



A 501 (c) (3) public non-profit organization

March 10, 2025

Support Letter
Re: House Bill 1018

Dear Chairman Sorvaag and Members of the Senate Appropriations - Education and Environment Division Committee,

On behalf of the Theodore Roosevelt Medora Foundation (TRMF), I am writing to express our strong support for the \$1 million line item in House Bill 1018 for a Medora transportation improvement grant.

In 2024, stakeholders including the ND Department of Transportation, Billings County, the City of Medora, TRMF, and the Theodore Roosevelt Presidential Library Foundation completed a comprehensive plan for the Medora area. A potential transit system was discussed, researched, and commented on through the development of the Medora Area Plan. Medora attracts thousands of visitors each year, offering historic charm, cultural attractions, and natural beauty, but transportation challenges limit the ease of movement between key venues such as the downtown area, the Amphitheater, local businesses, and other attractions. With significant growth expected in visitation in the next few years, these challenges will become even greater.

Medora Office
701-623-4444
(f) 701-623-4494

405 East River Road S.
Medora, ND 58645

PO Box 198
Medora, ND 58645

Bismarck Office
701-223-4800
(f) 701-223-3347

1611 E. Century Ave.
Suite 100
Bismarck, ND 58503

PO Box 1696
Bismarck, ND 58502

MEDORA.COM
1-800-MEDORA-1

The Medora transportation improvement grant would fund the acquisition of two trolley buses and provide for the seasonal operations of a themed trolley system, designed to blend seamlessly into Medora's Western aesthetic while providing a convenient, ADA-accessible, free transit option for the public. By improving connectivity and reducing vehicular congestion, this project would create a more seamless, accessible, and enjoyable visitor experience, further solidifying Medora's reputation as North Dakota's top tourist destination.

We appreciate your consideration and look forward to the opportunity to bring this vision to life.

Sincerely,

Clarence Sitter
Chief Operating Officer
Theodore Roosevelt Medora Foundation



Transit/Trolley System

A potential transit system was discussed and commented on at length through the development of this study. As shown in Figure 36 below a transit route plan could include connecting the downtown area to other venues such as the Library and Amphitheater. This routing would run on 15-minute headways and focus on serving the tourist interests during the summer season only. This system would need to be owned, operated, and maintained by a transit provider or local interests. Area service providers expressed interest in this possibility after initial contact was made by the NDDOT as part of this study. Similar transit systems in other North Dakota communities have proven successful in promoting community accessibility and cohesion. Examples of the size/type of trolley vehicles that could be employed are shown below in Figure 37. These vehicles could provide for open air, hop on/off type function as well as disabled patron facilities. They could also be painted and themed on the exterior to blend into the western/historic motif in Medora, which was commented on as important to the public.

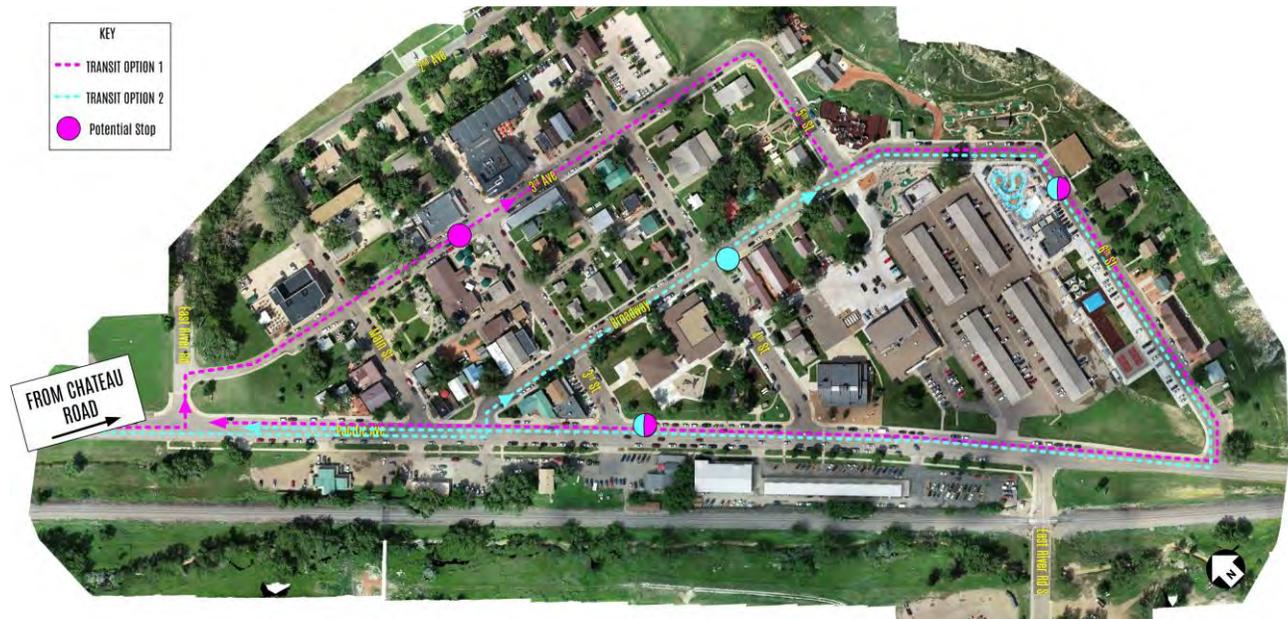


Figure 36: Potential transit routing in the downtown area

As part of the final public input meeting a second route option that would expand service to the south of the downtown area was also discussed. This option and the related stop locations was not drawn or illustrated. This option would require additional stops and extend headways beyond the 15-minute planned for the downtown only route.



Figure 37: Potential Trolley Vehicle/Style

Public Input and Preferences

Figure 38 below shows stakeholder preferences, based upon comment forms in Public Input Meeting #2 on October 2, 2022. The completed PI Report is included in Appendix F.

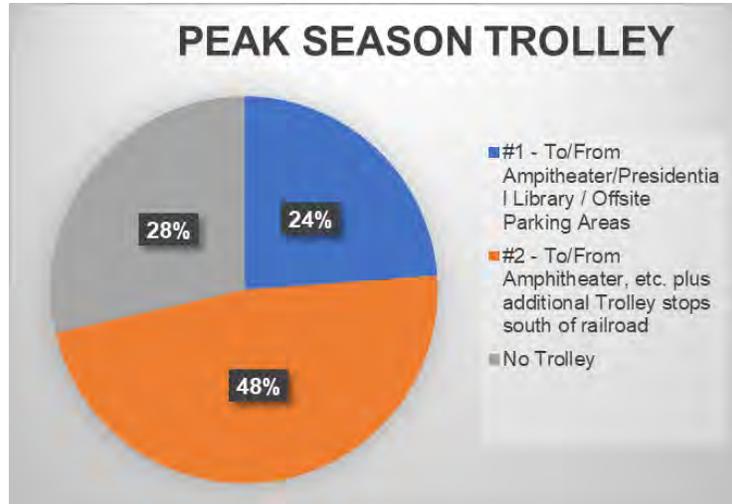


Figure 38: PI Meeting #2, Potential Trolley Service (Peak Season) Comment Breakdown

E. Comparison of Concepts

The following information in Table 13 details the advantages and disadvantages of each concept evaluated for Pacific Avenue.

Table 13: Comparison of Alternatives – Pacific Avenue Improvements

Alternatives	Advantages	Disadvantages
Concept 1 – Roundabouts and 2 Lanes, Bulbouts, Raised Median with Flex Trolley Lane	<ul style="list-style-type: none"> Enhanced downtown accessibility and efficiency Raised median with pedestrian cut-throughs allows for safer/shorter crossings Provides dedicated travel lane for trolley traffic 	<ul style="list-style-type: none"> Removal of on-street parking during peak season Increased construction cost
Concept 2 – Roundabouts with 3 lanes, Bulb-Outs and Sharrows	<ul style="list-style-type: none"> Utilizes existing roadway features Less impact to existing on-street parking Lower construction cost 	<ul style="list-style-type: none"> Does not meet LOS standards without a future raised median Limited improvements for pedestrians Travel lanes to be shared by vehicular, bicycle, and trolley traffic No aesthetic improvements for roadway

TRANSIT/TROLLEY FEASIBILITY MEDORA

Dedicated Lane versus In-lane

- In-lane transit retains existing parking on Pacific Avenue
- Anticipated 15 minute headway/intervals are feasible.
 - Based upon time trials completed last summer the week of July 4th.



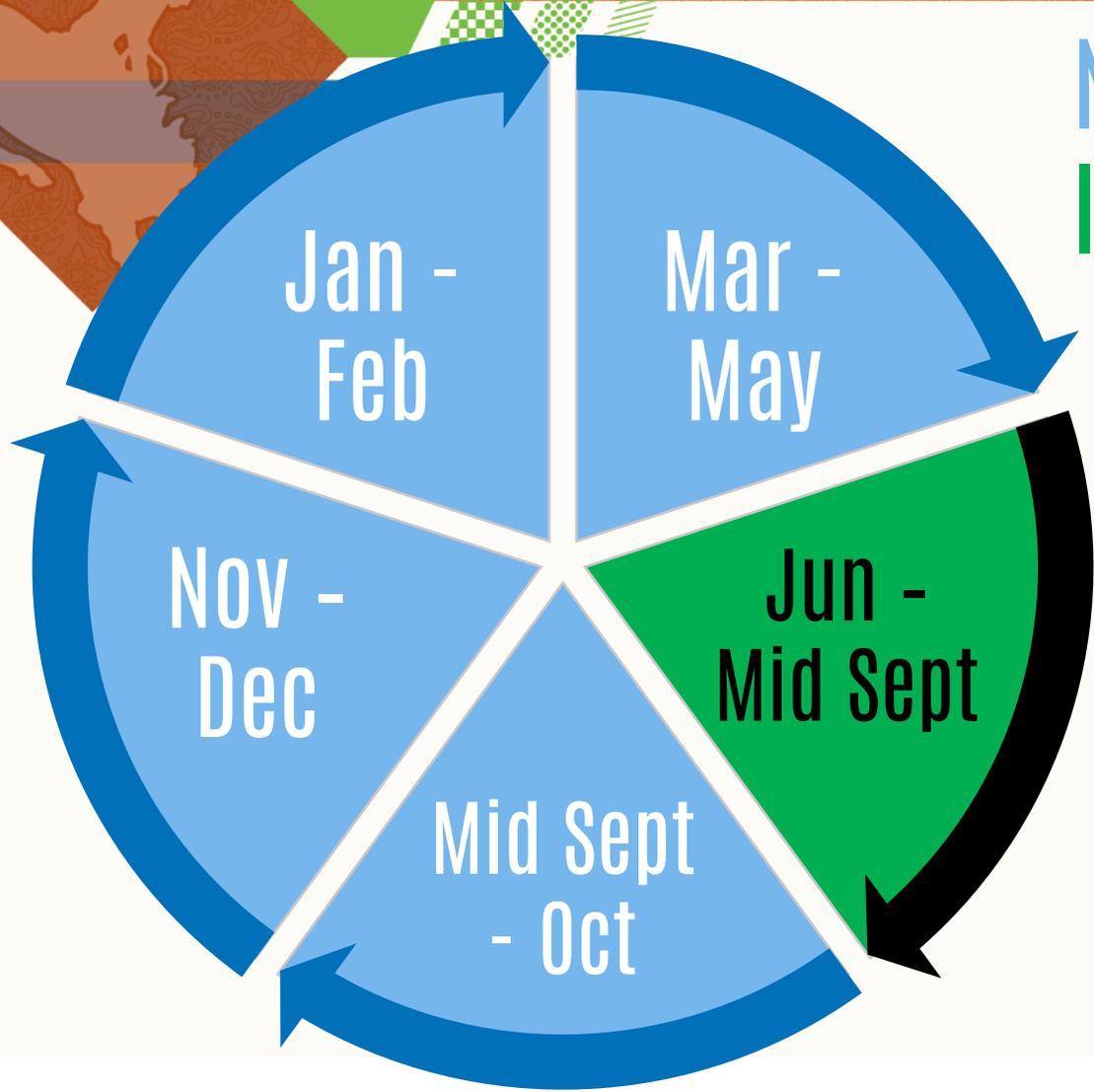
CONCEPT - TRANSIT ROUTE MAP MEDORA



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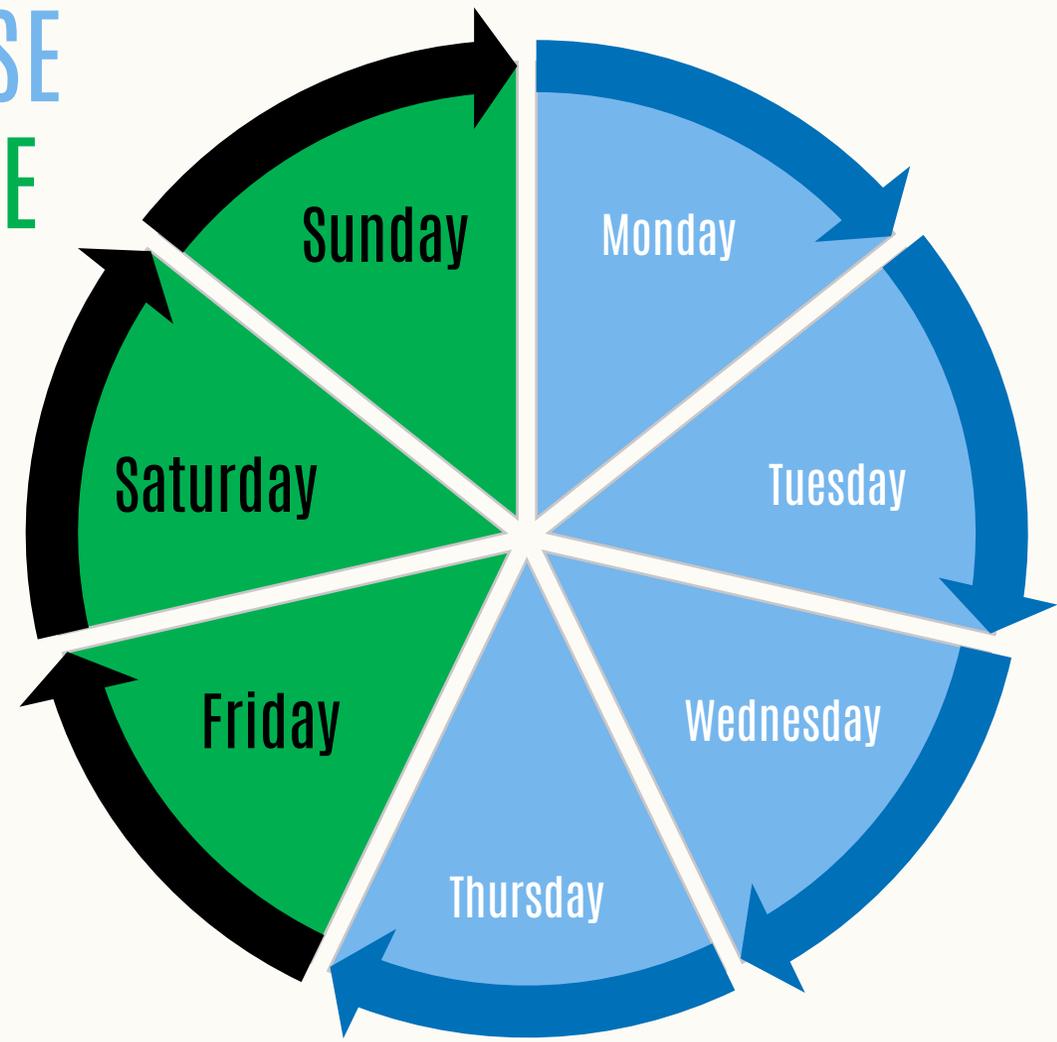


POTENTIAL TROLLEY OPERATIONAL TIMING



NO USE
IN USE

Limit to Summer Season?



Limit Days?

UNDERLYING PURPOSE OF SERVICE? MEDORA

- Reduce Parking Congestion?
- Support Medora Venue-to-Venue Travel?
 - Currently Walk Trips
 - Currently Drive Trips
- Provide Medora to Amphitheater Option to Driving?
- Reduce Medora Vehicle Circulation Looking for Parking?
- Augment Current Limited Resident Demand Response Service?

Presented By:

WALK TIMES BETWEEN VENUES MEDORA

Start	End	Distance	Time
1	5	0.4 mi	8 min
3	6	0.3 mi	5 min
4	7	0.3 mi	6 min
2	1	0.1 mi	3 min
1	8	0.1 mi	3 min
1	9	0.2 mi	4 min



Presented By:

OPERATING ALTERNATIVES

MEDORA

- Options:
 - Local: Either Public or Private Non-Profit
 - “Public” Transit: Including Funding from NDDOT/FTA
- Considerations:
 - Each Needs a Champion – Is there One?
 - If FTA Funding: ADA Vehicle and Stop Requirements Expand
 - If FTA Funding: Fixed Route Service Requires Complementary Paratransit with $\frac{3}{4}$ Mile Service Area around Route



Presented By:

- Options:
 - Local: Either Public or Private Non-Profit
 - “Public” Transit: Including Funding from NDDOT/FTA
- Considerations:
 - FTA Funding is through Formula – Adding New Provider does not Necessarily Bring More Funding to State – Slice Pie Thinner
 - Is there a NON-RECREATION Travel Need Not being Met?

- Seasonal Operations Influences Cost:
 - Mobilization
 - Vehicle Utilization in Off Months
 - Driver Availability
 - Service and Storage Availability
- Turnkey Seasonal Operator:
 - \$120/Hour/Per Vehicle
 - 2 Vehicles in Service
 - 10 Hours/Day
 - 6 Days a Week
 - 100 Day a Season
 - \$240-\$250,000 for Season

Is there Potential for Funding Support from Non-DOT State Departments:

- Tourism
- Economic Development

VEHICLE OPTIONS COMPARISON

Customized 15-Passenger Van

Customized Med/Heavy Duty Bus

Capital Cost	\$75-85,000	\$300 to \$450,000
Useful Life	7 Years	12-14 Years
CDL Required	NO	YES
Capacity	Up to 15 Pass.	30-35 Pass.

Presented By:

Mainstreet



*Turn of
the century
charm.*



- Nostalgic Charm **\$250,000 - \$350,000**
- Modern Day Technology
- Hand-crafted, high quality materials
- Proven increased ridership
- Heavy duty, high-floor perfect for transit

STANDARD EQUIPMENT

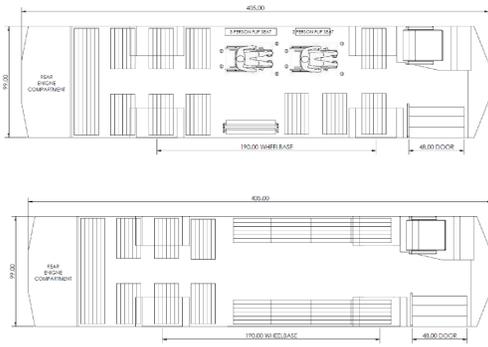
- ELECTRIC ENTRY DOOR
- TRANSIT FLOORING
- ARCH TOP TINTED WINDOWS
- 120,000 BTU HVAC SYSTEM
- INTERIOR LED LIGHTING
- CALIFORNIA STYLE
- MIRRORS
- CD PLAYER, FM
- VINTAGE OAK SLAT SEATING
- 4 SPEAKERS
- MASTER BATTERY SHUT OFF
- FIRST AID KIT, FIRE EXT, FLARE
- 2-TONE PAINT
- PIN STRIPE PACKAGE
- FRONT/REAR TOW HOOKS
- UNDERCOATING
- ROLL-OUT BATTERY TRAY
- DOT LED LIGHTING EXTERIOR
- SUN VISOR
- REAR VIEW MIRROR
- MECHANICAL DRIVER'S SEAT
- STAINLESS STEEL RAILING
- 2 EGRESS PER SIDE
- BACKUP ALARM
- SEAMLESS FIBERGLASS ROOF
- ALL LABELS & SIGNAGE
- CENTER HEADLIGHT

715.301.0149

HOMETOWNTROLLEY.COM

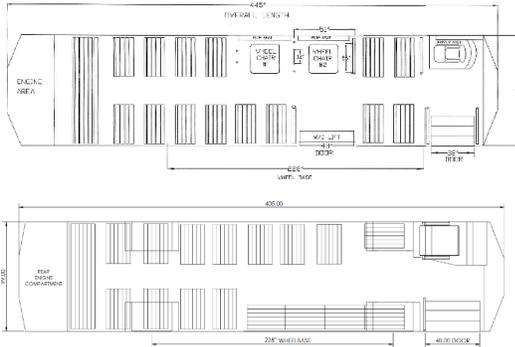
190 WHEELBASE 24-32 PASS.

228 WHEELBASE 32-40 PASS.



ADA

NO ADA



MAINSTREET	30'	35'	40'
GVWR	29,000	32,000	32,000
Body Width	99"	99"	99"
Body Height	136" +/-	136" +/-	136" +/-
Int. Height	80.5	80.5	80.5
Wheelbase	160"	208"	228"
Approach Angle	90°	90°	90°
Breakover Angle	15.6°	15.6°	15.6°
Departure Angle	10.1°	10.1°	10.1°
Step Height	14"	14"	14"
Step Height Rear	14.5"	14.5"	14.5"
ADA Location	Mid/Rear/Entrance	Mid/Rear/Entrance	Mid/Rear/Entrance
Engine	Cummins ISB/L9, Electric	Cummins ISB/L9, Electric	Cummins ISB/L9, Electric
Transmission	Allison B300/B400	Allison B300/B400	Allison B300/B400
Fuel Tank Cap.	90 gal	90 gal	90 gal
Pass. HVAC	Skirt Split/Rear	Skirt Split/Rear	Skirt Split/Rear
Driver HVAC	Dash Mount	Dash Mount	Dash Mount
Front Axle	Solid Beam AAC	Solid Beam AAC	Solid Beam AAC
Brakes	WABCO Air/ABS	WABCO Air/ABS	WABCO Air/ABS
Rear Axle	ARS-20	ARS-20	ARS-20
Tires	255/70R22.5	255/70R22.5	255/70R22.5
Front Door	34" Electric push out	34" Electric push out	34" Electric push out
Rear Door	34" Electric push out	34" Electric push out	34" Electric push out
Seating	26-28 passenger	28-34 passenger	34-40 passenger
Electrical Sys	Standard Relay Logic Hard Wire	Standard Relay Logic Hard Wire	Standard Relay Logic Hard Wire

OPTIONAL UPGRADES

HVAC

- MCC RMA Ducted HVAC

SEATING

- Perimeter, forward or combination
- Complete range of padded/vandal resistant transit seating
- Recaro or USSC driver's seat

WINDOWS, DOORS

- Transit Window
- Vapor Doors
- Wide instep door

PARATRANSIT

- ADA platform w/ dedicated door
- Q Straint positions w/ restraints
- Handi-flip fold out seating
- Lift-U Instep ramp
- Q-Pod

ELECTRICAL

- Fare Box
- Multiplex
- LED destination package
- AVL/GPS system
- 20" DVD monitors

SAFETY

- Fire suppression
- Escape hatch

PAINT & GRAPHICS

- Custom Paint
- Graphic Wraps

Mainstreet 30', 35', 40'



160", 190", 228"

Total Height 130"
Total Int. Height 80.5"

715.301.0149

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SPECIALTY VEHICLES

Give us a call! 1-800-784-8726

New Trolleys

New Trolleys are Available for Purchase on HGAC Contract

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TROL8651 – New Hometown ADA Villager Demos – Never Been Sold

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TROL7107 – New 2023 Hometown View Bus

[Read more](#)



TROL7105 – New Hometown Villager Trolley ADA

[Read more](#)



TROL7104 – New Hometown Villager Wedding Trolley

[Read more](#)



TROL7103 – New Hometown Villager Trolley

[Read more](#)



TROL7102 – New Hometown Low Floor Carriage ADA Trolley

[Read more](#)



TROL7101 – New Hometown Carriage Trolley

[Read more](#)



TROL7100 – New Hometown Streetcar Trolley

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TROLLEY BUSES

THE PERFECT BLEND OF MODERN TRANSIT AND VINTAGE CHARM.

From small private tours to everyday mass transit, trolleys provide unforgettable experiences for your passengers. Made-to-order, our trolley selection includes vintage finishes such as spiral brass, mahogany, and leather grab straps. With spacious interiors and large windows, passengers will enjoy views in comfort and style. Browse our in-stock selection of trolley buses for sale below.

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2020

ARBOC America 20

<https://www.model1.com/resources/knowledge-base/buses/trolley-buses/>



2023

Hometown Trolley Village 20



(866) 468-8480

Chassis: Freightliner XB
Engine: 6.7L V6

Luggage Type: none
Wheelchair Position: 2

Chassis: Ford F53
Engine:

Luggage Type: None
Wheelchair Position: 2

OUR PRICE: [CONTACT US](#)

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Quantity Available: 1

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OUR PRICE: [CONTACT US](#)

Unit # 1707995
Quantity Available: 2

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VEHICLE FEATURES

CAPACITY

Trolley buses can comfortably hold up to 48 passengers.

ACCESSIBILITY

We offer low-floor options for improved ease and accessibility.

FUEL EFFICIENCY

Choose from diesel or gasoline.

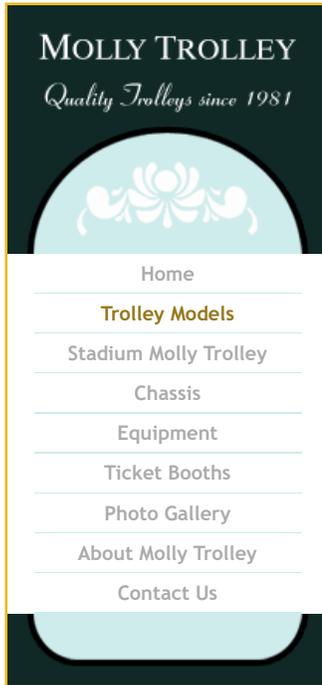
VINTAGE STYLE

Enjoy the nostalgic turn-of-the-century look with spiral brass, mahogany, leather grab straps, and lantern-style roofing.

COMFORT

Trolley vehicles feature spacious interiors and large windows for a truly enjoyable experience.





ORIGINAL MOLLY TROLLEY



The Original Molly Trolley is still very popular after 30 Years of production. The Original Molly Trolley has a split passenger cabin where the front half contains decorative arched sliding vent windows and the rear contains large viewing openings. These openings can be closed with a vinyl roll up curtain in summer use and window inserts for winter use. The large openings provide unobstructed viewing for picture taking as well as an exciting open air experience while moving along your scenic route. For those passengers not desiring the open air experience, the seats in the front provide a traditional ride. The Original Molly Trolley is manufactured with **Ford's F5D chassis** and is exceptional for all operations. The Original Molly Trolley can be equipped with a handicap lift and many other upgrades listed on our **Optional Equipment list**.

ORIGINAL MOLLY TROLLEY SPECIFICATIONS

OVERALL LENGTH: 27' to 34'
OVERALL WIDTH: 96"
HEIGHT: 11'-6"
INSIDE WIDTH: 94"
AISLE WIDTH: 20"
HEADROOM: 6'-7"
SPEED: Normal Highway
PASSENGER CAPACITY: 22-38
WHEEL BASE: 158" to 228"
APPROX. CURB WEIGHT: 11,500 lbs to 16,500 lbs

Specifications are subject to change without notice

©2025 Molly Corporation 60 Willie Hill Rd. Wells, ME 04090 207.646.5908 info@mollytrolley.com

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Trolley Schedule

The City of Deadwood offers a transit service that stops at various locations around Deadwood including hotels and casinos. The trolley is not a 24-hour service.

The fee for the trolley is \$2.00 per person per ride or one (1) token per person per ride.

Tokens are available for purchase at select stops throughout Deadwood including the Welcome Center, 501 Main Street, and the History and Information Center, 3 Siever Street.

Day passes are \$5.00 per person and are available for purchase at the Welcome Center, History and Information Center and City of Deadwood Finance Office.

Trolley Winter Schedule effective September 14th through May 16th:

Sunday thru Thursday: 1st Trolley 10:00 a.m. to 10:00 p.m.

Friday: 1st Trolley 8:00 a.m. to 2:00 a.m.
2nd Trolley 1:30 p.m. to 12:30 a.m.

Saturday: 1st Trolley 8:00 a.m. to 2:00 a.m.
2nd Trolley 9:30 a.m. to 12:30 a.m.

Trolley Summer Schedule begins May 17th:



Sunday thru Thursday: 1st Trolley 8:00 a.m. to Midnight
2nd Trolley 9:30 a.m. to 10:30 p.m.

Friday and Saturday: 1st Trolley 8:00 a.m. to 2:00 a.m.
2nd Trolley 9:30 a.m. to 12:30 a.m.
3rd Trolley 5:20 p.m. to 10:20 p.m.

SUPPORTING DOCUMENTS

 [city_of_deadwood_-_rackcard_back_2022.jpg \(3 MB\)](#)

PARKING AND TRANSPORTATION

CONTACT INFORMATION

City of Deadwood
Parking and Transportation Department
108 Sherman Street
Deadwood, SD 57732

Phone: (605) 578-2082
Fax: (605) 722-0786

[View Full Contact Details](#)

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City of Deadwood, 102 Sherman Street, Deadwood, SD 57732

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