

Fort Berthold Transit and Ferry Service Plan

Technical Memo #2.1



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Technical Memorandum #2.1

Prepared for:

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Introduction

INTRODUCTION

The Three Affiliated Tribes of the Fort Berthold Reservation contracted with LSC Transportation Consultants, Inc. (LSC) to develop the Transit and Ferry Service Plan. The plan will identify unmet transportation needs, evaluate service options, and prepare a recommended service plan to integrate public transit with future ferry service.



The Fort Berthold Indian Reservation is located in western North Dakota along the Missouri River and is part of six counties: McLean, Mountrail, Dunn, McKenzie, Mercer and Ward Counties. The Reservation is home to the federally recognized Mandan, Hidatsa, and Arikara Nation, also known as the Three Affiliated Tribes. The Reservation headquarters are located in New Town.

REPORT CONTENTS

Chapter II presents the history of the Fort Berthold Indian Reservation and the impact of the Garrison Dam, as well as describes the governance structure and community resources of the Three Affiliated Tribes.

Chapter III presents a review of previous studies, including the Lake Sakakawea Ferry Crossing Feasibility Study, the Water Taxi Feasibility Study, and the City of Minot Comprehensive System Analysis Plan.



Chapter IV presents a summary of the community conditions and demographics for the Fort Berthold study area and includes a description of the economy of the Fort Berthold study area and local travel patterns.

Chapter V presents an overview and evaluation of existing tribal and non-tribal transit services in and around the Fort Berthold Reservation. The chapter looks at the history, service area, fares, ridership, performance measures and financial data (as available) for each of the existing transit services.



Chapter VI presents a summary of staff and stakeholder input.

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History & Cultural Resources

INTRODUCTION

This chapter presents the history of the Fort Berthold Indian Reservation and the impact of the Garrison Dam, and also describes the governance structure and community resources of the Three Affiliated Tribes.

FORT BERTHOLD INDIAN RESERVATION

The Fort Berthold Indian Reservation is located in western North Dakota along the Missouri River and is home to the Mandan, Hidatsa, and Arikara Nation, also known as the Three Affiliated Tribes.

History

The Fort Berthold Reservation was created by the U.S. government in 1870 through the Fort Laramie Treaty of 1851. The treaty serves as an agreement between the United States and the Cheyenne, Sioux, Arapaho, Crow, Assiniboine, Mandan, Hidatsa, and Arikara Nations. The treaty set forth traditional territorial claims of the tribes and the United States acknowledged that all land covered by the treaty was Native American territory and thus would not claim any part of it.

The Fort Berthold Reservation was named after a United States Army fort, Fort Berthold, located on the bank of the Missouri River. The fort began as a fur trading post and was named after Bartholomew Berthold, a prominent merchant and fur trader from St. Louis.

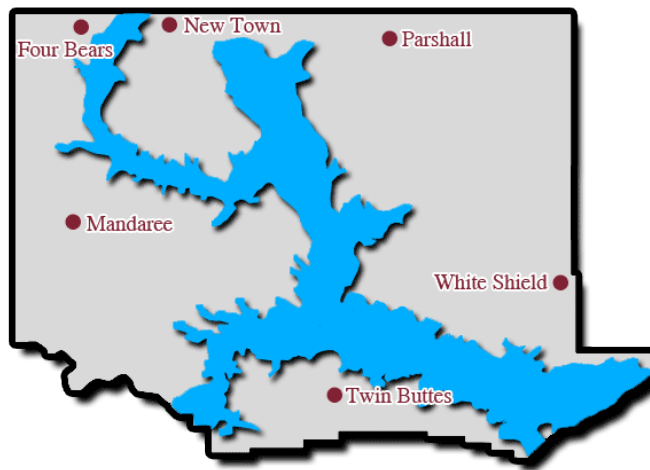
Land Allotment

In the late nineteenth and early twentieth century, the US government assigned individual allotments of land to householders from communal holdings to encourage tribal members to take up subsistence farming. Congress passed the General Allotment Act of 1887 which put an end to the Native Americans' tribal rights to reservation land and made them individual land owners. The Executive Order of 1891 provided for the allotment of the Fort Berthold Reservation and restricted the sale of un-allotted lands in order to reserve them for future

members of the tribe. The reservation was to be divided into standardized plots where heads of families received 160 acres each, women and men over the age of 18 who were not heads of families were allotted 80 acres each, and children received 40 acres each. This practice was contrary to the traditional tribal member belief that land was for communal use rather than individually owned.

Community Segments

The Fort Berthold Reservation covers a total area of approximately 1,543 square miles on either side of the Missouri River, of which approximately 715 square miles are owned either communally by the tribe, or as individual allotments. The reservation consists of six different geographical communities, called Segments: Four Bears, Mandaree, New Town, Parshall (Lucky Mound), Twin Buttes, and White Shield. The largest towns on the Reservation are New Town and Parshall. As of March 2016, the total enrollment of the Three Affiliated Tribes was 15,013 registered tribe members.



Governance

The Three Affiliated Tribes Business Council is comprised of six representatives, one from each Segment, and the Chairman of the Mandan, Hidatsa, and Arikara Nation. In addition, there are five Tribal Council Committees – Natural Resources Committee, Health & Human Resource Committee, Judicial Committee/Human Resources, Economic Development Committee, and Education Committee.

Community Features

In the early 1990s, the Three Affiliated Tribes entered into a gaming compact with the State of North Dakota. The Four Bears Casino and Lodge was built across the river from New Town and opened to the public in 1993. The Four Bears Casino and Lodge currently offers lodging, a restaurant, live



entertainment, several forms of gaming, a video arcade, and a bingo hall accommodating over 300 players. An events center was added to the existing casino in 2000 and the lodging facilities were expanded in 2001.

Directly adjacent to the Four Bears Casino, Lodge, and Events Center, is a complex which includes the tribal administration building, Indian Health Services Clinic and Dialysis Unit, Casey Family Program, Fort Berthold Day Care, KMHA Radio Station, the tribal newspaper MHA Times, and the Three Affiliated Tribes Museum.

The Elbowoods Memorial Health Center, located in New Town, is a state-of-the-art health care facility offering preventive and therapeutic health services to the Three Affiliated Tribes. The full service clinic opened in October 2011 to add to the growth and strength of the community and enhance the overall quality of life for residents of Fort Berthold Indian Reservation. The facility has long been promoted by the Three Affiliated Tribes as fulfillment of promises made during the flooding of Garrison Dam in the 1950s.

The 760 acre McLean National Wildlife Refuge lies within the boundaries of the Fort Berthold Reservation. A dam built in the 1930s created Lake Susie, the large wetland on the refuge. Large concentrations of waterfowl use the refuge as a staging area for spring and fall migration, a nesting island provides habitat for many species of ducks, and the grasslands of the refuge provide nesting areas for many species of birds and shelter for white-tailed deer.



The new Four Bears Bridge, which provides access across a portion of Lake Sakakawea, opened in 2005 and replaced the original Four Bears Bridge, which was built in 1955. The Four Bears Bridge is the only crossing on the Fort Berthold Reservation providing access across Lake Sakakawea, the largest man-made lake in North Dakota and the third largest in the United

States. The bridge is located near New Town and cost approximately \$55 million to build. The Four Bears Bridge is nearly one mile long and is the longest bridge in North Dakota. The Four Bears Bridge is named for two chiefs, one Mandan and one Hidatsa, both named Four Bears, and the bridge itself is decorated with medallions honoring 19 tribal chiefs and the heritage of the Three Affiliated Tribes. A second crossing is located east of the Reservation on U.S. 83. The lack of points to cross Lake Sakakawea isolates the communities and creates significant challenges for mobility and access to essential services.

THE GARRISON DAM & LAKE SAKAKAWEA

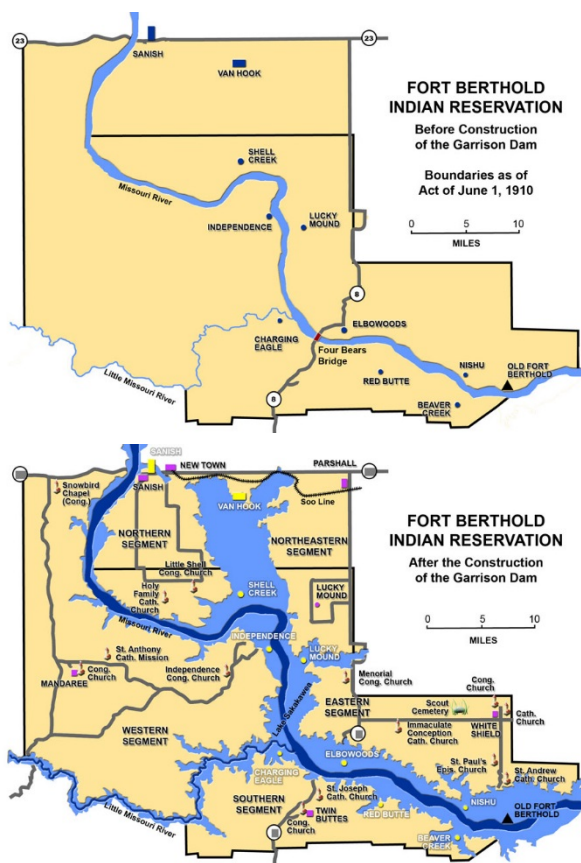
The Garrison Dam is an earth-fill embankment dam on the Missouri River, constructed between 1947 and 1953. Lake Sakakawea is the reservoir created by the construction of the dam. The dam is over two miles in length and is the fifth-largest earthen dam in the world. The Garrison Dam is the second (and largest) of



six main-stem dams on the Missouri River built and managed by the U.S. Army Corps of Engineers for flood control, hydroelectric power, navigation, and irrigation.

To construct the dam, the United States government needed to purchase 152,360 acres of land owned by the Three Affiliated Tribes in the Fort Berthold Indian Reservation which would be flooded by the creation of Lake Sakakawea. Through threat of land confiscation by eminent domain, the tribes protested and achieved remuneration, but lost 94 percent of their agricultural land. The Three Affiliated Tribes' Tribal Council offered an alternative dam site to the U.S. Army Corps of Engineers free of charge, which would have caused considerably less damage to

the tribal members, but the site was rejected as it would not permit adequate storage capacity. Army negotiators offered to purchase an equal amount of land in the Knife River Valley to replace that lost to the Garrison Dam, but the tribe members found it unsuitable for their needs. In 1947, the Three Affiliated Tribes were forced to accept \$5,105,625, increased to \$7.5 million in 1949. The final settlement legislation denied the Three Affiliated Tribes the right to use the shoreline of the reservoir for grazing, hunting, fishing, and other purposes, including irrigation development and royalty rights on all subsurface minerals within the reservoir area.



The construction of the Garrison Dam caused the flooding of large areas of tribal lands devoted to farming and ranching, thus destroying much of the Three Affiliated Tribes' economy. Over 25 percent of the Fort Berthold Reservation's total land base was deluged by the dam's reservoir, Lake Sakakawea. The remaining reservation land was segmented into five water-bound sections, making travel throughout the reservation difficult. The creation of the lake displaced about 325 families, or approximately 80 percent of the tribal membership of the Fort Berthold Indian Reservation, particularly from the villages of Van

Hook and (Old) Sanish, which were flooded by the creation of Lake Sakakawea. Elbowoods, a third town where the agency headquarters, boarding school, hospital, and jail were located, was also lost due to the flooding. As a result, three new villages were founded on the reservation: New Town, White Shield, and Mandaree.

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Review of Previous Studies

INTRODUCTION

This chapter provides a summary of three studies of the Fort Berthold area from 2013-2016. Two of the studies were feasibility studies; one involving a ferry crossing and the other a water taxi. The third study was a comprehensive analysis of transit service in the Minot area.

Lake Sakakawea poses a transportation barrier that divides the Fort Berthold Reservation into five segments of land that are isolated by water. Travel from tribal offices on the north shore to the south shore requires a drive of over 110 miles. The lack of connectivity between the land segments presents hardships for those who live on the Reservation. Ordinary trips such as going to work, school, or a medical appointment take inordinate amounts of time. Crossing the lake can be up to 125 miles each way and emergency responders have taken more than 2 hours to cross the lake.

LAKE SAKAKAWEA FERRY CROSSING FEASIBILITY STUDY

Date & Publisher

Prepared by Ulteig in 2016 for the Rural Economic Area Partnership (REAP) Investment Fund, Inc. REAP received a Rural Business Opportunity Grant from the United States Department of Agriculture (USDA) for the study.

Overview



A car ferry service would greatly simplify travel for residents of the Fort Berthold Reservation and be a boon to the local economy. If grants are obtained to purchase a ship and build terminal facilities, the ferry should generate revenue. State Highway Departments sometimes heavily subsidize U.S. ferry operations because operating a ferry service is a huge cost savings compared to building a bridge. The cost of a car ferry system infrastructure is

estimated to be \$12 to \$21 million, while building a four-mile long bridge across the lake could cost between \$400 and \$500 million.

Grant funds are available from the Federal Highway Administration (FHWA). To receive grants from the FHWA Department of Transportation Administration, the North Dakota Department of Transportation would need to be a sponsor. Grants are needed for 80 percent of the capital improvement costs, and stakeholders would need to support the project with 20 percent of matching funds. Operating a car ferry on Lake Sakakawea requires approval from the Federal Government through the US Army Corp of Engineers.

A pilot program could be launched by purchasing a used ship and constructing a minimal terminal. The proposed car ferry should hold 14-20 cars and up to 30 passengers.

Key Takeaways

The lake has impaired economic growth in the area and limited job opportunities for residents. A car ferry service is a viable alternative to building a bridge and much more cost effective. The cost of a ferry system versus a bridge results in a savings to tax payers of \$7.722 million per year for 60 years.

A car ferry service would benefit business, tourism, and recreation. The service would boost the energy industry and provide employment opportunities.

With grants from the FHWA, a ferry service can be cost feasible. The size, type, and location needs to be determined with public input and discussions with stakeholders. It is estimated that annual gross revenues from a car ferry service would be \$760,000 annually with gross operating costs of \$716,000 per year.

There are seasonal limitations on a car ferry service and it could not operate during winter months.

WATER TAXI FEASIBILITY STUDY

Date & Publisher

Prepared by Ulteig in 2016 for the Rural Economic Area Partnership (REAP) Investment Fund, Inc. REAP received a Rural Business Opportunity Grant from the United States Department of Agriculture (USDA) for the study.

Overview

Water transportation in the lake region has potential to improve mobility, extend coverage, and boost tourism as part of a seamless transportation system. A successful water taxi venture requires partnership between public and private entities. Requirements include docking facilities, sidewalks, pickup areas, and connecting land transit services. It is expected that the land infrastructure for the water taxi system would be installed as part of the car ferry system.

To be effective the water taxi system must be connected to public transportation that serves the water taxi stops. It was recommended that a pilot water taxi service be introduced. It would serve New Town, Three Bears, state parks, public recreation areas, and possibly Garrison. The pilot water taxis must connect with bus service which would be approved separately.

Funding sources for the demonstration project include grants from the North Dakota Department of Transportation (NDDOT), the Ferryboat Discretionary Fund (FHWA), Transportation Improvement Program (TIP), and other sources.

There will probably be a need for 20 percent local funding to launch the program. Revenue from fares can be expected to cover up to 60 percent of operating costs for commuters and a higher percentage of costs for tourists. Commuter fares would be lower to attract regular riders.

Key Takeaways

Water taxi service is feasible if the following conditions are met:

- the stakeholder and its partners ensure adequate funding;
- the routes are direct and serve key destinations;
- the service is aggressively marketed;
- and terminals are supported with connecting bus service

- it is understood that the service would be seasonal and not operated during the winter months.

CITY OF MINOT COMPREHENSIVE SYSTEM ANALYSIS PLAN

Date & Publisher

Prepared by Nelson Nygaard in 2013 for the Minot City Transit System.

Overview

This analysis for Minot City Transit began in January 2013 in order to develop a phased service improvement plan for the next 10 years and beyond. From 2000 to 2010, population in the Minot area grew by over 11%. Expansion was occurring throughout the city, especially the north and south. Growth strained the transit system to expand and serve new areas.

Analysis showed that the number of riders fluctuates widely during the year. Ridership drops sharply during the summer when the early morning and afternoon service isn't offered. The average productivity of the midday routes was 10.4, compared to 16.8 on the early morning and 18.4 on the afternoon routes.

In an evaluation of six peer transit systems, productivity of service and ridership per capita were relatively low in Minot (though not the lowest in every case).

Results from stakeholder meetings and an onboard passenger survey showed demand for later evening service, weekend service, earlier morning service, more direct service, and service to new and emerging areas of town.

The phased service plan assumes that the early morning and afternoon service be merged with the midday system so that schools are served by an all-day transit network. The existing early morning/afternoon system could violate FTA regulations barring the use of federally funded equipment/facilities used exclusively for school transportation.

In late 2013 a Short-term Service Plan (one to three years) was developed with only a small cost increase. Changes included higher-frequency service in the north-south corridor; coverage based service in outlying areas; longer hours of service (from 7:00 a.m. to 7:00 p.m.); and timed transfers from a central location. Direct customized service to schools (especially remote elementary schools) was

eliminated. However, service to middle and high schools is offered via a single, all day network. Tripper service is offered in early mornings and afternoons due to the volume of student riders.

The 2014 operating budget for transit in Minot was \$830,000. The cost per revenue hour of service was approximately \$82.00. Mid-Term (3-10 years) and Long-Term (10+years) Service Options were developed. Implementing all of the Mid-Term Service Options (increased service hours and additional frequency) would result in a 58 percent increase in operating costs. Long-Term Service Options include additional routes and Sunday Service, this would lead to a 72 percent increase in operating costs. The existing contract with Souris Basin Transit fulfills ADA rules. Riders are not registering for ADA paratransit service and no data on ADA services are available.

Key Takeaways

A coordinated marketing and branding approach is desirable. The MountainLine transit system in Missoula, MT is a good example (buses, bus stops, brochures, and the website are all coordinated).

The City should upgrade fare collection system to include electronic boxes. Electronic fare media would replace tokens and paper passes.

As the system expands, a dedicated downtown transit center should be considered.

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Community Conditions

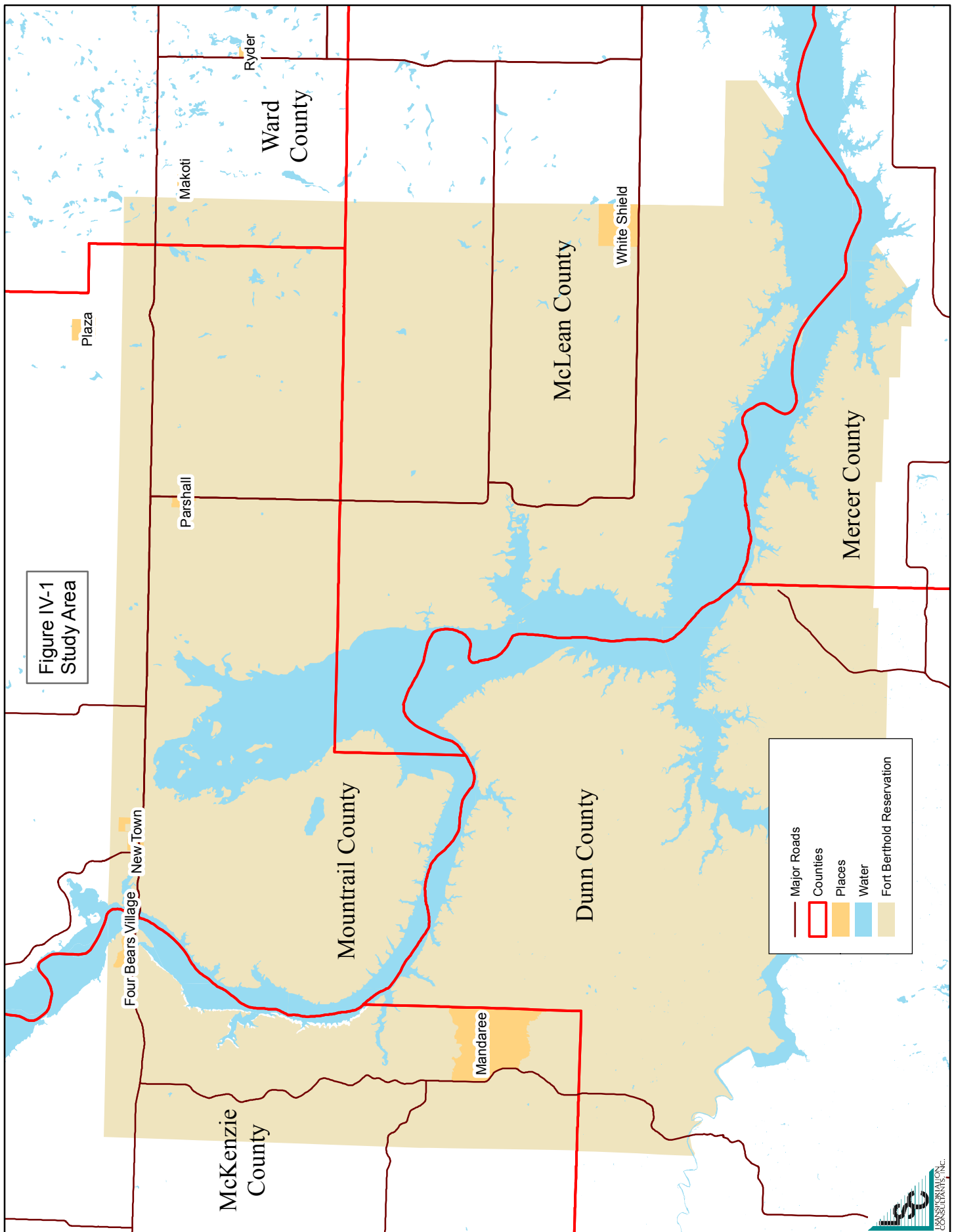
Chapter IV presents the community conditions and demographics for the Fort Berthold study area. The chapter includes a description of the economy of the Fort Berthold study area and local travel patterns. Where appropriate, maps and tables are used for illustration.

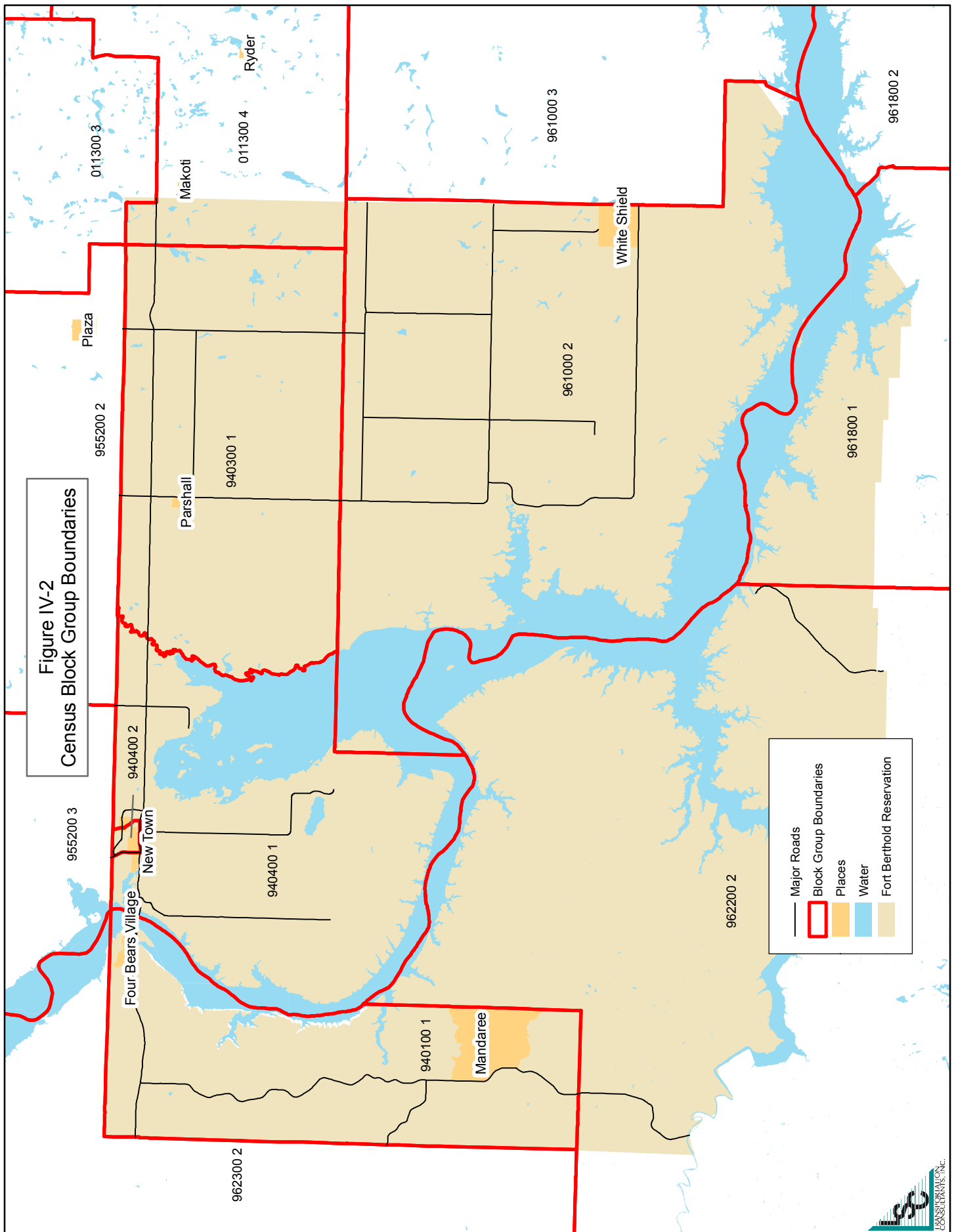
DEMOGRAPHIC CHARACTERISTICS

Study Area Location

The Fort Berthold Indian Reservation is located in western North Dakota along the Missouri River. As shown in Figure IV-1, the reservation is located in portions of Dunn, McKenzie, McLean, Mercer, Mountrail, and Ward counties. The reservation is made up of the Mandan, Hidatsa, and Arikara Nation, collectively known as the Three Affiliated Tribes. The tribal lands cover a total area of approximately 1,543 square miles on either side of the Missouri River, of which approximately 715 square miles are owned either communally by the tribe, or as individual allotments.

The demographic analysis was completed by block group which is a census-defined boundary. These boundaries do not necessarily denote neighborhoods or communities, but rather act as a standardized means for analysis. Figure IV-2 shows the block group boundaries in the study area.





Demographics and Socioeconomics

Unless noted otherwise, all data listed in this chapter are from the 2011-2015 U.S. Census American Community Survey (2015 ACS) five-year estimates, the total population of the study area is 11,197. Of the total Reservation population of 7,611 people, 5,081 (66.8 percent) are full-blooded American Indian, 2,126 (27.9 percent) are white, and 118 (1.6 percent) identify as some other race alone. The remaining 286 (3.6 percent) identify as being of two or more races.

Income

The median household income for the Fort Berthold Reservation was \$53,284. This was slightly lower than the \$57,181 median income reported for the general population in North Dakota. According to the 2015 ACS, 16.9 percent of households on the Fort Berthold Reservation earned less than \$15,000 annually, 16.4 percent earned between \$15,000 and \$35,000, while the remaining 66.5 percent earned over \$35,000 annually.

Housing

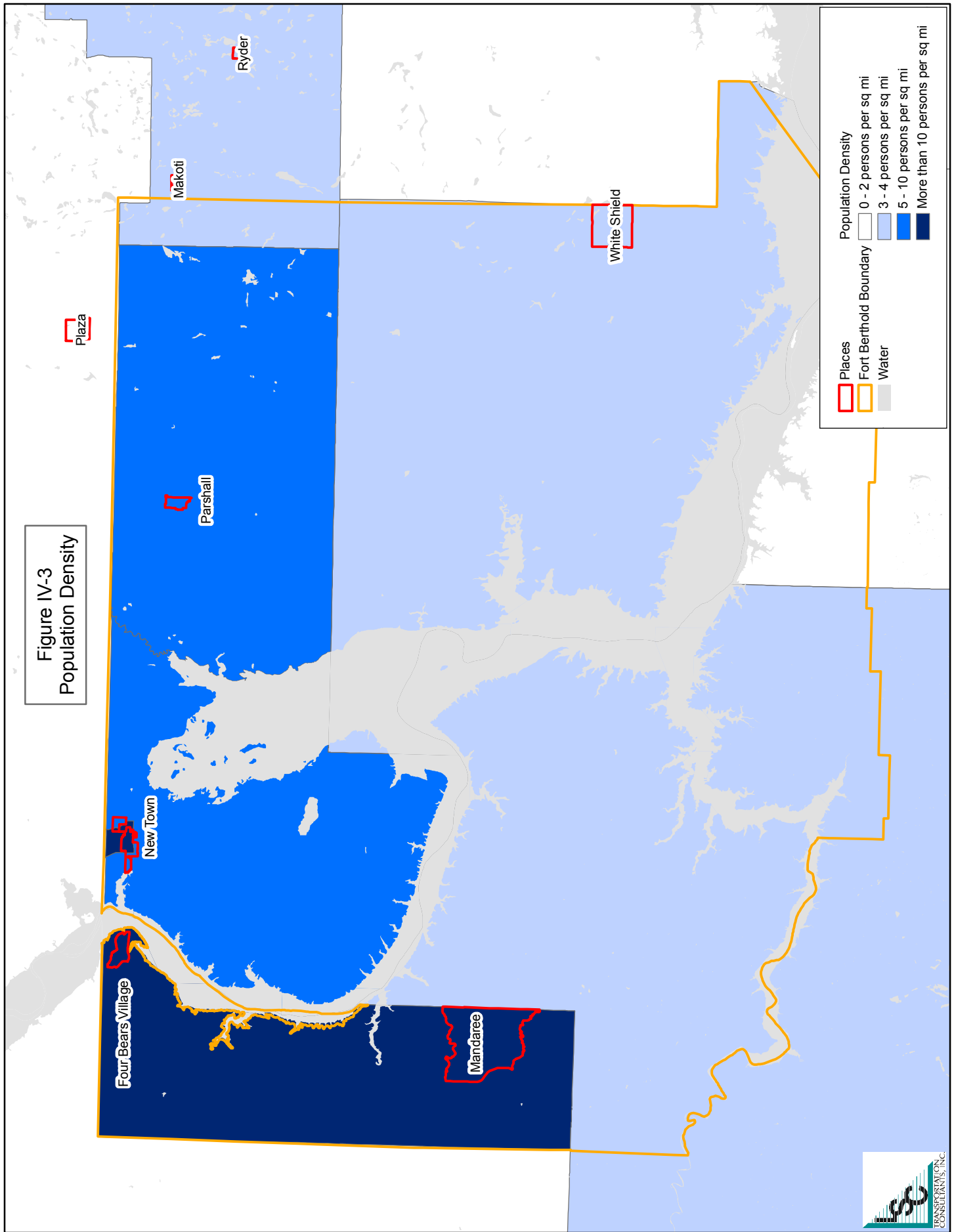
The Fort Berthold Reservation has 3,866 housing units, 2,338 of these units are occupied and 1,528 units are vacant. Out of the 2,338 occupied housing units, 172 households do not have a vehicle available, 640 households have one vehicle available, 811 households have two vehicles available, and 715 households have three or more vehicles available.

Population Density

Although low-income population data are available at the 2015 ACS level, the smallest level of geographical unit for which information was available was at the tract level. The information from the tract level was then apportioned to the block group level based on the population of the block group compared to the total population in the tract.

Figure IV-3 shows the population density for the Fort Berthold study area by census block groups using the 2015 ACS data. The size of the census blocks skews the location of population concentrations. Population density is used to determine where population is concentrated. Transit is generally more successful in areas with greater concentrations of population. As shown in

Figure IV-3, the population is most dense in New Town as well as the Four Bears Village and Mandaree areas. The areas with the next highest density are Parshall and the area around New Town.



Transit-Dependent Population Characteristics

This section provides information on the individuals considered by the transportation profession to be dependent upon public transit. These population characteristics preclude most such individuals from driving, which leaves carpooling and public transit as the only motorized forms of available transportation.

The four types of limitations that preclude people from driving are physical limitations, financial limitations, legal limitations, and self-imposed limitations. Physical limitations may include permanent disabilities such as frailty, blindness, paralysis, or developmental disabilities to temporary disabilities such as acute illnesses and head injuries. Financial limitations include people who are unable to purchase or rent a vehicle. Legal limitations refer to limitations such as being too young to drive (generally under age 16). Self-imposed limitations refer to people who choose not to own or drive a vehicle (some or all of the time) for reasons other than those listed in the first three categories.

The US Census is generally capable of providing information about the first three categories of limitation. The fourth category of limitation represents a relatively small portion of transit ridership, particularly in areas with low density such as the Fort Berthold study area. Table IV-1 presents the study area's US Census statistics regarding the older adult population, ambulatory disability population, low-income population, youth population, and zero-vehicle households. These data are important to various methods of transit demand estimation.

Table IV-1 Estimated Population Characteristics using American Community Survey 2015 Fort Berthold Area															
County	Census Tract	Census Block Group	Total Population 2015 ACS	Land Area (sq. miles)	Total Number of Households 2015 ACS	Zero-Vehicle Households 2012 ACS		Youth Population 10-19 years 2012 ACS		Total Number of Older Adults 65 and Over 2012 ACS		Ambulatory Disability Population 2012 ACS		Low-Income Population 2012 ACS	
						#	%	#	%	#	%	#	%	#	%
Dunn	9622	2	1962	902.1	665	9	1.4%	313	16.0%	229	11.7%	322	16.4%	517	26.4%
McKenzie	9401	1	1,779	150.1	433	37	8.5%	449	25.2%	72	4.0%	54	3.0%	782	44.0%
McLean	9610	2	794	373.1	329	22	6.7%	127	16.0%	82	10.3%	237	29.8%	622	78.3%
Mercer	9618	1	1,155	344.0	544	11	2.0%	116	10.0%	206	17.8%	196	17.0%	223	19.3%
Mountrail	9403	1	1,428	204.0	474	28	5.9%	195	13.7%	139	9.7%	77	5.4%	230	16.1%
	9404	1	1,077	152.1	375	7	1.9%	182	16.9%	66	6.1%	64	6.0%	198	18.4%
Ward	113	2	1,969	1.7	541	64	11.8%	357	18.1%	164	8.3%	118	6.0%	362	18.4%
		4	1,033	324.1	367	9	2.5%	125	12.1%	174	16.8%	213	20.6%	301	29.1%
Study Area Totals			11,197	2,451.20	3,728	187	5.0%	1,864	16.6%	1,132	10.1%	1,281	11.4%	3,235	28.9%
Source: 2011-2015 American Community Survey Five-Year Estimates. LSC.															

Older Adult Population

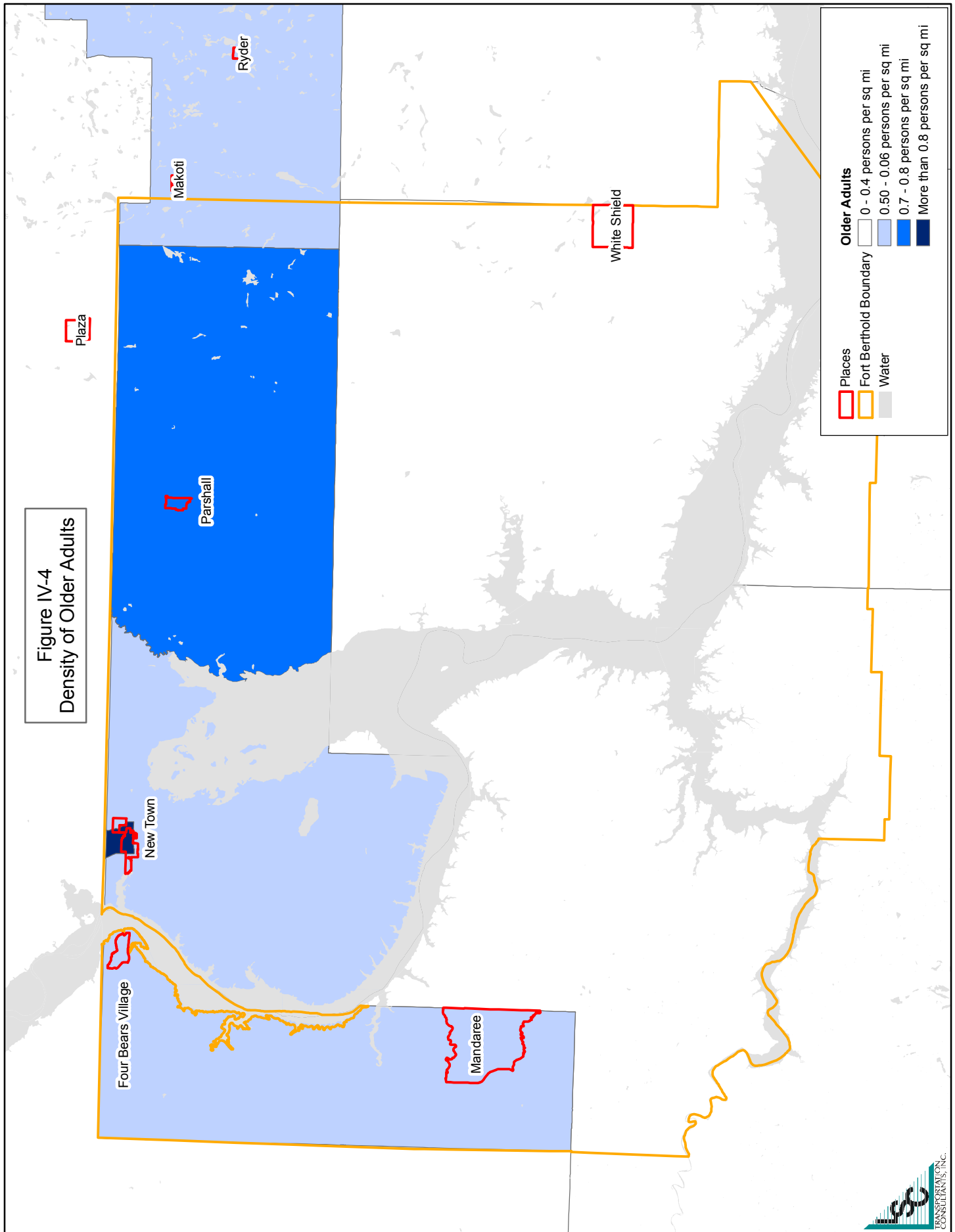
The older adult population represents a significant number of the national transit-dependent population and represents 10.1 percent of the total population in the Fort Berthold study area. The older adult population includes individuals over the age of 65 years. Figure IV-4 illustrates the density of older adults in the Fort Berthold study area using the 2015 ACS data. The highest density of older adults is in New Town. The next highest area is the area around Parshall.

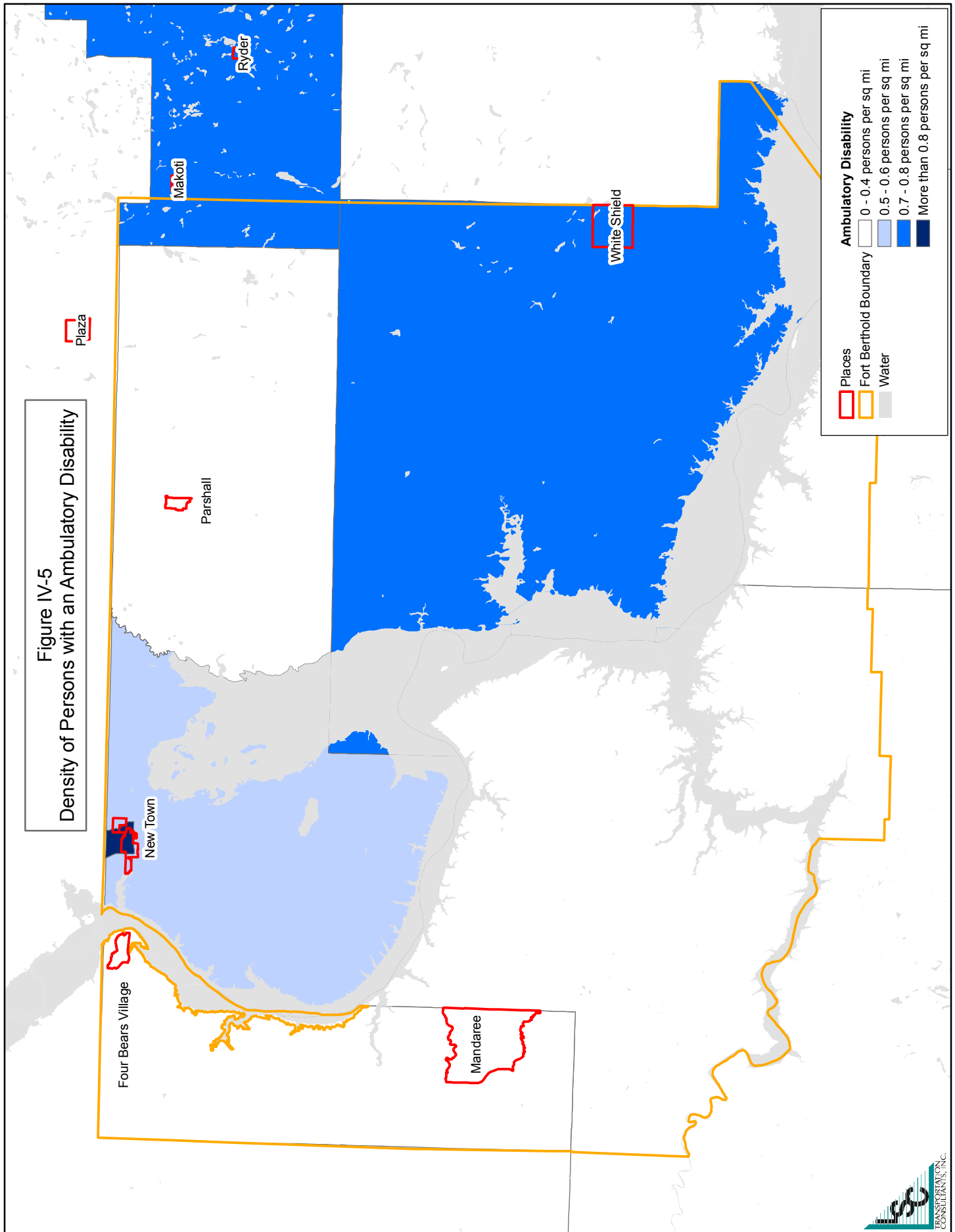
Population of Persons with Ambulatory Disability

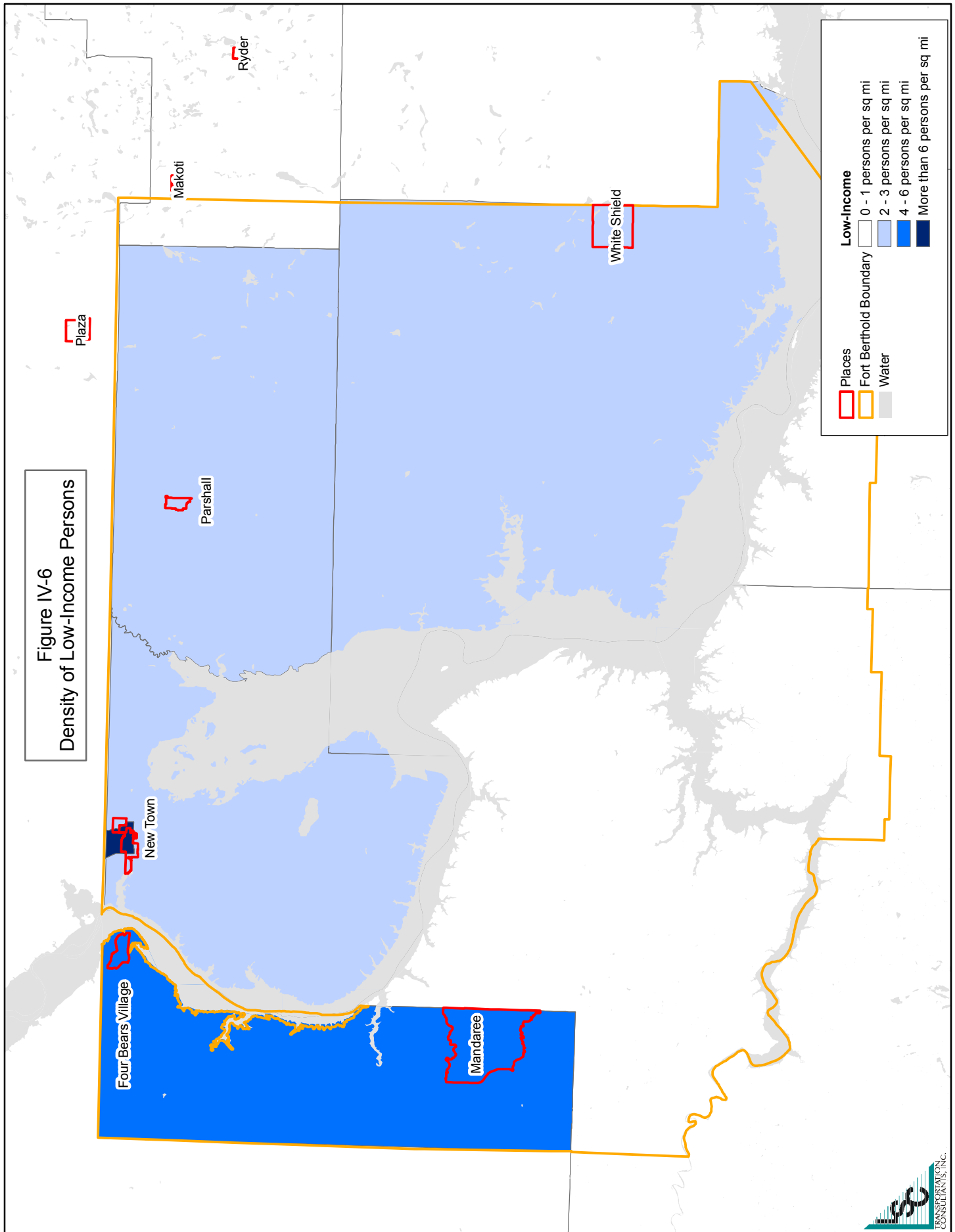
Figure IV-5 presents the 2015 ACS population of persons with an ambulatory disability in terms of people-per-square-mile density. An individual is classified as having “ambulatory disability” if they have serious difficulty walking or climbing stairs. Approximately 11.4 percent of the population in the Fort Berthold study area has some type of ambulatory disability. The greatest concentration of individuals with ambulatory disability is in New Town. The area around White Shield was the area with the next highest density of individuals with ambulatory disability as was the area around Makoti and Ryder which are not on the reservation.

Low-Income Population

The low-income population tends to depend upon transit more than wealthier populations or those with a high level of disposable income. Figure IV-6 illustrates the density of the low-income population in the Fort Berthold study area using the 2015 ACS data. Low-income population, as defined by the FTA, includes persons whose household income is at or below the Department of Health and Human Services’ poverty guidelines. The low-income population listed in the tables and GIS maps includes people who are living below the poverty line using the Census Bureau’s poverty threshold. The highest density of low-income population is in New Town. The area around Four Bears Village and Mandaree are the next highest areas of low-income population. Approximately 28.9 percent (3,235 individuals) of the population of the study area are considered low income.







Zero-Vehicle Households

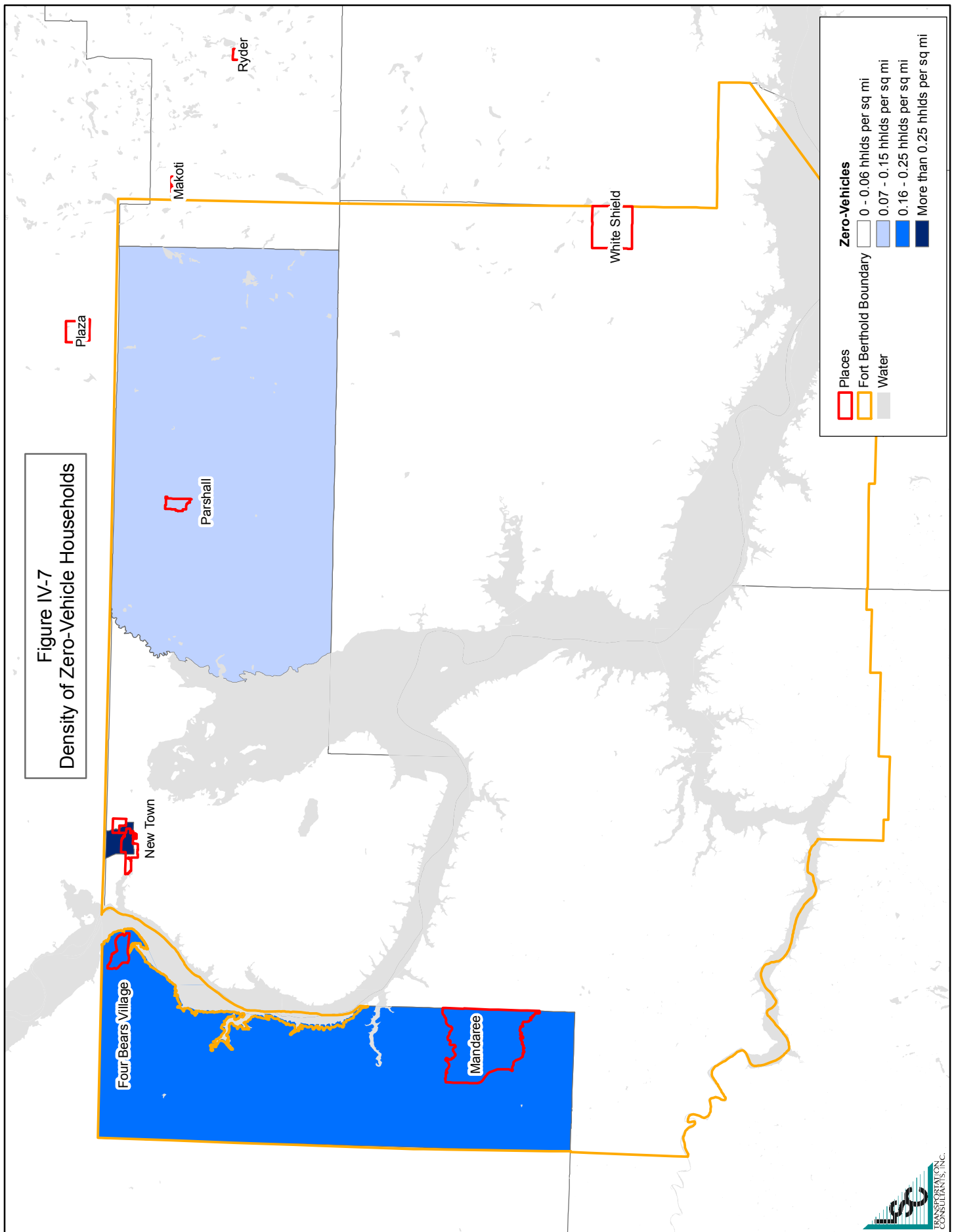
A zero-vehicle household is defined as a household in which an individual does not have access to a vehicle. These individuals are generally transit-dependent as their access to private automobiles is limited. Approximately five percent (187 households) of the study area's households reported no vehicle available for use. The density of zero-vehicle households for the study area is shown in Figure IV-7. The ranges for the density of zero-vehicle households are quite low due to the size of the block groups, combined with the small number of zero-vehicle households in the study area. The highest density of zero-vehicle households in the study area is in New Town. The next highest area is the area around Four Bears Village and Mandaree.

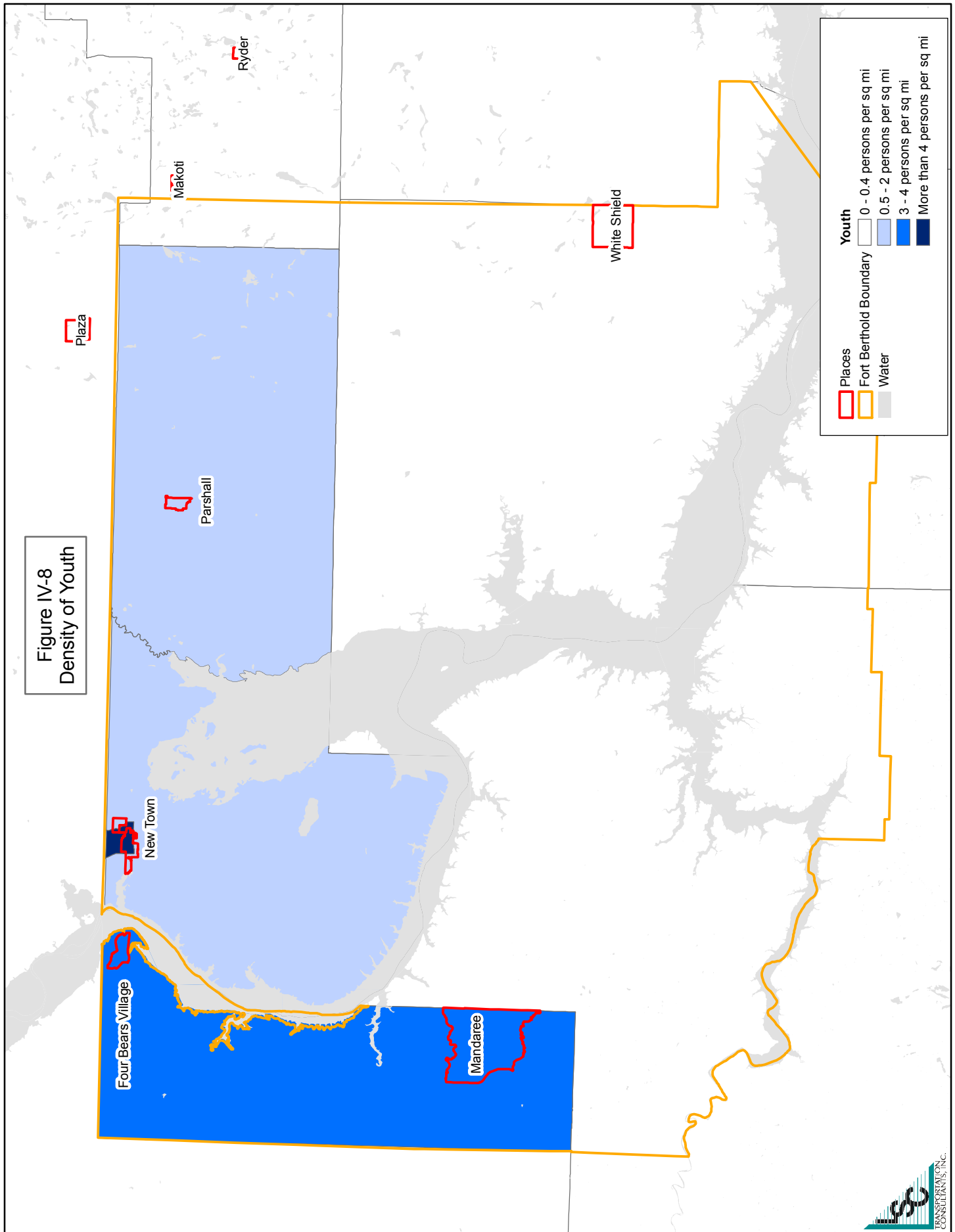
Youth Population

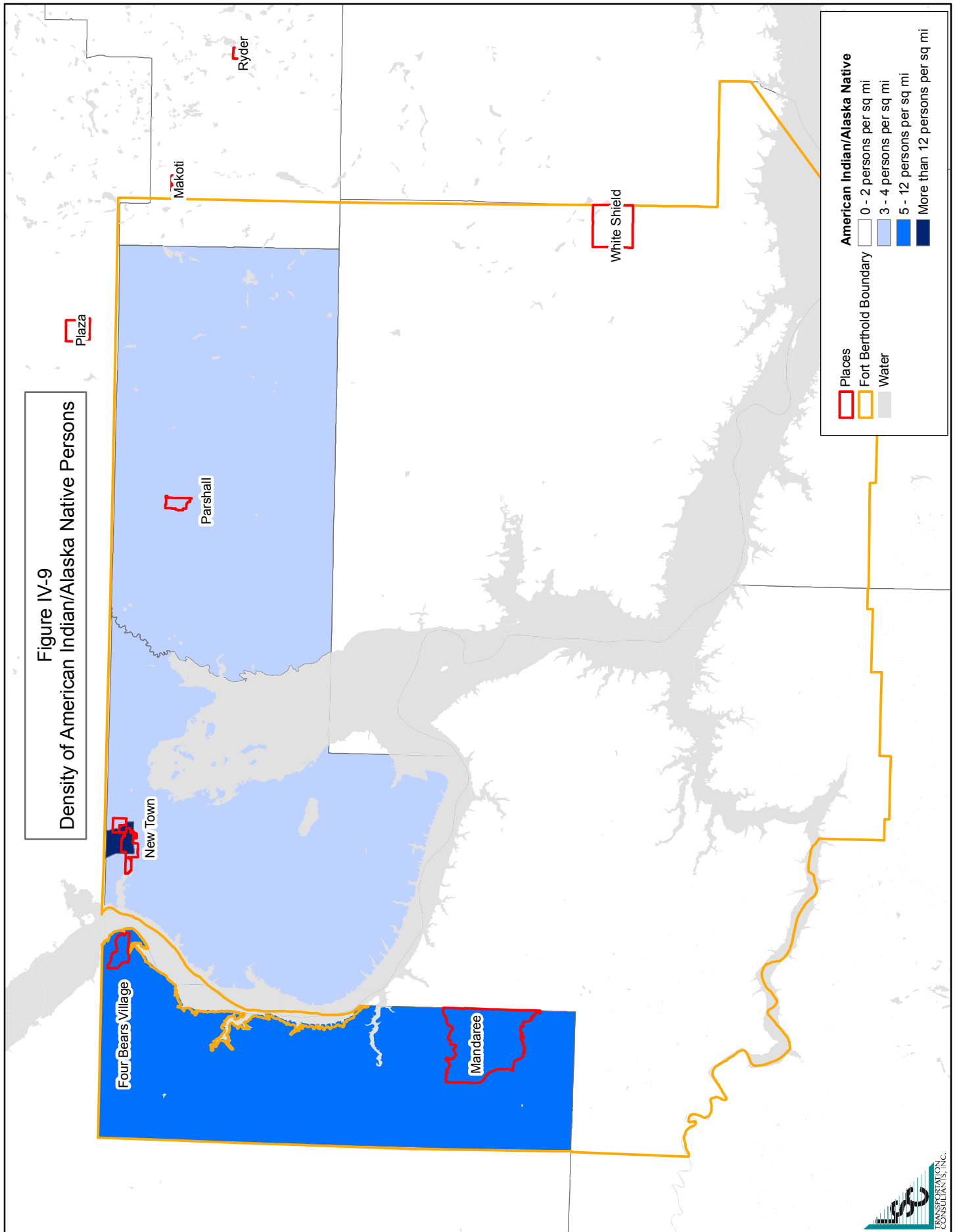
The population density of youth (10-19 years of age) for the Fort Berthold study area is shown in Figure IV-8. The largest youth population pockets in the study area are once again in New Town, followed by the area around Four Bears Village and Mandaree. Approximately 16.6 percent (1,864 individuals) of the population of the study area are youth.

American Indian and Alaska Native Population

The population density of persons who identified themselves as American Indian and Alaska Native (AIAN) for the Fort Berthold study area using the 2015 ACS data is shown in Figure IV-9. The largest AIAN population pocket in the study area is in New Town, followed by the area around Four Bears Village and Mandaree. Approximately 46 percent (5,149 individuals) of the population of the study area are AIAN.







COMMUNITY ECONOMIC CHARACTERISTICS

The Fort Berthold Indian Reservation has a civilian labor force of 3,392 with 225 unemployed (approximately 4.2 percent). This is slightly higher than the five-year average unemployment for the State of North Dakota (2 percent).

Employment Sectors

Table IV-2 shows the available 2015 ACS employment information for the Fort Berthold Reservation. The Educational/Health/Social Services sector is the largest sector, accounting for approximately 19.9 percent of employment. The next highest industry sectors are Agriculture/Forestry/Fishing and Hunting/Mining (19.7 percent), Public Administration (16 percent), and Arts/Entertainment/and Recreation/Accommodation and Food Services (11.8 percent). The employment numbers reflect a five-year average and do not accurately reflect current conditions. Levels of employment in several sectors, such as construction, have decreased in recent years.

Table IV-2		
Employment by Sector for Fort Berthold Reservation, ND		
Industry	Employees	Percent
Educational services, and health care and social assistance	630	19.9%
Agriculture, forestry, fishing and hunting, and mining	624	19.7%
Public administration	508	16.0%
Arts, entertainment, and recreation, and accommodation and food services	375	11.8%
Construction	222	7.0%
Retail trade	178	5.6%
Transportation and warehousing, and utilities	132	4.2%
Other services, except public administration	129	4.1%
Manufacturing	92	2.9%
Wholesale trade	83	2.6%
Finance and insurance, and real estate and rental and leasing	79	2.5%
Professional, scientific, and management, and administrative and waste management services	58	1.8%
Information	57	1.8%
<i>Source: 2011-2015 American Community Survey Five-Year Estimates.</i>		

Major Employers and Activity Centers

Major transit activity centers are important in terms of land use, trip generation, and the ability to be served by public transit. Many of these points of interest are clustered together into what can be referred to as “activity centers.” Activity centers are locations that are typically shown to generate transit trips because they are prime origins or prime destinations. There is no set formula that is used to derive a list of activity centers as the process is subjective. Activity centers generally include a wide variety of land uses including shopping/retail areas, as well as commercial, hospital, and education centers. These are the most critical land uses for individuals who use transit. Figure IV-10 shows the locations of possible transit generators within the Fort Berthold study area. Places that have been identified as possible transit generators within the study area include the New Town area as well as Four Bears Village. Transit generators include the Four Bears Casino, the Three Affiliated Tribes Museum, tribal administration offices, New Town Middle School, United Prairie Cooperative, Elbowoods Memorial Healthcare Center, and the Nueta Hidatsa Sahnish College (formerly known as Fort Berthold Community College).

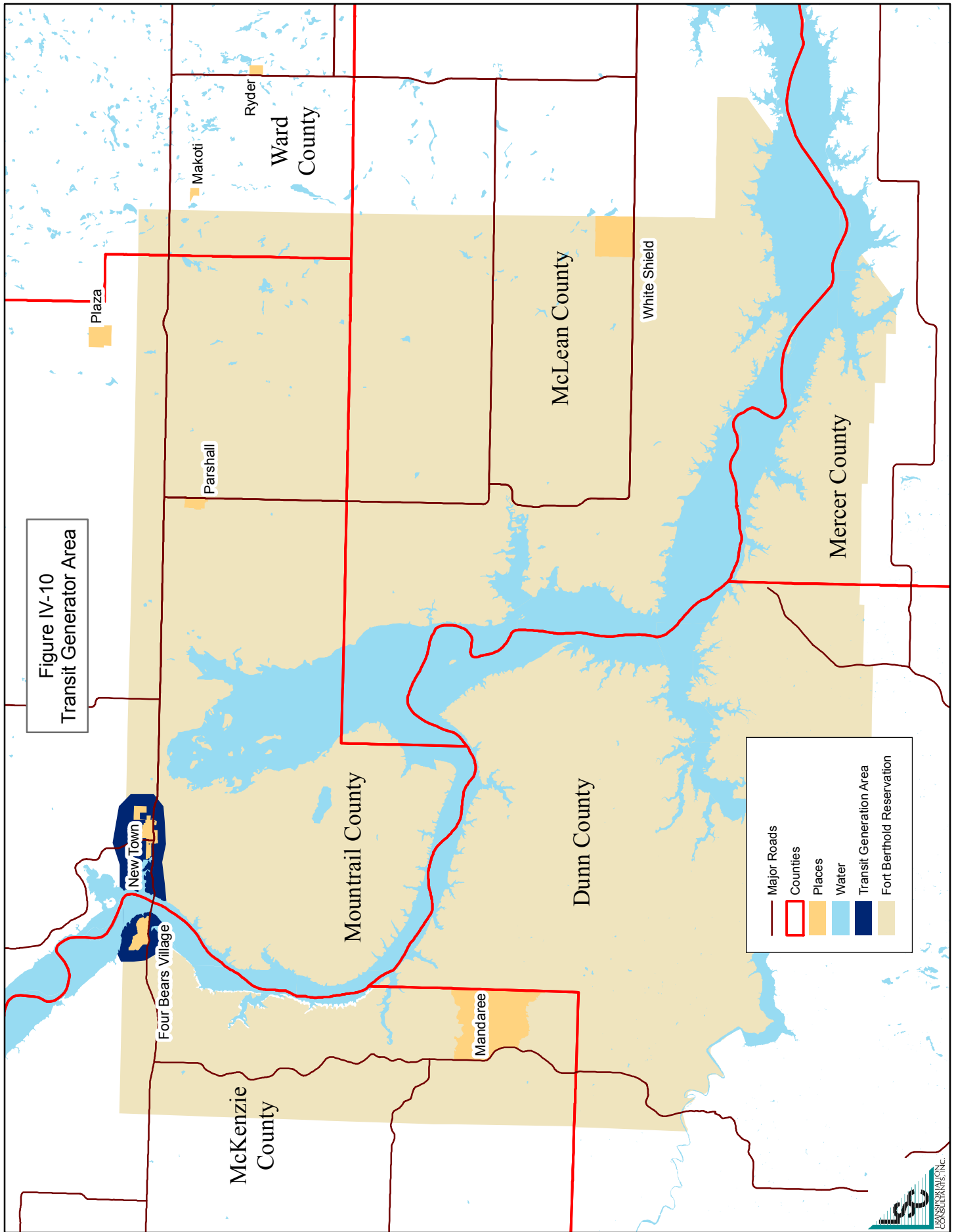
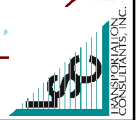


Figure IV-10
Transit Generator Area



TRAVEL PATTERNS

Work Transportation Mode

The 2015 ACS yields information useful to the Fort Berthold study area regarding the means of transportation to and from work for the study area's residents. Table IV-3 shows the number of people in the Fort Berthold Reservation's workforce and their modes of travel. These data were tabulated for employees 16 years of age and older who were at work when the American Community Survey questionnaire was completed.

Table IV-3 Means of Transportation to Work Fort Berthold Reservation, ND		
Means of Transportation	Workers	Percent
Drove alone	2,279	72.6%
Carpooled	372	11.9%
Walked	203	6.5%
Worked at home	192	6.1%
Taxicab, motorcycle, bicycle or other means	66	2.1%
Public transportation (excluding taxicab)	25	0.8%
Note*: Workers 16 years and over		
Source: 2011-2015 American Community Survey Five-Year Estimates.		

The majority of the workforce drives alone to work (2,279 people or 72.6 percent). Carpooling (372 people or 11.9 percent) was the next highest mode of transportation to work, followed by walking (203 persons or 6.5 percent). There were only 25 employees who reported using public transportation.

Table IV-4 shows that the mean commute time for Fort Berthold Reservation residents was 18.4 minutes. The most frequent response for residents' travel time to work was between five and nine minutes (28 percent of the respondents) followed by 10-14 minutes with 18 percent of the respondents. This is followed by workers commuting less than five minutes (14 percent of residents) and workers commuting 15-19 minutes and 30-34 minutes (each having 9 percent of residents).

Table IV-4 Travel Time to Work Fort Berthold Reservation, ND		
Travel Time	Workers	Percent
Less than 5 minutes	401	14%
5 to 9 minutes	826	28%
10 to 14 minutes	532	18%
15 to 19 minutes	257	9%
20 to 24 minutes	126	4%
25 to 29 minutes	87	3%
30 to 34 minutes	256	9%
35 to 39 minutes	35	1%
40 to 44 minutes	62	2%
45 to 59 minutes	125	4%
60 or more minutes	238	8%
Mean travel time to work	18.4	minutes
<i>Source: 2011-2015 American Community Survey Five-Year Estimates.</i>		

Table IV-5 shows the time ranges for Fort Berthold Reservation residents leaving home to go to work. The most frequent response was between 7:30 and 7:59 a.m., with 21 percent of the residents leaving home during that time. The next most frequent response was between 8:00 and 8:29 a.m. (16 percent). This was followed by residents leaving between 7:00 and 7:29 a.m. (13 percent).

Table IV-5 Time Leaving Home to Go to Work Fort Berthold Reservation, ND		
Time Ranges	Workers	Percent
12:00 a.m. to 4:59 a.m.	90	3%
5:00 a.m. to 5:29 a.m.	56	2%
5:30 a.m. to 5:59 a.m.	159	5%
6:00 a.m. to 6:29 a.m.	208	7%
6:30 a.m. to 6:59 a.m.	219	7%
7:00 a.m. to 7:29 a.m.	374	13%
7:30 a.m. to 7:59 a.m.	629	21%
8:00 a.m. to 8:29 a.m.	475	16%
8:30 a.m. to 8:59 a.m.	142	5%
9:00 a.m. to 9:59 a.m.	190	6%
10:00 a.m. to 10:59 a.m.	53	2%
11:00 a.m. to 11:59 a.m.	41	1%
12:00 p.m. to 3:59 p.m.	156	5%
4:00 p.m. to 11:59 p.m.	153	5%
Source: 2011-2015 American Community Survey Five-Year Estimates.		

Commuter Patterns

Commuter patterns were analyzed for New Town using Longitudinal Employer-Household Dynamics (LEHD) data. In the absence of a better source of commuter pattern data, it is worthwhile to include these data as a general indicator of commuter patterns in the study area. However, it should be noted that LEHD data represent estimates of commuter patterns, synthesized from several sources of US Census residential locations, business locations, and commute data. These figures exclude federal, railroad, and self-employed employees, and include trips that are not made each workday. As such, these data should be used to provide only a general commuting pattern.

Table IV-6 shows where New Town residents are employed by County Subdivision. The table shows a variety of locations within the Fort Berthold Reservation that New town residents are travelling to for work. The table shows that around 43.9 percent of New Town residents stay there for work, followed by 7 percent going to nearby Osborn Township.

Table IV-7 shows where New Town workers live. The table shows that twelve percent of New Town workers are from within New Town. Approximately eight percent are from the portion of the reservation in McKenzie County and approximate five percent are from the Parshall area.

Table IV-6		
Where Residents in New Town are Employed		
Area of Work by County Subdivision	New Town Residents	
	#	%
New Town (Mountrail County, ND)	283	43.9%
Osborn (Mountrail County, ND)	45	7.0%
Fort Berthold (McKenzie County, ND)	41	6.4%
Van Hook (Mountrail County, ND)	24	3.7%
All Other Locations	252	39.1%
<i>Source: LEHD; LSC, 2014.</i>		

Table IV-7 Where Workers in New Town Live		
Area of Residence by County Subdivision	New Town Workers	
	#	%
New Town (Mountrail County, ND)	283	12%
Fort Berthold (McKenzie County, ND)	175	8%
Parshall (Mountrail County, ND)	116	5%
Bismarck (Burleigh County, ND)	85	4%
Fort Berthold (McLean County, ND)	55	2%
Fort Berthold (Dunn County, ND)	41	2%
Osborn (Mountrail County, ND)	39	2%
All Other Locations	1,477	65%
<i>Source: LEHD; LSC, 2014.</i>		

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Existing Transit Services

INTRODUCTION

This chapter provides an overview and analysis of existing tribal and regional transit services in and around the Fort Berthold Reservation. Data on current transit ridership and performance measures are presented for each service, as available, to evaluate service performance.

TRIBAL TRANSIT

Four Bears Segment

The Four Bears Segment offers CHR (Community Health Representative) service which provides transportation to medical appointments for qualified tribal members. The CHR program tries to provide service to as many people as possible, while staying within the Indian Health Service and MHA Nation's transportation policy which states that the CHR program is allowed to transport clients/patients only when all of the client's/patient's transportation options have been exhausted.

In addition, according to the Fort Berthold Plan website (www.fortbertholdplan.org/transit), the Four Bears Segment operates a community bus.



Source: www.fortbertholdplan.org/wp-content/uploads/2016/05/transit_4bears-1.jpg

Mandaree Segment

LSC made multiple efforts to reach the Mandaree Segment by both phone and email but was not able to reach anyone and therefore have no information on transit services in the Segment.

According to the Fort Berthold Plan website (www.fortbertholdplan.org/transit), the Mandaree Segment operates an elders bus.



Source: www.fortbertholdplan.org/wp-content/uploads/2016/05/transit_mandaree-1.jpg

The Mandaree Segment offers CHR service, as stated on the MHA Nation CHR website, which provides transportation to medical appointments for qualified tribal members (www.mhanation.com/main2/health_care/chr_program.html).

Parshall (Lucky Mound) Segment

The Parshall Segment operates four tribal vans. One of the vans is used on weekdays during the school year to drive children to the Head Start Program. The other three vans are community vans that can be reserved by any tribal employee with a license for trips within the Reservation by calling the Segment office. Exact records for 2016 of how many passenger trips, vehicle miles, and vehicle hours data were not available, but the Segment estimates that the three community vans are each used around 15 times per year.

The Parshall Segment also offers CHR service which provides transportation to medical appointments for qualified tribal members.

Twin Buttes Segment

The Twin Buttes Segment also offers CHR service which provides transportation to medical appointments for qualified tribal members. A tribal employee from the Twin Buttes Segment mentioned it was very difficult for tribal members to qualify for the program because the person needing transportation cannot personally have a car, nor can anyone in their family. The employee also said that CHR does not serve anywhere outside of the state.

According to the Fort Berthold Plan website (www.fortbertholdplan.org/transit), the Twin Buttes Segment operates an elders bus.



Source: www.fortbertholdplan.org/wp-content/uploads/2016/05/transit_twinbuttes.jpg

New Town (North Segment)

There are currently no transportation services in the New Town/North Segment. The CHR program once served the area but service has since stopped so New Town Segment residents are no longer served.

In addition, the New Town/North Segment was provided taxi service by a gentleman within the Segment. Unfortunately, he passed away about six months ago and the service stopped.

White Shield Segment

LSC made multiple efforts to reach the White Shield Segment by both phone and email but was not able to reach anyone and therefore have no information on transit services in the Segment.

According to the Fort Berthold Plan website (www.fortbertholdplan.org/transit), the White Shield Segment operates an elders bus.

REGIONAL TRANSIT

Souris Basin Transportation



Source: www.sourisbasintransit.com

Souris Basin Transportation provides public transportation around Minot, and Burke, Bottineau, McHenry, Mountrail, Pierce, Renville, and Ward Counties. Local services are offered in the cities of Bottineau, Minot, and Rugby.

Souris Basin Transportation was organized in 1979 when the planning committee applied for a grant from the USDA and received funding to start the initial transit system. The purpose of Souris Basin Transportation is to provide the safest and most economical rural public transportation system for the citizens of the region and state, and to provide leadership in an ever-changing transportation environment.

Souris Basin Transportation has an annual operating budget of approximately \$1.3 million. They receive funding from FTA Section 5311, 5310 and 5339 transit funds, a local mill levy, foundation grants, a City tax, donations, and passenger fares (approximately \$182,000 annually). Souris Basin provides approximately 86,000 passenger trips per year, with 405,000 annual vehicle miles and 31,500 annual vehicle hours. Souris Basin averages 2.7 passengers per hour and 0.21 passengers per mile. Souris Basin has a vehicle fleet of 10 five-passenger accessible minivans and 14 body on Chassis accessible buses accommodating six to 14 passengers.

Souris Basin Transportation provides curb-side service to homes along routes. For reservations, passengers must call Souris Basin Transportation 24 hours in advance during office hours (Monday-Friday 7:30 a.m. to 5:00 p.m.). All rides

should be requested no later than 2:00 pm the day before the ride is desired and reservations for Saturday, Sunday, and Monday should be made the preceding Friday. Souris Basin Transportation services include:

- Ward County:
 - Daily service in Minot, Monday-Friday from 7:30 a.m. to 10:00 p.m., Saturday from 8:00 a.m. to 5:30 p.m., and Sunday from 8:00 a.m. to 3:00 p.m.
- Bottineau County:
 - Daily service in Bottineau, Monday-Friday from 7:30 a.m. to 5:00 p.m.
 - Service from Bottineau to Minot every Thursday.
- Renville County:
 - Service from Mohall area to Minot every Thursday.
- Pierce County:
 - Daily service in Rugby, Monday-Friday from 7:30 a.m. to 5:00 p.m.
 - Service from Rugby to Minot every Thursday.
- Burke County:
 - Service from Powers Lake to Bowbells and to Minot every Thursday.
- Mountrail County:
 - Service from Makoti, Ryder, Parshall, Plaza, New Town, and Staley to Minot every Tuesday and Thursday.
- McHenry County:
 - Service from Drake to Minot every Thursday.

NW Dakota Public Transit

NW Dakota Public Transit is a public transit service that currently serves the three northwestern counties in North Dakota: Divide, Williams and McKenzie Counties. NW Dakota Public Transit provides local demand response service in Williston, Ray/Tioga, Watford City, and Crosby, as well as regularly scheduled trips to Minot, Newtown and Dickinson. NW Dakota Public Transit's mission is to serve the transportation needs of the greater Williston region at a cost that is affordable to all residents and they have a long range plan to link geographic area together in a manner that allows everyone to have access to services throughout

the area. NW Dakota Public Transit is constantly looking for ways to develop their transit service to meet the increasing demands of the expanding community.

NW Dakota Public Transit is a nonprofit organization and is a branch of the Williston Council on Aging. They operate on grants and local matching funds in order to serve the greater Williston area. NW Dakota Public Transit's vehicle fleet currently consists of four minibuses with wheelchair lifts and one minivan with a wheelchair ramp. In addition, they also operate three satellite van/buses which operate out of the Ray/Tioga area, Crosby, and Watford City. NW Dakota Public Transit has two facilities, one in Williston and one in Watford City. Both locations were constructed in 2012 and contain office space and garages to store vehicles.



Source: www.facebook.com/169554136474223/photos/pb.169554136474223.-2207520000.1489090472./178275038935466/?type=3&theater

Passengers wishing to reserve a ride are asked to call NW Dakota Public Transit a day in advance of the trip they want to schedule. NW Dakota Public Transit services include:

- Watford City in-town service: Monday-Friday (fare is \$2 during the day and \$5 after 5pm).
- Trips from Watford City to Williston on Mondays and Wednesdays of every month (\$15 fare).
- Trips from Watford City to Minot on Tuesdays of every month (\$30 fare).
- Trips from Watford City to Dickinson on Thursdays of every month (\$25 fare).
- Williston in-town service: Monday through Saturday (\$3 fare).

NW Dakota Public Transit is a ND Medicaid provider and is able to offer free rides to Medicaid recipients for medical appointments, such as doctor visits, physical therapy, chemo or radiation in Minot.

Hazen Busing

Hazen busing is a public demand response service helping passengers to reach work, medical appointments, school, daycare, shopping, and special events in Mercer and Oliver Counties. Hazen Busing is operated from Hazen, ND and provides service Monday through Friday from 7:30 a.m. to 4:30 p.m. Their vehicle fleet consists of three cutaway ADA accessible buses and one ADA accessible minivan. In 2016, Hazen Busing served 28,029 passengers with a total of 39,858 vehicle miles and 5,691 vehicle hours. Hazen Busing averaged 4.9 passenger per hour and 0.7 passengers per mile during 2016.

Hazen Busing receives federal (5311), state, and local funding and their total budget for 2017 is \$387,310. Hazen Busing offers three types of services – local service, service outside Hazen city limits, and regional service.

Fares for riding Hazen Busing are \$1 per ride and \$2 per roundtrip for local in-town trips; \$5 per ride for service outside Hazen city limits (Beulah, Stanton, etc.); and \$12 per roundtrip for regional service to Bismarck (on Wednesdays – weather permitting and minimum rider requirement) and Dickinson (second Thursday of the month - weather permitting and minimum rider requirement). Trips to destinations within 100 miles of Hazen are \$12 per roundtrip and trips to destinations outside 100 miles of Hazen are available upon request. Buses are also scheduled for trips to the Medora Musical, Casino trips, and other local and state events.



Source: www.hazennd.org/vertical/Sites/%7B3541AE07-8F10-4F5C-8015-24696DA58E22%7D/uploads/WP_20160223_003.jpg

West River Transit

West River Transit is a public demand response transportation system providing origin to destination bus service for all people in the rural areas around Bismarck and Mandan, including Beulah, Center, Dunn County, eastern rural Burleigh County, Grant County, Hebron, McLean County, and New Salem/Almont.



Source: www.westrivertransit.com

West River Transit began in 1975 with a grant application to the Federal Highway Administration by the ND Highway Department to “demonstrate an innovative rural public transportation program in a multi-county region adjacent to Bismarck.” In 1977, eight wheelchair lift and radio-equipped mini-buses, eight mobile desk radios, and one spare 18 passenger mini-bus were purchased and delivered to Beulah, Center, Glen Ullin, Hazen, New Salem, Stanton, Underwood, and Washburn. If the cities chose to operate the transit system, they were named the owners of the buses, but if someone else decided to operate the buses on behalf of the community, that person or organization was offered a two-year lease. The ND Highway Department provided technical assistance to each community in establishing volunteer transportation associations to oversee the management of each of the bus services. Recognizing the need for coordination of effort and additional funding, a council was organized with a representative from each of the Transportation Associations. This body was incorporated as West River Transportation Council, a non-profit corporation, on March 30, 1977 and an administrator was hired. Since its beginning, the West River Transportation Council has experienced many changes including the transfer of buses between communities, funding and grant changes, and a name change to West River Transit in 2005. Nonetheless, the goal has remained the same: “to enhance the mobility and accessibility of all residents in the rural communities that West River Transit serves.”

In 2016, West River Transit served 29,845 passengers with a total of 160,020 vehicle revenue miles and 12,803 vehicle revenue hours. West River Transit averaged 2.3 passengers per hour and 0.2 passengers per mile during 2016.



Source: <https://yt3.ggpht.com/-dSwApGPKgdE/AAAAAAAAAAI/AAAAAAWTUMXoK-F5w/s900-c-k-no-mo-rj-c0xffffff/photo.jpg>

West River Transit's office hours in Bismarck are Monday through Thursday from 8:00 a.m. to 4:00 p.m. and hours of operation for transit service vary by location. West River Transit is closed on New Year's Day, Martin Luther King, Jr. Day, Presidents Day, Easter, Memorial Day, July 4th, Labor Day, Columbus Day, Veterans Day, Thanksgiving, and Christmas Day, except for scheduled Dialysis days.

Rides on West River Transit must be made at least 24 hours in advance by calling the West River Transit reservation toll free phone number.

Fares for riding West River Transit vary by location. Riders can pay for their trips by paying the driver with cash or check. Transit punch cards are available for daily use and can be purchased from the local driver. Tables V-1 through V-7 illustrate the fares and schedules by location for West River Transit. In addition, West River Transit also offers the "Get Around Bus" which can be scheduled to take a group to Dickinson, Bismarck, Minot, casinos, or other destinations by calling West River Transit for pricing and reservations.

Table V-1 West River Transit - Beulah Services	
Trip Description	Fares (Roundtrip)
Local Trips	\$2
Beulah to Bismarck	\$11
Golden Valley to Bismarck	\$14
Hazen to Bismarck	\$12
Zap to Bismarck	\$13
Beulah to Hazen	\$4
Beulah to Zap	\$5
Zap to Hazen	\$5
Beulah to Dickinson	\$11
Trip Description	Schedule
<i>Bus runs from 7:00 a.m. to 5:00 p.m.</i>	
Beulah, Hazen, Zap Local Service	Mondays-Fridays
Beulah, Zap, Golden Valley to Bismarck	Thursdays
Golden Valley Local Service	2nd Tuesday
Beulah to Dickinson	Thursdays
Source: West River Transit, 2017.	

Table V-2 West River Transit - Center Services	
Trip Description	Fares (Roundtrip)
Local Trips	\$2
Center to Bismarck	\$8
Center Hazen, Beulah, New Salem	\$6
Center to Stanton	\$10
Center to Washburn	\$6
Trip Description	Schedule
<i>Bus runs from 8:00 a.m. to 5:00 p.m.</i>	
Center and Hannover Local Service	Mondays-Fridays
Center to Stanton, Hazen, Beulah, Bismarck	2nd, 3rd, 4th Thursday
Hannover to Stanton, Hazen, Beulah, Bismarck	2nd, 3rd, 4th Thursday
Center to Beulah, Hazen	1st Monday
Service to Hensler and Sanger	By appointment
<i>Source: West River Transit, 2017.</i>	

Table V-3 West River Transit - Dunn County Services	
Trip Description	Fares (Roundtrip)
Local Trips	\$2
Dodge to Bismarck	\$15
Dodge to Beulah, Hazen	\$8
Dodge, Kildeer, Manning, Dunn Center to Dickinson	\$8
Kildeer to Bismarck	\$20
Halliday to Beulah (Friday Shopping)	\$7
Trip Description	Schedule
<i>Bus runs from 8:00 a.m. to 5:00 p.m.</i>	
Beulah, Hazen, Zap Local Service	Mondays-Fridays
Beulah, Zap, Golden Valley to Bismarck	Thursdays
Golden Valley Local Service	2nd Tuesday
Beulah to Dickinson	Thursday
<i>Source: West River Transit, 2017.</i>	

Table V-4 West River Transit - Eastern Burleigh County Services	
Trip Description	Fares (Roundtrip)
Local Trips for Sterling	\$3
Local Trips for Other Service Areas	\$2
Driscoll, McKenzie, Menoken, Moffit, Sterling to Bismarck	\$7
Wing to Bismarck	\$7
Sterling to Wing	\$4
Trip Description	Schedule
<i>Bus runs from 8:00 a.m. to 5:00 p.m.</i>	
Local Service for Driscoll, McKenzie, Menoken, Moffit	Thursdays & Last Friday
Local Service for Sterling	Last Thursday
Driscoll, McKenzie, Menoken, Moffit, Sterling to Bismarck	Wednesdays, Thursdays, Last Friday
Local Route Bismarck to Sterling	Last Thursday
Wing to Bismarck	2nd and 4th Wednesdays
<i>Source: West River Transit, 2017.</i>	

Table V-5 West River Transit - Grant County Services	
Trip Description	Fares (Roundtrip)
Carson, Elgin, New Leipzig to Bismarck	\$12
Carson, Elgin, Flasher, New Leipzig to Dickinson	\$12
Flasher and Huff to Bismarck	\$11
Trip Description	Schedule
<i>Bus runs from 7:00 a.m. to 5:00 p.m.</i>	
Local Service for Elgin	Mondays
Elgin, Carson, Flasher & New Leipzig to Bismarck	Tuesdays
Huff to Bismarck	Tuesdays
Elgin, Carson, Flasher & New Leipzig to Dickinson	3rd Thursday
<i>Source: West River Transit, 2017.</i>	

Table V-6 West River Transit - McClean County Services	
Garrison Services	
Trip Description	Fares (Roundtrip)
Garrison to Bismarck, Pick City, Riverdale	\$11
Butte to Bismarck	\$15
Butte to Minot	\$10
Garrison to Minot	\$9
Garrison to Underwood	\$7
Sterling to Wing	\$4
Trip Description	Schedule
<i>Bus runs from 7:30 a.m. to 5:00 p.m.</i>	
Garrison local service	Daily
Garrison to Bismarck, Pick City, Riverdale	Tuesdays, Thursdays, Saturdays
Garrison to Minot	1st Tuesday, 3rd Wednesday, 3rd Friday
Butte to Minot	3rd Wednesday
Garrison to Underwood	Tuesdays, Thursdays, Saturdays
Turtle Lake/Washburn Area Services	
Trip Description	Fares (Roundtrip)
Local Trips	\$2
Turtle Lake, Underwood, Washburn to Bismarck	\$9
Riverdale and Pick City to Bismarck	\$11
Wilton to Bismarck	\$7
Trip Description	Schedule
<i>Bus runs from 7:30 a.m. to 5:00 p.m.</i>	
Underwood Local Service	Mondays-Fridays
Washburn Local Service	Mondays-Fridays
Turtle Lake, Riverdale, Pick City, Underwood, Washburn, Wilton to Bismarck	Tuesdays, Thursdays, Saturdays
Underwood Services	
Trip Description	Fares (Roundtrip)
Underwood Local Service	\$2
Underwood to Bismarck	\$9
Trip Description	Schedule
<i>Bus runs from 7:30 a.m. to 5:00 p.m.</i>	
Underwood Local Service	Mon-Fri
Underwood to Bismarck	Tues, Thurs, Sat
Source: West River Transit, 2017.	

Table V-7 West River Transit - Morton County Services	
Trip Description	Fares (Roundtrip)
Hebron Local Trips	\$2
Hebron to Dickinson	\$9
New Salem Local Trips	\$2
New Salem - Monday Local Shopping	\$2
Almont, Judson, Hebron to Bismarck	\$9
New Salem to Bismarck	\$8
Trip Description	Schedule
<i>Bus runs from 8:00 a.m. to 5:00 p.m.</i>	
Hebron Local Service	Daily
Hebron to Bismarck	2nd & 4th Tuesdays
Hebron to Dickinson	3rd Thursday
Glen Ullin Pickups	Upon request
Almont to New Salem	Thursdays
Almont, New Salem to Bismarck	Tuesdays
New Salem Local Service	Fridays
Judson Service	Upon request
<i>Source: West River Transit, 2017.</i>	

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Stakeholder Input

INTRODUCTION

This chapter presents a summary of the input received from staff and key stakeholders after conducting a Steering Committee meeting and Technical Advisory Committee meeting.

OCTOBER 2016 STEERING COMMITTEE MEETING

On October 19, 2016 a kick-off meeting was held with the project Steering Committee. There were six attendees, including A.T. Stoddard from LSC, Ron Hall and two associates from Bubar & Hall Consulting, and two representatives from the Three Affiliated Tribes.

Introductions were held, followed by an overview of the project scope and schedule. The data checklist was reviewed, with Bubar & Hall being responsible for identifying data sources and compiling data to provide to LSC. LSC would work with Bubar & Hall to collect the needed information on existing transportation resources, including elder vans, community vans, CHR vehicles, and the county van. Following the Steering Committee, A.T. joined Ron Hall for a presentation on the Ferry Study to the Council, as well as a tour around the Reservation and the various communities.

Strategies for obtaining community input for needs and issues were discussed. Outreach will be conducted in conjunction with other events, including:

- Tribal employee Christmas Party
- Powwow held around New Year's Day
- Elders' Christmas Party
- Satellite office in Bismarck
- Boys and Girls Club Senate Committee
- Commodities service
- High School Student Council

The Steering Committee decided that LSC would prepare an online survey questionnaire and the Tribes and Bubar & Hall would publicize the link and distribute a written version at community meetings.

In addition the following issues and study goals were discussed:

- LSC will check with FTA to determine the approximate cycle for the Tribal Transit grant cycle.
- LSC will check with ND NOT to determine the 5310/5311 grant cycle.
- The Reservation is separated by the Missouri River and Lake Sakakawea. There are six segments on the Reservation. There is a need for connecting the segments and communities on the Reservation.
- Bridge feasibility studies have already been completed.
- The Ferry Study developed two options, a single auto ferry crossing and water taxi service.
- The Council does not oppose transit or ferry service. There is some concern about ferry dock locations.
- Council members are protective of their individual segments.
- Develop an operations plan for transit service. Transit service should be phased for implementation without any water service, with a water taxi service, and with an auto ferry service.
- The ND DOT may have an issue with funding transit service because a vehicle was misused in the past.
- The website for the transportation plan is www.fortbertholdplan.org. Links will be placed on the website to the transit reports posted on the LSC website.

At the close of the Steering Committee meeting, it was determined that Technical Memorandum #1 would be completed on November 9, 2016 and the TAC Meeting would be held on December 7 at 9:00 a.m. with Ron Hall inviting members and making meeting arrangements.

DECEMBER 2016 TECHNICAL ADVISORY COMMITTEE MEETING

The Technical Advisory Committee (TAC) held their first meeting on December 7, 2016 to discuss the role of the committee, meeting schedule, the issues, vision, and goals for the project, and the public outreach program.

The TAC Meeting began with an overview of the project and presentation of the project schedule. The TAC's role is to provide community and technical input and feedback throughout the process of developing the plan. The TAC is set up to provide continuity of input during the study. The TAC is scheduled to meet four additional times during the planning process.

The TAC identified the following issues and goals for the project:

- Need for bus service between communities, even between Newtown and Four Bears
- Look at year-round service crossing the Missouri River in order to connect both sides.
- It is difficult for schools to compete in sporting events because transportation must go around Lake Sakakawea instead of being able to cross it.
- Many elders need door-to-door transportation
- Elders need transportation for medical appointments, dialysis, grocery shopping, and social activities. Existing elder buses only operate one day a week.

The TAC also discussed the community survey questionnaire which is being used to gain public input. The TAC had changes to several questions and wanted to add questions about ferry service to the questionnaire. The TAC discussed advertising the survey at health clinics on the Reservation and giving incentives to those distributing the survey questionnaires. Public outreach will be conducted in conjunction with other events, including:

- Parshall Party (12/11)
- Four Bears Party (12/13)
- North Segment Party (12/18)
- Elders Party (12/20)
- Tribal Employee Party (12/22)
- Parties for other segments (Meeting dates on MHA website)