

# MICROFILM DIVIDER

OMB/RECORDS MANAGEMENT DIVISION

SFN 2053 (2/85) 5M



ROLL NUMBER

DESCRIPTION

1065

2007 HOUSE TRANSPORTATION

HB 1065

## 2007 HOUSE STANDING COMMITTEE MINUTES

Bill/Resolution No. **HB 1065**

House Transportation Committee

Check here for Conference Committee

Hearing Date: January 5, 2007

Recorder Job Number: 631

Committee Clerk Signature

*Laurel A. Baranke*

Minutes:

**Chairman Weisz:** We'll call the Transportation meeting to order. We'll hear testimony on House Bill 1065, but first we'll read the title.

**Chairman Weisz:** Anyone here in support of 1065? We're gonna move the charge.

**Neil Fisher:** Mr. Chairman, I have copies of some prepared testimony. I am Neil Fisher. I am administrator of the North Dakota Wheat Commission, but today I'm here as the chair of the Upper Great Plains Transportation Institute's advisory council.

**See attached testimony .**

**Chairman Weisz:** Neil, was it the Council that made the decision to add these two members?

**N. Fisher :** Mr. Chairman and members of the Committee to my extent I've been chairman of the advisory committee since October so my tenure hasn't been very long but my sense is that in observing the work of the Institute over the years and we've had a heavy and antistimatic of the North Dakota Wheat Commission as well that there's been a close association with these two entities in the process in the past and I cannot answer that directly as to where the impetus for the change came. I do know there was a motion at the main meeting that was a unanimous motion of the existing fifteen members of the Council to add the two.

**Chairman Weisz:** Anyone else here in support of HB 1065?

**Bob Fode:** I represent the North Dakota Dept. of Transportation. We also support the addition of the Association of County and League of Cities.

**Mark Johnson** - with the Association of Counties. We were contacted by the Highway Department and the Upper Great Plains Transportation Institute. The way it seems to me is all of a sudden it came up and we weren't on this council and they asked us if we'd be willing to come here and I said we would and they said this time would be available and so we are in support of it and it may or may not be up to me it may be somebody from our organization that we feel has a strong field of knowledge of the situation.

**Chairman Weisz:** Is there anyone here in opposition to HB 1065?

**Joyce Smith** – I'm a community advocate for Bismarck. I'm not in opposition to the bill I'm in a neutral position. I just want to offer a suggestion given that people will give authority to a major population that will prepare a transit system to cross the state, I'd ask that you consider including representation from the disability community on this advisory transportation council. Someone who's knowledgeable about issues that paratransit riders face scheduling, route planning, and those kinds of things, and I think that would be very important and I thank you for considering this.

**Chairman Weisz:** Are there any questions?

**Rep. Ruby:** Joyce, Do you suggestions on just what you think would be helpful?

**Joyce Smith:** At this point I'm gonna say "no" but I am meeting with the group of folks on Saturday who are very interested in this issue and I'd certainly be willing to visit with them about making a recommendation to you. Whether it be a person with authority or a person who's very knowledgeable; that works in the capacity with people of authority that would be interested.

**Connie Sprynczynatyk:** My suggestion for the committee is the Committee get into a discussion about how many people ought to be added to the Institute or you could consider that part of the work of the institute is with the transit system and it be expected that people with disabilities are very, very important. One of the representatives should they choose to add the Association and the League

## 2007 HOUSE STANDING COMMITTEE MINUTES

Bill/Resolution No. HB 1065

House Transportation Committee

Check here for Conference Committee

Hearing Date: Jan 5, 07

Recorder Job Number: 674

Committee Clerk Signature *Laurel A. Baranick*

Minutes:

Chairman Weisz opened the hearing on HB 1065, relating to the make-up of the Upper Great Plains.

**Rep. Price:** I don't think we'll have anymore success this time removing some of those groups we tried before. We've tried to cut down the number of ag groups and just have one umbrella group to make it smaller. I don't remember what session that was. I do have a concern over the primary section of manufacturing that they were being appointed by the town for some research and really the most organized group is the manufactured homes. The other group is much looser and really has not set up an official association. At this point, I'm not recommending we make any changes of the manufacturing fees and Rep. Kelsch took the other part of it.

**Rep. Kelsch:** Mr. Chairman, you talked about energy that should be represented and I did get back to John Dwyer with the Lignite Energy Council and he agreed because they've often talked about this and they thought that this was a good idea. So, Mr. Chairman, If you are open to an amendment, I would add on line five, it would be number 18. It would be the Lignite Energy Council. The other lines would be renumbered as appropriate.

**Rep Price:** Second.

**Chairman Weisz:** That is a motion you're making? That was a motion. Do we have a second?  
Do we have any discussion?

**Rep. Thorp:** I want to thank Chairman Weisz and Rae Ann. I didn't quite hear that amendment.

**Rep Kelsch:** Mr. Chairman and Rep. Thorpe, beginning on line five, page two it would be number 18 and then it would say, "The Lignite Energy Council as appointee to the board".

**Chairman Weisz:** Does everyone understand the amendment? And we'll have now eighteen members. We'll have added the two from Burleigh County and then we're adding additionally the Lignite Energy Council. So the Council went from 15 members to 17. Any further discussion? On the amendment? If not, we'll take a voice vote. All those in favor of the amendment say "aye", opposed – motion carried. Any further discussion? I know as Rep. Price said, we tried to make it a much better board. Maybe when I think of it four years ago and opened up a political fire storm we ended up with everybody back on the board, so that's the way it goes sometimes. So, if there's no further discussion, the clerk will call the roll for a do pass, as amended, of House Bill 1065.

**Do Pass as Amended**

**12 YES**

**0 NO**

**1 ABSENT**

78154.0101  
Title.0200

Adopted by the Transportation Committee  
January 5, 2007

**House Amendments to HB 1065 (78154.0101) - Transportation Committee 01/05/2007**

Page 2, after line 4, insert:

"18. The lignite energy council."

Re-number accordingly

Date: 1-5-06  
Roll Call Vote #: 1

2007 HOUSE STANDING COMMITTEE ROLL CALL VOTES  
BILL/RESOLUTION NO. HB 1065

House Transportation Committee

Check here for Conference Committee

Legislative Council Amendment Number \_\_\_\_\_

Action Taken DO PASS AS AMENDED

Motion Made By REP KELSCH Seconded By REP PRICE

Representatives	Yes	No	Representatives	Yes	No
Chairman Weisz	✓		Rep. Delmore		
Vice Chairman Ruby	✓		Rep. Gruchalla	✓	
Rep. Dosch	✓		Rep. Myxter	✓	
Rep. Kelsch	✓		Rep. Schmidt	✓	
Rep. Owens	✓		Rep. Thorpe	✓	
Rep. Price	✓				
Rep. Sukut	✓				
Rep. Vigasaa	✓				

Total Yes 12 No 0

Absent 1 REP DELMORE

Floor Assignment REP PRICE

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

TO ADD LIGNITE ENERGY COUNCIL TO  
PAGE 2 LINE 5

**REPORT OF STANDING COMMITTEE**

HB 1065: Transportation Committee (Rep. Welsz, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (12 YEAS, 0 NAYS, 1 ABSENT AND NOT VOTING). HB 1065 was placed on the Sixth order on the calendar.

Page 2, after line 4, insert:

"18. The lignite energy council."

Renumber accordingly

2007 SENATE TRANSPORTATION

HB 1065

## 2007 SENATE STANDING COMMITTEE MINUTES

Bill/Resolution No. 1065

Senate Transportation Committee

Check here for Conference Committee

Hearing Date: March 1, 2007

Recorder Job Number: 4180

Committee Clerk Signature

*Jody Haug*

Minutes:

**Senator Gary Lee** opened the hearing on HB 1065 relating to the membership of the advisory transportation council of the upper Great Plains transportation institute.

**Neal Fisher**, North Dakota Wheat Commission and chairman of the Upper Great Plains Transportation Institute's Statutory Advisory Council testified in support of HB 1065. His written testimony is enclosed. He also added there support for the addition of the Dakota Transit Association to be added to the Advisory Council.

**Senator Bakke** asked what the function of the Transportation Council is and if they look at public transportation.

**Mr. Fisher** said that the institute has grown over the years and there is a center for rural-urban transportation that addresses public transportation issues. They also work at the National level for Grants and Research money.

**Senator Bakke** said she had received e-mails from some elderly and disabled and wanted to know if these people would be represented.

**Mr. Fisher** answered that having the Dakota Transit Association should represent this group.

**Senator Fiebiger** asked how long the council had been in place and how effective is a council of this size.

**Mr. Fisher** said that size has been discussed and this question came up in the House Transportation committee. Each of these entities has been added as the years have gone by. As programs have grown so has the membership.

**Senator Andrist** asked if all the players were active participants.

**Mr. Fisher** said that they only meet twice a year and they have good participation.

**Senator Potter** said that there seems to be a wide variety of members from 5 ag, to 5 businesses, and 4 governments but he saw no labor groups.

**Mr. Fisher** said to his knowledge there has been no interest raised by labor groups. He also explained the different roles of the ag groups that make up part of the institute.

**Pam Ternes** of the Dakota Transit Association testified in support of HB 1065. She presented written testimony from Brenda Schweitzer, DTA President.

**Senator Andrist** asked a question on statistics that were presented. He wanted to know why SD transit had twice as many riders and got more federal funding and less state appropriation. Why does SD's system work better than ours?

**Pam Ternes** said that she really couldn't tell why. She said SD had secured some loans to help transit providers in the past when we had continuing resolution. She said that was very helpful.

**Senator Andrist** asked about total local contributions.

**Pam Ternes** said that they are required to match the operating fund fifty percent and so they have to get that from their community.

**Senator Lee** asked for any further testimony. He closed the hearing on HB 1065.

**Senator Potter** moved the amendment to add Dakota Transit Association.

**Senator Bakke** seconded.

Discussion on e-mail from AARP and whether or not this would take care of their concerns.

**Senator Potter** withdrew his first motion.

**Senator Bakke** agreed.

**Senator Potter** moved the amendment to add Dakota Transit Association and also make a correction with the name of Greater ND Association to ND Chamber of Commerce.

**Senator Bakke** seconded the motion.

The clerk called the roll 6-0-0.

**Senator Bakke** moved a Do Pass on HB 1065 as amended.

**Senator Nething** seconded the motion.

The clerk called the roll 6-0-0.

**Senator Bakke** will carry the bill.

Amendment  
- Potter  
- Burke } D

PROPOSED AMENDMENT to HOUSE BILL NO. 1065

On page 2, after line 5 insert:

"19. Dakota Transit Association."

Renumber accordingly.

PROPOSED AMENDMENTS TO ENGROSSED HOUSE BILL NO. 1065

Page 1, line 12, overstrike "greater" and overstrike "association" and insert immediately thereafter "chamber of commerce"

Page 2, after line 5, insert:

"19. The Dakota transit association."

Renumber accordingly





**REPORT OF STANDING COMMITTEE**

**HB 1065, as engrossed: Transportation Committee (Sen. G. Lee, Chairman) recommends AMENDMENTS AS FOLLOWS and when so amended, recommends DO PASS (6 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING). Engrossed HB 1065 was placed on the Sixth order on the calendar.**

Page 1, line 12, overstrike "greater" and overstrike "association" and insert immediately thereafter "chamber of commerce"

Page 2, after line 5, insert:

"19. The Dakota transit association."

Renumber accordingly

2007 HOUSE TRANSPORTATION

CONFERENCE COMMITTEE

HB 1065

## 2007 HOUSE STANDING COMMITTEE MINUTES

Bill/Resolution No. HB 1065

House Transportation Committee

Check here for Conference Committee

Hearing Date: 03-29-2007

Recorder Job Number: 5627

Committee Clerk Signature

*Lisa M Thomas*

Minutes:

**The conference committee on HB 1065 was called to order. Chairman Vigesaa, Rep. Owens, Rep. Gruchalla, Sen. Andrist, Sen. G. Lee, Sen. Bakke were all present.**

**HB 1065 relates to the membership of the advisory transportation council of the upper Great Plains transportation institute.**

**Chairman Vigesaa:** I guess we will just begin by having someone from the Senate conferees explain their amendments.

**Rep. Andrist:** I think the only amendments that we have made were we changed the name of the Greater North Dakota Association to the North Dakota Chamber of Commerce which is now it's new name and we added these groups under there that have representation with the transportation council at their request of the Dakota Transit Association which are these groups that offer mostly senior buses and I don't think our committee has strong feelings. We just wanted to accommodate them.

**Rep. Vigesaa:** I think our conferees would also think the board seems plenty large as it is.

**Rep. Owens:** Just to let the Senators know, we don't disagree with them. We listened to their testimony. They did come before the House and while we thought that the cities and counties, let me give you an idea of what happened. We discussed it and we believe that the cities and

counties as a general advisory board were the better representation for the transit. I think I am to blame because I have worked with both upper Great Plains and western transportation institute, similar device and they operate the same way. The way they operate is it was more important and they have a larger voice when they are actually one of the stakeholders during the specific project and that's where, since we have so many projects to deal with ITS that have nothing to do with transit or deals with material studies on how long the materials last as far as the roadway and what not and strategic plans that need to be included in the strategic plan, and they would be as part of the stakeholder group. That is where their voice would really be heard. As a watchdog to make sure that they overlooked, the House Transportation Committee felt like the cities and counties addition could best represent them. The other thing that bothered us a little bit was the advisory council focused mostly on ND. The Dakota Transit Association includes ND and SD and its part of upper Great Plains. They do a lot of work with small urban and rural transit set ups as part of their major component areas and that is MN, ND, SD, and MT, as far as transit. So we have all of these people coming in here and then the final icing on the cake if you would, the current president I believe of the Dakota Transit Association, is a member of the upper great plains. He works there. So my question then is, does that give them dual representation?

**Rep. Vigesaa:** I will correct you just a little bit there. When we go to the Dakota Transit Association website, the contact person is Gary Hegland, who is a staff member on the upper Great Plains transportation committee. The current, is an associate research fellow. He is on the staff at the upper Great Plains transportation institute so I guess our committee felt that with him being the contact person for Dakota Transit that they are going to have tremendous representation already because he is involved with both institutes. Also, currently, just another thing is the fact that they are a two state organization. Looking at the current president of the

Dakota Transit Association is Brenda Sweitzer and she is from Brookings, SD. I would imagine that every other year this organization can be headed up by someone from SD and we are just not sure if they are going to be a worthy representative on the ND transit study. So with those factors in mind, we felt that we should probably just leave them off.

**Sen. Bakke:** When these people came in, they were representing the elderly and the disabled and they said there were some significant problems with transportation for the elderly and the disabled in the rural areas. They didn't see as many issues in the urban areas and whether a bus system. But when you got into the rural population there was significant issues that these people were dealing with and in talking to the people that were representing the council, they said they are absolutely right. None of the rest of the people that we have at the table have any knowledge of those types of concerns and they said they had no problem with there being a part of that and they would welcome their viewpoint and that's why we added them because it seemed to be one area of that hole if you have an advisory transportation helping you, you would think that you would be looking at that basic transportation where you have issues and these were the only people that could come to the table with those.

**Rep. Gruchalla:** Wasn't part of our conversation that is what the cities and counties are going to take care of?

**Chairman Vigesaa:** That was one of the reasons that those two entities at the League of Cities and the Association of Counties because they would represent those people because we do recognize that they need to be represented. Then when we found that the contact person for the Dakota Transit Association is on staff with the upper Great Plains institute. Further than that they would be well represented on the institute without adding another line item as a coordinator.

**Rep. Owens:** Sen. Bakke, you are absolutely correct, they do need to make sure that their voice is heard. Do not misunderstand the point here but my experience with working with these organization on the national level and regional and state level over the past ten years is you would never for example, the small urban and rural transit portions of upper great plains' focus is that they would never if they have a program or research project that they are working on would never put together a stakeholder group without these people being involved. It does not benefit them to do so. That is where their voice would be heard and they would actually be one of the louder participants in that group and that happens throughout all the research projects. It's really more important for them and that's why I don't really understand why they want to be on the advisory council when it is really more important for them to be on the stakeholders group of whatever research project or program that is being worked on and upper great plains would fight to make sure they participated in that respect because they need their input if they are going to do the projects properly.

**Sen. G. Lee:** This gentlemen here (referring to handout) is he just by chance who he is a part of this group now or is he and that organization routinely involved in this?

**Chairman Vigesaa:** Gary Hegland joined the upper Great Plains transportation institute small urban and rural transit center in 2002 and is focused on developing coordinated plans for rural transit systems. So he has been involved for some time.

**Sen. G. Lee:** Is this the organization and not just him as a person? So this group is a part of this somehow?

**Chairman Vigesaa:** This is the group.

**Sen. Andrist moved that the Senate Recede from the Senate amendments on HJ page 875, adopt amendments as follows and place HB 1065 on the Seventh order.**

**Rep. Owens seconded.**

Page 5  
House Transportation Committee  
Bill/Resolution No. HB 1065  
Hearing Date: 03-29-2007

**Roll Call Vote: 5 yes. 1 no. 0 absent.**

**Carrier: Rep. Vigesaa**

**The conference committee on HB 1065 was dissolved.**

**Conference Committee Amendments to Engrossed HB 1065 (78154.0202) - 03/30/2007**

That the Senate recede from its amendments as printed on page 875 of the House Journal and page 668 of the Senate Journal and that Engrossed House Bill No. 1065 be amended as follows:

Page 1, line 12, overstrike "association" and insert immediately thereafter "chamber of commerce"

Renumber accordingly

**REPORT OF CONFERENCE COMMITTEE  
(ACCEDE/RECEDE)**

Bill Number 1065 (, as (re)engrossed):

Date: 3-29-07

Your Conference Committee TRANS.

**For the Senate:**

**For the House:**

	YES / NO			YES / NO	
<i>Sen. Andrist</i>	X		<i>Rep. Vigessa</i>	X	
<i>Sen. G Lee</i>	X		<i>Rep. Owens</i>	X	
<i>Sen. Bakke</i>		X	<i>Rep. Bruchalla</i>	X	

recommends that the SENATE/HOUSE) (ACCEDE to) RECEDE from)

the Senate/House) amendments on (SJ/HJ) page(s) 875 -- 875

\_\_\_\_\_, and place \_\_\_\_\_ on the Seventh order.

X, adopt (further) amendments as follows, and place 1065 on the Seventh order:

\_\_\_\_\_, having been unable to agree, recommends that the committee be discharged and a new committee be appointed.

((Re)Engrossed) 1065 was placed on the Seventh order of business on the calendar.

DATE: 3-29-07

CARRIER: Vigessa

LC NO. <u>78154. 0202</u> of amendment
LC NO. _____ of engrossment
Emergency clause added or deleted
Statement of purpose of amendment

MOTION MADE BY: Andrist

SECONDED BY: Owens

VOTE COUNT 5 YES 1 NO \_\_\_\_\_ ABSENT

**REPORT OF CONFERENCE COMMITTEE**

**HB 1065, as engrossed:** Your conference committee (Sens. Andrist, G. Lee, Bakke and Reps. Vigesaa, Owens, Gruchalla) recommends that the **SENATE RECEDE** from the Senate amendments on HJ page 875, adopt amendments as follows, and place HB 1065 on the Seventh order:

That the Senate recede from its amendments as printed on page 875 of the House Journal and page 668 of the Senate Journal and that Engrossed House Bill No. 1065 be amended as follows:

Page 1, line 12, overstrike "association" and insert immediately thereafter "chamber of commerce"

Renumber accordingly

Engrossed HB 1065 was placed on the Seventh order of business on the calendar.

2007 TESTIMONY

HB 1065

**Testimony on HB1065**  
**House Transportation Committee**  
**9:30 a.m. – Thursday, January 4, 2007**  
**Fort Totten Room – Capitol Building**

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**Testimony by Neal Fisher, North Dakota Wheat Commission,  
UGPTI Advisory Council, Chairman**

**Chapter 54-53**  
**Upper Great Plains Transportation Institute – Composition**

Chairman Weisz and members of the committee, my name is Neal Fisher and I am the chairman of the UGPTI Advisory Council, and serve on the Council as the North Dakota Wheat Commission's representative. I am here today to support House Bill 1065, which seeks to add two seats for political subdivisions to the Council.

Transportation support for rural economic development and the mobility of people and freight in rural areas and small communities continues to be a primary focus area of the Upper Great Plains Transportation Institute. Historically, the members of the UGPTI Advisory Council have recognized the importance of these issues to the economic and social vitality of the state and that recognition is evident in the research, outreach and educational efforts of the Institute.

The proposed change in the make-up of the transportation advisory council will provide a greater voice for those who are most involved in funding, planning and maintaining the rural transportation infrastructure. The North Dakota Association of Counties and the North Dakota League of Cities represent two political subdivisions – counties and cities – that bear significant responsibility for the rural transportation system.

The state's counties and cities, through their budget and planning decisions, have significant impact on maintaining the transportation connectivity of rural areas to the region's transportation arteries. Decisions about factors such as road maintenance, seasonal load limits and rural transit can have significant impact on the mobility of local residents and goods.

At the same time, the cost of planning and maintaining county and community transportation systems is among the largest expenses faced by these political subdivisions. Making informed decisions is key to maintaining a balance between prudent use of public resources and providing a reliable transportation system that supports rural economic growth.

Adding representation from the North Dakota Association of Counties and the North Dakota League of Cities to the transportation advisory council will assure that the programs of the Upper Great Plains Transportation Institute continue to address the challenges and opportunities faced by the rural areas and small communities of our state.

Chairman Weisz and members of the committee I urge you to support House Bill 1065 and give counties and cities a welcomed voice on the UGPTI Advisory Council.

January 23, 2007

Senator Gary Lee, Chairman  
Senate Transportation Committee  
ND Senate  
600 East Boulevard Avenue  
Bismarck, ND 58505

Dear Chairman Lee and Senate Transportation Committee Members:

I am writing to support an amendment to HB 1065 which is currently under consideration by your committee. We support and ask for your concurrence on adding a representative from the Dakota Transit Association to the Upper Great Plains Transportation Institute (UGPTI) Advisory Transportation Council.

House Bill 1065 lists the associations currently represented on the Council. While many aspects of transportation have representatives on the Advisory Council, there is no organization representing transit providers. We believe having a transit professional on the Council is important for the following reasons:

- The Small Urban & Rural Transit Center constitutes a significant portion of UGPTI funding revenues and expense, and its efforts concentrate specifically on improving public transportation through education, research and training.
- This aspect of transportation represents a service in our state that is essential for the mobility of individuals, particularly the elderly and disabled, who are highly dependent upon public transportation.
- A transit representative on the Advisory Council can foster and facilitate information exchange among transportation stakeholders and decision-makers as it relates to statewide and regional mobility.

The Dakota Transit Association (DTA) is the only association in North Dakota representing transit providers. DTA is a coalition of public agencies and private organizations that promote and support public and specialized passenger transportation programs within North and South Dakota. We have enclosed some information on our organization for your benefit.

The Dakota Transit Association has contacted Gene Griffin, the Director of the Upper Great Plains Transportation Institute and Neal Fisher, Advisory Transportation Council Chair to make sure that there is no objection on their part to adding a representative of the Dakota Transit Association to the Council. We have been assured that they support the addition of this position.

Thank you for your consideration of our request.

Sincerely,



*Brenda Schweitzer*

Brenda Schweitzer  
DTA President



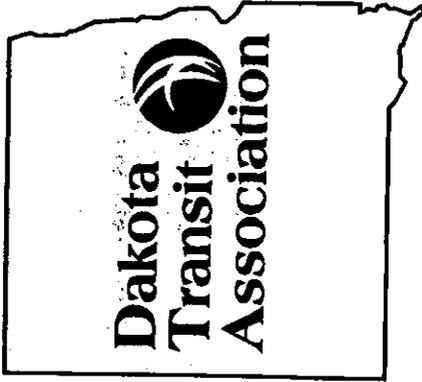
# Dakota Transit Association

## Member Benefits

- Networking
- Lobbying
- Training
- National representation
- Education
- Growth
- Newsletter
- Conferences

**Join DTA today.  
It's just a click away...**

[www.dakotatransit.org/join/](http://www.dakotatransit.org/join/)



## Mission

Dakota Transit Association is a coalition of public agencies and private organizations that promote and support public and special passenger transportation programs within North and South Dakota.

## Vision

Dakota Transit Association will exist for the purpose of unified leadership in an ever changing transportation environment.

**Serving transit organizations  
in the Dakotas**

[www.dakotatransit.org](http://www.dakotatransit.org)

**Dakota Transit Association**

PO Box 5074

410 IACC Building

Fargo, ND 58105

Phone: (701) 231-6436

Fax: (701) 231-1945

E-mail: [gary.hegland@ndsu.edu](mailto:gary.hegland@ndsu.edu)



# akota ransit ssociation



2005 DTA Annual held at the West Campus of ND State University in Fargo, ND. Photo credit: SD Transit Authority, SD Transit Authority, SD Transit Authority and SD Transit Authority.

**Serving transit  
organizations in the  
Dakotas**

[www.dakotatransit.org](http://www.dakotatransit.org)



# Member Statistics

## North Dakota Transit

<b>Paratransit</b>	
Total number rides	451,674
Average fare recovery	17.51%
Total expenses	\$2,906,649
Average cost per ride	\$6.44
Average cost per mile	\$1.69
Total state aid	\$921,260
Total federal dollars	\$627,190
Total local contribution	\$522,683

## Fixes route

Total number rides	1,241,810
Average fare recovery	17.73%
Total expenses	\$5,725,438
Average cost per ride	\$4.61
Average cost per mile	\$2.44
Total state aid	\$439,658
Total federal dollars	\$2,345,098
Total local contribution	\$2,042,729

The Dakota Transit Association (DTA) was formed in 1985 to address the need for greater communication between transportation providers and to serve as a unified voice for public transportation agencies within the states of North and South Dakota at the national level.

Small and large agencies have benefited from the sharing of technical knowledge via conferences and have been able to tap into national organizations through the Dakota Transiti Association.

Joining your state public transit association is one way to help achieve the clout required to address the need for local and state funding because there is strength in numbers, and transportation is vital to all human services as well as to commuting workers.

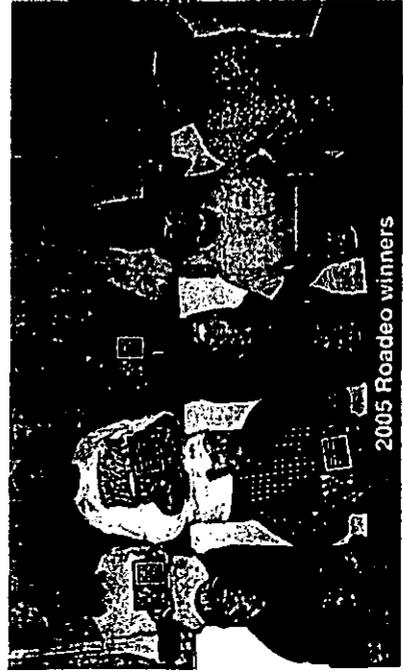
## South Dakota Transit

<b>Paratransit</b>	
Total number rides	859,795
Average fare recovery	29.39%
Total expenses	\$3,422,960
Average cost per ride	\$4.81
Average cost per mile	\$2.50
Total state aid	\$321,897
Total federal dollars	\$1,637,082
Total local contribution	\$1,463,913

## Fixes route

Total number rides	836,337
Average fare recovery	13%
Total expenses	\$4,900,000
Average cost per ride	\$6.85
Average cost per mile	\$3.99
Total state aid*	
Total federal dollars*	
Total local contribution*	

\*not available from projects



2005 Roдео winners



Roдео training in Spearfish, SD



Drummed for singing, Nat...



January 26, 2007

Senator Gary Lee, Chair  
Senate Transportation Committee  
State Capitol  
600 E. Boulevard Avenue  
Bismarck, ND 58505

Dear Senator Lee and Transportation Committee Members:

The Upper Great Plains Transportation Institute (UGPTI) Advisory Transportation Council would welcome the addition of a representative from the Dakota Transit Association (DTA). We support the amendment to House Bill 1065 which would provide that representation.

Public transportation is an integral part of UGPTI's mission which is to educate people, conduct research, and provide outreach in the areas of small urban and rural transportation and logistics to enhance the mobility of people, goods, and agricultural commodities.

Thank you for your consideration of this amendment. On behalf of the Institute's Director, Gene Griffin, and the UGPTI Advisory Transportation Council, I urge you to support its adoption.

Sincerely,

Neal Fisher  
Chairman  
UGPTI Advisory Council

CC: Gene Griffin

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Fargo, ND 58105  
Tel: 701.231.7767  
Fax: 701.231.1945  
[www.ugpti.org](http://www.ugpti.org)

**Testimony on HB1065**  
**Senate Transportation Committee**  
**10:00 a.m. – Thursday, March 1, 2007**  
**Lewis and Clark Room – Capitol Building**

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**Testimony by Neal Fisher, North Dakota Wheat Commission,  
UGPTI Advisory Council, Chairman**

**Chapter 54-53**  
**Upper Great Plains Transportation Institute – Composition**

Chairman Lee and members of the committee, my name is Neal Fisher. I am chairman of the Upper Great Plains Transportation Institute's Statutory Advisory Council, and serve on the Council as the North Dakota Wheat Commission's representative. I am here today to support House Bill 1065, which in its current version seeks to add three seats to the Advisory Council.

Transportation support for rural economic development and the mobility of people and freight in rural areas and small communities continues to be a primary focus area of the Upper Great Plains Transportation Institute, as evidenced by the research, educational and outreach efforts of the Institute.

Proposed changes in the make-up of the transportation advisory council will provide a greater voice for those who are most directly involved in funding, planning and maintaining the rural transportation infrastructure. The North Dakota Association of Counties and the North Dakota League of Cities represent two political subdivisions – counties and cities – that bear significant responsibility for the rural transportation system.

Counties and cities, through their budget and planning decisions, have significant impact on maintaining the transportation connectivity of rural areas to the region's major transportation arteries. Decisions on factors such as road maintenance, seasonal load limits and rural transit issues impact the mobility of our residents and goods.

The cost of planning and maintaining county and community transportation systems is among the largest expenses faced by these political subdivisions. Making informed decisions is key to maintaining a balance between prudent use of public resources and providing a reliable transportation system that supports rural economic growth.

Additionally, the Lignite Energy Council represents an industry stakeholder of significant and growing prominence in our state's overall economic situation. Like many of the advisory council members and stakeholders the lignite industry is heavily dependent on a cost-effective and dependable transportation infrastructure and has been added in the amendments to this bill.

Also, the recommendation that a representative of the Dakota Transit Association be added to the Advisory Council would ensure improved planning and investment in the future mobility of North Dakota residents of rural and smaller urban communities.

Adding representation from the North Dakota Association of Counties, the North Dakota League of Cities, the Lignite Energy Council, and the Dakota Transit Association to the Advisory Council will ensure that the programs of the Upper Great Plains Transportation Institute continue to address the logistical challenges and opportunities faced by our state, including those that are critical to the long term viability of our rural and small urban communities.

Mr. Chairman and members of the committee I respectfully urge your support of House Bill 1065 with amendments to give these important stakeholders a welcome voice on the UGPTI Advisory Council.