

2009 SENATE TRANSPORTATION

SB 2223

2009 SENATE STANDING COMMITTEE MINUTES

Bill/Resolution No. 2223

Senate Transportation Committee

☐ Check here for Conference Committee

Hearing Date: January 23, 2009

Recorder Job Number: 7651

Committee Clerk Signature

Jody Hauge

Minutes:

Senator Lee called the Transportation Committee to order. Attendance was taken, all committee members were present. He opened the hearing on SB 2223 an Act to provide for regional public transportation pilot projects; and to provide an appropriation.

Senator Robinson introduced the bill and informed the committee that Rep. Weisz would be offering amendments to SB 2223 and he is supportive of the amendments. Written Testimony #1.

Senator Potter asked if Department of Transportation was ready to implement a project in 2009 if this is passed in April and will it be able to get done in fiscal year 2009.

Senator Robinson said that it is his understanding that they will in a position to move forward. He said they felt very optimistic that this project will be successful.

Jim Billey, a volunteer for AARP North Dakota as well as a driver for the local transit in Ellendale testified in support of SB 2223. Written testimony #2.

Representative Weisz testified in support of SB 2223. He offered amendments that will eliminate the fiscal note and develop one public transportation coordination pilot project.

The Department of Transportation will do a pilot project and report back to the Legislature in two years. These services should allow more people to stay in their homes and coordinating services.

Senator Potter said he liked the bill better without the amendments. He wondered if the reason for the amendments was money.

Representative Weisz said no, he said they just want to make sure the pilot project gets done correctly. He said Department of Transportation did not object to the project. They just want to make sure it gets done right. He also stated that if you want to get it passed he would much rather pass one pilot project then loose the bill. Department of Transportation has allocated resources for one project and willing to allocate the resources toward this.

Senator Nething said initially we were going to do two projects, one urban and one rural.

Now we will have to make a decision which one we will want to do. He expressed that he hoped it would be rural but there is nothing to say it should be.

Representative Weisz said he was biases and hoped it would be rural but he was comfortable leaving it up to the Department of Transportation to make that decision.

Senator Fiebiger was concerned if we will get enough information if we do either rural or urban. He wondered if we will get enough information on one.

Representative Weisz said that this bill is not about the need...it is about bringing the entities together to coordinate and become more efficient and provide better service.

David Leftwich, Local Government Engineer for the ND Department of Transportation testified in support of SB 2223 as amended. Written testimony #4.

Senator Potter asked if they have an opinion without the amendments.

Leftwich said they would oppose the bill without the amendments.

Senator Lee asked where they were at in their plan for implementing the transit project.

Leftwich explained what their time line was and he also stated that they were looking at rural.

Senator Potter asked why the Department of Transportation would turn down \$375,000 to conduct a second project.

Leftwich answered that it was not in the Governor's budget.

James Moench, Executive Director of the ND Disabilities Advocacy testified in support of SB 2223. Written testimony #5

Senator Potter asked if he liked the original bill or the bill with amendments.

Moench said he wanted the one that would pass because he wanted the pilot project on the ground.

Veronica Zietz, Executive Director at The Arc of Bismarck and also representing The Arc of Cass County testified in support of SB 2223. Written testimony #6.

Senator Potter asked if she felt the needs in urban areas were also great.

Zietz answered yes, it's a large concern.

Bruce Murry passed out Teresa Larsen, Executive Director of the ND Protection and Advocacy Project testimony in support of SB 2223. Written testimony #7.

Senator Potter asked if he was in favor of the bill or the amended version of the bill.

Murry deferred question.

Tom Alexander Project Director for the ND Medicaid Infrastructure Grant with the ND Center for Person with Disabilities at Minot State University testified in support of SB 2223. Written testimony #8.

Linda Richt, Department of Transportation testified in support of SB 2223 as amended.

The clerk handed out testimony from Charmaine Boehler, of Bismarck whose written testimony is in support.

No opposing testimony.

Closed the hearing on SB 2223.

2009 SENATE STANDING COMMITTEE MINUTES

Bill/Resolution No. 2223

Senate Transportation Committee

☐ Check here for Conference Committee

Hearing Date: 1-29-09

Recorder Job Number: 8109

Committee Clerk Signature

Minutes:

Committee Work on SB 2223. #2

Senator Lee said Representative Weisz introduced the bill for two regional transportation pilot projects but submitted an amendment to only do one pilot project.

Senator Fiebiger proposed an additional amendment # 90428.0202. This would require two pilot projects, one urban and one rural. It would also reduce the fiscal note to \$125,000.

Senator Fiebiger moved amendment 90428.0202.

Senator Potter seconded.

Senator Nething asked if Representative Weisz's amendment took out the appropriation.

Senator Lee answered yes.

Senator Nething had some fear of moving it to Appropriations and having it become a target. He really wants at least one pilot project. If they studied areas like Devils Lake or Williston, Dickinson or even Jamestown area, they may be considered both rural and urban.

Senator Nodland said there was a real need for rural coordination in counties and cities.

Senator Lee asked Senator Fiebiger if he had worked with the Department of Transportation or anyone else to come up with the \$125,000 for one project.

Senator Fiebiger said that he got his information from AARP.

Senator Marcellais said he was in support of the amendment.

Clerk called the Roll Call vote for amendment # 90428.0202. 6-0-0

Senator Potter moved a Do Pass as amended and rereferred to Appropriations.

Senator Fiebiger seconded.

Roll call vote: 6-0-0

Senator Fiebiger will carry the bill.

FISCAL NOTE
Requested by Legislative Council
04/24/2009

Amendment to: Engrossed
SB 2223

1A. State fiscal effect: *Identify the state fiscal effect and the fiscal effect on agency appropriations compared to funding levels and appropriations anticipated under current law.*

	2007-2009 Biennium		2009-2011 Biennium		2011-2013 Biennium	
	General Fund	Other Funds	General Fund	Other Funds	General Fund	Other Funds
Revenues						
Expenditures				\$125,000		
Appropriations				\$125,000		

1B. County, city, and school district fiscal effect: *Identify the fiscal effect on the appropriate political subdivision.*

2007-2009 Biennium			2009-2011 Biennium			2011-2013 Biennium		
Counties	Cities	School Districts	Counties	Cities	School Districts	Counties	Cities	School Districts

2A. Bill and fiscal impact summary: *Provide a brief summary of the measure, including description of the provisions having fiscal impact (limited to 300 characters).*

The bill as amended in conference committee will require NDDOT to report back to the 62nd legislative assembly on the outcome of two public transportation coordination pilot projects.

B. Fiscal impact sections: *Identify and provide a brief description of the sections of the measure which have fiscal impact. Include any assumptions and comments relevant to the analysis.*

The Department had planned to conduct one project in the next biennium and had budgeted accordingly. Conducting a second project, as indicated by the conference committee amendments, will increase the costs to the NDDOT by approximately \$125,000 beyond what is currently in the NDDOT's 09-11 appropriation bill.

3. State fiscal effect detail: *For information shown under state fiscal effect in 1A, please:*

A. Revenues: *Explain the revenue amounts. Provide detail, when appropriate, for each revenue type and fund affected and any amounts included in the executive budget.*

B. Expenditures: *Explain the expenditure amounts. Provide detail, when appropriate, for each agency, line item, and fund affected and the number of FTE positions affected.*

The cost for a second pilot project will be about \$125,000.

C. Appropriations: *Explain the appropriation amounts. Provide detail, when appropriate, for each agency and fund affected. Explain the relationship between the amounts shown for expenditures and appropriations. Indicate whether the appropriation is also included in the executive budget or relates to a continuing appropriation.*

The NDDOT will need an additional \$125,000 in its appropriation to carry out the provisions of this bill.

The conference committee amendment does provide that "the department may spend additional funds from gifts, grants, or donations and those additional funds are appropriated for the purposes of this section". However, the amount of any such gifts, grants, or donations is unknown and their availability is completely uncertain.

Name:	Shannon L. Sauer	Agency:	NDDOT
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Phone Number: 328-4375

Date Prepared: 04/24/2009

FISCAL NOTE
Requested by Legislative Council
03/17/2009

Amendment to: Engrossed
SB 2223

1A. State fiscal effect: *Identify the state fiscal effect and the fiscal effect on agency appropriations compared to funding levels and appropriations anticipated under current law.*

	2007-2009 Biennium		2009-2011 Biennium		2011-2013 Biennium	
	General Fund	Other Funds	General Fund	Other Funds	General Fund	Other Funds
Revenues						
Expenditures						
Appropriations						

1B. County, city, and school district fiscal effect: *Identify the fiscal effect on the appropriate political subdivision.*

2007-2009 Biennium			2009-2011 Biennium			2011-2013 Biennium		
Counties	Cities	School Districts	Counties	Cities	School Districts	Counties	Cities	School Districts

2A. Bill and fiscal impact summary: *Provide a brief summary of the measure, including description of the provisions having fiscal impact (limited to 300 characters).*

The bill as engrossed and amended will require NDDOT to report back to the 62nd legislative assembly on the outcome of the public transportation coordination pilot project the Department had planned to do in the next biennium.

B. Fiscal impact sections: *Identify and provide a brief description of the sections of the measure which have fiscal impact. Include any assumptions and comments relevant to the analysis.*

This bill as currently written will not affect NDDOT's budget or the state's general fund.

3. State fiscal effect detail: *For information shown under state fiscal effect in 1A, please:*

A. Revenues: *Explain the revenue amounts. Provide detail, when appropriate, for each revenue type and fund affected and any amounts included in the executive budget.*

B. Expenditures: *Explain the expenditure amounts. Provide detail, when appropriate, for each agency, line item, and fund affected and the number of FTE positions affected.*

C. Appropriations: *Explain the appropriation amounts. Provide detail, when appropriate, for each agency and fund affected. Explain the relationship between the amounts shown for expenditures and appropriations. Indicate whether the appropriation is also included in the executive budget or relates to a continuing appropriation.*

Name:	Dave Leftwich	Agency:	NDDOT
Phone Number:	328-4334	Date Prepared:	03/17/2009

PROPOSED AMENDMENTS TO SENATE BILL NO. 2223

Page 1, line 1, after the second "for" insert "a", replace "projects" with "project", and after the semicolon insert "to provide for a report to the legislative assembly;"

Page 1, line 2, replace "appropriation" with "expiration date"

Page 1, line 5, replace "**PROJECTS**" with "**PROJECT**" and replace "two" with "a"

Page 1, line 6, replace "projects in two of this state's planning regions. The department shall" with "project to determine the possibility of providing regional transit services. The public transportation coordination pilot project must be completed by June 30, 2011. The"

Page 1, line 7, remove "implement one project in 2009 and one project in 2010. Each"

Page 1, line 9, after "the" insert "transit"

Page 1, line 11, after "specified" insert "transit"

Page 1, line 15, remove "The department shall prepare a four-year statewide public"

Page 1, remove lines 16 through 23

Page 1, after line 23, insert:

"SECTION 2. REPORT TO LEGISLATIVE ASSEMBLY. The director of the department of transportation shall report to the sixty-second legislative assembly with findings and recommendations based on the results on the public transportation coordination pilot project.

SECTION 3. EXPIRATION DATE. This Act is effective through June 30, 2011, and after that date is ineffective."

Renumber accordingly

PROPOSED AMENDMENTS TO SENATE BILL NO. 2223

Page 1, line 1, after the semicolon insert "to provide for a report to the legislative assembly;"

Page 1, line 6, after the period insert "One project must focus on coordination in a rural area and one project must focus on coordination in an urban area."

Page 1, line 15, remove "The department shall prepare a four-year statewide public"

Page 1, remove lines 16 through 18

Page 1, after line 18, insert:

"SECTION 2. REPORT TO LEGISLATIVE ASSEMBLY. The director of the department of transportation shall report to the sixty-second legislative assembly with findings and recommendations based on the results of the public transportation coordination pilot projects."

Page 1, line 20, replace "\$375,000" with "\$125,000"

Page 1, line 21, replace "two" with "a"

Page 1, line 22, replace "projects" with "project"

Renumber accordingly

Date: 7-29-09
Roll Call Vote #: 1

2009 SENATE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO.

Senate Transportation Committee

☐ Check here for Conference Committee

Legislative Council Amendment Number 90428 0202

Action Taken ☒ Do Pass ☐ Do Not Pass ☐ Other

Amendment 90428 0202

Motion Made By Senator Fiebigger Seconded By Senator Potter

Senator	Yes	No	Senator	Yes	No
Chairman Senator Gary Lee	✓		Senator Tom Fiebigger	✓	
Senator George Nodland	✓		Senator Richard Marcellais	✓	
Senator Dave Nething	✓		Senator Tracy Potter	✓	

Total (Yes) 6 No 0

Absent 1

Floor Assignment _____

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

Date: 1-29-09
Roll Call Vote #: 2

2009 SENATE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 2225

Senate Transportation Committee

☐ Check here for Conference Committee

Legislative Council Amendment Number _____

Action Taken ☒ Do Pass ☐ Do Not Pass ☐ Other
as amended + reference to app.

Motion Made By Senator Potter Seconded By Senator Fiebiger

Senator	Yes	No	Senator	Yes	No
Chairman Senator Gary Lee	✓		Senator Tom Fiebiger	✓	
Senator George Nodland	✓		Senator Richard Marcellais	✓	
Senator Dave Nething	✓		Senator Tracy Potter	✓	

Total (Yes) 6 No 0

Absent 0

Floor Assignment Senator Fiebiger

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

REPORT OF STANDING COMMITTEE

SB 2223: Transportation Committee (Sen. G. Lee, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** and **BE REREFERRED** to the **Appropriations Committee** (6 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING). SB 2223 was placed on the Sixth order on the calendar.

Page 1, line 1, after the semicolon insert "to provide for a report to the legislative assembly;"

Page 1, line 6, after the period insert "One project must focus on coordination in a rural area and one project must focus on coordination in an urban area."

Page 1, line 15, remove "The department shall prepare a four-year statewide public"

Page 1, remove lines 16 through 18

Page 1, after line 18, insert:

"SECTION 2. REPORT TO LEGISLATIVE ASSEMBLY. The director of the department of transportation shall report to the sixty-second legislative assembly with findings and recommendations based on the results of the public transportation coordination pilot projects."

Page 1, line 20, replace "\$375,000" with "\$125,000"

Page 1, line 21, replace "two" with "a"

Page 1, line 22, replace "projects" with "project"

Renumber accordingly

2009 SENATE APPROPRIATIONS

SB 2223

2009 SENATE STANDING COMMITTEE MINUTES

Bill/Resolution No. SB 2223

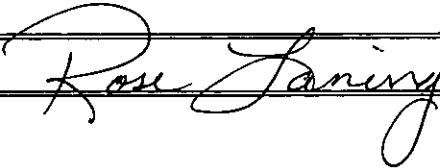
Senate Appropriations Committee

☐ Check here for Conference Committee

Hearing Date: February 10, 2009

Recorder Job Number: 9136 (starting 37:22)

Committee Clerk Signature



Minutes:

Chairman Holmberg called the committee hearing to order at 4:15 pm in regards to SB 2223 relating to providing for regional public transportation pilot projects.

SB 2223

Senator Robinson: The bill is intended to provide a pilot project for regional public transportation projects. I wouldn't suggest we have too much, but I am concerned that we have too much transportation and there is a lot of duplication and lack of communication. This bill is intended to provide an opportunity to pull together and see if we can do it smarter and better, and be better stewards of the dollars we have available in North Dakota. Transportation is becoming important with the grain population across state. We all know that the two categories of growing population happen to be those that are 65 and older and 85 and older. Many of them are living alone in homes and some with medical problems. Many of them are finding themselves with family that has moved away. They are alone and more dependent on others and public transportation than ever before. I was approached by senior citizen organizations, the AARP, to work with them in drafting this particular legislation. We have a representative that will walk thru bill and answer your questions. I pause for questions.

Chairman Holmberg: The policy committee recommended and passes a reduction in the original bill down to 125,000, did that give you angst or did they also reduce the number of pilot projects?

Senator Robinson: I was aware of that. The policy committee went back to 2 pilot projects. The movement toward one came as a result of a meeting of a number of individuals from DOT. I am not second guessing the transportation committee.

Linda Johnson Wurtz, Associate Director for Advocacy for AARP North Dakota:

Testified in favor of SB 2223. (Written attached testimony # 1)

V. Chair Bowman: Has anyone talked to upper Great Plains Transportation that studies all the transportation issues? What is different between this and little bus that hauls senior citizens around in Dickenson. Does this give them another choice?

Linda Johnson: Yes, we were partners with Great Plains Transportation and it has initiated several of the studies and they have helped us in planning.

V. Chair Bowman: What is difference between this pilot project and what we already have in Bowman?

Linda Johnson: It's an expansion of what you have in the southern part of the state. Part of what the North Dakota Department of Transportation has been working on for 3 years is a plan they call regionalization. That is a plan to try and pull together some of all the publicly funded transportation for people. This will be an enhancement for that. As we move forward with that project we are going to go a little bit deeper. In the southwest part of the state they tried to use some of the senior buses and some of the school buses. We want to go even farther and we want to coordinate all publicly funded projects to start with. There are 62 human services programs available, and there are eight different departments and all in their different funding sources. There is a confusing array of other transportation projects for people. We cannot

afford to have a separate bus for every program and project in every population. What they have been trying in the southwest part of the state is kind of a mini project of what we hope to do with this pilot and go a little bit farther. We need to bring together all of these people who have programs in one community and sit down and figure out how we can help each other. Can we work together and take each other's routes.

Chairman Holmberg: Very good explanation of bill.

Linda Johnson: We understand the wisdom of have a rural and urban service and staying within capacity of DOT to supervise one pilot project. Most important is that we have a coordinator that can devote full time to bringing all the stakeholders together. We need to test dispatch and explain results later so there is coordination across state.

Senator Christmann: Is there another public transportation bill floating around?

Linda Johnson: Nothing to provide funding for.

Senator Christmann: Several communities in my area already work together. Are there flaws or do we need to hire someone to work together, obviously we will find it. There is no end to the amount of public transportation that would be convenient and nice to provide for people. It is not that we don't know that there are problems that exist; the problem is having enough money to fund them all. I feel like these regional people in my area have improved so much in the time I have been in the legislature. They work together and get school buses and better buses that are wheelchair accessible. It seems like they're working fine just the way it is.

Linda Johnson: I am sorry I didn't explain well enough. Yes some of these things are happening on their own but I think that they need to be happening in a more systematic manner. I would like to see everyone at the table. Can bring all stake holders together, but eventually I would like to see that coordinator in your area and not that there will be one in every small area, but their job is to bring everyone together. Their primary job is to keep those

relationships working and coordinating together. No, I don't think they are stupid. Just that they need someone more than part time. I think that they need the authority to tell the Department of Transportation that yes this a priority and maybe they do need more money, but before they get more money, I'd like to see them use to the best of their ability the resources they already have. (58.02)

Dave Leftwich, Engineer, North Dakota Department of Transportation:

Testified in favor of SB 2223. (Written attached testimony # 2)

Senator Warner: Do you think there is any reason for the distinction between urban and rural?

Dave Leftwich: Basically, the projects we are working on are in the rural areas and it brings people into the urban areas. Basically medical is main reason for travel long distances. We don't intend to just bring a bus in and drop someone off and park, we are going to use that bus. We are going to keep it serviced and move people around in the urban area during that day.

Chairman Holmberg: Closed the hearing on SB 2223.

Senator Mathern: Moved Do Pass.

Senator Krebsbach: Seconded.

Chairman Holmberg: Discussion?

A Roll Call vote was taken: 13 aye, 0 nay, 1 absent.

Sent back to transportation.

Date: 2-10-09
Roll Call Vote #:

2009 SENATE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 2223

Senate _____ Committee _____

☐ Check here for Conference Committee

Legislative Council Amendment Number _____

Action Taken ☒ Do Pass ☐ Do Not Pass ☐ Amended

Motion Made By Sen. Mathern Seconded By Sen. Krebsbach

Representatives	Yes	No	Representatives	Yes	No
Senator Fischer	<input checked="" type="checkbox"/>		Senator Warner	<input checked="" type="checkbox"/>	
Senator Christmann	<input checked="" type="checkbox"/>		Senator Robinson	<input checked="" type="checkbox"/>	
Senator Krebsbach	<input checked="" type="checkbox"/>		Senator Krauter	<input checked="" type="checkbox"/>	
Senator Bowman	<input checked="" type="checkbox"/>		Senator Lindaas		
Senator Kilzer	<input checked="" type="checkbox"/>		Senator Mathern	<input checked="" type="checkbox"/>	
Senator Grindberg	<input checked="" type="checkbox"/>		Senator Seymour	<input checked="" type="checkbox"/>	
Senator Wardner	<input checked="" type="checkbox"/>				
Chairman Holmberg	<input checked="" type="checkbox"/>				

Total Yes 13 No 0

Absent 0

Floor Assignment transportation Flahinger

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

REPORT OF STANDING COMMITTEE (410)
February 10, 2009 5:08 p.m.

Module No: SR-26-2333
Carrier: Flebiger
Insert LC: . Title: .

REPORT OF STANDING COMMITTEE

SB 2223, as engrossed: Appropriations Committee (Sen. Holmberg, Chairman)
recommends **DO PASS** (13 YEAS, 0 NAYS, 1 ABSENT AND NOT VOTING).
Engrossed SB 2223 was placed on the Eleventh order on the calendar.

2009 HOUSE TRANSPORTATION

SB 2223

2009 HOUSE STANDING COMMITTEE MINUTES

Bill/Resolution No. SB 2223

House Transportation Committee

☐ Check here for Conference Committee

Hearing Date: 03/05/09

Recorder Job Number: 10259

Committee Clerk Signature

Jeanette Cook

Minutes:

Senator Larry Robinson, District 24, introduced the bill and spoke in support of SB 2223. He explained that this bill began last summer with the statewide Upper Great Plains Transportation Institute regional meetings. It culminated last fall at the Seven Seas with a statewide meeting in an effort to really take a look at our entire transportation infrastructure policies across the state of North Dakota. See attachment #1. He added that we have a senior population that is growing by double digits. It is growing much faster than our population that is twenty-five and younger. That population is far more fragile than ever before. Many are above the age of eighty-five and ninety. They are living in their homes and want to live in their homes. We certainly want them to do that. Many are very dependent on these types of services. With the absence of these services, we make it that much more difficult for folks across the state to remain independent in rural areas of North Dakota and cities as well. The potential of creating greater efficiency that is embedded in SB 2223 is exciting. We in North Dakota often have buses going across the same roads carrying very few passengers. The intent here is to bring all of that together: when can we partner, where can we share resources, and how do we develop greater efficiencies? It is not suggesting that our system is totally wrong and inefficient, but we believe that we can do better. With resources

being tight across our political subdivisions, we have to do better. Many of us will be the users of these services in the coming years. I think it is incumbent of us to think about the potential that we have in SB 2223.

Representative Thorpe: Sometime back we passed a bill that added Public Transit to the Upper Great Plains Institute as a member at the table. You feel comfortable that that won't get you to the point where your ideas in this bill will get you to?

Senator Robinson: I think we still need to proceed with this. There are dollars in the DOT for one pilot project. I would hope that this will become so successful that this is the norm. I think we need to get started and can't afford to wait. Demographics are changing so quickly, that we have to move now, or we will not be ready. Based on current population trends in 12 to 15 years we will need 30% more medical providers to address the medical needs of folks in North Dakota. We are already struggling in much of the state accessing medical professionals. Without public transit the problem will be compounded quickly. It is a high priority. I have no doubt that we will find success with this pilot project. No matter where you live in North Dakota you should be able to enjoy basic services.

Representative Potter: Who are the stakeholders behind this bill?

Representative Robinson: The statewide meeting that were held brought together the DOT, cities, counties, people from the townships, our senior providers, senior transit officials, and a number of others. They are all watching this legislation as it moves through the session. It impacts every community in the state.

Representative Weisz, District 14, spoke in support of SB 2223. I approach this from my other hat of serving on the Human Services Committee for the past seven sessions. We have struggled with the issues of access to health care and elder care, which is becoming more and more of an issue in rural areas. By rural, I don't just mean out on the farm or the country. The

majority of the smaller communities outside of the big four don't have a real strong public transit system. As we struggle to provide access to health care in rural areas and to keep people in their own homes instead of in extremely expensive skilled care, we have expanded home and community based care. All these issues become very important. The number one problem is often, "How do we get to them, and how do they get to the services that they need?" This bill is not intended to set up a new public transit system. It is one of the times when we are not looking at something that will be a huge cost to the state. We just want to coordinate existing services that are out there. This would potentially decrease the cost and at the same time increase access. If there is a bus running to Fargo on Monday, why shouldn't we be able to coordinate with some elderly people who want to go to Fargo. If the senior citizen bus is not going until Thursday at 2:00 pm, why can't they go on Monday at 9:00 am?

This bill is intended to provide cooperation, and coordination. It will not eliminate jobs or any particular program. I offered amendments in the Senate that would take it back to one project, and there would not be any fiscal note. If we can make one pilot project work, then we can go forward statewide. It has huge benefits from the human service aspect down the road, when we look at the cost of health care that could be coming at me in the future. We will shortly have the highest percentage of people over eighty-five in the nation. That is something that we can't ignore.

Chairman Ruby: How many planning areas are there in there in the state?

Representative Weisz: There are both urban transit MPO's and most counties have at least some sort of transit. This is part of the reason for this. There is not a consistency and often times the rural transit is just the senior citizen bus.

Chairman Ruby: Will they develop a region to do this in?

Representative Weisz: The state will pick a planning region for the purpose of this bill. They will pick a geographical area to coordinate in. My guess is that they will take a medium to smaller city as the hub and look outward from there to coordinate this. They would use whatever resources are available. There is potential to share services to save money and IMPROVE services.

Representative Thorpe: In my area there is Souris Basin Transportation. Are we talking about something different here?

Representative Weisz: This would not in any way affect that service agency. This would help coordinate with them other players that provide other transit services. For example: The nursing home may have a bus that is not part of that Souris Basin Transportation that could be coordinated to share services with them. It won't do away with anyone, it will just bring them all to the table to coordinate the services. If the project is successful, it will be measured on the ability to get the people to come together to accomplish greater efficiency to create greater access. If that doesn't happen, there would be no point in bringing it forward. The DOT is not asking for any money to do this. I don't believe that a sunset clause if necessary. I will get the amendments.

Representative Vigesaa: Does this specify whether the project is urban or rural?

Representative Weisz: No, it doesn't, and I don't really care. I just want a project that is coordinated to see if it works. It doesn't matter where it is.

Linda Johnson Wurtz, the Associate State Director for Advocacy for AARP North Dakota, spoke in support of SB 2223 on behalf its 88,000 North Dakota members. See attachment #2 which includes attachments A,B, and C.

Representative Delmore: A lot of people in different areas are concerned that if DOT adopts this everybody is going to get fired. That someone will come in and tell anyone that believes in local control, that they will have no local control. What do we say to those people?

Linda Johnson Wurtz: We are not replacing anything. What we want to do is coordinate what is already there. Right now, there are sixty-two human service federal funding sources for transit. We are asking that there be a coordinator in each region of the state that will sit down with the stakeholders in that region who are already providing services. They will find out how they can work together. It is not to duplicate or replace anyone. We want to make better use of resources which are scarce in this state.

Representative Weiler: Do you have a copy of the survey that you used?

Linda Johnson Wurtz: Yes, I can get that for you. (This was provided at a later time. See attachment #11.

Chairman Ruby: Do you see issues with certain people maybe not wanting to ride with a bunch of kids or other problems where the coordination may not be so cohesive?

Linda Johnson Wurtz: You make a great case for having a coordinator that will sit down with the stakeholders to form relationships to make this work. There are also issues with insurance and funding streams. There are many issues to be worked out.

Chairman Ruby: There may be limitations depending on the availability for wheel chairs and special needs.

Linda Johnson Wurtz: That might be one area that they might look at if they want to enhance their system with new buses.

Representative Weiler: What stops the stakeholders from getting together themselves and coordinating this now, instead of having the state get involved with a new foot in the door project?

Linda Johnson Wurtz: Some of these things can happen naturally, but I don't think it will happen naturally to the degree that we want it to. To make the most of our resources and get the efficiencies that we want to see, we would need someone who is 100% committed to making these things happen for people. They would do the research with United We Ride in Denver, to do the research to get over the insurance bumps, and the funding source problems. Those are the things that will come up, and a coordinator will be able to work through those barriers, while someone who is already working full time will not be able to.

Representative Weiler: I believe that all the stakeholders that are involved now, would be able to get together and coordinate themselves. I think it will be **much** more efficient. My concern is that you are looking for state government to add efficiency, and I don't think that is the way to go. There is nothing efficient about state government.

Representative Thorpe: Who will be the lead organization in this?

Linda Johnson Wurtz: The DOT.

Representative Thorpe: Are all the different transit organizations in the state supporting this? If not what percentage?

Linda Johnson Wurtz: I really haven't heard from all of them. Many, many, many were represented in our summit last April, so they do know what is happening. I have kept them

abreast of this as we have moved through the process. There are several organizations who will speak today.

Representative Thorpe: Referring to my previous question to the bill sponsor, don't you think that giving public transit a seat at the board of the Upper Great Plains Transportation Institute will accomplish what you want?

Linda Johnson Wurtz: The membership on the Upper Great Plains Transportation Institute board addresses a different issue than this addresses. They are looking at where roads should go, what roads should be improved and in what order, and road usage. That's why it has members like the Farmers Union, Grain Growers, Farm Bureau, and they just added the Dakota Transit Association which are transit providers. That is in the realm of people with trucks. What we want to coordinate the resources that coordinate people. After the roads are there, then we want to know how many times the bus goes down the road, how many people it picks up, and what is the visible acuity of those people.

Bruce Murry, a lawyer with the North Dakota Protection and Advocacy Project, spoke in support of SB 2223. See attachment # 3. He introduced Sandy Wheeler who uses public transit systems.

Sandy Wheeler, a downtown Bismarck resident, spoke in support of SB 2223. See attachment # 4.

Sandy distributed testimony from **Leon Dietrich who also supports SB 2223.** See attachment #5.

Royce Schultze, Executive Director of Dakota Center for Independent Living, Inc., spoke in support of SB 2223. See attachment # 6.

Tom Alexander, the Project Director for the North Dakota Medicaid Infrastructure Grant (NDMIG) with the North Dakota Center for Person with Disabilities at MSU, spoke to support SB 2223.

Tom Alexander provided written testimony from James Moench that was handed out. See attachment # 8.

Representative Weiler: Your testimony referred to Non-English speaking focus groups, what percent of North Dakota is Non-English speaking?

Tom Alexander: I do not have that information, but could get it.

Representative R. Kelsch: I can answer part of the question, since we had an English learners bill in the Education Committee yesterday. Of the students that we know of that are K-12 students, there are about 6,600 students that we classify as English language learners. Of that about 2,000 are actually new immigrants that are non-English speakers. So, we would have on top of that an adult population, as well as preschool children.

Representative Delmore commented that especially in the Red River Valley there are many immigrant groups that are sponsored by church groups. These people really rely on public transit to get to work, which is difficult when they get a job with shift work.

There was no further testimony in support of SB 2223.

Dave Leftwich, Local Government Engineer for the North Dakota DOT, provided neutral information for the committee on SB 2223. See attachment #9.

Representative Vigesaa: Have you begun to determine which project you would like to do?

Dave Leftwich: We have looked at some. Since this is a pilot, and the intent of a pilot project is to get out as many problems as possible out of the way during the pilot, we are looking at one that has some rural areas, some reservations, and a city.

Representative Vigesaa: Who are you involving in deciding which project you are going to select and also coordination of some of the transit authorities? Are you involving some of the outside people in that discussion, or is it only DOT?

Dave Leftwich: We are actually in the third year of a five year program for (inaudible) . We have talked to all the transportation providers and let them know we would like to get regionalized and coordinate. Regionalization is really a coordination of an area. We have eight major regions in the state. They are around the big cities where the medical facilities are. We have been working for the past couple of years, taking suggestions and input from both the transportation providers and the transit rider advocate groups. We are at the point now that we feel comfortable that we are ready to move forward with the next round, which is the pilot project. We have met with one group and discussed what we see with them. We want to make a model from this pilot project that we can transfer to any place in the state.

Representative Vigesaa: Would this create jobs?

Dave Leftwich: We now have thirty trans providers around the state that serve one to five counties. We see this as possibly creating some jobs in the smaller cities. We are not

planning on moving any bus out of the place that it is now. In a number of areas in our state the transit provider is just one county. They feel that it is "their" bus, and they won't stop in any other county. We want to get away from that by coordinating the schedule. We hope provide better service than we have now. Most transit projects are now having trouble with the cost of fuel and salaries.

Chairman Ruby: Is there quite a disparity in the amount that riders are charged for services in different transit?

Dave Leftwich: There is a very diverse fare system in the state. That is one of the problems that Human Services has with Medicaid reimbursement. Our goal is to come up with a system to make the rates uniform.

Representative Delmore: Will you still be looking at the ways that make things the best that they can be for our citizens, not just the cheapest way?

Dave Leftwich: Yes, we are not just trying to cheapen up the system, we are trying to improve services. We are looking closely at the needs that are out there.

Representative Thorpe pointed out that the services that are out there now are very provincial. He feels that there will be a lot of resistance when someone tries to take away their authority.

Dave Leftwich: You are correct. We want to have an advisory board to work with the regions, possibly with a county commissioner on the board to advise what the transit needs of the county are. We also feel that the counties will have to participate in the funding as well.

Chairman Ruby: How much are you dedicating to this?

Dave Leftwich: Each year it will be \$125,000 of federal funds in addition to the state match, which is \$250,000 set aside in the next biennium plus the 20% state match.

There was no further testimony on SB 2223.

The hearing was closed on SB 2223.

2009 HOUSE STANDING COMMITTEE MINUTES

Bill/Resolution No. SB 2223

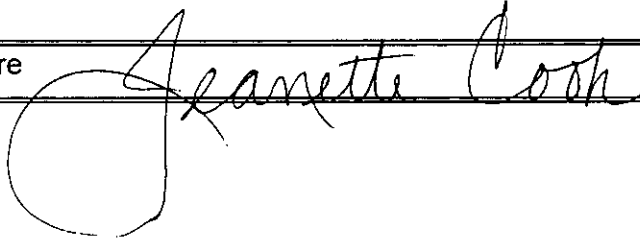
House Transportation Committee

☐ Check here for Conference Committee

Hearing Date: 03/12/09

Recorder Job Number: 10871

Committee Clerk Signature



Minutes:

Chairman Ruby brought SB 2223 before the committee.

An e-mail was distributed that was in opposition to SB 2223. See attachment #10.

A complete 2008 AARP North Dakota Member Survey was also distributed to the members of the committee. It had previously been requested by Representative Weiler during the hearing. See attachment #11.

Chairman Ruby reviewed the intent of the bill.

Representative Weisz stated that this will not require anyone to participate. The point of the pilot project is to see if we can get the various entities to participate. It seems that from some of the e-mails that are being received that it may not be easy. Groups want to protect their territory. We would like to see cooperation to provide better service for the seniors and disabled. It makes sense for all the groups that transport bodies, to sit down and talk to each other.

Chairman Ruby raised the concern of money in the bill.

Representative Weisz explained that the DOT was willing to go forward with one pilot project and no money. The DOT feels that they would be able to utilize current staff to handle one project. If there is more than one project, they will have to add a FTE.

Representative Weisz made a motion to amend SB 2223 by eliminating Section 3 and change it to one project.

Representative Vigesaa seconded the motion.

There was discussion about the location of the project.

A voice vote was taken on the amendment. Yea 12 Nay 2 Absent 0

The motion passed.

Representative Weisz moved a **Do Pass** as amended.

Representative Griffin seconded the motion.

A roll call vote was taken. **Aye 12 Nay 2 Absent 0**

The motion passed.

Representative R. Kelsch will carry SB 2223.

VR
3/13/09

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2223

Page 1, line 1, after the second "for" insert "a", replace "projects" with "project", and after the semicolon insert "and"

Page 1, line 2, remove "; and to provide an appropriation"

Page 1, line 5, replace "**PROJECTS**" with "**PROJECT**" and replace "two" with "a"

Page 1, line 6, replace "projects" with "project", replace "two" with "one", and remove "One project must focus on"

Page 1, line 7, remove "coordination in a rural area and one project must focus on coordination in an urban area."

Page 1, line 8, replace "one" with "the", replace "2009 and one project in 2010" with "the 2009-11 biennium", and replace "Each" with "The"

Page 1, line 19, replace "projects" with "project"

Page 1, remove lines 20 through 24

Renumber accordingly

Date: 3/12/09

Roll Call Vote #: 1

2009 HOUSE STANDING COMMITTEE ROLL CALL VOTES

BILL/RESOLUTION NO. 2223

Amendment

House TRANSPORTATION

Committee

☐ Check here for Conference Committee

Legislative Council Amendment Number

Voice vote

Action Taken ☐ Do pass ☐ Don't Pass ☐ Amended

Motion Made By

Weisz

Seconded By

Vigesaa

Representatives	Yes	No	Representatives	Yes	No
Representative Ruby - Chairman			Representative Delmore		
Rep. Weiler - Vice Chairman			Representative Griffin		
Representative Frantsvog			Representative Gruchalla		
Representative Heller			Representative Potter		
Representative R. Kelsch			Representative Schmidt		
Representative Sukut			Representative Thorpe		
Representative Vigesaa					
Representative Weisz					

Total Yes 10 No 2

Absent _____

Bill Carrier _____

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

Date: 3/12/09

Roll Call Vote #: 2

2009 HOUSE STANDING COMMITTEE ROLL CALL VOTES

BILL/RESOLUTION NO. 2223

House TRANSPORTATION Committee

☐ Check here for Conference Committee

Legislative Council Amendment Number _____

Action Taken ☒ Do pass ☐ Don't Pass ☒ Amended

Motion Made By Weisz Seconded By Griffin

Representatives	Yes	No	Representatives	Yes	No
Representative Ruby - Chairman	✓		Representative Delmore	✓	
Rep. Weiler - Vice Chairman		✓	Representative Griffin	✓	
Representative Frantsvog	✓		Representative Gruchalla	✓	
Representative Heller		✓	Representative Potter	✓	
Representative R. Kelsch	✓		Representative Schmidt	✓	
Representative Sukut	✓		Representative Thorpe	✓	
Representative Vigasaa	✓				
Representative Weisz	✓				

Total Yes 12 No 2

Absent 0

Bill Carrier Kelsch

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

REPORT OF STANDING COMMITTEE

SB 2223, as engrossed: Transportation Committee (Rep. Ruby, Chairman) recommends AMENDMENTS AS FOLLOWS and when so amended, recommends DO PASS (12 YEAS, 2 NAYS, 0 ABSENT AND NOT VOTING). Engrossed SB 2223 was placed on the Sixth order on the calendar.

Page 1, line 1, after the second "for" insert "a", replace "projects" with "project", and after the semicolon insert "and"

Page 1, line 2, remove "; and to provide an appropriation"

Page 1, line 5, replace "**PROJECTS**" with "**PROJECT**" and replace "two" with "a"

Page 1, line 6, replace "projects" with "project", replace "two" with "one", and remove "One project must focus on"

Page 1, line 7, remove "coordination in a rural area and one project must focus on coordination in an urban area."

Page 1, line 8, replace "one" with "the", replace "2009 and one project in 2010" with "the 2009-11 biennium", and replace "Each" with "The"

Page 1, line 19, replace "projects" with "project"

Page 1, remove lines 20 through 24

Renumber accordingly

2009 SENATE TRANSPORTATION

CONFERENCE COMMITTEE

SB 2223

2009 SENATE STANDING COMMITTEE MINUTES

Bill/Resolution No. SB 2223

Senate Transportation Committee

☒ Check here for Conference Committee

Hearing Date: April 16, 2009

Recorder Job Number: 11905

Committee Clerk Signature

Jody Hauge

Minutes:

Senator Nething called the Conference Committee on SB 2223 to order.

Committee Members present: Senator Nething, Senator Fiebiger, Senator Nodland, Representative Vigesaa, Rep. Sukut, and Rep. Gruchalla

Representative Vigesaa: Explained what the House did to the bill. He said they took the pilot projects from two to one and eliminated funds. He explained why they did this and it was based on DOT testimony and cost. Talked about transit related bills and resolution. (SB 2128 and Resolution 4010)

Senator Nething explained why the Senate thought two pilot projects were important. He said there is such a variation in transit programs and they felt the need of both an urban and rural project. He also handed out a table that broke down the costs for a rural transit regionalization beta test.

Both sides do recognize the need for a project or projects.

Rep. Vigesaa said that the House does recognize the importance and need of this. The DOT testimony does give them some concern. The DOT believes it is in the best interest of the state to proceed slowly and make sure we complete the first pilot project. This will allow them

to evaluate the regionalization concept before starting another. He doesn't understand why we would mandate to DOT to do two pilot projects when they are only comfortable with one. They would like to approach this with one project and do it right. He also stated that \$125,000 could be problematic.

Senator Nething said he didn't think the \$125,000 was a budget breaker.

Senator Nodland expressed the need he saw in his area of coordination and the possibilities of what we can do better.

Senator Fiebiger commented on the need and the concerns involved with only doing one project. He said if we do just one this biennium and revisit this in two years, there will be lost time and the second project will have inflationary costs.

Discussion followed on the stimulus money and how it could be spent in relationship to these projects.

Rep. Vigessa said that they are comfortable that DOT is satisfied to do one project and do it right. He said the little that he has heard is that it does include a rural area.

Rep. Sukut said that he believed there was money in the federal stimulus for transit but he doesn't know if any of it would be for planning.

Senator Nething said that he would like to do some checking on the stimulus money.

Rep. Vigesaa said he has some apprehensive as to whether this project and the way it is constructed will work the way we want it to work. That is why he is more comfortable with one project. In the House Transportation Committee much of the discussion was around the rural area and the transit problems that exist there. He also stated that the dollars are an issue in the House and the fear of getting the bill killed.

Senator Nething said he would look at the Stimulus package and see what is available. Also we should find out what type of regional project the DOT is planning.

Senator Nething closed the conference committee on SB 2223.

2009 SENATE STANDING COMMITTEE MINUTES

Bill/Resolution No. SB 2223

Senate Transportation Committee

☒ Check here for Conference Committee

Hearing Date: April 21, 2009

Recorder Job Number: 12037

Committee Clerk Signature

Jody Hauge

Minutes:

Senator Nething called the conference committee on SB 2223 to order. **Senator Nething, Senator Nodland, Senator Fiebiger, Representative Vigessa, Rep. Sukut and Rep. Gruchalla** were present.

Senator Nething: As I look at the situation, the Senate wants to have two projects and the House wants to have one. The House is reluctant to fund more than one pilot project. The bill itself does not say anything about funding one; it just talks about doing it. I would like to suggest an approach that we keep the bill without any funding in it and let the DOT find the necessary funding however they want to. Then we can direct them to do two studies, one rural and one urban. I don't think a study from an urban region will be easily transposed to a rural region or vice versa. If they are set up for a study the set up process could be utilized both ways. I would throw this out as a way to compromise the problem.

Representative Vigessa: Referred to Dave Leftwich testimony where he said that SB 2012, the appropriation bill for DOT contains scheduled funding which will allow us to complete one public transportation project. That is where the funding is and it is Federal Funding. I am in agreement that the rural component has to be there. Senator Nething, how are you proposing they will do two projects without any funding?

Senator Nething: I would amend the First Engrossment with House amendments on line 6 we would change "one" to "two" and add "in two of the state's planning regions, one being urban and one being rural". Otherwise, leave the bill the way it is.

Rep. Vigessa: How would they do two projects without funding for only one in the budget?

Senator Nething: I guess we would have to adjust that in the budget process or this would give them the direction to do it and keep it open to let them find the funding.

Rep. Gruchilla: Your point is to change the bill to say pilot project or projects at their discretion?

Senator Nething: I think the rest of the language in the bill is o-k but in line 6, I would make the change from one to two and two of the state's planning regions and one being urban and one rural.

Rep. Vigessa: If the concern is to include a rural component, which I am in support of; we could leave it at one project and have the language read that it will be a rural project.

Senator Nething: That doesn't really deal with our other part of the problem.

Rep. Vigessa: I take that the regional assumes that it will be a combination of rural and urban because rural always takes people to the urban setting. We could have the language read that the regional project must include incorporation of a rural area or something like that so we are addressing the rural issue. That is where it is most needed.

Senator Fiebiger: The whole jest of this is to figure out how to do both projects because there is concern for the urban areas that are different from the rural areas. Our concern is that if we do one from the rural area we will be back here in two years asking for an urban project and we will be behind another two years. The initial plan was to do a long term plan for the needs of

our state and to do this we have to get both projects done. Let DOT figure out a way, with the

stimulus money, the FEMA money, to figure out a way to get it done. The needs are different and they are both vital and both necessary.

Rep. Sukut: As I view this pilot project it is not only the transportation within the city but also pulling people in from the rural. Coordinating the services within looks like one project. To me it makes more sense to do one study and get the plan developed and see what the data is and coordinate that study with one of the larger communities and the rural area and do all of that at one time. We are developing the project but also developing the plan and finding what works and doesn't work so as you move forward you have a base off of which to work from.

Senator Nething: I agree with what you are saying on how this will work in what I call the 4 rural regions: Williston, Devil Lake, Jamestown and Dickinson. But it is the other four regions, the urban regions: Bismarck, Fargo, Grand Forks and Minot that are so different and the information from the rural regions doesn't do the urban regions much good. The second year of the study would be to do an urban region.

Rep. Vigessa: What happens if we put the two projects in with the funds? If they don't have enough money to do the two projects does the DOT become in violation of some kind of law?

Senator Nething: I would see them finding the money.

Rep. Sukut: So it would be a mandate?

Senator Nething: Yes, we are telling them to do it. We know there is money in the agency.

Rep. Vigessa: There may be some money saved because of duplication in the second study.

Senator Nodland: Made reference to the rate breakdown in an earlier handout.

Rep. Vigessa: Can we structure the language somehow so it just says if funds are available or as funds are available.

Senator Nething: I don't look at it as an unfunded mandate because we are not telling the counties and cities what to do. We are telling an agency what to do and we are the Board of Directors. We are saying we want this project done and you find the money to do it.

Rep. Vigessa: I am open to looking at an amendment that would not add any funding from the general fund.

Rep. Gruchilla: We aren't against the idea of two separate pilot projects but the hang up has been the funding.

Senator Nething: I will work with the legislative council to craft the language to accomplish what we want to do.

Rep. Vigessa: We have to keep the money out of the bill.

Senator Nething: Closed the conference committee.

2009 SENATE STANDING COMMITTEE MINUTES

Bill/Resolution No. SB 2223

Senate Transportation Committee

☒ Check here for Conference Committee

Hearing Date: April 23, 2009

Recorder Job Number: 12143

Committee Clerk Signature

Jody Hauge

Minutes:

Senator Nething opened the conference committee on SB 2223. All committee members were present: **Senator Nething, Senator Nodland, and Senator Fiebiger; Rep. Vigessa, Rep. Sukut, and Rep. Gruchalla.** He presented his proposed amendments number 90428.0302. The amendments provide for two pilot projects and mention of funding. The amendment goes to the first engrossment of SB 2223. It defines the rural area as a region that does not have a city with a population over thirty-five thousand and an urban area as a region that has a city with a population exceeding thirty-five thousand.

Senator Fiebiger asked how they came to population numbers.

Senator Nething said that is the difference between the smallest of the large cities and the largest of the small cities. So the urban would include Minot, Grand Forks, Fargo and Bismarck. He said he doesn't really want to tell the DOT where to get the money but really wants the two projects done.

Rep. Sukut: So we are still mandating two projects?

Senator Nething: Yes

Rep. Vigessa: How do you see this working if the DOT does not have additional funds for a second project.

Senator Nething: I am so positive that they will find the money that I never really thought about that.

Senator Sukut: We are still mandating them to do it. We are telling them to do the project and find the money.

Senator Nething: I look at it as a state agency, not a separate unit of government. It is our job to tell them what to do. The kinds of mandates I don't like are when we tell cities and counties what to do. That is why I didn't say in the amendment that city and counties should contribute to this. I didn't want to do that.

Senator Fiebiger: I am not sure that the way it is worded that it is excluded from happening if they do want to figure out a way to be part of it. It leaves the door open.

Rep. Vigessa: I would agree with your assessment. There is a lot of flexibility on how they get it done.

Rep. Gruchalla: We talk about DOT's priority list. Is it automatically going to go on their priority list? I know this is different than a construction projects but are they going to priorities it?

Senator Nething: If I thought we had a hostile agency we would possibly have to make our mandate stronger but they are a friendly agency and they know the importance of this.

Rep. Gruchalla: I am not indicating that DOT will be adverse to that I am just wondering how it will fall into their line of priorities.

Senator Nething: We have a clause in there that they will report their findings back to the legislature. I would agree that construction projects we shouldn't be telling them.

Senator Fiebiger: This is more of a planning piece as opposed to constructing things. We are prioritizing what the planning piece should be so that we can make long term projections and improve the whole system. There is flexibility and a time frame.

Senator Nodland: explained what Dickinson had done and how the counties shared in the cost with a mill levee.

Rep. Vigessa: If the DOT has a problem and can't come up with the money, what gets them off the hook?

Senator Nething: I am confident they will get the money to do the second project. There are dollars coming in that can be moved around.

Rep. Vigessa: We all agree they are very important projects both the rural and urban.

Senator Fiebiger: moved amendment 90428.0302

Senator Nodland: seconded

Roll call vote: 6-0-0

Senator Fiebiger will be the carrier.

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2223

That the House recede from its amendments as printed on pages 873 and 874 of the Senate Journal and page 941 of the House Journal and that Engrossed Senate Bill No. 2223 be further amended as follows:

Page 1, line 1, after the semicolon insert "and"

Page 1, line 2, remove "; and to provide an appropriation"

Page 1, line 5, after "**PROJECTS**" insert "- **SPENDING AUTHORITY**"

Page 1, line 7, replace "rural area" with "region that does not have a city with a population over thirty-five thousand" and replace "an urban area" with "a region that has a city with a population exceeding thirty-five thousand"

Page 1, line 16, after the period insert "The department may spend additional funds from gifts, grants, or donations and those additional funds are appropriated for the purposes of this section."

Page 1, remove lines 20 through 24

Renumber accordingly

REPORT OF CONFERENCE COMMITTEE
(ACCEDE/RECEDE) 2223

Bill Number 2223 (, as (re)engrossed):

Date: 4-23-09

Your Conference Committee Senate Transportation

For the Senate:

For the House:

YES / NO			YES / NO		
Senator <u>Nothing</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Rep. <u>Vigosa</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Senator <u>Nadland</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Rep. <u>Sukut</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Senator <u>Fiebiger</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Rep. <u>Gruchilla</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

the (Senate/House) amendments on (SJ/HJ) page(s) 873 - 874

____, and place ☒ on the Seventh order.

____, adopt (further) amendments as follows, and place _____ on the Seventh order:

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

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

DATE: _____

CARRIER: Senator Fiebiger

LC NO. <u>904281030</u> of amendment
LC NO. _____ of engrossment
Emergency clause added or deleted
Statement of purpose of amendment

MOTION MADE BY: Senator Fiebiger

SECONDED BY: Senator Nadland

VOTE COUNT 6 YES 0 NO 0 ABSENT

REPORT OF CONFERENCE COMMITTEE

SB 2223, as engrossed: Your conference committee (Sens. Nething, Nodland, Fiebiger and Reps. Vigesaa, Sukut, Gruchalla) recommends that the **HOUSE RECEDE** from the House amendments on SJ pages 873-874, adopt amendments as follows, and place SB 2223 on the Seventh order:

That the House recede from its amendments as printed on pages 873 and 874 of the Senate Journal and page 941 of the House Journal and that Engrossed Senate Bill No. 2223 be amended as follows:

Page 1, line 1, after the semicolon insert "and"

Page 1, line 2, remove "; and to provide an appropriation"

Page 1, line 5, after "**PROJECTS**" insert "- **SPENDING AUTHORITY**"

Page 1, line 7, replace "rural area" with "region that does not have a city with a population over thirty-five thousand" and replace "an urban area" with "a region that has a city with a population exceeding thirty-five thousand"

Page 1, line 16, after the period insert "The department may spend additional funds from gifts, grants, or donations and those additional funds are appropriated for the purposes of this section."

Page 1, remove lines 20 through 24

Renumber accordingly

Engrossed SB 2223 was placed on the Seventh order of business on the calendar.

2009 TESTIMONY

SB 2223

January 23, 2009

Testimony:

Senator Larry Robinson, District 24

Senate Bill 2223 Transit Coordination

Senate Transportation Committee

Honorable Gary Lee, Chairperson

Mr. Chairperson and members of the Transportation Committee. Senate Bill 2223 is intended to establish a pilot project to work on the coordination of transportation systems. It is a strategy to manage the resources we currently have available. It is our hope that this bill will serve to develop partnerships and broad based cooperation among existing public and other transportation service providers, with the intent of expanding the availability of services to all. We are striving for increased efficiency, effectiveness, and ultimately increased customer satisfaction. We hope to fill in the gaps that currently exist in our transit services across this state.

We would hope that at the end of this pilot project we have enhanced the visibility for public transportation, increased activity for local businesses, improved service, improved route planning and scheduling, and ultimately stronger support from elected officials. We would hope that an efficient, well run system will also be more attractive for grantors and other funding sources.

Mr. Chairman and members of the committee, Rep. Weisz will be offering amendments to SB 2223. I am supportive of the amendments and would ask that you add them to the bill. Upon doing so, I would ask that you give SB2223 your favorable consideration. There are several others here to speak on this bill this morning. I thank you for your time and consideration.



2

**Senate Transportation Committee
January 23, 2009**

Chairman Lee and members of the Senate Transportation Committee. My name is Jim Billey. I am a volunteer for AARP North Dakota as well as a driver for local transit in my community of Ellendale. Today I am representing nearly 88,000 North Dakota AARP members.

This piece of legislation has been a long time in development. On April 9, 2008, along with the Small Urban and Rural Transit Center (SURTC), we held a Transit Coordination Summit here in Bismarck. Speakers from SURTC, AARP National Policy Committee, the Federal Transit Administration, Community Transportation Association of America (CTAA), North Dakota Department of Transportation, and Lieutenant Governor Jack Dalrymple shared experiences and expertise on transit coordination. (Attachment A) Nearly 100 people from across the state who work with and develop public transportation were in attendance. Everyone left with the "What if..." document (Attachment B) and the challenge to look for ways to make the most of our transit resources.

AARP North Dakota made use of the contacts we made that day to research the many ways that other states have implemented transit coordination, and look at the studies done in North Dakota to date that prepare us to develop our own plan. Those studies and resources are listed in attachment C. (Attachment C)

In the fall of 2008, AARP North Dakota surveyed members. Sixty-eight percent (68%) are very concerned about being able to get where they need to go if they could no longer drive. Fifty-two percent (52%) are unsure or don't believe there are adequate transportation options for people in their community. Seventy-four percent (74%) feel improved access to public transportation is necessary for them to stay in their neighborhood as they age. And, eight-four percent (84%) wanted us to make this a priority for the 2009 Legislative Session.

In the process of developing legislative language, we enlisted the help of the National Conference of State Legislatures, the CTAA, the professionals in the AARP national office, and staff at the North Dakota Department of Transportation.

And after all this research and assistance, what this bill is seeking is a "pilot" project because, as you may guess, there is no "one size fits all" solution or approach to transportation coordination. Every state and community is different. We need to test a system of coordination here in North Dakota and find a process that works for us.

Every community has a confusing array of public transportation programs. Each program has its own vehicles, funding streams, clients, dispatch, and routes. It

has worked so far, but it leads to a fragmented system. At its very core, transit coordination offers the opportunity to develop partnerships and collaboration that will make the best use of our scarce resources, expand the availability of services, and build an integrated statewide transit system.

Rainbow Rider is a consortium of Douglas, Pope, Stevens, Todd, and Traverse Counties in Minnesota (Region 4) which formed with four counties under a Joint Powers Board in 1995 and added a fifth county a year and a half ago. It operates as West Central Multi-County Joint Powers Transit Board out of Lowry, MN. Since its inception, the Rainbow Rider Transit Board has coordinated the planning, oversight, administration, and operations of transit services in all of its counties. This coordination effort helps contain administrative costs and assures that the service provided is the right mix and most cost-effective for the area served. They provide a combination of route deviation, dial-a-ride, and subscription service. The service works as one seamless system, although service is tailored to the individual counties and local communities. In addition to its stated service area, Rainbow rider coordinates with other counties outside its service area to provide service through a volunteer driver program. It also contracts with the majority of the schools in its service area to provide special need transportation as well as all of the Head Start transportation. It is just one example of transit coordination that is working.

By centralizing our coordination efforts, we can eventually accumulate constant data on where gaps, overlaps, and duplications exist across North Dakota. As we build and enhance our transit system, we should make decisions wisely, with the best information, while considering the future of our state and its residents.

SB 2223 gives the North Dakota Department of Transportation the authority to create one pilot project in the 2009-2011 biennium, bringing together the stakeholders in public transportation to discuss who they serve, how they do it, and how they can help each other. They can begin to test dispatch and coordination to see what will work best in both our rural and urban areas. At the completion of this pilot project, they will report back to the legislature on the best way to implement coordination statewide to ensure the most cost-effective and efficient method of providing transportation to people.

SB 2223 will show legislative support for transit coordination and we urge your favorable recommendation. I will stand for any questions.

*Handouts
also given
to Senate
Cappagione*

Attachment A

Transit Coordination Summit

Sponsored by AARP North Dakota and the Small Urban & Rural Transit Center

*Same
handouts
given to
House.*

10:00	Welcome ND Coordination Study	Dr. Jill Hough, Director Small Urban & Rural Transit Center Upper Great Plains Transportation Institute North Dakota State University
10:30	How Transit Contributes to Livable Communities	Nancy Smith AARP National Committee Chair
11:00	National Perspective on Coordination	Ron Hynes Deputy Associate Administrator Office of Research, Demonstration & Innovation, Federal Transit Administration Washington, DC
11:30	Lunch & Keynote Transit Coordination – Not Just a Pipe Dream	Dr. Alan Abeson Leading National Advocate for Transportation Coordination
1:00	National Resource Center for Human Service Transportation Coordination & United We Ride	Jeanne Erickson Region VIII UWR Ambassador Community Transportation Association of America (CTAA)
1:30	North Dakota Transit Inventory and Funding	Jon Mielke Transit Researcher SURTC
2:00	Break	
2:15	North Dakota's Commitment to Coordinated Transportation	Lieutenant Governor Jack Dalrymple
2:30	ND Regionalization Concept SW Transit Study	Dave Leftwich, Engineer Local Government Division ND Department of Transportation
3:00	Where Do We Go From Here?	Janis Cheney, State Director AARP North Dakota
3:30	Adjourn	

What if....

- ...special funds were provided to coordinated systems that were not available to uncoordinated ones?
- ...the political environment would encourage the coordination of transit services?
- ...the process for customers to arrange and schedule trips was centralized?
- ...we had flexibility in using available vehicles so their use would not be restricted by categorical claims?
- ...we had a standardized system that would support different accounting, reporting, and cost-allocation procedures?
- ...we all worked together to address barriers to transit coordination?
- ...technical assistance, training, and help resolving regulatory barriers were provided to regions willing to coordinate transit services?
- ...a central agency would provide information and resources on funding allocations and barriers to regional coordination efforts?
- ...each region had a plan for transit coordination?
- ...each region had a transit coordinator?
- ...transit providers all communicated with one another as to who they serve and how they do it?
- ...rural transit were connected to regional centers were connected to statewide services?
- ...the public were well-informed about public transit?
- ...all public transportation services that receive state or federal funding support become enrolled to provide Medicaid-related services and seek related reimbursement?

Resources Toward Developing Transit Coordination:

Note – Three of these studies were commissioned by the NDDOT.

Realized Travel Demand and Relative Desired Mobility of Elderly Women in Rural and Small Urban North Dakota, October (2007)

<http://www.ugpti.org>

Personal Mobility in North Dakota: Trends, Gaps, and Recommended Enhancements (2005) - NDDOT Commissioned Study

<http://www.ugpti.org>

ITS Transit Case Studies: Making a Case for Coordination of Community Transportation Services Using ITS (2005)

<http://www.ugpti.org>

Enhancing Passenger Mobility Services in North Dakota through Increased Coordination (2004) – NDDOT Commissioned Study

<http://www.ugpti.org>

The Evaluation of Transportation Needs of the Disadvantaged in North Dakota (2003)

<http://www.ugpti.org>

An Evaluation of Regionalizing Rural Transit Systems in North Dakota (1997)

<http://www.ugpti.org> – NDDOT Commissioned Study

Performance of Coordinated and Non-Coordinated Rural Transit Systems in the Upper Great Plains (1997)

<http://www.ugpti.org>

National Resources:

National Center on Senior Transportation

www.seniortransportation.net

Easter Seals Project ACTION

www.projectaction.org

SENATE TRANSPORTATION COMMITTEE
January 23, 2009

HS 4

North Dakota Department of Transportation
Dave Leftwich, Deputy Director for Engineering

SB 2223

Good morning, Mr. Chairman and members of the committee. I'm Dave Leftwich, Local Government Engineer for the North Dakota Department of Transportation (NDDOT). I'm here today to support SB 2223 as amended.

The department has been discussing with the transit providers the concept of providing regional service. We have included in SB 2012 (NDDOT's appropriation bill) funding to complete one public transportation coordination project in the 2009-2011 biennium. The department has sufficient staffing and fiscal resources to complete a pilot project and report back to the sixty-second legislative assembly.

We have worked with the bill's sponsors on the proposed amendment and support SB 2223 as amended.

Mr. Chairman, I would be happy to answer any questions at this time. Thank you.

5
(over)

Testimony
North Dakota Disabilities Advocacy Consortium
SB 2223
Senate Transportation Committee
Chairman Senator Gary Lee

Senator Lee and members of the Senate Transportation Committee, my name is James M. Moench, Executive Director of the North Dakota Disabilities Advocacy Consortium (NDDAC). The Consortium is made up of 23 member organizations concerned with addressing the issues that affect people with disabilities. (See attached list of members). NDDAC supports Senate Bill 2223.

NDDAC supports a strong transportation system in North Dakota. We are especially concerned with the needs of persons with disabilities and the aged whose needs are not being met even as they watch many different vehicles pass their front door.

Whether they stay in their rural community or move to our larger cities, persons with disabilities rely heavily on public transportation to meet their mobility needs. They should be able to make efficient use of all the different transportation assets in their community. Coordination is the key to making this a reality. The pilot project contained in SB 2223 and the NDDOT's plan to regionalize the way that transportation is managed in ND seem to us to be a natural fit.

People need reliable transportation to live their lives for work, medical, spiritual, social, friendship, shopping, or maintaining family activities and contacts. Daily living activities that we all need to do and most of us take for granted. SB 2223 will help to provide transportation flexibility and availability for the future.

Thank you.

Over

NORTH DAKOTA DISABILITIES ADVOCACY CONSORTIUM

2008-09 Membership

1. AARP
2. American People Self Advocacy Association
3. Autism Society of North Dakota
4. Experience Works, Inc.
5. Fair Housing of the Dakotas
6. Family Voices of North Dakota
7. Independence, Inc.
8. Mental Health America of North Dakota
9. Metro Area Transit – Fargo, ND
10. ND APSE: The Network on Employment
11. ND Association for the Disabled
12. ND Association of Community Facilities
13. ND Association of the Blind
14. ND Center for Persons with Disabilities
15. ND Children's Caucus
16. ND Consumer & Family Network
17. ND Federation of Families for Children's Mental Health
18. ND IPAT Consumer Advisory Committee
19. Protection & Advocacy Project
20. Senior Health Insurance Counseling/Prescription Connection
21. The Arc of Bismarck
22. The Arc of Cass County
23. The Arc of North Dakota



The Arc of Bismarck

1211 Park Avenue
Bismarck, ND 58504
Phone/Fax: 701-222-1854
arcbis@midconetwork.com
www.thearcofbismarck.org

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Testimony of Support Senate Bill No. 2223 January 23, 2009

Good morning Chairman Lee and members of the Transportation Committee. My name is Veronica Zietz (#166); I am the Executive Director at The Arc of Bismarck, and am here today representing The Arc of Bismarck and The Arc of Cass County.

I support Senate Bill No. 2223 because it would implement two pilot projects focused on coordinating transportation within North Dakota. The initiative discussed within this bill could potentially extend services on a large scale for very little cost. This bill was developed with efficiency in mind, seeking to use resources (buses and drivers) already in place, all while encouraging the more effective use of these resources.

Personally and professionally I know many self-advocates who regularly rely on transportation for their livelihood. Somehow transportation never ceases to be a major concern. To many individuals with disabilities transportation is a symbol of independence; needing it to safely travel to and from work, to buy groceries, to make it to doctors appointments, and to maintain personal relationships.

I often hear terrible stories from individuals with disabilities who have waited in snow banks on the side of the street for almost an hour, who have been reprimanded at work for being tardy, and who have been left behind for being a minute late. By implementing this pilot project you could end all of these inconveniences, and provide more customer friendly services to many individuals who constantly depend on "public" transportation.

Therefore, the legislation that is being recommended in Senate Bill No. 2223 will provide for a much needed affordable improvement in transportation. Using the resources we already possess more wisely will grant continued freedom to all who utilize "public" transportation, especially to those with disabilities. By endorsing this bill you are giving many individuals with disabilities an opportunity for mobility and independence.

Thank you for your time and attention.

TESTIMONY – PROTECTION AND ADVOCACY PROJECT

BILL 2223 (2009)

SENATE TRANSPORTATION COMMITTEE

Honorable Gary Lee, Chairman

January 23, 2009

7

Chairman Lee, and members of the Senate Transportation Committee, I am Teresa Larsen, Executive Director of the North Dakota Protection and Advocacy Project (P&A). P&A is an independent state disability rights agency. I asked Bruce Murry, a lawyer for P&A, to deliver this testimony because of a scheduling conflict.

P&A seeks annual public input into its priorities and activities. The past several years, more and more North Dakotans have told us transportation is a barrier to accessing work, services, and other essential aspects of independent living

Fifteen percent of North Dakotans identified themselves as having a disability in the 2000 Census (of the population over 5). For example, the Centers for Disease Control estimate 8,000 have substantial impairments from brain injury. North Dakota's share of the population above age 85 is probably the highest in the nation.

Among these, many can't drive. Many more can't afford to drive often or far. If you can't drive in North Dakota, it is very difficult to get to or around town. Finances and disconnected schedules often make it prohibitive to travel across your region. People on Medicaid and Social Security Disability Insurance (SSDI) have only \$520 per month. After rent, utilities, food, and other bills, little discretionary income remains for transportation. Coordination of existing resources could stretch transit resources. This would make a huge difference in the availability and affordability of transportation.

P&A asks your committee to support this bill, with any amendments that preserve its overall intent.

Senate Transportation Committee
Gary Lee, Chairmen
Senate Bill 2223
Tom Alexander Testimony
Friday, January 23, 2009

8
Same given
to House Trans.

Chairman Lee and members of the committee, my name is Tom Alexander. I am the Project Director for the ND Medicaid Infrastructure Grant (NDMIG) with the North Dakota Center for Person with Disabilities at Minot State University. I am here today to support of SB 2223 which would allow the department of transportation to develop two public transportation coordination pilot projects in two of the state's planning regions.

In 2006 the NDMIG project completed 19 focus groups across the state of North Dakota. Eight of the focus groups were stakeholder driven, four of the focus groups focused on the business community and the other seven focused on non-English speaking, mental health and Native American populations. In each of the focus groups conducted, transportation was a very critical issue for rural and urban areas of the state, particularly for people with disabilities and the elderly.

A study completed by NDMIG project in May of 2008 titled, "At a Crossroad, North Dakota Home and Community Based Services – An Overview and Recommendations," indicated through various survey's given to a variety of consumers and agencies indicated that transportation continues to be an issue for both social interaction and medical transportation.

I am aware of the department of transportation's plan to regionalize transportation. SB 2223 would be a great step in the right direction to assist with this plan. Transportation has been and will continue to be a barrier for the elderly and people with disabilities to live and work in their communities until steps are taken to make significant changes. I believe that SB 2223 will assist with that, therefore, I urge a do pass on SB 2223.

Thank you!

I would be happy to answer any questions that you have.

January 23, 2009
Senate Transportation Committee

#9

Written
Test
Number is

SB 2223

Chairman Lee and Members of the Senate Transportation Committee:

I am a disabled lady with many disabilities and also a college student. Time is valuable for me. I try to ride the transit bus as much as possible and have not had good luck.

As a student, I need to get to class on time. I am paying for my tuition. I make the schedule out to leave an hour in advance and on many occasions I am still late. Organization is needed. The cost is unaffordable for many of us.

I also have many Doctors appointments. I plan ahead. Many times buses cannot even drive down the street I live on, because of the snow and because Bismarck High School Students are blocking the road, or the road is not wide enough from the plows. I know everyone is working hard through this and I appreciate it.

Also many transit buses drive by empty and heading the direction I need to go. Vocational Rehabilitation was helping me and paying for my transit tickets. Then I figured it was cheaper to drive than to ride the bus. So, they agreed to pay for gas so that I could drive to school. This saved the state money and I was able to get there on time for class. I can see to drive fine. Because of disability issues I cannot walk far to catch the CAT BUS. There are other buses for seniors and nursing homes, hospitals, clinics, and hotel and motels, which cost a lot for maintenance and gas and oil. If they all work together with the taxis as well, we all can get to our destination safely and affordably.

Dispatch courtesy and professionalism needs to be addressed, also hiring of more bus and dispatchers. Because of the cost that transit is charging, it makes life harder and unaffordable for a lot of people. This definitely would help the people and the economy.

I try to save in all areas. The car will need more work and maintenance. If I can ride the bus it will save not only time but other things as well. Please address and help the people to achieve a better way. If we all work together we can maintain an affordable transportation system for all. Thank you for your help and the many concerns we all have. Your time is very important.

Sincerely,

Charmaine Boehler
Bismarck
char_zap@yahoo.com

**Public Testimony SB 2223
Senate Transportation Committee
Honorable Gary Lee, Chairman
January 23, 2009**

*Attach to
minutes
Decided
after Bill
Passed as
amended*

Good morning Chairman Lee and Members of the Senate Transportation Committee.

My name is Leon Dietrich and I live in downtown Bismarck, District 35. I work as a custodian for Bismarck Public Schools at Jeanette Myhre in south Bismarck.

*Same
given to
House
Transportation?*

I use the Transit System and CAT bus on a daily basis for work, grocery shopping and to go to events in the city. I also sometimes take the CAT bus to Gateway Mall, WalMart, or Pinehurst Mall to go shopping or walking.

I think transportation is important to everyone's quality of life. With a transit system, even if you don't own a car you can still get around.

SB 2223 will start a pilot program to test a new system of working together. If everyone who works with public transportation can work together, it will make our whole transit system stronger and work better for people.

I hope you will vote to pass SB 2223.

Thank you for your time and consideration.

SB 2223

We, the members of Emmons County Council on Aging, wish to retain our current transportation system in Emmons County. We maintain two buses that serve our senior and handicapped citizens efficiently:

Name	Address - Ph.#	Date	Phone#
Erin Flegel	610 Hazel Ave Hazelton ND 58544	1-26-09	701-782-4195
Jan Sandvik	334 3rd St SW Linton ND 58552	1-26-09	254-4399
Lern Buck	210 County Rd. Hazelton, ND 58554	1-26-09	782-6218
Wm L. Lawler	515 W. Simpson Ave Linton, ND 58552	1-26-09	254-5466
Clayton H. Hedges	500 E. Walnut Ave Linton N.D. 58552	1-26-09	254-4056
Delma Eysb	509 1st St. S. Strasburg, N.D. 58573	1-26-09	701-336-7463
Carol Mock	1955-56th E Bradock ND 58524	1-26-09	701-754-2424
Jerry Ann Gfrohn	800 NE 1st St. Linton ND 58552	1-26-09	701-254-4528
Ray Hulm	239 SE 7th St Linton ND 58552	1-26-09	701-754-4878
Madeline Wald	309 E. Elm Linton ND 58552	1-26-09	701-254-4217
Elmer Hacke	104 3rd St SE Linton ND 58552	1-26-09	701-254-4008
Wella Bohm	601 NW 1st St Linton ND 58552	1-26-09	701-254-4075
Wm L. Lawler	515 W. Simpson Ave Linton, ND 58552	1-26-09	254-5466
Norma L. Linn	4031 79th St SE Bradock ND 58524	1-26-09	701-332-6082
Loren R. Raker	7101 1st St SE Strasburg ND 58573	1-26-09	336-7770
James R. Raker	7101 1st St SE Strasburg ND 58573	1-26-09	336-7738
Jane Werner	1017 74th St 34-P.O. Box 424 Hazelton ND 58544	1-26-09	1-701-782-6284
Andy K. Klein	7847 7th Ave SE Linton ND 58552	1-26-09	1-701-254-0176
John L. Linn	2021 79th St SE Bradock ND 58524	1-26-09	701-332-6663
Angela Jungula	227 Hill Street, Hazelton ND 58544	1-26-09	1-701-782-6253
Don L. Jungula	227 Hill Street, Hazelton ND 58544	1-26-09	1-701-782-6253
Betty Payne	807 3rd St. S. Strasburg ND 58573	1-26-09	1-701-336-7484

Let the members of Emma Church know of our
 Ongoing work & need for more people
 who will help us in our work. We
 maintain our work in the community. We
 welcome everyone to our work.

NAME	ADDRESS	DATE	Phone #
Mrs. M. B. B. B.	521 N. E. and Fenton	1-26-09	254-5326
Mrs. J. B. B.	415 Main Ave. Fargo	1-26-09	336-5547
Katie Hulen	1995-93rd St. & E. Hague	1-26-09	336-2622
Gene Krone	503 - 1st St. S. St. Cloud	1-26-09	336-5632
John J. J. J.	261 - 2nd St. S. Fargo ND	1-26-09	336-7774
Robert E. Fischer	210 - 504th St. Fargo ND	1-26-09	701-336-7119
Mrs. J. Schmidt	124 2nd St. Hazelton ND	1-26-09	782-4664
Regina Louinger	113-2nd St. S. Linton ND	1-26-09	254-4481
Paul G. G.	600 2nd St. N. E. Linton ND	1-26-09	254-4033
Emily Brewster	305 Mitchell St. N. Bradock ND	1-26-09	782-5832
Vendelin J. Vetter	612 N. Broadway St. Linton ND	1-26-09	701-544395
Bernice W. W.	6251- 9 Ave. S. E. Hazelton ND	1-26-09	782-4257
Laura E. E.	517 Cook Ave. Hazelton ND	1-26-09	782-4190
John Davis	PO 421 Hazelton ND	1-26-09	782-6272



SB 2223

**Senate Appropriations Committee
February 10, 2009**

Chairman Holmberg and members of the Senate Appropriations Committee. My name is Linda Johnson Wurtz. I am Associate State Director for Advocacy for AARP North Dakota. Today I represent nearly 88,000 North Dakota AARP members.

This piece of legislation has been a long time in development. On April 9, 2008, along with the Small Urban and Rural Transit Center (SURTC), we held a Transit Coordination Summit here in Bismarck. Speakers from SURTC, AARP National Policy Committee, the Federal Transit Administration, Community Transportation Association of America (CTAA), North Dakota Department of Transportation, and Lieutenant Governor Jack Dalrymple shared experiences and expertise on transit coordination. (Attachment A) Nearly 100 people from across the state who work with and develop public transportation were in attendance. Everyone left with the "What if..." document (Attachment B) and the challenge to look for ways to make the most of our transit resources.

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In the process of developing legislative language, we enlisted the help of the National Conference of State Legislatures, the CTAA, the professionals in the AARP national office, and staff at the North Dakota Department of Transportation.

And after all this research and assistance, what this bill is seeking is a "pilot" project because, as you may guess, there is no "one size fits all" solution or approach to transportation coordination. Every state and community is different. We need to test a system of coordination here in North Dakota and find a process that works for us.

Every community has a confusing array of public transportation programs. Each program has its own vehicles, funding streams, clients, dispatch, and routes. It

has worked so far, but it leads to a fragmented system. At its very core, transit coordination offers the opportunity to develop partnerships and collaboration that will make the best use of our scarce resources, expand the availability of services, and build an integrated statewide transit system.

Rainbow Rider is a consortium of Douglas, Pope, Stevens, Todd, and Traverse Counties in Minnesota (Region 4) which formed with four counties under a Joint Powers Board in 1995 and added a fifth county a year and a half ago. It operates as West Central Multi-County Joint Powers Transit Board out of Lowry, MN. Since its inception, the Rainbow Rider Transit Board has coordinated the planning, oversight, administration, and operations of transit services in all of its counties. This coordination effort helps contain administrative costs and assures that the service provided is the right mix and most cost-effective for the area served. They provide a combination of route deviation, dial-a-ride, and subscription service. The service works as one seamless system, although service is tailored to the individual counties and local communities. In addition to its stated service area, Rainbow rider coordinates with other counties outside its service area to provide service through a volunteer driver program. It also contracts with the majority of the schools in its service area to provide special need transportation as well as all of the Head Start transportation. It is just one example of transit coordination that is working.

By centralizing our coordination efforts, we can eventually accumulate constant data on where gaps, overlaps, and duplications exist across North Dakota. As we build and enhance our transit system, we should make decisions wisely, with the best information, while considering the future of our state and its residents.

After SB 2223 was introduced, Senator Robinson, Representative Weisz, and I met with the North Dakota Department of Transportation. They explained that there is money within the 2009-2011 DOT budget to initiate one coordination pilot project that would be an enhancement of their regionalization project. They also expressed concern that they would have the capacity to supervise more than one project this biennium. Representative Weisz proposed amendments for SB 2223 to the policy committee to remove the dollars and have just one pilot project.

The Senate Transportation Committee felt that there should be two projects, one rural and one urban, and that is the bill that is before you today. The remaining \$125,000 in SB 2223 would fund a second pilot project to begin the second year of the biennium, after the first pilot has a year to get established.

We see the wisdom of testing the various aspects of transit coordination in both a rural and an urban setting. We also see the wisdom of having the ability to adequately supervise the pilot with the staff capacity at current levels within the Department of Transportation.

What is important is that the Department of Transportation has legislative authority to make the coordination of public transportation a priority. A regional coordinator can then bring together the stakeholders in a region to discuss who they serve, how they do it, and how they can help each other. They can begin to

test dispatch and coordination to see what will work best. At the completion of this pilot period, they will report back to the legislature on the best way to implement coordination statewide to ensure the most cost-effective and efficient method of providing transportation to people.

SB 2223 will show legislative support for transit coordination and we urge your favorable recommendation. I will stand for any questions.

2

SENATE APPROPRIATIONS COMMITTEE

February 10, 2009

4:15 p.m. -Harvest Room

**North Dakota Department of Transportation
Dave Leftwich, Local Government Engineer**

SB 2223

*Same given
to House
Transportation.*

Good morning, Mr. Chairman and members of the committee. I'm Dave Leftwich, Local Government Engineer for the North Dakota Department of Transportation (NDDOT). I'm here to provide information to the committee as you consider SB 2223.

The Department has been discussing with transit providers throughout the state, the concept of providing a regional transit service. SB 2012 (NDDOT's appropriation bill) contains federal funding which will allow us to complete one public transportation coordination project in the 2009-2011 biennium. The Department has sufficient staffing and fiscal resources to complete one pilot project and report back to the Sixty-Second Legislative Assembly. The Department does not currently have the staff or funding in place to coordinate two pilot projects, as required by the Engrossed SB 2223.

The Department believes it is in the best interest of the state to proceed slowly and make sure we complete the first pilot project. This will allow us to evaluate the regionalization concept before starting another project. We had worked with the bill sponsors who introduced an amendment to only proceed with one pilot project, but the amendment was not adopted by the Senate Transportation Committee. As a result Engrossed SB 2223 would require the Department to start one pilot project in 2009 and another pilot project in 2010. It also appropriates \$125,000 from the general fund for the second pilot project. We estimate it will cost \$125,000 per year for a single pilot project.

In summary, the Department has the funding to complete one pilot project.

Mr. Chairman, I will be happy to answer any questions at this time. Thank you.

Attachment #1.

March 5, 2009

Testimony:

Senator Larry Robinson, District 24

Senate Bill 2223 Transit Coordination

House Transportation Committee

Honorable Dan Ruby, Chairperson

Mr. Chairperson and members of the Transportation Committee. Senate Bill 2223 is intended to establish a pilot project to work on the coordination of transportation systems. It is a strategy to manage the resources we currently have available. It is our hope that this bill will serve to develop partnerships and broad based cooperation among existing public and other transportation service providers, with the intent of expanding the availability of services to all. We are striving for increased efficiency, effectiveness, and ultimately increased customer satisfaction. We hope to fill in the gaps that currently exist in our transit services across this state.

We would hope that at the end of this pilot project we have enhanced the visibility for public transportation, increased activity for local businesses, improved service, improved route planning and scheduling, and ultimately stronger support from elected officials. We would hope that an efficient, well run system will also be more attractive for grantors and other funding sources.

Mr. Chairman and members of the committee, I would ask that you give SB2223 your favorable consideration. There are others here to speak on this bill this morning. I thank you for your time and consideration.

Attachment #2



SB 2223
House Transportation Committee
March 5, 2009

*Attachment
Same as
given with
Senate
testimony*

Chairman Ruby and members of the House Transportation Committee. My name is Linda Johnson Wurtz. I am Associate State Director for Advocacy for AARP North Dakota. Today I represent over 88,000 North Dakota AARP members.

This piece of legislation has been a long time in development. On April 9, 2008, in partnership with the Small Urban and Rural Transit Center (SURTC), we held a Transit Coordination Summit here in Bismarck. Speakers from SURTC, AARP National Policy Committee, the Federal Transit Administration, Community Transportation Association of America (CTAA), North Dakota Department of Transportation, and Lieutenant Governor Jack Dalrymple shared experiences and expertise on transit coordination. (Attachment A) Nearly 100 people from across the state who work with and develop public transportation were in attendance. Everyone left with the "What if..." document (Attachment B) and the challenge to look for ways to make the most of our transit resources.

AARP North Dakota made use of the contacts we made that day to research the many ways that other states have implemented transit coordination, and look at the studies done in North Dakota to date that prepare us to develop our own plan. Those studies and resources are listed in attachment C. (Attachment C)

In the fall of 2008, AARP North Dakota surveyed members. Sixty-eight percent (68%) are very concerned about being able to get where they need to go if they could no longer drive. Fifty-two percent (52%) are unsure or don't believe there are adequate transportation options for people in their community. Seventy-four percent (74%) feel improved access to public transportation is necessary for them to stay in their neighborhood as they age. And, eight-four percent (84%) wanted us to make transit coordination a priority for the 2009 Legislative Session.

In the process of developing legislative language, we enlisted the help of the National Conference of State Legislatures, the CTAA, the professionals in the AARP national office, and staff at the North Dakota Department of Transportation.

And after all this research and assistance, what this bill is seeking is a "pilot" project because, as you may guess, there is no "one size fits all" solution or approach to transportation coordination. Every state and community is different. We need to test a system of coordination here in North Dakota and find a process that works for us.

Every community has a confusing array of public transportation programs. Each program has its own vehicles, funding streams, clients, dispatch, and routes. It has worked so far, but it leads to a fragmented system. At its very core, transit coordination offers the opportunity to develop partnerships and collaboration that will make the best use of our scarce resources, expand the availability of services, and build an integrated statewide transit system.

Rainbow Rider is a consortium of Douglas, Pope, Stevens, Todd, and Traverse Counties in Minnesota (Region 4) which formed with four counties under a Joint Powers Board in 1995 and added a fifth county a year and a half ago. It operates as West Central Multi-County Joint Powers Transit Board out of Lowry, MN. Since its inception, the Rainbow Rider Transit Board has coordinated the planning, oversight, administration, and operations of transit services in all of its counties. This coordination effort helps contain administrative costs and assures that the service provided is the right mix and most cost-effective for the area served. They provide a combination of route deviation, dial-a-ride, and subscription service. The service works as one seamless system, although service is tailored to the individual counties and local communities. In addition to its stated service area, Rainbow rider coordinates with other counties outside its service area to provide service through a volunteer driver program. It also contracts with the majority of the schools in its service area to provide special need transportation as well as all of the Head Start transportation. It is just one example of transit coordination that is working.

By centralizing our coordination efforts, we can eventually accumulate constant data on where gaps, overlaps, and duplications exist across North Dakota. As we build and enhance our transit system, we should make decisions wisely, with the best information, while considering the future of our state and its residents.

After SB 2223 was introduced, Senator Robinson, Representative Weisz, and I met with the North Dakota Department of Transportation. They explained that there is money within the 2009-2011 DOT budget to initiate one coordination pilot project that would be an enhancement of their regionalization project. They also expressed concern that they would have the capacity to supervise more than one project this biennium. Representative Weisz proposed amendments for SB 2223 to the senate policy committee to remove the dollars and have just one pilot project.

The Senate Transportation Committee felt that there should be two projects, one rural and one urban, and that is the bill that is before you today. The remaining \$125,000 in SB 2223 would fund a second pilot project to begin the second year of the biennium, after the first pilot has a year to get established.

We see the wisdom of testing the various aspects of transit coordination in both a rural and an urban setting. We also see the wisdom of having the ability to adequately supervise the pilot with the staff capacity at current levels within the Department of Transportation.

What is important is that the Department of Transportation has legislative authority to make the coordination of public transportation a priority. A regional coordinator can then bring together the stakeholders in a region to discuss who they serve, how they do it, and how they can help each other. They can begin to test dispatch and coordination to see what will work best. At the completion of this pilot period, they will report back to the legislature on the best way to implement coordination statewide to ensure the most cost-effective and efficient method of providing transportation to people.

SB 2223 will show legislative support for transit coordination and we urge your favorable recommendation. I will stand for any questions.

TESTIMONY – PROTECTION AND ADVOCACY PROJECT
SENATE BILL 2223 (2009)
HOUSE TRANSPORTATION COMMITTEE
Honorable Dan Ruby, Chairman
March 5, 2009

Chairman Ruby, and members of the House Transportation Committee, I am Bruce Murry, a lawyer with the North Dakota Protection and Advocacy Project (P&A), an independent state disability rights agency. P&A supports SB 2223.

I serve on the board of a small non-profit agency. We have a board meeting today. The Chairman lives in Fargo cannot drive. Most board members must stay near Bismarck because of the Legislative Session. Our Chairman has checked bus, train, and air schedules between his home in Fargo and Bismarck. However, the bus arrives in the middle of the night, and the train goes only to Minot. To my knowledge, air travel is only available through Minneapolis, and is prohibitively expensive. His plans to ride with a friend have fallen through because of concerns of icy roads.

However, many senior-center, nursing-facility, and school buses will pass each other on roads between Fargo and Bismarck. While regional pilots wouldn't allow a person to ride a series of buses from Bismarck to Fargo, they might allow one to ride from Flasher to Bismarck less expensively. If expenses are lower for transportation providers, one might expect more options and choices to arise. Eventually this system might allow one to schedule longer trips without additional capital or operational investments.

Indeed, if "Priceline.com" can book a trip across the country using multiple airlines and hotels, perhaps such a system could eventually guide our public transportation.

Thank you very much for your consideration.

Attachment # 4

**Public Testimony SB 2223
House Transportation Committee
Chairman Ruby
March 5, 2009**

Good morning Chairman Ruby and Members of the Senate Transportation Committee.

My name is Sandy Wheeler and I live in downtown Bismarck, District 35.

I use the Transit System or a taxi to get to work every day. When it gets warmer, I will use the CAT more often. Usually, I use it to go to the shopping centers or when I got out with friends.

Transit means a lot to my life. There is no other way I can get around. It means that I have more independence and a better quality of life.

SB 2223 will give everyone more choices in how we can go shopping, go to work, and be a part of our community. I support this bill as a way for us to make transit work better for everyone, and I hope you will, too.

I hope you will vote to pass SB 2223.

Thank you for letting me testify.

Attachment #6

DAKOTA CENTER FOR INDEPENDENT LIVING, INC.

House Transportation Committee SB 2223

March 5, 2009

Chairman Rudy and members of the House Transportation Committee.

My name is Royce Schultze, Executive Director of Dakota Center for Independent Living, Inc.. Dakota CIL is a private non-profit agency that advocates for people with disabilities.

A majority of the counties in our service delivery area are in rural areas of South Central and South Western North Dakota where the lack of transportation is a major barrier to everyday life. Most of the people we serve receive Social Security benefits and either can't afford a vehicle or can't drive. With out adequate accessible transportation, most find it difficult to navigate outside their communities without depending on their families, friends or service providers.

Passage of SB 2223 will give these citizens in both the rural and urban areas the opportunity to access these transportation services and stay independent in their own communities.

I would ask that you support SB 2223.

Attachment # 8

Testimony
North Dakota Disabilities Advocacy Consortium
SB 2223
House Transportation Committee
Chairman Representative Dan Ruby

Representative Ruby and members of the House Transportation Committee, my name is James M. Moench, Executive Director of the North Dakota Disabilities Advocacy Consortium (NDDAC). The Consortium is made up of 24 member organizations concerned with addressing the issues that affect people with disabilities. (List of members on back page). NDDAC supports Senate Bill 2223.

NDDAC supports a strong transportation system in North Dakota. We are especially concerned with the needs of persons with disabilities and the aged whose needs are not being met even as they watch many different vehicles pass their front door.

Whether they stay in their rural community or move to our larger cities, persons with disabilities rely heavily on public transportation to meet their mobility needs. They should be able to make efficient use of all the different transportation assets in their community. Coordination is the key to making this a reality. The pilot project contained in SB 2223 and the NDDOT's plan to regionalize the way that transportation is managed in ND seem to us to be a natural fit.

People need reliable transportation to live their lives for work, medical, spiritual, social, friendship, shopping, or maintaining family activities and contacts. Daily living activities that we all need to do and most of us take for granted. SB 2223 will help to provide transportation flexibility and availability for the future.

Thank you.

NORTH DAKOTA DISABILITIES ADVOCACY CONSORTIUM

2008-09 Membership

1. AARP
2. American People Self Advocacy Association
3. Autism Society of North Dakota
4. Experience Works, Inc.
5. Fair Housing of the Dakotas
6. Family Voices of North Dakota
7. Independence, Inc.
8. Mental Health America of North Dakota
9. Metro Area Transit – Fargo, ND
10. ND APSE: The Network on Employment
11. ND Association for the Disabled
12. ND Association of Community Facilities
13. ND Association of the Blind
14. ND Association of the Deaf
15. ND Center for Persons with Disabilities
16. ND Children's Caucus
17. ND Consumer & Family Network
18. ND Federation of Families for Children's Mental Health
19. ND IPAT Consumer Advisory Committee
20. Protection & Advocacy Project
21. Senior Health Insurance Counseling/Prescription Connection
22. The Arc of Bismarck
23. The Arc of Cass County
24. The Arc of North Dakota

Attachment #10

Schmidt, Arlo E.

From: Richard Peterson [farmerspress@stellarnet.com]
Sent: Wednesday, March 04, 2009 12:59 PM
To: Schmidt, Arlo E.
Subject: SB 2223

Dear Arlo:

I believe SB 2223 is a bad bill from the beginning and it is trying to fix a system that is working quite well. I'm positive the people in rural areas will suffer under its administration.

In the first place, the transportation system does not need to be changed. It is working very well. This program will remove local control and place it in a statewide program. All current employees would be terminated and would have to reapply for employment. It will probably require an expensive new computer system. There will be no local control. People in Maddock will have to call Devils Lake well in advance to obtain a ride. I know the senior citizens in our area are very upset about this and I don't blame them because its inevitable result will be more unwieldy bureaucracy that cannot be controlled by the local people.

Coupled with that is the fact that if the system does not work well, there is no way to go back to the current system being used. The non-profit organization the state will set up will own the buses, will have the employees and the local areas will have nothing. Why was no study done on this before the bill was introduced?

Why is this being foisted upon us? If it is a mandate of the federal government, make the DOT show it to you in writing.

Richard M. Peterson
PO Box 98
BENSON COUNTY FARMERS PRESS
Minnewaukan, ND 58351-0098
Phone: 701-473-5436
Fax: 701-473-5736
e-mail: farmerspress@stellarnet.com
Website: www.bensoncountynews.com

INTRODUCTION: What state legislative issues are priorities for AARP North Dakota members? What are members' views on long-term and in-home care, opinions about transportation, and concerns regarding taxes? AARP's North Dakota State Office, in its commitment to enhance quality of life for all people as they age, commissioned this survey to explore the views of its members on these important issues. Health care and economic security issues top AARP North Dakota members' legislative priorities and personal concerns. It is important to members that there be one place that provides information on long-term and in-home care options in every community.

METHODOLOGY: The results are based on 1,042 responses to a mail survey, among 2,000 AARP North Dakota members, conducted in October and November 2008. The overall response rate for this survey is 52 percent with a ± 3.04 percent sampling error. Data were weighted to represent the actual distribution by age among AARP North Dakota members.

SURVEY-IN-BRIEF

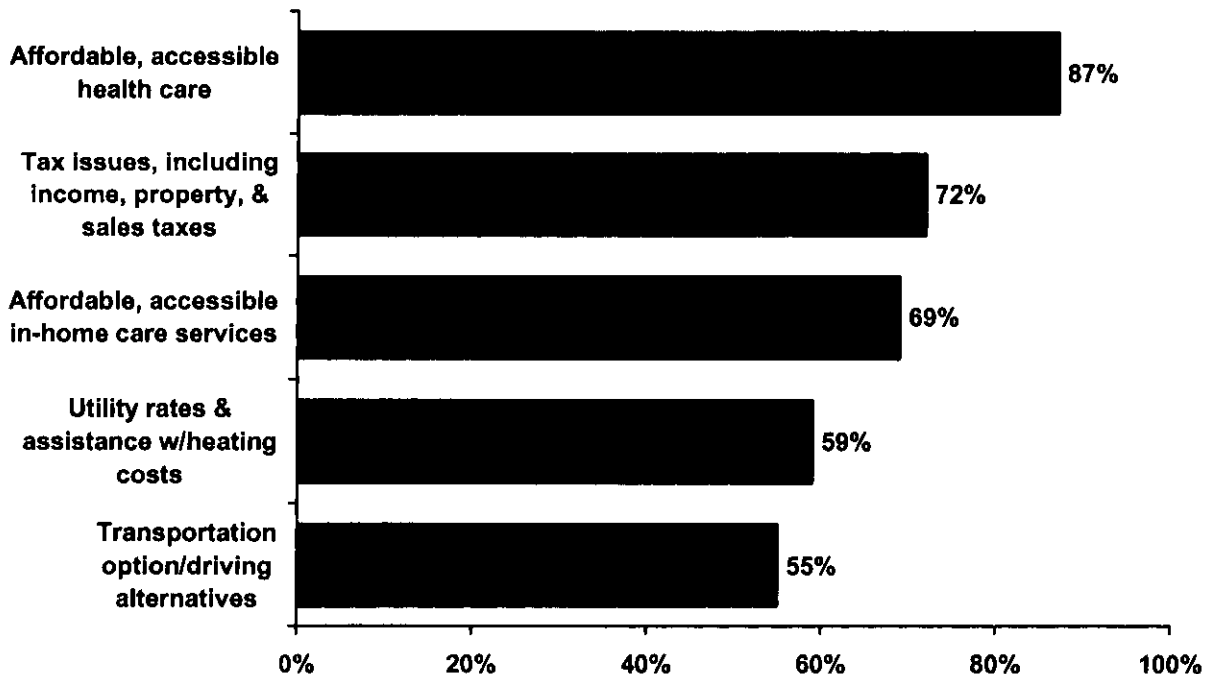
- **Health care, tax issues, and in-home care are the top state legislative priorities for AARP North Dakota members.**
 - ✓ Almost nine in ten members say affordable, accessible health care is a top or high priority; more than seven in ten identify tax issues, including income, property, and sales taxes as a priority; while another seven in ten say affordable accessible in-home care services are their priority.
- **Two-thirds of members say it is important to them to have one place that provides information on long-term and in-home care options in every community. In fact, four in ten members say they are not familiar with long-term and in-home care options in their community.**
 - ✓ Sixty-five percent of AARP North Dakota members say it is important to have one place that provides information on long-term and in-home care options in every community. Thirty-nine percent of members are not familiar with long-term and in-home care options in their communities. Only five percent of members are extremely familiar with options in their communities.
- **Half of AARP North Dakota members say the costs of long-term care should be shared between the individual and the government.**
 - ✓ Forty-eight percent of members believe long-term care (e.g. in-home support, nursing home care, assisted living, or adult foster care) costs should be shared between the individual receiving care and the government.
- **More than four in ten members say they are aware of individuals in their communities who are not receiving in-home care services, but could remain healthier and home longer, if they did receive in-home care.**
 - ✓ Forty-three percent of AARP North Dakota members say there are several or a few individuals in their communities who are not currently receiving in-home care services, but could remain healthier and home longer, if they received in-home care.
 - ✓ Seven in ten members say that information on keeping the person they care for safe at home would be beneficial.

Detailed Findings:**Issues and Concerns**

- **Health care, tax issues, and in-home care are the top state legislative priorities for AARP North Dakota members.**

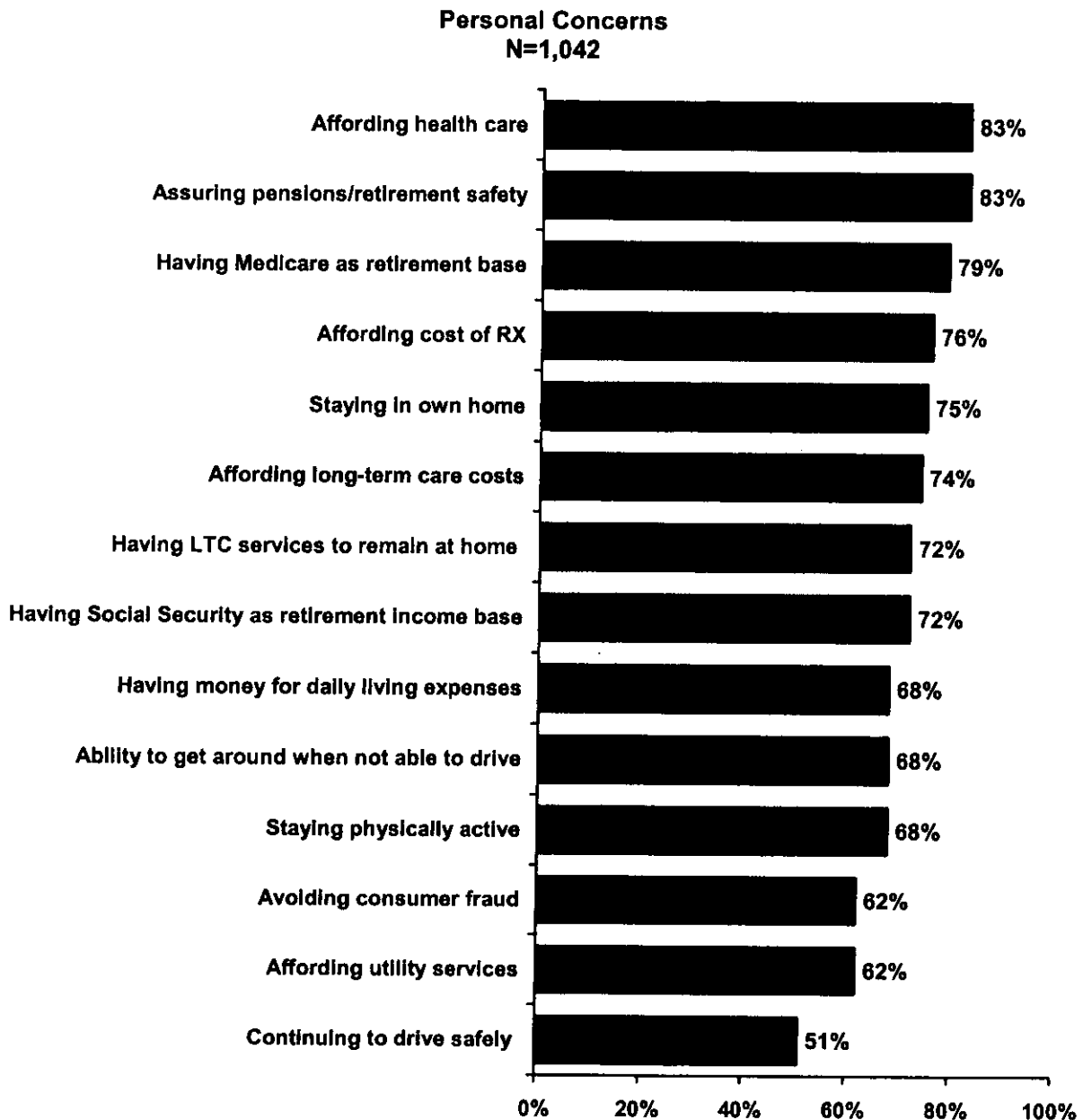
Almost nine in ten members say affordable, accessible health care is a top or high priority; more than seven in ten identify tax issues, including income, property, and sales taxes as a priority; while another seven in ten say affordable accessible in-home care services are their priority. Consumer issues including utility rates round out members' legislative priorities.

State Legislative Priorities
N=1,042



- The top four personal concerns of AARP North Dakota members are all related to economic and financial security issues: affording health care, assuring pension benefits and retirement savings are safe, having Medicare as a base for retirement health insurance, and affording the cost of prescription drugs.

Three-quarters or more of members are concerned about affording health care, ensuring their pensions and retirement savings are safe, having Medicare as a base for retirement health insurance, and affording their prescription drugs. Aging in place, such as being able to remain in their homes as they age and having long-term care services that allow people to remain at home, round out the top ten personal concerns of members along with the economic and financial security issues mentioned previously. Concern about health care is top of mind to AARP North Dakota members; it is the top legislative priority and personal concern.



Long-Term and In-Home Care

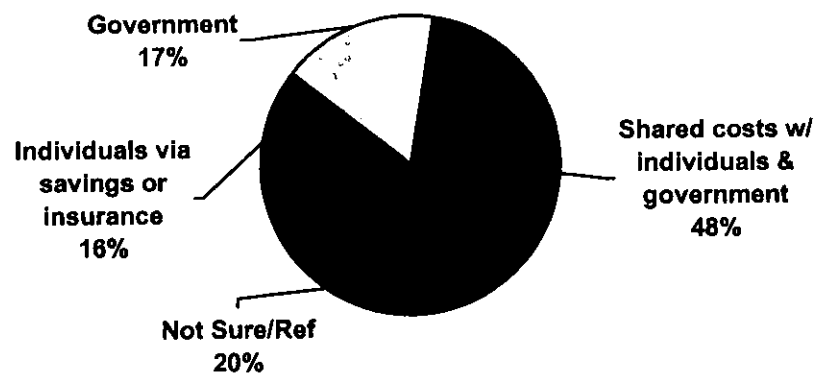
- **Two-thirds of members say it is important to them to have one place that provides information on long-term and in-home care options in every community. In fact, four in ten say they are not familiar with long-term and in-home care options in their community.**

Sixty-five percent of AARP North Dakota members say it is important to have one place that provides information on long-term and in-home care options in every community. Thirty-nine percent of members are not familiar with long-term and in-home care options in their own communities. Only five percent of members are extremely familiar with options in their communities.

- **Half of AARP North Dakota members say the costs of long-term care should be shared between the individual and the government.**

Members were asked which comes closer to their view on how to pay for long-term care (e.g. in-home support, nursing home care, assisted living, or adult foster care). Forty-eight percent of members believe long-term care costs should be shared between the individual receiving care and the government. Only 16 percent of members believe the costs should be paid mostly by the individual.

How to Pay for Long-Term Care Costs?
N=1,042



- **More than half of AARP North Dakota members say it is important for the State to provide funding to make long-term care more widely available, even if it requires an increase in state taxes.**

Fifty-three percent of AARP North Dakota members say it is extremely or very important to provide funding to make long-term care more widely available, even if it requires an increase in state taxes. Less than ten percent of members say it is not very or not at all important.

- **More than four in ten members say they are aware of individuals in their communities who could stay in their homes longer, if they received in-home care services.**

Members were asked how many individuals in their community, who are not currently receiving in-home care services, but could remain healthier and home longer, if they received in-home care. More than four in ten AARP North Dakota members are aware of several or a few individuals in their communities who could stay at home longer, if receiving in-home care services. A third of members responded "not sure."

Transportation

- **Almost seven in ten AARP North Dakota members are concerned about being able to get where they need and want to go, if they could not drive.**

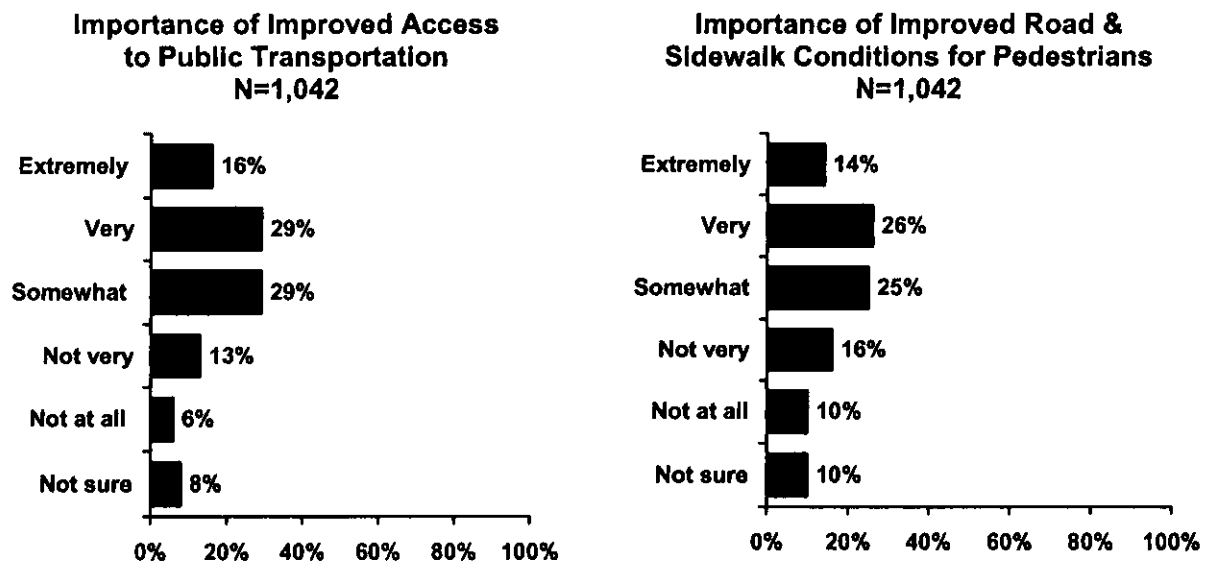
Sixty-eight percent of members say they are extremely or very concerned about being able to get where they need and want to go, if they could no longer drive. Another twenty percent of members are somewhat concerned about this issue. Less than ten percent of members are not very or not at all concerned.

- **Fifty-two percent of members do not believe or are unsure there are adequate transportation options for people in their community.**

Members were asked if they believe there are adequate transportation options for people in their community. Thirty percent of AARP members in North Dakota are not sure and twenty-two percent do not believe there are adequate transportation options.

- **Three-quarters of AARP North Dakota members say improved access to public transportation is important to stay in their present neighborhood as they age. Two-thirds of members say improved road and sidewalk conditions for pedestrians are important for them to stay in their neighborhoods as they age.**

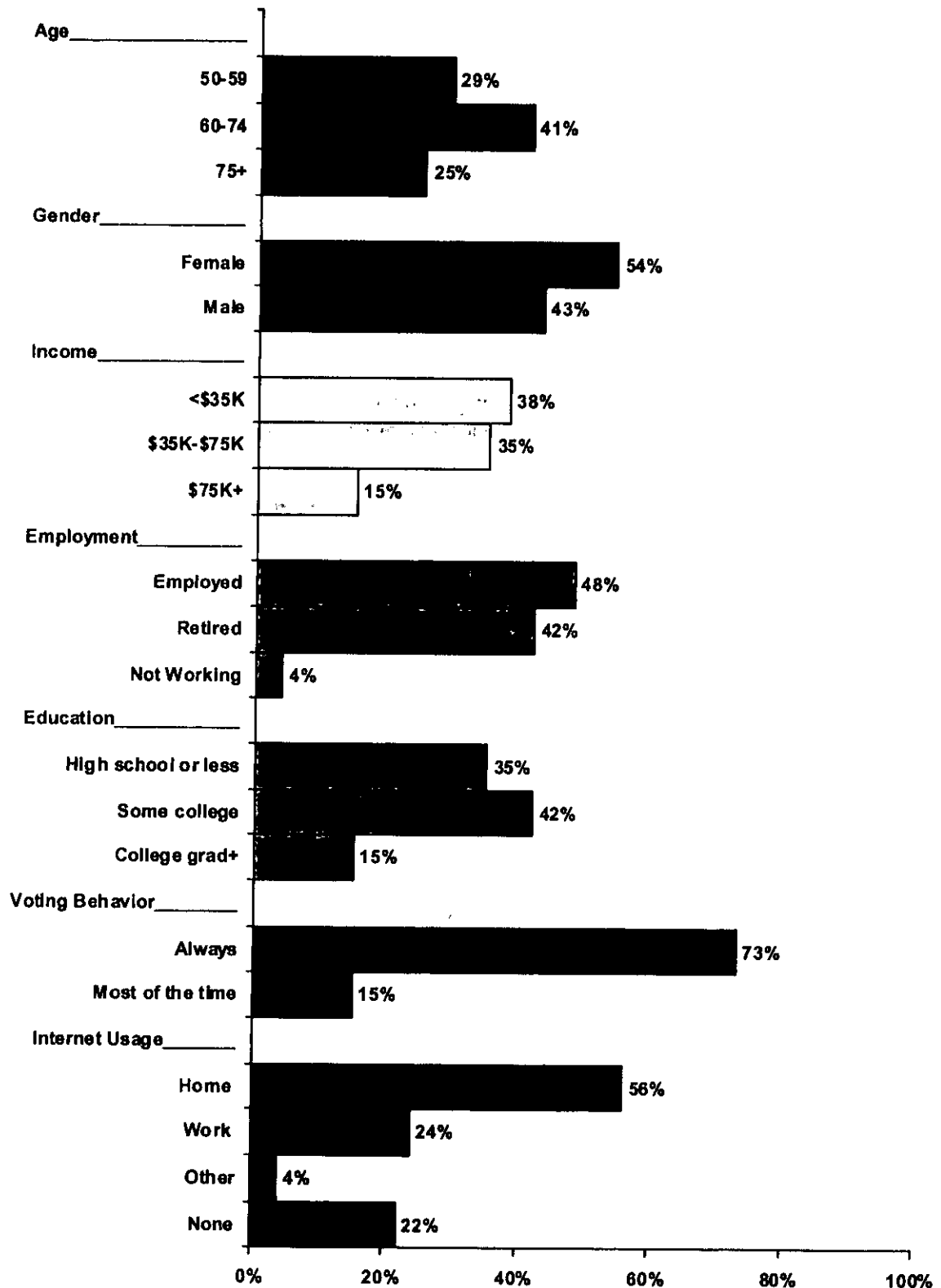
To stay in their present neighborhoods, as they age, majorities of members say improved access to public transportation and improved road and sidewalk conditions for pedestrians are important.



- **More than eight in ten AARP North Dakota members say transportation options and alternatives to driving are a priority.**

Transportation options and alternatives to driving are a priority for members (see legislative priorities on page 2). Nineteen percent say it is a top priority, 36 percent say it is a high priority, and 29 percent say it is a medium priority. Less than ten percent of members say it is a not a priority or a low priority.

Respondent Demographics



WEIGHTED ANNOTATED QUESTIONNAIRE

2008 AARP North Dakota Member Survey

n=1,042; Response Rate = 52%; Sampling Error = $\pm 3.04\%$

Personal Concerns

1. Below is a list of concerns that have been expressed by people age 50 and older. Please check the box that most closely matches your level of concern about each item.

	Extremely Concerned ▼	Very Concerned ▼	Somewhat Concerned ▼	Not Very Concerned ▼	Not At All Concerned ▼	No Answer ▼
a. Having Social Security as a base for retirement income	45%	28%	17%	5%	2%	4%
b. Affording the cost of prescription drugs.....	48%	28%	14%	5%	1%	4%
c. Continuing to drive safely.....	24%	27%	28%	10%	4%	7%
d. Staying physically active	31%	37%	21%	6%	2%	5%
e. Being able to get to where I need and want to go if I could not drive.....	34%	34%	19%	7%	2%	5%
f. Affording the cost of utility services...	32%	30%	22%	9%	2%	5%
g. Having long-term care services that would allow me or a family member to stay at home as long as possible	40%	32%	17%	5%	2%	5%
h. Having Medicare as a base for retirement health insurance	49%	30%	11%	3%	1%	5%
i. Assuring my pension benefits and retirement savings are safe.....	61%	21%	8%	3%	2%	5%
j. Affording health care	60%	23%	9%	3%	1%	5%
k. Being able to stay in my own home as I get older.....	47%	28%	15%	4%	2%	4%
l. Avoiding consumer fraud.....	35%	27%	22%	10%	2%	5%
m. Affording the cost of long-term care...	46%	29%	17%	3%	1%	5%
n. Having enough money to meet daily living expenses.....	42%	26%	18%	8%	2%	4%



The power to make it better.

2008 AARP North Dakota Member Survey

AARP Roles and Activities in North Dakota

2. Please rank the following in order of importance (with 1 = most important & 5 = least important). I look to the AARP office in Bismarck, North Dakota to:

%	
2	Provide opportunities to volunteer
13	Advocate and help me impact laws and regulations
5	Help me make my community better
8	Provide information on legislative and regulatory issues
41	Provide information on health care and financial security

3. If AARP has or were to have programs, services, or activities in your community, how would you want to find out about them? (Check ALL that apply)

%	
69	Newspapers
11	Contact an AARP volunteer in your community
11	Attend an AARP meeting
78	Mail (e.g. letter, brochure, flyer)
21	Visit the AARP North Dakota website: www.aarp.org/nd
26	Receive an email notification
26	Receive a phone call
3	No answer

4. Listed below are some opportunities AARP could provide in North Dakota to address your interests and concerns. Please read each one carefully and indicate how likely it is that you, personally, would make use of the opportunity if it were offered in North Dakota.

The opportunity to.....	Definitely Would Use	Probably Would Use	Might or Might Not Use	Probably Would Not Use	Definitely Would Not Use	No Answer
a. Attend <u>one-time</u> educational events on topics of interest or concern to me	13%	35%	33%	11%	3%	5%
b. Receive written information on topics of interest or concern to me	28%	46%	17%	3%	1%	4%
c. Contact a key decision maker to improve state law, policy, or regulation that affects me	12%	29%	36%	14%	3%	6%
d. Access a website for information on topics of interest or concern to me	16%	28%	20%	13%	17%	7%
e. Volunteer my time to an AARP activity in my own community	4%	15%	37%	26%	12%	7%
f. Access website for information about upcoming AARP events in North Dakota	9%	24%	23%	17%	19%	7%

State Legislative Issues

5. AARP North Dakota wants to work on the most important issues facing North Dakota members. How much of a priority are each of the following to you?

	Top Priority	High Priority	Medium Priority	Low Priority	Not A Priority	No Answer
	▼	▼	▼	▼	▼	▼
a. Affordable, accessible health care..	58%	29%	6%	1%	1%	6%
b. Affordable, accessible in-home care services	31%	38%	20%	3%	2%	6%
c. Supporting nursing homes	19%	36%	30%	4%	2%	9%
d. Transportation options and alternatives to driving	19%	36%	29%	7%	2%	7%
e. Utility rates and assistance with heating costs	28%	30%	22%	9%	3%	8%
f. Consumer protections for cell phone usage.....	19%	23%	28%	15%	7%	9%
g. Tax issues, including income, property, and sales taxes.	42%	30%	14%	4%	2%	8%

Long-Term and In-Home Care

6. If you, a family member, or a loved one needed assistance with personal care, such as bathing or meal preparation, where would you be most likely to find information on choices and types of care available in your community?

Please check your top three choices only.

%		%	
46	Family/friend	37	Physician
12	Aging Services Division	47	County Social Services
31	Senior Center (Senior Service Provider)	21	Hospital Discharge Planner
18	AARP	5	Internet
37	North Dakota Human Services Department	12	Not sure
13	Telephone book	5	No answer

7. How familiar are you with options for long-term and in-home care in your community?

<u>%</u>	
5	Extremely familiar
11	Very familiar
38	Somewhat familiar
26	Not very familiar
13	Not at all familiar
3	Not sure
5	No answer

8. How important is it to you to have one place that provides information on long-term and in-home care options in every community?

<u>%</u>	
23	Extremely important
42	Very important
25	Somewhat important
3	Not very important
<1	Not at all important
2	Not sure
5	No answer

9. In the past five years, have you, a family member, or a friend ever used services such as in-home support, nursing home care, assisted living, or adult foster care, etc. ?

<u>%</u>	
41	Yes
49	No (<i>Skip to question 12</i>)
2	Not sure (<i>Skip to question 12</i>)
8	No answer (<i>Skip to question 12</i>)

10. What kind of care did you, a family member or a friend use during that time?

(Check ALL that apply) N = 429

<u>%</u>	
54	Lived in a nursing home
27	Lived in an assisted living facility
38	Lived at home while receiving visits from skilled health professionals
29	Lived at home while receiving help with daily activities or personal care tasks from a health aide
37	Lived at home while receiving help from family or friends
1	Not sure
1	No answer

11. When care was received, how were the services paid for? (Check ALL that apply) N = 429

- %
- 50 Privately
 - 46 By insurance
 - 37 With assistance from state or county programs
 - 11 Not sure
 - 1 No answer

12. Which comes closer to your view of how long-term care (e.g. in-home support, nursing home care, assisted living, or adult foster care) should be paid for?

- %
- 16 The costs of care should be paid mostly by the individual receiving care—either through insurance or savings
 - 17 The costs of care should be paid primarily through government programs
 - 48 The costs of care should be shared between the individual receiving care and the government
 - 14 Not sure
 - 6 No answer

13. How important is it to you for the State of North Dakota to provide funding to make long-term care more widely available, even if it requires an increase in state taxes?

- %
- 16 Extremely important
 - 37 Very important
 - 30 Somewhat important
 - 5 Not very important
 - 2 Not at all important
 - 7 Not sure
 - 3 No answer

14. How many individuals in your community are you aware of who are not currently receiving in-home care services, but could remain healthier and home longer, if they received in-home care?

- %
- 12 Several
 - 31 A few
 - 22 None
 - 33 Not sure

15. How likely are you to consider use of adult day care services for a member of your family?

- %
- 7 Extremely likely
 - 20 Very likely
 - 30 Somewhat likely
 - 19 Not very likely
 - 9 Not at all likely
 - 13 Not sure
 - 2 No answer

Transportation

16. How informed are you about transportation services in your community?

<u>%</u>	
7	Extremely informed
23	Very informed
43	Somewhat informed
18	Not very informed
7	Not at all informed
3	No answer

17. Do you believe there are adequate transportation options for people in your community?

<u>%</u>	
45	Yes
22	No
30	Not sure
3	No answer

18. Do you currently drive?

<u>%</u>	
95	Yes
3	No (<i>Skip to question 20</i>)
<1	Not sure (<i>Skip to question 20</i>)
1	No answer (<i>Skip to question 12</i>)

19. Do you avoid driving during any of the following times? (*Check ALL that apply*) $N = 992$

<u>%</u>	
13	During the winter
6	When it is raining
23	When it is dark outside
6	Other: _____
61	I do not avoid driving
1	Not sure
8	No answer

20. For each of the following activities, a) indicate how often you make a trip, and b) mark the type of transportation you most frequently use. Each activity must have two responses.

Activity	A. How often Respond for each activity					B. Type of Transportation Respond for each activity					
	5-7 days per week	2-4 days per week	Once a Week	1-2 days per month	No Never Answer	Drive Your Self	Ride (Family or Friend)	Walk	Taxi	Public No Van or Bus Answer	
	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼
Medical	1%	3%	5%	62%	14% 16%	79%	6%	<1%	<1	1%	14%
Pharmacy	<1%	1%	7%	64%	15% 12%	80%	4%	<1%	<1	1%	14%
Social trip	11%	28%	24%	22%	4% 11%	80%	7%	<1%	<1	1%	12%
Place of worship	2%	9%	52%	15%	11% 11%	75%	7%	3%	--	<1%	15%
Grocery/ Shopping	2%	36%	44%	9%	1% 7%	84%	5%	1%	--	1%	9%
Eating out	3%	19%	30%	34%	6% 9%	77%	10%	<1%	<1	<1%	13%
Leisure/ Recreation	6%	21%	24%	32%	7% 10%	75%	7%	2%	<1	<1%	16%
Volunteer	2%	5%	9%	29%	40% 16%	59%	3%	1%	--	<1%	37%
Work	35%	9%	2%	5%	39% 19%	61%	2%	2%	<1	<1%	34%
Bank	1%	6%	20%	56%	4% 13%	79%	5%	2%	--	<1%	14%
Other (Specify) _____	1%	1%	2%	3%	4% 89%	16%	<1%	<1%	--	<1%	83%

21. Now for those same activities, please indicate a) if you desire more trips and b) is transportation a limiting factor in making these desired trips? Each activity must have two responses.

Activity	A. Desire More Trips			B. Is Transportation a Limiting Factor?		
	Respond to each			Respond to each		
	Yes	No	No Answer	Yes	No	No Answer
	▼	▼	▼	▼	▼	▼
Medical	4%	83%	13%	4%	82%	14%
Pharmacy	2%	83%	15%	2%	82%	16%
Social trip	9%	76%	15%	4%	80%	16%
Place of worship	6%	79%	15%	2%	81%	17%
Grocery/Shopping	4%	81%	15%	2%	82%	16%
Eating out	7%	78%	15%	2%	81%	16%
Leisure/Recreation	10%	74%	16%	4%	80%	17%
Volunteer	3%	79%	18%	1%	80%	19%
Work	2%	78%	20%	1%	79%	20%
Bank	3%	81%	17%	2%	82%	16%
Beauty/Barber	3%	79%	17%	2%	81%	18%
Other (Specify)	1%	31%	68%	<1%	34%	66%

22. Approximately how many miles do you live from your most frequent travel destinations (e.g. grocery, pharmacy, neighbor, etc.)?

%	
22	Less than 1 mile
41	1 – 5 miles
10	6 – 10 miles
8	11 – 20 mile
12	More than 20 miles
1	Not sure
7	No answer

23. How satisfied are you with the transportation options available in your community?

%	
26	Very satisfied
20	Somewhat satisfied
21	Neither satisfied nor dissatisfied
4	Somewhat dissatisfied
3	Very dissatisfied
20	Not sure
6	No answer

24. For you to stay in your present neighborhood as you age, how important is each of the following?

	Extremely Important ▼	Very Important ▼	Somewhat Important ▼	Not Very Important ▼	Not Important At All ▼	No Answer ▼
a. Improved access to public transportation.....	16%	29%	29%	13%	6%	8%
b. Improved road and sidewalk conditions for pedestrians.....	14%	26%	25%	16%	10%	10%
c. More delivery services (e.g., groceries, prescriptions, etc.)	11%	23%	34%	16%	8%	8%
d. More riding alternatives (e.g., community vans, volunteer drivers, carpooling, etc.)	11%	21%	34%	17%	7%	10%
e. Other (please specify)	2%	1%	2%	2%	5%	87%

25. If you use or were to use public transportation, how much of a problem is each of the following?

	Major Problem ▼	Minor Problem ▼	Not a Problem ▼	No Answer ▼
a. Difficulty boarding	5%	18%	65%	12%
b. Being able to get to a seat	3%	16%	68%	13%
c. Being worried about crime	4%	22%	63%	11%
d. The cost of public transportation	8%	31%	50%	11%
e. Having a place to sit while waiting.....	15%	32%	41%	12%
f. Going where I need to go.....	14%	33%	41%	12%
g. Adequate shelter from the weather while waiting	24%	31%	33%	12%
h. Getting information about fares, routes, and schedules.....	12%	34%	41%	13%
i. Inconvenient schedules, such as no weekend or evening services.....	23%	34%	31%	12%
j. The condition of public transportation vehicles and bus stops.....	11%	28%	48%	13%
k. The time it takes to use public transportation, such as, numerous stops, and transferring	11%	39%	38%	12%
l. Difficulty getting to the stop, such as distance, no or poor sidewalks, high curbs, or roads to cross.....	13%	28%	46%	13%

26. In your view, who do you think public transportation serves? (Check ALL that apply)

<u>%</u>	
47	It serves the elderly
45	It serves people with disabilities
41	It serves low-income people
72	It serves everyone in the community
6	No answer

Consumer Protection for Cell Phones

27. How strongly do you agree or disagree that cell phone customers should be protected from signing long term contracts (typically 1 to 2 years) without knowing if the service fits their needs?

<u>%</u>	
64	Strongly agree
12	Somewhat agree
7	Neither agree nor disagree
2	Somewhat disagree
2	Strongly disagree
7	Not sure
6	No answer

28. How strongly do you agree or disagree that cell phone companies should be required to disclose fee, surcharges, estimates of total monthly bills, and detailed coverage maps to allow consumers to make informed choices?

<u>%</u>	
76	Strongly agree
9	Somewhat agree
3	Neither agree nor disagree
<1	Somewhat disagree
1	Strongly disagree
5	Not sure
5	No answer

29. How strongly do you agree or disagree that the Public Service Commission should be given the power to have oversight over the cellular telephone industry?

<u>%</u>	
47	Strongly agree
25	Somewhat agree
10	Neither agree nor disagree
2	Somewhat disagree
2	Strongly disagree
9	Not sure
5	No answer

About You

The following questions are for classification purposes only and will be kept entirely confidential.

D1. Are you male or female?

%	
43	Male
54	Female
3	No answer

D2. What is your age as of your last birthday? _____ (in years)

%	
29	50-59
41	60-74
25	75+
5	No answer

D3. What is the highest level of education that you completed?

%	
9	0-12 th grade (no diploma)
26	High school graduate (or equivalent)
18	Post-high school education (no degree)
11	2-year college degree
13	4-year college degree
4	Post-graduate study (no degree)
11	Graduate or professional degree
9	No answer

D4. In the last 30 DAYS, have you accessed the Internet?

%	
56	Yes, from home
24	Yes, from work
4	Yes, from another source (e.g. library or community center)
22	Not accessed in the last 30 days
5	Not sure
9	No answer

D5. Thinking about your state elections for North Dakota Governor and Legislators in the last ten years, how often would you say you vote?

<u>%</u>	
73	Always
15	Most of the time
2	About half of the time
4	Seldom
2	Never
3	No answer

D6. Which of the following best describes your current employment status?

<u>%</u>	
30	Employed full-time
11	Employed part-time
3	Self-employed full-time
4	Self employed part-time
42	Retired and not working
3	Not in the workforce for some other reason
1	Unemployed, but looking for work
6	No answer

D7. Do you consider yourself to be a Democrat, a Republican, an Independent, or something else?

<u>%</u>	
30	Democrat
23	Republican
32	Independent
3	Other [Specify: _____]
6	Not sure
7	No answer

D8. Which of the following describes you? (Check ALL that apply)

<u>%</u>	
4	Homebound
1	Receiving homecare
11	Have a physical disability
1	Have a mentally disability
83	None of the above
3	No answer

D9. What is your 5-digit Zip Code? (WRITE IN YOUR ZIP CODE.) _____



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D10. Within the last 5 years, in which of the following activities have you participated? (Check ALL that apply)

- | <u>%</u> | |
|----------|--|
| 34 | Phoned, written, or sent e-mail to a public official to make your views known on an issue |
| 39 | Attended an informational event |
| 12 | Written a letter or e-mail to a newspaper or called a radio or TV show to make your views known on an issue |
| 10 | Volunteered with a group working to influence legislation/regulation on a local, state, or national government |
| 41 | No answer |

D11. What was your annual household income before taxes in 2007?

- | <u>%</u> | |
|----------|--------------------------------|
| 5 | Less than \$10,000 |
| 13 | \$10,000 to less than \$20,000 |
| 20 | \$20,000 to less than \$35,000 |
| 17 | \$35,000 to less than \$50,000 |
| 10 | \$50,000 to less than \$60,000 |
| 8 | \$60,000 to less than \$75,000 |
| 15 | \$75,000 or more |
| 13 | No answer |

**Thank you very much for completing this survey.
Please return your completed survey by November 19, 2008
in the enclosed postage-paid envelope to:**

**AARP State Research
601 E Street, NW
Washington, DC 20049**



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**RURAL TRANSIT REGIONALIZATION
PROPOSED BETA TEST BUDGET**

Line Item	Description	Quantity	Unit	Cost	Actual Expense
Project Administrator	Salary (\$40,000/yr.) and benefits (calculated at 51%)	1	Annual	60,400	60,400
Dispatcher/administrative back-up	Salary (\$23,000/yr.) and benefits (calculated at 51%)	1	Annual	34,730	34,730
Dispatcher(s)—part-time/hourly	Evenings, weekends and fill-in	1,000	Hourly	10	10,000
Facilities	Office rental/equipment use	12	Months	600	7,200
Office supplies/postage	Office supplies/postage	12	Months	200	2,400
Communication	Land line and cell phone (for redundancy), internet access	12	Months	300	3,600
Accountant/bookkeeper	Consultant—bookkeeping	12	Months	300	3,600
Travel	For training and other transit-related purposes	1	Annual	1,320	1,320
Computer equipment	Workstation and associated software and peripherals	1	One-time	1,250	1,250
Administrative costs	Bank fees, miscellaneous administrative expenses	1	Annual	500	500
				TOTAL	125,000