Ave SW #202
Fargo, ND 58103



Mr. Chairman and members of the committee, my name is Norm Stuhlmiller and I represent AARP. We support this bill because it gives some semblance of mobility to the elderly and disabled of North Dakota.

Please allow me to give you some statistics to show how popular the Public Transit program is. The figures I will be using cover the period from July 1, 1997 through June 30, 1998.

There are a total of 243 vehicles in the 48 transit projects. Vehicles number from 56 in the city of Fargo to one vehicle in 19 projects in the state. Miles covered in the 48 projects were 3,727,733. The average miles driven by each vehicle is 15,340 miles. There were 1,861,158 rides provided. These include rides to seek medical help, purchase supplies (groceries, medicine, etc) rides to work, rides to visit family or friends. I know a situation where a wife uses transit to visit her husband who is in the nursing home. A lady living across the street from our house uses transit five days a week to go to work. I also know of people who have used transit for a ride to the airport to catch a plane.

On any given day you can find transit buses from out of town at one of the malls. I have seen buses from Glen Ullin, Hazen and McLean county. I am assuming they transported people from those areas for medical reason,

shopping or to get supplies that can't be purchased in their home towns.

As the statistics show, these services are used. For many it is the only means of transportation. I urge a "do pass" on this bill and continue to give the disabled and the senior citizens of our state the same opportunities that those of us have that are not dependent on this service.

Thank you, and I will try to answer any questions you may have.

Chairman Stenehjem and Committee Members:

March 4, 1999

My name is Deanna Bakken from District 42, Fargo. I very much support HB 1380. An increase of \$1a year in registration fees for a vehicle would be a pretty painless way of raising a substantial amount of money for the public transportation system for people with disabilities and elderly populations. I can only speak for myself in particular people with disabilities transportation is essential to our independence. A person with a disability often have **NO** other options.

I hope you take this into serious consideration.

Thank you for you time.

Sincerely,


Deanna Bakken

①

Testimony on House Bill 1380

My name is Allan Peterson from rural Fargo. My home address is 7009 Horseshoe Bend, Fargo, North Dakota 58104. My home is in state legislative District 22. I have been legally blind for 16 years and have little remaining vision other than light perception. My vision loss was the result of a progressive degenerative disease of the retina of the eye known as retinitis pigmentosa. Presently, there are no treatments or surgical techniques that have been developed that can restore my sight. It is estimated that about one in every 4,500 persons are affected by retinitis pigmentosa.

My vision was good until I was in my mid-30's. I was raised on a farm and had driven tractors, trucks as well as my own car. Having had the independence of driving, one of the most difficult adjustments that I had to make was that of not being able to go where and when I chose. Not being able to drive meant I had to rely on others to provide transportation or utilize the public transportation that might be available. I live six miles from the city limits of Fargo. When I moved to my home, I was able to drive but this is no longer an option. I can access the city public transportation system once I am in Fargo. In order to get where I must go, I rely on family, friends, city busses and the para-transit system.

Family and friends provide me with most of my transportation needs but I must arrange my schedule around theirs in order to get where I must go. I cannot emphasize this enough, It has been my experience that the public transportation system provides those of us, who cannot operate our own vehicles, the most opportunity for mobility and travel independence. When a ride is provided, you are, in a sense, obligated to that person.

I have utilized both the bus system and the complimentary para-transit system in Fargo. Even though there are deficiencies in our public transit system in Fargo, I am very appreciative and grateful for their existence and service. I utilize the bus system whenever possible because I believe it provides me with more independence than the para-transit system. With the para-transit system, I have to make an appointment a week in advance. A para-transit rider may be able to obtain a ride 48 hours in advance but he would be taking a chance that they may be booked up. I do utilize the para-transit system when I'm not familiar with the location that I'm going to or the location is not readily accessible by the bus.

Although the bus system in Fargo is one of the better systems in the region, there are limitations on the service they can provide. Some routes have service that is limited to just certain times during the day. Some areas of town are not readily accessed by the bus. Also, the regular routes stop service after six o'clock and there is no service after ten o'clock. These limitations I have found require careful planning in order to utilize the busses as my mode of getting around town. It is far from the freedom I had when I could drive and go when and wherever I thought I needed to go.

Transportation in our society has been built around a highway system and the privately owned car. For us who cannot drive, To be independent, we need to access the highway system through the availability of an adequate public transportation system.

I am the legislative liaison for North Dakota Association of the Blind during this legislative session. During our 1998 North Dakota Association of the Blind state convention assembled in Fargo, we adopted a resolution in support of legislation that would increase and promote the availability and use of public transportation in our state. It has been a universal experience among our members that their most urgent and often consuming problem is that of accessing transportation.

A 1997 demographic study done by researchers at North Dakota State University found that there were 9,606 non-institutionalized persons over the age of 55 with permanent vision loss in North Dakota. The vision loss that they experienced could not be corrected with corrective lenses or through other medical procedures. This number does not include the population of persons under the age of 55 with severe vision loss. We do feel that these numbers illustrate that there is a significant population of people with limited or no vision in North Dakota that would greatly benefit from increased access to available public transportation.

As you are aware, North Dakota is a rural state with a limited availability to public transportation. Outside the larger urban centers, there is even less availability to public transportation. North Dakota has invested comparatively little in the way of resources on developing and maintaining transportation systems like busses and rail systems that could be used by people who cannot drive their own vehicles.

Comparing the cities of Fargo and Moorhead as to the amount of state appropriated money invested in public transportation illustrates North Dakota's lack of investment in public transportation. Moorhead with a population base of approximately 35,000 receives a state appropriation from Minnesota of \$300,00 for its bus and paratransit system. By comparison, Fargo with a population base of around 100,000 receives a state appropriation of \$55,000 of which it shares approximately \$12,000 with the Senior Commission for service in the city and rural parts of Cass county.

Approximately one percent of the traffic within the city of Fargo results from the operation of city bus and paratransit vehicles. The percentage of persons who are unable to drive is no doubt considerably more than a single percent.

We believe that people who are in positions of authority to influence the transportation needs of ALL citizens regardless of the ability to drive do have an obligation to address access to alternative modes of transportation so that everyone can participate fully in our society. We believe that on a state level that the legislature and the governor have an obligation to work together to support the implementation of wherever possible, public transportation systems that are funded either with public money or some combination of public money with other sources of financing.

I moved to Fargo about a year ago from a town in Minnesota that had no transit system. This meant that I had to rely on my own means of getting around. I would use my wheelchair and my car to get to and from work. Some days I would have to take my electric wheelchair to get to work. Sometimes I had put my life in jepordy because it was 10 to 20 below outside and the car wouldn't start and I would drive the chair to work. It was a 3 mile trip one way by the time I would get to work I would be chilled to the bone. I was so dedicated to my job I would do anything to make sure I didn't lose it. Sometimes I would brave the elements to get food do laundry or do other errands I needed to do. When I started looking for a new place to live I looked for a place that had a public transit system that was accessible to the disabled of the community. I looked into the transit system in Fargo and found that it meant most of my needs.

The need for an accessible transit system is important because for many people with disabilities it is the only means of transportation they have.

They rely on the transit system to do many of the essentle functions of daily life.

Needs such as; getting to work, shopping for food and clothes, attending meetings, school, medical apointments and other needs they may have.

Please allow us to keep the funds and have funds to make improvements to a system that is so vitally needed so we can remain an active part of the community.

Respectfully,

Todd Lammers

Todd Lammers
3219 18th St. south Apt. #105
Fargo, ND 58104
(701) 271-0309

My name is Lisa Baum

I'm a frequent para-transit user I would like people to realize that it is important how people with disabilities are not able to get around without the transportation, also also how long the wait is. Sometimes for para I have a family, and it was my twin son's birthday I was at work and waiting for a ride the ride to take me from work for home so I could celebrate their birthday with ~~me~~^{them}. I waited at the time I supposed to wait and then I made a call well they never held me down for a return trip and then when I got on the bus I spent another hour and half on the bus, another person would have been angry, but I think people with disabilities are part of a higher scale because we are in need of the support of the service more.

Testimony for the Transportation Committee Hearing

I am Allan Peterson from Fargo. My home address is 7009 Horseshoe Bend, Fargo, ND 58104. I am blind and have been "legally blind" for approximately 15 years. I lost my sight as a result of a progressive degenerative disease that affected the retina of both eyes. I have little remaining sight other than light perception. My eye disease is known as retinitis pigmentosa which affects approximately one in every 7,500 people in the population.

As a result of my disability, I am "transportationally challenged" whenever I leave my home to get where I need to go. I cannot utilize the highway system through the normal system of purchase, maintenance and use of my own car. I live about six miles from the city limits of Fargo. When I moved to my home, I was able to drive but this is no longer an option. I can access the city public transportation system once I am in Fargo. In order to get where I must go, I rely on family, friends, city busses and the para-transit system to accomplish my needs for transportation.

Family and friends provide me with most of my transportation needs but I must arrange my schedule around theirs in order to get where I must go. I cannot emphasize this enough, It has been my experience that the public transportation system provides those of us, who cannot operate our own vehicles, the most opportunity for mobility and travel independence. When a ride is provided, you are, in a sense, obligated to that person because they are providing a favor and they have the option of granting it or rejecting your request for assistance.

I have utilized both the bus system and the para-transit system in Fargo. Even though there are deficiencies in our public transit system in Fargo, I am very appreciative and grateful for their existence and service. I utilize the bus system whenever possible because I believe it provides me with more independence than the para-transit system. With the para-transit system, I have to make an appointment a week in advance. A para-transit rider may be able to obtain a ride 48 or 24 hours in advance but he would be taking a chance that they may be booked up. I do utilize the para-transit system when I'm not familiar with the location that I'm going to or the location is not readily accessible by the bus.

Although the bus system in Fargo is one of the better systems in the region, there are limitations on the service they can provide. Some routes have service that is limited to just certain times during the day. Some areas of town are not readily accessed by the bus. Also, the regular routes stop service after six o'clock and there is no service after ten o'clock. These limitations I have found require careful planning in order to utilize the busses as my mode of getting around town. It is far from the freedom I had when I could drive and go when and wherever I thought I needed to go.

Our present-day society has been built around a transportation system that is based principally on the highway system and the privately owned car. For us who cannot drive, To be independent, we need to access the highway system through use of an effective public transportation system.

Prepared by: Allan Peterson, 7009 Horseshoe Bend, Fargo, ND 58104
Phone: 701-282-4644.

NORTH DAKOTA ASSOCIATION OF THE BLIND

Resolution and Fact Sheet on Transportation

The following resolution was adopted during our recent North Dakota Association of the Blind State Convention regarding transportation:

Whereas, the society in which we live is designed and is very dependent on private and public transportation for all aspects of life whether it be employment, entertainment or commerce and
Whereas, the blind and visually impaired and many other disability groups are very dependent on public transportation and
Whereas, public transportation provides the blind and other disability groups much in the way of fulfilling a level of independence in their lives and
Whereas, access to modes of public transportation in North Dakota is limited due to the large rural characteristics of the state and a lack of population density limits the amount of assistance received from private and public sources for public transportation
Therefore, be it resolved that the North Dakota Association of the Blind in Convention assembled here on Sunday, June 14th, 1998 do urge the 1999 North Dakota Legislature to allocate funds to larger urban centers in the state for the purpose of supporting public transportation and also we urge the legislature to promote and fund private - public transportation systems throughout the state. We call upon city officials in the larger urban centers like Bismarck, Grand Forks, Fargo, Minot and Williston to seek funding and promote the use of public transportation by all citizens because of its critical role in providing transportation for people who have disabilities.

It has been the experience of several of our members that one of their most urgent and often consuming problems is that of transportation. Our society has been developed around the highways and roads that are used principally by privately owned vehicles. Our country and state have invested comparatively little in the way of resources on developing and maintaining transportation systems like busses and rail systems that could be used by people who cannot drive their own vehicles.

We believe that people who are in positions of authority to influence the transportation needs of ALL citizens regardless of the ability to drive do have some obligation to address access to alterative modes of transportation so that everyone can participate fully in our society. We believe that on a state level that the legislature and the governor have an obligation to work together to implement, wherever possible, public transportation systems that are funded either with public money or some combination of private-public money.

We believe the spirit of Title 2 of the Americans with Disabilities Act that deals with transportation speaks to developing and making accessible modes of public transportation so that no person is left behind and all are afforded the right to pursue a full and productive life!

Prepared by: Allan Peterson, 7009 Horseshoe Bend, Fargo, ND 58104
Phone: 701-282-4644



WILLISTON



MERCY RIDER PROGRAM

Mercy Rider is a program sponsored by **Mercy Medical Center** which was developed to provide transportation services to persons living in Williston and the immediate area who are experiencing difficulty in obtaining transportation for their essential living needs.

The **Mercy Rider Program** is made possible through the assistance of the staffs at several local service agencies including Williams County Social Services, Family Crisis Shelter, Upper Missouri District Health Unit, Northwest Human Service Center, The Kensington, Heritage Center, and Williams County Veterans Office.

Those persons needing rides must receive an authorized ticket which may be purchased for a fee of \$1.00 at one of the participating agencies mentioned above.

The steps for receiving services through the Mercy Rider Program are:

1. You need to qualify through one of the agency programs.
2. You need to request a ticket from your case worker, nurse or counselor.
3. You are then eligible to purchase a ticket for a one way ride for \$1.00. (Age 12 and under can ride with an adult when going to the same destination. Individuals **age 60** and over **must use the Williston Basin Transportation Van** whenever possible. Please call 572-6751 for reservations.)
4. Once you have a **Mercy Rider** ticket, you can call **Basin Cab (572-1957)** 15 minutes before you need to be at your destination, or 1 hour ahead, if you need the wheelchair lift van.
5. You must write your destination on the space provided on your ticket if it was not filled in by agency staff. Give your ticket to the cab driver at the time of pick-up, one ticket for each ride. (No money is given to the cab driver.)
6. Rides can be provided only to the destination written on the ticket.
7. At the end of each month, Basin Cab Company will send all tickets used for rides to Mercy Medical Center who will pay the additional fare to Basin Cab from grant money and donations set aside for this project.

*If you desire further information, call **Joanne Njos, Mercy Medical Center: 774-7467.***



Mercy Medical Center

Randy Scott
Transportation Issues
Mercy Rider

June 17, 1998

- 1. When did Mercy Rider start?**
July 1, 1990
- 2. How many agencies are involved?**
16 agencies are involved including: Social Services, Northwest Human Service Center, Mercy Medical Center, Kensington, Heritage Center, Upper Missouri Health Unit, & Opportunity Foundation.
- 3. How does the program work?**
(See attached green sheet)
- 4. What state and federal funds are involved?**
ND State Aid for Public Transit & Federal Funds - Section 18 Rural Transit Assistance Program.
- 5. What are the tickets used for?**
Essential living needs.

Williston Mercy Rider Program

Number of one-way rides given during the year July 1, 1996-June 30, 1997.

People who are 60 years of age and older	553
People who have disabilities	1562
Others	3304
Total	5419

June 19, 1998

To: Budget Committee on Government Finance

From: Karen Helberg

RE: Local Transportation Funding - SCR 4019

Mr. Chairman and Members of the Committee:

I am Karen Helberg and I live in Williston where I have lived all my life. I have been a consumer of mental health services since December of 1989. I have lived in a transitional living group home and have also attended the Partial Care Program through Northwest Human Service Center in Williston. For the past seven and a half years I have lived in my own apartment and have been employed as a Psychosocial Aide at the Drop-In center. I work 20-25 hours per week. I do not drive a car.

I depend on the local cab company to drive me around Williston to take care of my business. I use cab tickets that I get through Williams County Social Services and North Dakota Association for the Disabled (NDAD). I get ten tickets from social services each month and I pay one dollar for each. The tickets from NDAD I get at no cost. These tickets allow me 16 one way rides per month. I am grateful for these services. Cab service is the only public transportation in Williston. Without this I would have to walk or find someone to give me a ride.

In the past I have also taken the senior citizen's van to get to work, however, it only operates from 9 to 3.

If I or any of my friends who don't drive ever want to go out of town for medical appointments, family reunions or just to shop and have fun, it is difficult. There is no bus service out of Williston. The plane is too expensive and while the train cost is "cheap", it is not "cheap" for the people who don't have much money.

I think it is very important for anybody who doesn't drive to be able to get out in the community and socialize. Transportation is important for everybody whether you have a disability or not.

Respectfully,

Karen Ellen Helberg

Karen Helberg
624 1st Avenue E #3
Williston ND 58801
774-0624

NORTHWEST HUMAN SERVICE CENTER

316 Second Avenue West
Post Office Box 1266

WILLISTON, NORTH DAKOTA 58802-1266

Phone (701) 774-4600 FAX (701) 774-4620
ND Toll Free 1-800-231-7724

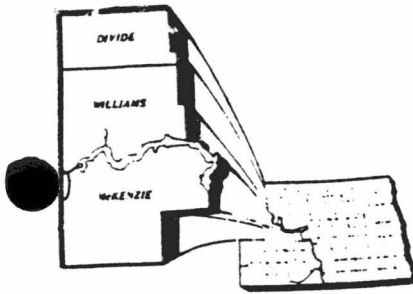
OUTREACH OFFICES

PO Box 669
Watford City, ND 58854
Phone (701) 842-2701

602 North Main #1
Crosby, ND 58730
Phone (701) 965-6025



Carol K. Olson, Executive Director
Department of Human Services
State Capitol, Bismarck, ND 58505



June 24, 1998

The Budget Committee on Government Finance
From Mental Health Consumers of Northwest
North Dakota

RE: Local Transportation Funding - SCR 4019

Mr. Chairman and Members of the Committee:

We are a group of mental health consumers all living in Williston, North Dakota. We believe the funding for local transportation systems is not adequate in North Dakota. We have written you some examples of why we feel it is not adequate.

Nancy Gilbertson "Sirs: Transportation issues are alive and well in Williston. I have a car and people often ask me for rides to the stores and to the doctors. I charge cheap rates but it does not cover the cost of car insurance and maintenance. I urge you, therefore, to allocate funds for Williston's transportation problems. Thank you."

James Mann "My name is James Mann and I believe Williston is in deep need of more transportation assistance. We are in need of extra funding for it is hard for many of us, including myself, to get around town. Thank you for your time. I would appreciate any help you can give us in this area."

Alice Iverson "I have a problem getting to my doctor appointments. I have had to cancel doctor appointments before because I can't find a ride. When I do have a doctor appointment, I have to make another appointment with my casemanager to make sure she can give me a ride at the same time the doctor can see me. I never have enough money left over after paying bills to buy cab tickets for transportation in town and I cannot use those cab tickets, if I can buy them, to go visit any friends or family because there is no transportation to get there in the evenings."

Jason Ginther "I have to depend on other people to give me rides for groceries and laundry. I ride my bike in the summer to get to Northwest Human Service Center; in the winter, it is too cold."

aren Hendrickson "I can't go to see friends, see movies or out for a meal. I can't afford a taxi."

Melissa Peters "Apartments that are affordable are on the outside of town. There is no transportation to get to laundry, groceries, medical appointments or to visit with friends. The last apartment I lived in I had to walk down an unlit road to pick up my groceries."

Phil Vondell

"I can't get to the movies. I live far away from the center and I have to walk there. One day I had to walk in a blizzard to get my medication."

Anonymous

"I have to ask my parents for a ride to the grocery store for medications. Taxis are unaffordable with my income."

Darla Quail

"I have a car that I own but people refuse to help me pay for the gas for rides. The car has gotten damaged by some people when they have been careless when I have given them rides."

Clarine Oshkeshequoam

"I don't have any transportation and I can't afford any."

Thank you for your time and your consideration of our comments. We truly hope you will consider carefully our need for a small public transit system in our area.

Respectfully,

Nancy Gilbertson
Nancy Gilbertson

James Mann
James Mann

Alice Iverson
Alice Iverson

120 4th St W.
Address Williston

602 11th St E.
Address Williston

1801 8th Ave E. #112-2
Address Williston

Jason Ginther
Jason Ginther

Karen Hendrickson
Karen Hendrickson

Melissa Peters
Melissa Peters

Box 1029
Address Williston, N.D.

KENSINGTON
Address Williston, N.D.

120 4th W
Address Williston

Phil Vondell
Phil Vondell

Darla Quail
Darla Quail

Clarine Oshkeshequoam
Clarine Oshkeshequoam

400 E Highland Drive #18
Address Williston

Box 1029
Address Williston, N.D.

Box 1029
Address Williston, N.D.

June 24, 1998

To: Budget Committee on Government Finance

From: Dean Horob

RE: Local Transportation Funding - SCR 4019

Mr. Chairman and Members of the Committee:

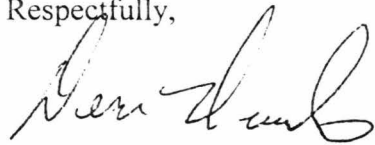
My name is Dean Horob and I live in Williston where I was born in 1950. I have become physically disabled because of a bad vehicle accident which happened in April of 1997. The accident happened when I had a seizure when I was driving my car. My license was taken away because of the seizure.

I have been living in nursing homes since my accident took place. The nursing homes have been able to take me to the hospital and therapy sessions. I will be moving into an apartment complex in four weeks and I will have to find another means of transportation.

In the future I plan to be employed and I have no idea how I will get to work. I can do my own shopping in the community but, I have no way to get out in the community. The only public transportation system in Williston is the cab service and for me right now that is expensive.

Not being able to drive was difficult to accept. Getting out in the community is very important to me.

Respectfully,



Dean Horob

Box 981

Williston ND 58802-0981

572-0861

June 24, 1998

To: Budget Committee on Government Finance

From: Jamie Rodahl

RE: Local Transportation Funding-SCR 4019

Dear Mr. Chairman and Members of the Committee:

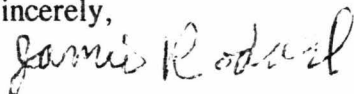
I am Jamie Rodahl of Williston, ND. I have been a veteran of the Norwest Human Service Center services for just over 10 years. 10 years tracing back to a closed head injury I received after being in a head on collision.

This head injury I so received gave me the tremulous burdens of epileptic seizures. To go with that I have bipolar schizophrenia. Which I have had for some time as well.


To deal with these two burdens of my everyday live , I am on three medications that as with most all medications have recessive traits. Thus making me drowsy at times. I get seizures more frequently now than I once did. As you may already know, having this sickness in my everyday life abides my driving privileges. Hense, I must rely on others for my transportative motives.

All across the nation there are people just like me who have mental illnesses and physical handicaps. I do not have driving privileges, that is minor in comparison to those whom are paralyzed or even blind. Please devote your inner spirit unto these such persons.

Sincerely,



Jamie Rodahl



TESTIMONY BEFORE THE HOUSE TRANSPORTATION COMMITTEE
REGARDING HOUSE BILL 1380
JANUARY 28, 1999

Chairman Keiser, members of the Committee. I am Raylynn Hapip, Executive Director of People First of North Dakota. I am here today to provide you information regarding the need for adequate funding for transit systems across the state.

The Fifty-fifth Legislative Assembly directed the Legislative Council to study the adequacy of transportation funding in North Dakota. When the majority of people hear, "transportation funding," they immediately think of the funding necessary to maintain our streets and highways, unless, of course, you are one who has a need for accessible transportation.

Many people across the state, who require accessible transportation, have expressed the drastic need for additional funding for public transit systems. Two essential components of this need include increased hours of operation and prevention of increased fare costs. The hope of transit systems actually receiving additional funds has been kept alive through the introduction of House Bill 1380.

Many of the people with disabilities living in the state of North Dakota do not have the liberty of using their own vehicle, but instead must rely on a public transit system to get them to work . . . to buy groceries . . . to attend church . . . literally to provide access to all activity within the community in which they live. If the community has a limited transit system, then the person needing accessible transportation has limited opportunities to participate in daily activities many take for granted. For example, . . .

An excellent job opportunity has come your way working from 3:00 to 11:00 pm; however, the transit system hours end at 5:00 pm.

NO TRANSPORTATION, NO JOB!

You have been asked to serve on a local board, but the board meets in the evening and the transit system does not run past 6:00 pm on that night.

NO TRANSPORTATION, NO BOARD APPOINTMENT!

You would like to attend your local church on Sunday, but your transit system doesn't run on the weekend.

NO TRANSPORTATION, NO ATTENDING CHURCH!

You are baking a birthday cake for your daughter and have just run out of milk, but you must give 24-hour notice to get a ride.

NO TRANSPORTATION, NO BIRTHDAY CAKE!

I'm sure you get the picture!

The packet provided includes information and 71 testimonies provided to the Interim Committee that studied the adequacy of transportation funding in North Dakota. Even though the letters are addressed to this Interim Committee, the message remains the same. . . additional transit funding is necessary in North Dakota communities to adequately provide transportation services to those who need accessible transportation, namely people with disabilities and the elderly. I also have a copy of a petition that contains 280 names of individuals in the Minot area who are in support of increasing the state aid fund for transportation, which I will provide to the Committee Clerk.

I would appreciate your support of HB 1380. Thank you for your time.

Respectfully,

A handwritten signature in black ink that reads "Raylynn Hapip". The signature is written in a cursive, flowing style.

Raylynn Hapip

TESTIMONY BEFORE THE SENATE TRANSPORTATION COMMITTEE
REGARDING HOUSE BILL 1380
MARCH 4, 1999

Chairman Stenehjem and Members of the Committee, I am Raylynn Hapip, Executive Director of People First of North Dakota. People First is a statewide organization working to enhance the quality of life for people with disabilities. Many bills that you are making decisions on throughout this session affect the lives of people with disabilities. HB 1380 is one such bill.

Many hearings are filled to capacity with people wanting to either oppose or support the bill at hand. No one tries to discourage citizens from attending, in fact, attending is encouraged by those wanting you to vote their way. However, I was told "do not stack the room with a bunch of wheelchairs. Sometimes that can upset the legislators and work against you." People First believes in seeing the person first, the disability second. When I look around this room, I don't see a "bunch of wheelchairs," I see numerous people attending a hearing about a bill that could positively affect their lives. I hope that today, you see the same.

I am here today to provide you information regarding the need for adequate funding for transit systems across the state.

The Fifty-fifth Legislative Assembly directed the Legislative Council to study the adequacy of transportation funding in North Dakota. When the majority of people hear, "transportation funding," they immediately think of the funding necessary to maintain our streets and highways, unless, of course, you are one who has a need for accessible transportation.

Many people across the state, who require accessible transportation, have expressed the drastic need for additional funding for public transit systems. Two essential components of this need include increased hours of operation and prevention of increased fare costs. The

hope of transit systems actually receiving additional funds has been kept alive through the introduction of House Bill 1380.

Many of the people with disabilities living in the state of North Dakota do not have the liberty of using their own vehicle, but instead must rely on a public transit system to get them to work . . . to buy groceries . . . to attend church . . . literally to provide access to all activity within the community in which they live. If the community has a limited transit system, then the person needing accessible transportation has limited opportunities to participate in daily activities many take for granted. In many communities. . .

- ✓ EVENING JOBS ARE OUT OF THE QUESTION!
- ✓ CHURCH SERVICES ON SUNDAY ARE OUT OF THE QUESTION!

The packet provided includes 71 testimonies given to the Interim Committee that studied the adequacy of transportation funding in North Dakota. Even though the letters are addressed to this Interim Committee, the message remains the same. . . additional transit funding is necessary in North Dakota communities to adequately provide transportation services to those who need accessible transportation, namely people with disabilities and the elderly.

I believe it is essential to the future of this fund, that it be protected by a specific law providing a direct source of funding rather than becoming a line item of a department budget subject to cuts. The risk is too great for people with disabilities who depend entirely on this system for transportation. Please consider this when you make your final decision regarding HB 1380. Thank you for your time.

Respectfully,



Raylynn Hapip



MINOT

June 23, 1998

To: Budget Committee on Government Finance

From: David & Peggy
1000 2nd. Street SE
Minot ND 58701

RE: Local Transportation Funding - SCR 4019

Mr. Chairman, Committee Members:

Our names are David and Peggy Johnson. We both have disabilities and live on a limited budget. We live in Minot and use the Commission on Aging bus service when it is available. However, it only runs from 7:30 am to 4:30 pm and it does not run on weekends.

Not only is this inconvenient, but it makes some activities impossible. We have tried the local cab service. We have found them rude and inconsiderate at best. They have at times refused to put Peggy's wheel chair in the cab and have insulted us when we have asked for assistance. The cost of the cab is much too expensive for our limited budget and I feel like I am putting a burden on other people in the community when I ask for rides.

We are members of the Coalition for Available Assessable Transportation in Minot. This organization has tried to find funding for additional transportation but we have not succeeded as yet. We have done a survey in Minot and found that the lack of transportation is one reason many people with disabilities can not be employed.

I ask that you look at funding towns such as Minot to extend the hours of public transportation. Thank you for your consideration.

Respectfully



David Johnson



Peggy Johnson

June 23, 1998

To: Budget Committee On Government Finance

From: Shirley Brennen
1425 31st Ave SW
Minot, ND 58701

RE: Local Transportation Funding - SCR 4019

Mr. Chairman, Committee Members:

My name is Shirley. I am in a Wheelchair and need door to door service, so I must ride the Commission On Aging because they have a ramp. However it only runs between 7:45 A.M. and 4:30 P.M.

I work twenty hours a week, and the bus is usually late because of so many people requesting ridership. Minot needs more funding so we can have service after 4:30 P.M. and on weekends.

On the weekend I am forced to take a Taxi cab if I want to go some where. I also have a working dog. Cabs are very expensive and some of the drivers are real rude to both me and my dog. I have been told by drivers that they hate people who expect them to lift the wheelchair and their dogs for nothing.

I would like to do my shopping on the weekend and maybe go to a movie. I would also like to be able to go church on Sunday and maybe out to eat but I cannot because of the lack of transportation.

I ask that you look at funding towns like Minot to extend the hours of public transportation. Thank you for your time and consideration.

Respectfully,


Shirley Brennen

June 24, 1998

To: Budget Committee on Government Finance
From: Linda Benson

RE: Local Transportation Funding SCR 4019

Mr. Chairman and Members of the Committee:

My name is Linda Benson, and I am from Minot, North Dakota. I believe that the funding for local transportation systems in North Dakota is sadly inadequate in North Dakota. That is why I am writing to you.

My cerebral palsy is mild, and consequently, I am able to drive an automatic car. This enables me to enjoy employment as the Student Loan Officer at Minot State University, to participate in social activities, and to work in community service projects and organizations. Many people with disabilities are not this fortunate.

In Minot, the Minot Commission on Aging possesses a small bus with a wheelchair lift. This bus provides public transportation to people with disabilities, but requests for service must be made 24 hours in advance. Furthermore, the service is only available from 7:30 am to 4:30 pm, Monday through Friday. These restraints greatly hinder the employment and social opportunities for people with disabilities. Another transportation option available is to utilize taxicabs. This, however, can be extremely costly, and often people with disabilities possess limited incomes.

Adequate funding for local transportation can greatly increase the opportunities for persons with disabilities to live fulfilling, independent lives. Thank you for your time and consideration of this matter.

Sincerely,

Linda Benson
406 9th Avenue NE
Minot, ND 58703

Wednesday, June 24th, 1998

TO: Budget Committee on Government Finance

From: Lynne Krumm

RE: Local Transportation Funding SCR 4019

Mr. Chairman and Members of the Committee:

My name is Lynne Krumm. I am from Minot.

I am writing this today as I believe that the local transportation systems in North Dakota does not receive adequate funding.

The public transportation system here in Minot is very minimal. I often find myself getting rides from my spouse or occasionally from friends. I would like to be able to go grocery shopping, to the dentist, the doctor's, fieldtrips with the homeschool group without having my husband take time off of work to drive me to those places. I am not always able to make the arrangements, as his schedule doesn't allow for it. When he is out of town, a trip to the clinic after-hours is out of the question. Asking for an occasional ride every now and then from a friend is fine, but all the time? The lack of reliable, and affordable transportation only promotes dependency. Most of us who don't drive for one reason or another want independence. If a person wanted to go to an evening play at MSU, the person had better have plenty of money for a cab, for the public transportation shuts down before supper and on weekends. Can the lack of independence affect the quality of life? You bet. Help improve the quality of life, promote independence.

Thank you for your time and please consider promoting independence and a better quality of life in North Dakota.

Respectfully,

Lynne Krumm
104 24th St. SW
Minot, N.D. 58701

June 24, 1998

TO: Budget Committee on Government Finance
From: copy of letter to editor by Joan D. Fitzgerald

RE: Local Transportation Funding SCR 4019

Mr. Chairman and Members of the Committee:

My name is Lynne Krumm. I am from Minot. I have already given my testimony, but deemed the following excerpts from a letter to the editor of the Minot Daily News worthy of your time.

Tuesday, October 21, 1997

"Magic City challenging for the challenged"

"The Magic City of Minot is a gigantic challenge to people who are physically challenged.

As I am a woman who is physically challenged every day in my life and who needs transportation to go anywhere, especially during the winter months. I rely on public transportation and vans that have lifts or ramps.

The people who work for public transportation get weekends off. Why does public transportation in Minot have weekends off and only run until 4:30 p.m.? Did they do a survey on the needs of people in Minot? Why does public transportation only work office hours?

In Bismarck, Mandan, and Jamestown where I lived before, the people who work for public transportation take turns driving public transportation on weekends, taking people to church, shopping, and a variety of other activities that they need or want to go.

On Sundays I want to go to Bread of Life Lutheran Church. Getting to church is very important to me.

A little over a month ago, I moved to Minot and then found out what a challenge it is getting to church on Sunday mornings."

"When will public transportation start running on weekends? How many people have raised these issues? I hope these issues will be solved in the very near future."

-Joan D. Fitzgerald

Minot

(Minot Daily News, Tuesday, October 21, 1997)

Thursday, June 25th, 1998

To: Budget Committee on Government Finance

From: Sonja Enger

RE: Local Transportation Funding SCR 4019

Mr. Chairman and Members of the Committee:

My name is Sonja Enger. I am from Minot ND. I am writing today to stress the need for adequate funding for local transportation systems in North Dakota.

The public transportation system in Minot is minimal for all individuals dependent on it. The hours are very restricting to a person wanting to seek employment, maintaining employment, getting to Dr.'s appointments, business appointments, purchasing groceries and not to mention some type of recreational entertainment. These individuals do not even have the opportunity to attend a place of worship on Sunday mornings. North Dakota prides itself as being the heart of America, dedicated, loyal, good, hard working people with strong religious beliefs. I myself believe this to be true, but the sad irony is that all of our citizens are not given the same opportunity. North Dakota is also known for taking care of thy neighbor. It has been seen over and over in the rural communities where the farmer was hospitalized and all the neighbors came together to put his crop in knowing that his family would have no source of income without it. These neighbors did this while their own crops were not completely planted. In this aspect I take great pride in our state. I believe that the people of North Dakota are like that and they would want others to have the same opportunity to work, worship and lead their lives independently. The issue of lack of funding for local transportation is a concept that is not characteristic to what North Dakota people are about. I have included a schedule of the hours Minot has to offer the individuals needing to use public transportation.

City Bus: The city bus which is not equipped with a lift and runs Monday - Saturday with summer hours starting at 9:00am and ending at 4:30 pm. Winter hours start at 7:00am and end by 4:30pm. Dependent on the persons destination there are also restrictions within the schedule I have stated. As you can see no possible employment for individuals needing to use our city bus.

Commission on Aging Bus: This bus is equipped with a lift and has three spots for individuals using a wheelchair. This bus runs Monday - Friday between the hours of 7:30am to 4:30pm. The individual needing a ride must make a reservation by 2:00pm the day before. If an individual need to use the bus on Monday the reservation must be made before 2:00pm on Friday. As you can see there is no room for spontaneity in these individuals lives. One more aspect about this bus is the fact that individuals are not allowed to bring more grocery bags on the bus then they can carry. Which for the average person would be about a half a weeks worth of food. Now for someone whom has a difficult time in the first place arranging a ride, makes two trips a week to the grocery store seems an undue burden. The reason they make shopping carts is because, people can not carry all they are going to buy. I urge you to increase funding to local transportation systems.

Thank you for your time.

Respectfully,

Sonja Enger
1030 6th Ave SW
Minot ND 58701

January 9, 1999
1000 2nd St. SE
Apartment 201
Minot, ND 58701

To Whom It May Concern:
Legislative Member Working on State Aid Increase to \$2.00

We would like to ask for your help in raising the state aid amount from liscense fees to \$2.00. We are disabled and living on limited income, Peggy is wheelchair bound with a serious heart condition. We need to be able to get to doctor appointments, shopping, and to a social club for the disabled at an affordable rate. Present services are often backed up so bad that we have to wait an hour or more for rides that were scheduled 24 hours in advance. This often makes us late for such appointments.

Both of us are disabled and are not able to drive. We are trying to maintain ourselves independently in the community. Additional transportation would help us greatly to do a better job and feel better about ourselves.

Thank you for your attention.

Sincerely,



Peggy Johnson



David Johnson
838-7941

1425 - 31st Ave., SW #202
Minot, ND 58701
january 10, 1888

State Capitol Building

Bismarck, ND 58501

To Whom This May Concern:

Today is my birthday. I wanted to go to church but I couldn't. The people who have a van with an automotivve lift and take me to church went out of town this weekend. I am extremely disappointed because Minot doesn't have any transportation on weekends or in the evenings. I am willing to pay a fee of \$2 per ride, if this will help. My phone number is 1-701-852-6078.

Thank you for your time and your understanding.

Respectfully,

Joan D Fitzgerald

Joan D. Fitzgerald

January 9, 1999
1425 31st Ave SW
Apartment 102
Minot, ND 58701

To Whom It May Concern:
Legislator working on state aid increase to \$2.00

I am writing to urge you to consider increasing the state aid from license fees from \$1.00 to \$2.00. North Dakota's elderly and disabled citizens are in dire need of additional transportation to continue to live independently in their communities.

I am a 53 year old, multiple handicapped female with no relatives, trying to live in my community. I am legally blind which makes transportation a big issue for me. I suffer from severe asthma, anaphylaxis, heart problems, and osteoporosis. I am required to make frequent trips to clinics and hospital emergency rooms for some of these conditions. It is costly and unreasonable to call an ambulance at a base rate of \$500.00 per trip, more if oxygen is used. Many of these trips are at night and on weekends when transportation is not available.

Other concerns are that I am used to being an active member of society and would like to continue to be involved in my community. Often times meetings are held after our existing service is shut down, evenings and weekends to be exact.

Thank you for your attention to this matter.

Sincerely,



Marilyn Nelson
837-0988
m8033@ndak.net

January 14th 1999

To whom it may concern

Legislator who is working on increasing state aid from \$1.00 to \$2.00. I am a person with a traumatic brain injury.

I live in Velva and ride Souris basin Transportation and come to Minot to do my shopping and my Dr App. the only problem with that is the Bus return to Velva the next day I do not have enough money to stay in a motel.. please look into more money for Transportation in North Dakota.

Thank You for Your time and consideration in this matter..

Kathleen Lang

Kathleen Lang

Velva ND. 58790 ph. 701 338-2322

Jan 14th 1999

To Whom it may concern

Legislator working on state aid increase to
\$2.00

I AM writing to urge you to consider increasing

state aid from license fees

from \$1.00 to \$2.00

I Am a 55 year old lady who has a disability

I am a w/c I do not drive so have to
use public transportation however its
last pick up is 4:30 PM.

I work but my hours have been cut so

now I am looking for employment, however

most of the jobs I can do are late

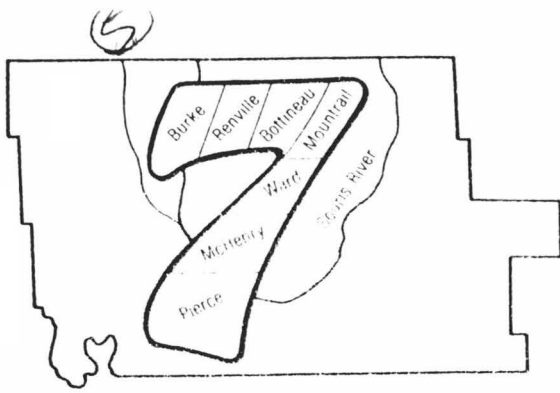
afternoon and evening the only transportation

in the evening is a taxi and they are very
expensive. So I ask for your

help in this matter

Thanks for your time and consideration
701-838-7799

Shirley Brennan + 104 Mimot RD 58701
157 400 8112



Souris Basin Transportation Board

P.O. BOX 2211 • MINOT, ND 58702 • (701) 852-8008

EQUAL OPPORTUNITY EMPLOYER

Operating and Coordinating a Rural Public
Transportation System in a Seven County Area.

Mr. Chairman and members of the committee, my name is Rick Thoms, Executive Director of Souris Basin Transportation in Minot, ND.

I am hear asking you to amend Section 39-04.2-03 and -04 of the North Dakota Century Code, relating to Public Transportation Fund, to raise the State Aid for Transportation from \$1.00 to \$2.00 per motor vehicle registered and to adjust the formula for distribution to reflect the increase.

Public transportation is an essential link for citizens of North Dakota living in small towns and rural areas. It provides vital mobility for people with limited access to car, particularly senior citizens, students and persons with disabilities. Public transportation provides a service that is convenient, affordable and safe to those that are transit dependent. For all of these citizens, public transportation is a lifeline to society in giving them a means to medical, shopping, nutrition sites and recreational needs. As our population grows older, the demand for more services will continue to grow. Public transportation for senior citizens is literally a lifeline and some cases the only contact with the outside world that people may have for days at a time. For elderly passengers with disabilities, transit also represents freedom -- freedom that provides them with a sense of dignity and independence that enables them to enjoy a fuller life at home.

Public transportation helps to create and sustain jobs in North Dakota. In the urban areas of North Dakota, the most common transit trip is to a job, in the rural areas it's to medical and shopping. Public transportation provides and indispensable economic service to rural North Dakota. It takes passengers to medical and retail centers, prompting increased sales at local businesses. Transit agencies also directly support other local businesses in purchasing goods and services.

The transportation needs of residents in the rural areas are as urgent as those which confront the residents of our larger cities. Public transportation provides vital mobility and access to jobs. If people of North Dakota are to achieve greater personal independence and economic well being, our state transportation strategy should recognize the importance of continued public investment in public transit, as the congress did by passing TEA 21 this year.

In June of 1998, the congress passed the National Highway Funding bill (TEA 21), giving North Dakota an increase in federal transit dollars. In July of 1999, we will see an increase of 32% and by the year 2003, these funds will have doubled from the federal funds received in 1998. To access these new transit dollars, match is needed on a dollar for dollar basis. Without the raise in state aid for transportation, we will not be able to access the new federal dollars available to North Dakota.

I have included for your review, the table of Federal Funds from the Federal Transit Administration showing the increases to North Dakota. Also I have included the dollars and figures from the public transportation providers in North Dakota for your review. All of the dollars shown, were spent in the operation of their systems in providing public transportation.

You will be hearing testimony from public transportation providers and consumers of public transportation regarding the increase in state aid and the need to expand services in all areas of the state. Keep in mind, that any expansion of services will cost additional dollars to do and at the present time the transit providers are just maintaining what they have now. Expansion of transit services would be possible if state aid is raised to \$2.00 and the addition of the new federal transit funds.

Transportation is the catalyst necessary to access the many services and opportunities that help to define the quality of life in our complex society. Again the increase in federal and state aid funds would help us in providing the expanded transit services that people need for medical, work and shopping.

Please support us in our effort of suppling these needed services by amending this Century Code, relating to Public Transportation Funding.

The success in providing transportation services to meet the needs of all, has made a difference in the lives of many.

1-25-99

My name is Carrie Beck.
I cannot read or write, so I'm
having mom write this for me.
I ride the ElderCare bus 2 times
a day. I need to ride the bus as
I go to Able Work Shop at 8:00 AM.
I ride the bus home in the after-
noon. At night I ride the taxi to
and from Special Olympics and
Social Club. Sometimes the taxi
is very late. Sometimes the taxi is
too full so I have to wait a long
time for a ride. The bus and
taxi needs more money. Can you
please give them more money so
I can keep riding on the bus and
taxi?

Thank you very much
CARRIE BECK

Jojo Sutt
for
Carrie Beck

(5)

1-

1-28-99

I wouldn't know how to get
to my appointment with
out the buses. I could not
afford the cab. My Social
Security is of a limited amount
to spend. The bus is a very
important part of my living. I
couldn't survive without it.

Lynnea Rieck

1-26-99

I'm depending on the bus for transportation to and from the Drs appointment and also to get to the nursing home to visit my husband.

I would not be able to get there without the bus, my family all work and I can't depend on them. I think the bus is a much needed transportation here.

Mrs. Detweiler 1-26-99

If I need the aide, I'd call the bus first. It's a very dependable service. I hope there still here if I need them.

C. Pauly-

Ed.



Mr. Chairman and members of the Committee:

My name is Darrell Michalenko, Superintendent of City Bus, City of Minot. City Bus is a fixed route system serving the residents of Minot. We have twelve buses and one mini van in our system. We provide early morning service during the school year and midday service 12 months of the year. We employ one full-time and eight part-time drivers. We also employ one full-time driver/mechanic and one half-time foreman mechanic and one-half time superintendent.

The City of Minot is suffering population and growing pains. Our elderly and disabled population keeps increasing with retirees. Many of these retirees are from the smaller communities surrounding Minot and are moving into our City. More apartments, retirement homes, and rest homes are being built. Bus service to these facilities is being requested as many of these residents are not familiar with driving in Minot or many choose not to drive and look to the bus for transportation. In 1997, City Bus provided more than 55,000 rides to seniors and disabled residents. Requests for more hours of service from those trying to become self supporting have been received. Many of these residents need transportation and they are unable to afford personal vehicles or taxi service to their jobs.

City Bus is also trying to replace over half its fleet. The estimated cost of replacement is \$500,000.00 to \$600,000.00. The City of Minot must provide 20% of that cost or about \$120,000.00.

The residents of Minot fund 39.4% of City Bus. The Federal government provides 25.5%, operating revenue 19.7%. and 11.35% from miscellaneous small grants and other income. Grants from State aid contribute 6.25% or about \$22,500.00.

If the additional \$1.00 would be added to the licensing, we could provide one additional route or extend transportation service hours. The need to serve our residents is great. We cannot improve their quality of life with our current funding. We ask that you support amending Section 39-04.2-04 of the North Dakota Century Code, relating to Public Transportation Funds.

We would appreciate your help, Thank you.

10

City of Minot

Public Works Department

Mr. Chairman and Members of the Committee.

My name is Darrell Michalenko. I am Superintendent of the Minot City Bus System and I have also been asked to speak on behalf of the Minot Commission on Aging. City Bus and the Commission on Aging work together in a joint effort to serve as much of the needs of Minot's Citizens as we can. Minot City Bus has 12 buses and one accessible mini-van in its fleet. The Minot Commission has 5 accessible buses in its fleet.

The City of Minot operates a fixed route system, while the Commission on Aging operates a demand response system to reach ADA, disabled, and elderly passengers that cannot use fixed route buses.

Requests for increased service to the general public, ADA, disabled, and elderly sectors are becoming more prevalent. Requests for additional hours of service, because of job related needs, recreational activities, and the need to shop after normal working hours continues to grow.

We have recently received information concerning an FTA " Job Access and Reverse Commute" Grant Program. This requires a 50-50 match to work with this grant. At the same time additional money is coming from FTA on 5311 grant. The increase in funding is from 25% to 30%. This grant must also be met on a 50-50 match. Currently, the residents of Minot fund 39.4%. The Federal government provides 25.5% Operating Revenues 19.7%. 11.35% from miscellaneous income and 6.25% or about \$21,000.

The Minot City Bus would like to be a part of helping people better themselves, giving an improved quality of life and at the same time providing a better quality of transportation. Passage of House Bill 1380 would help by perhaps increasing hours of service or perhaps additional services to areas that we are unable to service at the present time.

I would like to share this with you. My 80 year old Mother recently had knee replacement surgery. After her release from the hospital, physical therapy was required for three additional weeks. Thanks to public transportation, I did not have to take time off from my job to take her to therapy. This is only one of many reasons residents need to be transported from one location to another. Perhaps they don't own a car or no longer wish to drive. Perhaps they are disabled in some way that does not allow them to operate a vehicle. No matter what the reasons are, alternative transportation should be available at a reasonable charge.

Please help by saying yes to House Bill 1380.

Thank you.

★ The Magic City★

BUS RIDERSHIP SUMMARY

RIDERSHIP	MONTH	1993	1994	1995	1996	1997	1998
ADULT	JAN	1,196	674	504	372	385	362
	FEB	1,150	610	429	409	359	298
	MAR	1,259	526	491	485	345	347
	APR	1,166	624	355	489	336	250
	MAY	999	397	352	487	375	327
	JUN	1,003	476	441	485	473	433
	JUL	1,225	429	582	581	508	391
	AUG	923	479	469	463	408	414
	SEP	873	385	373	373	507	290
	OCT	942	369	426	504	332	288
	NOV	780	470	278	347	308	0
	DEC	811	569	301	492	357	0
	QTR 1	3,605	1,810	1,424	1,266	1,089	1,007
	QTR 2	3,168	1,497	1,148	1,461	1,184	1,010
QTR 3	3,021	1,293	1,424	1,417	1,423	1,095	
QTR4	2,533	1,408	1,005	1,343	997	288	
TOTAL	12,327	6,008	5,001	5,487	4,693	3,400	
STUDENT	JAN	11,242	11,914	14,317	15,693	13,847	13,093
	FEB	10,960	12,096	13,351	14,168	14,425	11,918
	MAR	11,917	13,861	14,640	13,880	13,108	15,785
	APR	10,495	10,623	11,777	12,793	13,312	12,761
	MAY	8,088	9,454	11,246	9,851	9,183	11,673
	JUN	260	39	0	14	44	261
	JUL	81	18	0	6	1	69
	AUG	1,085	2,524	1,167	1,589	852	1,941
	SEP	11,673	11,539	11,396	10,616	10,535	11,180
	OCT	10,555	12,200	12,324	12,492	12,466	11,864
	NOV	11,759	13,309	13,696	11,936	11,281	
	DEC	8,579	10,486	9,766	10,321	10,146	
	QTR 1	34,119	37,871	42,308	43,741	41,380	40,796
	QTR 2	18,843	20,116	23,023	22,658	22,539	24,695
QTR 3	12,839	14,081	12,563	12,211	11,388	13,190	
QTR4	30,893	35,995	35,786	34,749	33,893	11,864	
TOTAL	96,694	108,063	113,680	113,359	109,200	90,545	

RIDERSHIP	MONTH	1993	1994	1995	1996	1997	1998
SENIOR	JAN	3,543	3,592	3,919	3,873	4,193	4,634
	FEB	3,631	3,627	3,795	4,104	4,586	3,852
	MAR	3,804	4,740	4,742	4,486	4,854	5,122
	APR	3,746	3,997	3,972	3,985	4,653	4,352
	MAY	3,664	4,319	4,570	4,273	4,712	4,187
	JUN	4,047	4,351	4,628	4,169	4,637	4,606
	JUL	3,349	4,253	4,567	4,752	4,670	4,687
	AUG	3,889	5,020	4,639	4,981	4,340	4,262
	SEP	4,172	4,693	3,826	4,225	4,471	4,443
	OCT	4,073	4,855	4,413	5,101	5,544	4,855
	NOV	3,676	4,163	3,629	4,121	4,298	0
	DEC	4,214	4,528	4,010	4,095	4,462	
	QTR 1	10,978	11,959	12,456	12,463	13,633	13,608
	QTR 2	11,457	12,667	13,170	12,427	14,002	13,145
QTR 3	11,410	13,966	13,032	13,958	13,481	13,392	
QTR4	11,963	13,546	12,052	13,317	14,304	4,855	
TOTAL	45,808	52,138	50,710	52,165	55,420	45,000	
TOTAL	JAN	15,981	16,180	18,740	19,938	18,425	18,089
	FEB	15,741	16,333	17,575	18,681	19,370	16,068
	MAR	16,980	19,127	19,873	18,851	18,307	21,254
	APR	15,407	15,244	16,104	17,267	18,301	17,363
	MAY	12,751	14,170	16,168	14,611	14,270	16,187
	JUN	5,310	4,866	5,069	4,668	5,154	5,300
	JUL	4,655	4,700	5,149	5,339	5,179	5,147
	AUG	5,897	8,023	6,275	7,033	5,600	6,617
	SEP	16,718	16,617	15,595	15,214	15,513	15,913
	OCT	15,570	17,424	17,163	18,097	18,342	17,007
	NOV	16,215	17,942	17,603	16,404	15,887	0
	DEC	13,604	15,583	14,077	14,908	14,965	0
	QTR 1	48,702	51,640	56,188	57,470	56,102	55,411
	QTR 2	33,468	34,280	37,341	36,546	37,725	38,850
QTR 3	27,270	29,340	27,019	27,586	26,292	27,677	
QTR4	45,389	50,949	48,843	49,409	49,194	17,007	
TOTAL	154,829	166,209	169,391	171,011	169,313	138,945	



Minot Commission on Aging

21 FIRST AVENUE SE • PARKER SENIOR CENTER
MINOT, NORTH DAKOTA 58701-3960

House Transportation Committee House Bill 1380

Chairman Keiser and members of the Committee, my name is Charlotte Zahn. I am the Executive Director for Minot Commission on Aging, Inc. I am asking for your support on HB 1380, State Aid for Transit.

The Minot Commission on Aging provides door-to-door and curb-to-curb specialized transportation to the citizens of Minot, primarily to the elderly and disabled. MCA is the official agency for the city of Minot in providing transportation for those citizens qualifying under the Americans With Disabilities Act.

The Minot Commission on Aging operates three buses a day plus a mini-van, Monday through Friday. Hours of operation are 7:30 a.m. to 5:00 p.m.

In a 12 month period, the total passenger's count was 34,264. Of the total, 10,331 were wheelchair passenger, or 30%. The percentage of ADA passengers is approximately 35%.

The operating cost for that 12 month period was \$163,392. Revenues received during that 12 month period consisted of, \$17,928 of federal transit funds, \$14,394 of State Aid, \$32,538 from fares and the remaining \$98,532 from local funds, Mill Levy and donations.

The increase in State Aid Funds would help us expand our transit services in to the evening hours and on weekends, which is greatly needed for the people that are working.

We need your help and appreciate your support. Thank you.

Petition for Additional Transportation Funds For the Elderly and Disabled Individuals

I, a current resident of the State of North Dakota, am in favor of increasing funding and availability of transportation for elderly and disabled individuals in the state by an increase in state aid for this purpose.

Sample of petitions turned in

NAME	ADDRESS	PHONE
Jarlyn Austin	Minot ND (2304 Academy Rd)	839-5749
Sandy Deheim	Minot 21 6th St SW	839-9469
Tarenta Trev	177 11th 36th St SW	852-8445
Marlyce Gilbertson	Shawwood, ND ^{P.O. Box 129}	58782 459-2216
James H. Hargett	1317 17th Ave SW	583177
B. S. Hargett	918 10th NW	839-3123
Gloria H. Hargy	121 28th St SW	837-0901
John H. Hargy	510 14th St SW Minot	858-0511
James Jones	3 Cortland Dr Minot	852-2417
B. Jones	Milton - Young, Minot	
Roger London	605 SW 20 Minot	839-1314
Lin Buschill	1121 6th St SW, Minot	839-8280
Suzanne Davis	1103 - E ST MAFB	837-8566
Pauline	818 500 St, MINOT ND	838-0683
Thomas Gechanow	1204 18th Ave NW MINOT ND	838-2763
Scott Gechanow	1204 18th Ave NW MINOT ND	838-2763
Paulette Carlson	1030 5th Ave SW #40 ND	852-2856
Beverly A. Vollbrecht	409 Davis Burlington	838-4985
Tina Kilstrom	#8 Second Ave Minot	838-6972
N. K. Haha	126-B Waverly Way	727-6924
Mike Taylor	1713 12th Ave SE MANDAN	663-8964
Kathy Koller	South Heart ND	877-5577
Jonnie Zaudin	1924 3rd Ave Minot	838-3991
Diana Read	1326 West Ave A #4 Bldg	265-9042
Sue Wilkey	1701 Sunset Blvd Minot N.D. 58703	837-0312

*Mark A. Kandt
1425 31st Ave. SW. Apt. # 308
Minot, ND. 58701*

Attention Legislative Comittee Members

To Whom It May Concern:

I writing to you in support of the transportation bill that would appropriate \$ 2.00 in support for Transit Busing for North Dakota. This would help the Comission On Aging in the City of Minot. We need extended hours and maybe 1 weekend day .

This is the only means of transportation for the handicapped in the city of Minot. The bus drivers tell you when you need to get off, and they help you with your pacckage or shopping, and the buses go anywhere in the City of Minot. I'm visually handicapped and don't see when we arrive at my destination. I know when I ride the Comission on Aging they'll get me there . The Comission needs more buses and need the extended hours. I held a job , but had to quit due to the transportation cost of travelling at night. I ride the bus 2-4 times a week. It's only means of transportation that I'll take.

Please consider the Transportation Bill before that will be coming up. This would mean a great deal to all handicapped people in the state, not just in the city of Minot. This would dramatically increase the viiability of worker's to the community and bring more income to the cities.

Thank you for taking the time to read my letter and please consider a YES vote for the Transportation Bill.

HOUSE BILL 1380

Chairman Stenehjem and members of the Senate Transportation Committee. My name is Darrell Michalenko, Superintendent of The Minot City Bus System.

Minot City Bus is requesting that you support this House Bill 1380 ,State Aid for Transit.

Minot City Bus system is a fixed route system. We operate three buses from 9:00 am to 5:00 pm 5 days a week. These buses serve 6 routes with a 25 minute head way time on each route. Each of the 6 routes is served once per hour. We also operate 6 early morning routes from 6:55 am to 8:45 am to accommodate children going to schools through out the city. At 2:45 pm we operate six additional routes to return school children home or to day care centers. At this time, we have 10 buses transporting passengers through out Minot.

The City Bus service to residents of Minot is essential to transport children of a single parents, for families that have only one vehicle, for those who have no vehicles, for those where both parents work or perhaps families that are on welfare. Our Midday Service provides rides to residents of rest homes, retirement homes, disabled people, working people, and the general public. These people use the bus for shopping, going to medical facilities, visit friends, fellowship and other needs. Working people are requesting services till 10:00 pm and weekends, as that seems to be when many part time jobs are available for residents needing transportation.

The welfare to work grants are available at a 50% match and also more money is coming to us from the 5311 rural transportation bill which also requires a 50% match. The City of Minot matches Federal dollar at 65% rather then the 50% necessary to get these grants. Support of house bill 1380 will allow the City of Minot to increase its budget by \$42,000.00 with the combination of 1380 and the welfare to work grant or in future years help fund the match of 5311.

People that cannot drive, people that cannot afford vehicles, people that must go to work, and people who cannot drive because of age or disabilities need public funded transportation as most cannot afford taxi services.

I have attached the increase rates for one of Minot's taxi services and also the ridership of Minot City Bus. We help a large amount of people per year. Please support 1380 so that we may continue to help our residents and expand as the City of Minot grows.

Thank you.

To the Honorable Mayor and All Aldermen:

Due to the lack of a quorum, following is the recommendation of the Franchise Committee Chairman:

1. That the City Council consider approval of the requested new fare structure for Minot City Cab as follows:

Blocks Traveled	Charges	Blocks Traveled	Charges	Blocks Traveled	Charges
1-5	2.00	42-44	5.25	79-81	8.75
6-8	2.25	45-47	5.50	82-84	9.00
9-11	2.50	48-50	5.75	85-87	9.25
12-14	2.75	51-53	6.00	88-90	9.50
15-17	3.00	54-55	6.25	91-93	9.75
18-20	3.25	56-57	6.50	94-96	10.00
21-23	3.50	58-60	6.75	97-99	10.25
24-26	3.75	61-63	7.00	100-102	10.50
27-29	4.00	64-66	7.25	103-105	10.75
30-32	4.25	67-69	7.50	106-108	11.00
33-35	4.50	70-72	8.00	109-111	11.25
36-38	4.75	73-75	8.25		
39-41	5.00	76-78	8.50		

Additional Passengers In Town	\$1.00 ea	Additional Passengers Out of Town	\$1.25 ea
Waiting Time	\$.25/minute	Mileage for Out-of-Town Calls	\$.90/mile

BUS RIDERSHIP SUMMARY

RIDERSHIP	MONTH	1994	1995	1996	1997	1998	1999
ADULT	JAN	674	504	372	385	362	166
	FEB	610	429	409	359	298	0
	MAR	526	491	485	345	347	0
	APR	624	355	489	336	250	0
	MAY	397	352	487	375	327	0
	JUN	476	441	485	473	433	0
	JUL	429	582	581	508	391	0
	AUG	479	469	463	408	414	0
	SEP	385	373	373	507	290	0
	OCT	369	426	504	332	288	0
	NOV	470	278	347	308	220	0
	DEC	569	301	492	357	207	0
	QTR 1	1,810	1,424	1,266	1,089	1,007	166
QTR 2	1,497	1,148	1,461	1,184	1,010	0	
QTR 3	1,293	1,424	1,417	1,423	1,095	0	
QTR4	1,408	1,005	1,343	997	715	0	
TOTAL	6,008	5,001	5,487	4,693	3,827	166	
STUDENT	JAN	11,914	14,317	15,693	13,847	13,093	12,490
	FEB	12,096	13,351	14,168	14,425	11,918	0
	MAR	13,861	14,640	13,880	13,108	15,785	0
	APR	10,623	11,777	12,793	13,312	12,761	0
	MAY	9,454	11,246	9,851	9,183	11,673	0
	JUN	39	0	14	44	261	0
	JUL	18	0	6	1	69	0
	AUG	2,524	1,167	1,589	852	1,941	0
	SEP	11,539	11,396	10,616	10,535	11,180	0
	OCT	12,200	12,324	12,492	12,466	11,864	0
	NOV	13,309	13,696	11,936	11,281	10,070	0
	DEC	10,486	9,766	10,321	10,146	8,540	0
	QTR 1	37,871	42,308	43,741	41,380	40,796	12,490
QTR 2	20,116	23,023	22,658	22,539	24,695	0	
QTR 3	14,081	12,563	12,211	11,388	13,190	0	
QTR4	35,995	35,786	34,749	33,893	30,474	0	
TOTAL	108,063	113,680	113,359	109,200	109,155	12,490	

RIDERSHIP	MONTH	1994	1995	1996	1997	1998	1999
SENIOR	JAN	3,592	3,919	3,873	4,193	4,634	4,121
	FEB	3,627	3,795	4,104	4,586	3,852	0
	MAR	4,740	4,742	4,486	4,854	5,122	0
	APR	3,997	3,972	3,985	4,653	4,352	0
	MAY	4,319	4,570	4,273	4,712	4,187	0
	JUN	4,351	4,628	4,169	4,637	4,606	0
	JUL	4,253	4,567	4,752	4,670	4,687	0
	AUG	5,020	4,639	4,981	4,340	4,262	0
	SEP	4,693	3,826	4,225	4,471	4,443	0
	OCT	4,855	4,413	5,101	5,544	4,855	0
	NOV	4,163	3,629	4,121	4,298	4,215	0
	DEC	4,528	4,010	4,095	4,462	4,572	0
	QTR 1	11,959	12,456	12,463	13,633	13,608	4,121
QTR 2	12,667	13,170	12,427	14,002	13,145	0	
QTR 3	13,966	13,032	13,958	13,481	13,392	0	
QTR4	13,546	12,052	13,317	14,304	13,642	0	
TOTAL	52,138	50,710	52,165	55,420	53,787	4,121	
TOTAL	JAN	16,180	18,740	19,938	18,425	18,089	16,777
	FEB	16,333	17,575	18,681	19,370	16,068	0
	MAR	19,127	19,873	18,851	18,307	21,254	0
	APR	15,244	16,104	17,267	18,301	17,363	0
	MAY	14,170	16,168	14,611	14,270	16,187	0
	JUN	4,866	5,069	4,668	5,154	5,300	0
	JUL	4,700	5,149	5,339	5,179	5,147	0
	AUG	8,023	6,275	7,033	5,600	6,617	0
	SEP	16,617	15,595	15,214	15,513	15,913	0
	OCT	17,424	17,163	18,097	18,342	17,007	0
	NOV	17,942	17,603	16,404	15,887	14,505	0
	DEC	15,583	14,077	14,908	14,965	13,319	0
	QTR 1	51,640	56,188	57,470	56,102	55,411	16,777
QTR 2	34,280	37,341	36,546	37,725	38,850	0	
QTR 3	29,340	27,019	27,586	26,292	27,677	0	
QTR4	50,949	48,843	49,409	49,194	44,831	0	
TOTAL	166,209	169,391	171,011	169,313	166,769	16,777	



Lakeside Senior Citizens



223 Eagle Drive
Post Office Box 273
New Town, North Dakota 58763

January 8, 1999

Rick Thom
Souris Basin Transportation
Minot, N.D. 58701

Dear Rick,

Please convey to the State legislature the need to raise the state aid for public transportation. A bill needs to be presented and passed at this winter session in Bismarck.

Many letters received with same language as this

Sincerely,
Marvin Bohmbach

New Town

Shirley Bohmbach, President
Nina Uran, Vice President
Evelyn Reynolds & Barbara Satterthwaite, Co-Secretaries
Gudrun Odegaard & Frances Ventsch Co-Treasurers



Lakeside Senior Citizens



223 Eagle Drive
Post Office Box 273
New Town, North Dakota 58763

Mr. Rick Thom
Souris Basin Transportation
Minot, N. Dak. 58701

Dear Rick,

I am in favor of raising State aid for public transportation. In western North Dakota, especially in cold weather, many are without transportation for grocery shopping, medical care, and other things which they need to do.

Sincerely
Shirley Bohmbach

Lakeside Senior Citizen Center
223 Eagle Drive
Post Office Box 273
New Town, North Dakota 58763

Shirley Bohmbach, President
Nina Uran, Vice President
Gudrun Odegard, Treasurer

Evelyn Reynolds, Sec.
Barbara Satterthwaite, Sec.
Frances Ventsch, Treasurer

1/14/99

Mr Rick Thom
Lauris Basin Transportation
Minot, N. D. 58701

Dear Rick

Please take the initiative to lobby
for a raise in State Aid for public
transportation. This is a great need
in Western N. D. as some areas are
isolated and older folks have no other
means of doctor visits + grocery shopping

Sincerely Yours,

Edith Rode

Many
letters
turned in
with same
text as
this

Lakeside Senior Citizen Center
223 Eagle Drive
Post Office Box 273
New Town, North Dakota 58763

Shirley Bohmbach, President
Nina Uran, Vice President
Gudrun Odegard, Treasurer

Evelyn Reynolds, Sec.
Barbara Satterthwaite, Sec.
Frances Ventsch, Treasurer

Mr. Rick Thom,

I would like to go on record as
being in favor of raising state aid
for public Transit

Sincerely
Joanene Hasley

Many letters
turned in with
same text as this

Feb 3-1999
Steele, N.D.



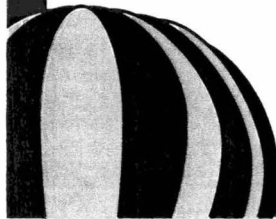
To whom this may Concern;

I support house Bill #1380
for Kidder Co. Rural Bus.

It is needed by the Seniors
for transportation to Bis
for Doctor appointments etc.
(Have a good Day)

Emma Stroh
414- 3rd. St S.W.
Steele, N. D.
58482-2718

Number of
letters with
same language



Kidder
County



Chairman Keiser, and Committee Members. My name is Emilia Randall and I live at Robinson, North Dakota. I wish to speak to you today about Transit House Bill # 1380. This bill would increase the fee on motor vehicle registration to benefit public transportation.

I'm a Senior Citizen who's independence and quality of life depend on the Home and Community Based Services such as the Public Transportation in my area of Robinson. I live by myself on a modest income. Transportation is vital for medical and many other travel needs. I'm proud to be self sufficient and enjoy the challenge of living independently. Life is a struggle even at its best.

I've had the privilege, in years past, to serve as a Member of our Transit Board, and can verify the money is monitored very carefully to stretch as far as possible. I too, contribute, when I ride the bus, as do most others. This increase will mean security for our Public Transit Systems for many years to come. Without the bus, folks like myself will have to consider alternative living arrangements. Please support this Bill and encourage your fellow Representatives to do so as well. Thank you!

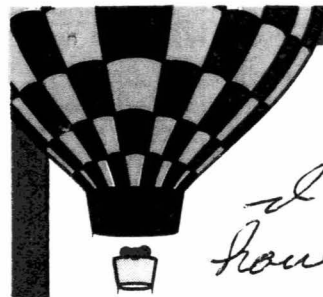
Feb. 8 - 1999

To Whom It May Concern;

Please, Pass this Transit
House Bill # 1380, and
Senate Bill # 2012.

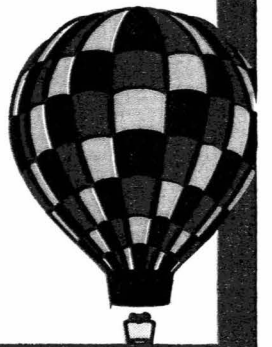
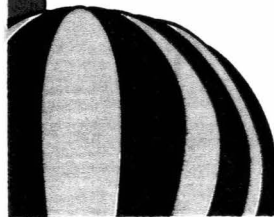
Thank you in advance.

Maggie Reichenberg
211 4th St. N.W.
Steele, N.D. 58482



I would like to
have the house Bill
1380 Pass we need the
bus in Hidden county
there is a lot of us
widows that dont drive
to Bismarck to see the
Dr & dentist

Dora Williamson
Steele N. D.



To whom it may concern

I support house 1380 for our
rural bus. in Kidder County

We really need our bus around here we
have lots of older people that can't drive and
have to get to Bismarck for Doctor appointments
and so on. I do ride the bus to, &
enjoy riding the bus very much.

I really really hope we can keep our bus.

Edna Remmick

303.3 Ave S.W.

Steels N. Dak. 58482-7217

To whom it may concern,

House Bill # 1380

We would like to keep
our transportation, it is
necessary for our older people
and those that dont drive.
We would be lost without it.

Elmer & Hattie Wolf

To Horn it concern this HB1380
stay as it is now. I need Bus
often went I. To Bismarck
to see Dr.

Barbara Schmalz
Tappen, ND Box 234
58487

Yes I want the bus to continue
as it is If I need to go on
it I some time don't have
any other way to get too
Place were I need to go.

Veronica Henry
4060 32nd St SE
Tappan, NDak. 58487-9382

Chairman Stenehjem, and Committee Members:

I am testifying in support of House Bill # 1380. My name is Pat Randall. My husband, Richard, and I Farm and Ranch Northeast of Robinson in Kidder County.

We license a farm truck, small trailer, pickups, a stock trailer, and a car, approximately 8 vehicles in all. Farming and ranching is such today that we both need to work off our farm. Many farm families need this extra income.

Richard's mother, Emilia, lives independently in the city of Robinson and is 88 years old. She has numerous doctor appointments each year. If we were to take time off work and drive her to these appointments, one trip would be more costly than the added cost to the license on our vehicles by far.

With the availability of Home and Community based services such as the Senior Bus, and the Meals Programs, Emilia continues to contribute to the economy of her community, as well as, live independently in her own home. Our small communities are rich with people like Emilia, and farm families such as ours, who need to work off the farm to sustain the real-estate for retirement one day.

Passage of House Bill # 1380 will increase funding for the Senior Bus which provides Mom with a ride to doctor appointments and shopping. When these needs are met for her, loss of work time is minimal for us.

PLEASE PASS HOUSE BILL # 1380

Thank you!

Chairman Stenejem, and Committee Members.

My name is Emilia Randall and I live at Robinson, North Dakota in Kidder County.

I wish to speak to you today in favor of House Bill # 1380. This bill would increase the fee on motor vehicle registration to benefit Public Transportation.

I'm a Senior Citizen who's independence and quality of life depend on Home and Community Based Services such as the Public Transportation in my area of Robinson. I live by myself on a modest income. Public Transportation is vital for medical and all other travel needs. I'm proud to be self sufficient and enjoy the challenge of living independently. Life is a struggle even at its best.

I've had the privilege, in years past, to serve as a Member of our Transit Board, and can verify the money is monitored very carefully to stretch as far as possible. I too, contribute, when I ride the bus, as most others do.

This increase will mean security for our Public Transit Systems for many years to come. Without the bus, folks like myself will have to consider alternative living arrangements. Please support this Bill and encourage your fellow Senators to do so as well. Thank You!