



Transit and PD Tour Meeting

Thursday, May 22, 2025, at 8:30 AM

City Council Chambers, 3rd Floor Executive Conference Room (10 3rd Ave SW)

Any person needing special accommodation for the meeting is requested to notify the City Clerk's office at 857-4752.

1. TRANSIT DISCUSSION

1.1. TRANSIT PRESENTATION AND DISCUSSION

A quorum of the City Council is expected to attend the Transit discussion.

2. PD TOUR AND DISCUSSION

A quorum of the council is expected to attend the PD tour and discussion. This portion of the meeting will be held at the Minot Police Department at 515 2nd Ave SW directly following the Transit discussion.

2.1. PD TOUR AND DISCUSSION



205



MINOT CITY TRANSIT

BRYAN BANFILL | PUBLIC WORKS OPERATIONS DIRECTOR | MAY 15, 2025

OVERVIEW

**OPERATIONS: MINOT CITY TRANSIT (MCT) & SOURIS
BASIN TRANSPORTATION (SBT)**

SBT CONCERNS (DEMAND RESPONSE)

LEGISLATIVE UPDATES (HB1106 & SB2254)

RIDERSHIP & VEHICLE ANALYSIS

VEHICLE DEMONSTRATION

QUESTIONS

OPERATIONS: MCT & SBT

MINOT CITY TRANSIT

Community bus transit
Paratransit Certification
Hours 7am – 7pm (M-F)
\$1.50 / ticket
Standard bus transport
Maintenance
Grant Oversight

SBT – 501(c)(3) NON-PROFIT

Demand response
Paratransit (Once MCT Certifies)
Hours:
7:30am – 10pm (M-F)
7:30am – 5pm (SAT)
7:30am – 3pm (SUN)
\$3 / ticket

Paratransit
Demand response: *(Assists with
after hours transportation)*

- 
- Federal grants
 - State grants
 - Local Funding
 - Ride Revenue

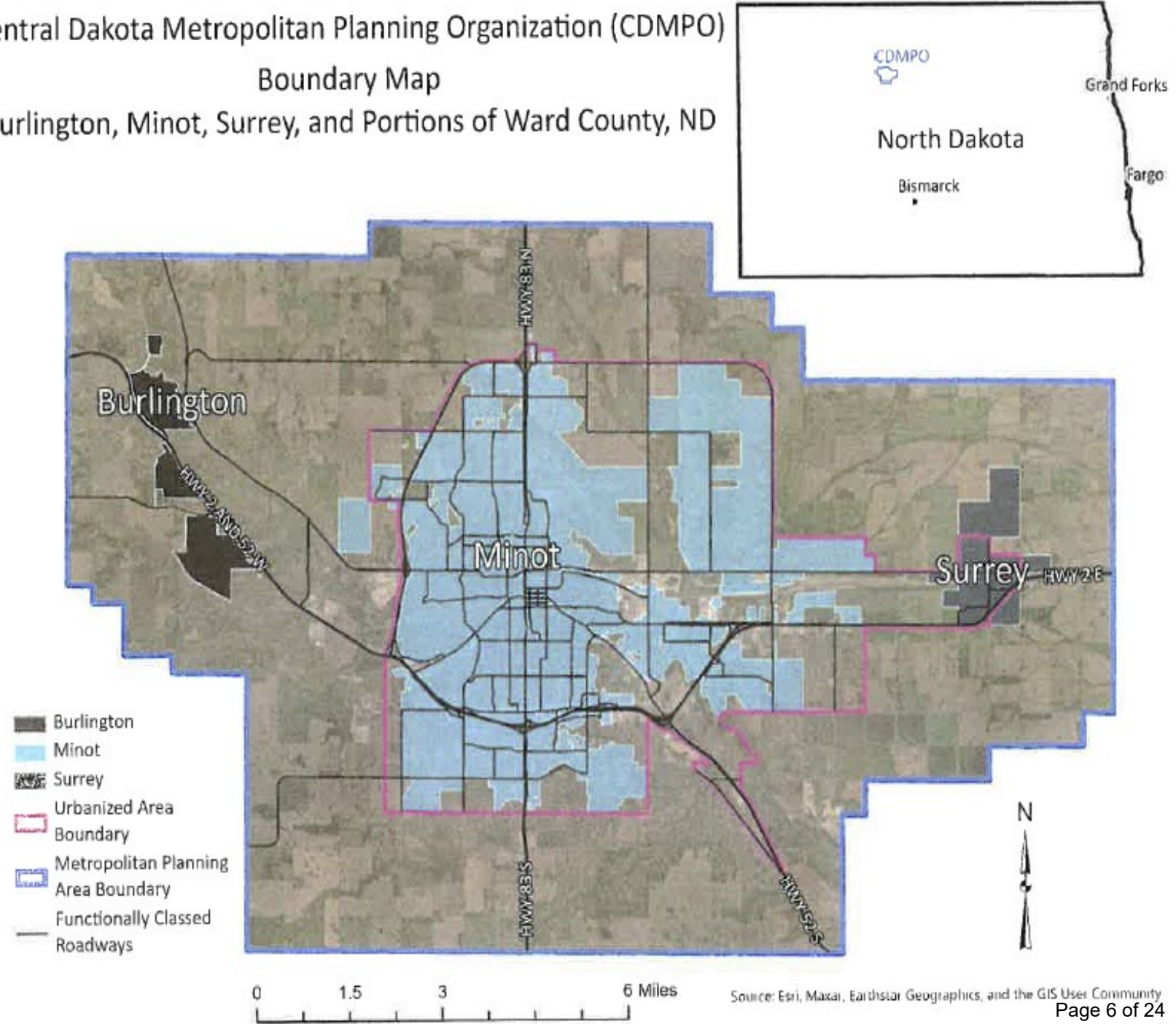
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- (Previously eligible) State grants
 - Ride Revenue
 - Local Grants

SBT CONCERNS

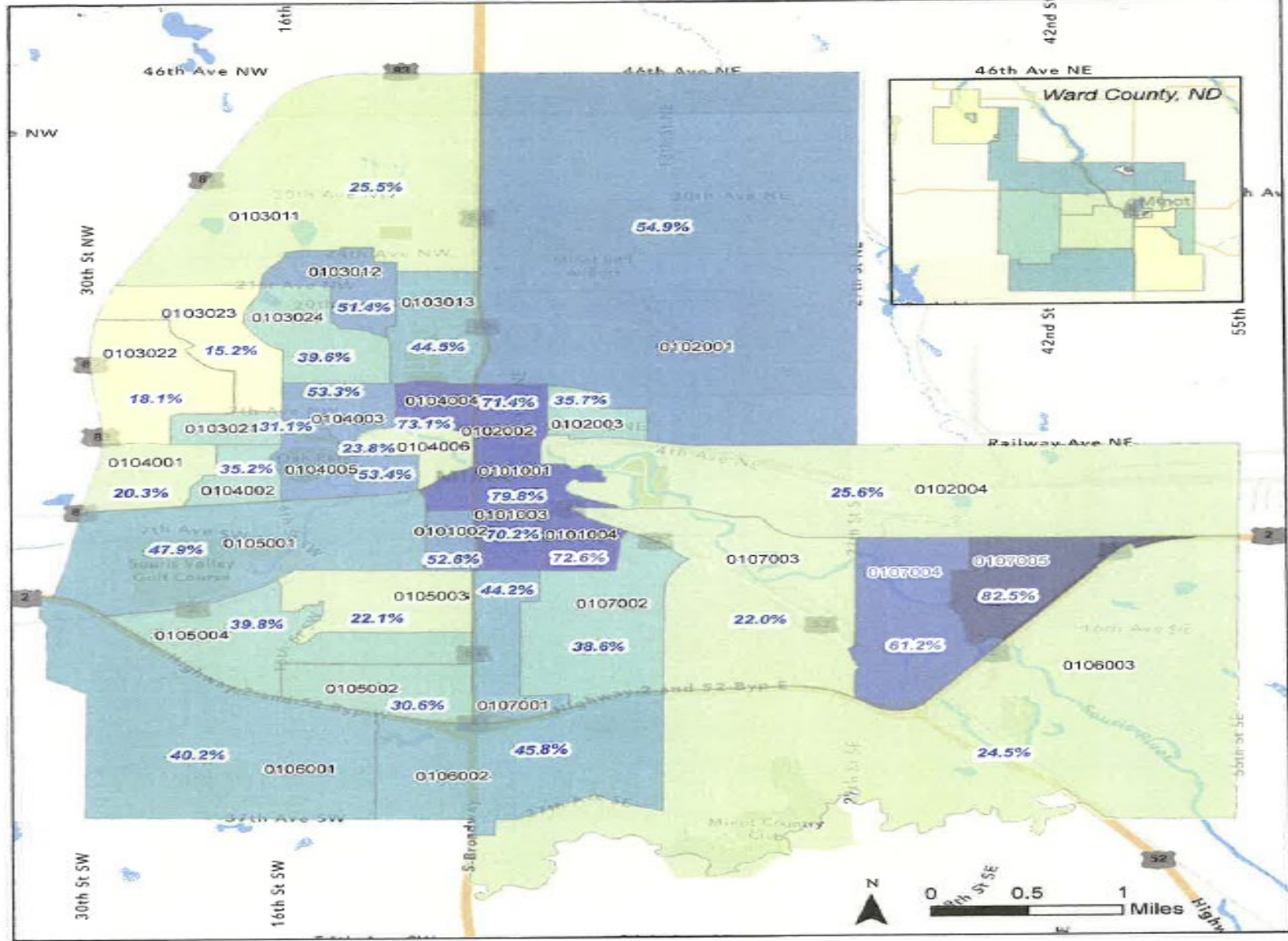
- Funding: No longer eligible for 5311 grant funding
- Paratransit costs increase (Due to lost supplemental grant funding)
- Loss of Demand Response Service in Urban Area
 - Large number of passengers not eligible for paratransit (Unable to use fixed route)

SBT COVERAGE

Central Dakota Metropolitan Planning Organization (CDMPO)
Boundary Map
Burlington, Minot, Surrey, and Portions of Ward County, ND

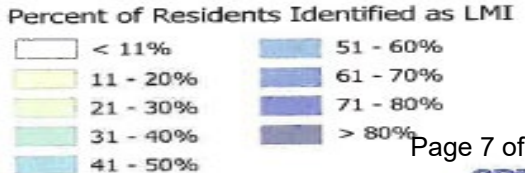


SBT COVERAGE



Low- and Moderate-Income (LMI) Persons Minot, North Dakota

This map was developed using the most up-to-date data on low- to moderate-income persons by block group provided by the U.S. Department of Housing and Urban Development.

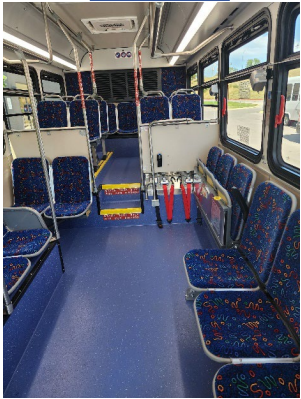


LEGISLATIVE UPDATES

- HB1106: \$2M appropriation for rural communities
 - Unknown: Actual distribution / amounts per agency
- SB2254: \$2M fixed route City paratransit appropriation
 - \$301,905.42 - Minot Paratransit biennium (FY25-27)
 - Funds for Federal Section 5307 grants (80% biennium)

RIDERSHIP & VEHICLE ANALYSIS

1



Heavy Duty Transit Bus

\$700,000.00

Fed. Share - \$595,000

City Share - \$105,000

Life Expectancy

12 years/500,000 miles

*Realistically will see 15 years of
useful life*

(useful life based on 35,000 miles per
year)

2



15 Pass. Cutaway

\$155,000.00

Fed. Share - \$131,750

City Share - \$23,250

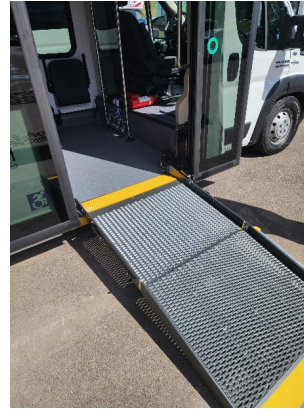
Life Expectancy

5 Years/150,000 miles

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3



14 Pass. Frontrunner

\$230,000.00

Fed. Share - \$195,500

City Share - \$34,500

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Cost Comparison Over 15 Years

1 Heavy Duty Transit Bus - \$700,000

Fed. Share - \$595,000

City Share - \$105,000

3 15 Pass. Cutaway Buses - \$511,500

(assuming a 10% price increase at 5 years and 20% at 10 years.)

Fed. Share - \$434,775

City Share - \$76,725

3 14 Pass. Frontrunner - \$759,000

(assuming a 10% price increase at 5 years and 20% at 10 years.)

Fed. Share - \$645,150

City Share - \$113,850

City Cost Over 15 Years

Cutaway Saves \$28,275 (\$1,885 per year)

Frontrunner Adds \$8,850 (\$590 per year)

Additional Factors to Consider

Option 2 Cutaway - not safe for loading a wheelchair passenger on a city street, limits number of passengers/no standees allowed.

Option 3 Frontrunner - safer for loading of a wheelchair passenger but still limited seating/no standees allowed.

- **Very high risk of Title VI or ADA complaints if denying rides due to capacity constraints.**
- **These complaints could jeopardize future federal funding for all transit programs.**



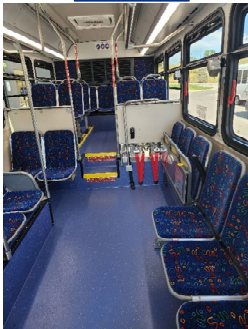
QUESTIONS?

MINOT CITY TRANSIT

BRYAN BANFILL | PUBLIC WORKS OPERATIONS DIRECTOR | MAY 15, 2025

DEMONSTRATION

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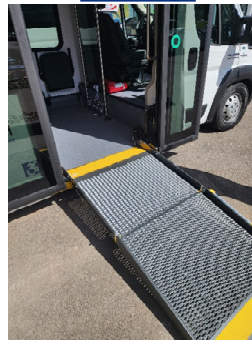
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Reasons for Changes in MCT Paratransit

- Urban Designation: Minot's transition from a rural to an urban community altered the federal funding structure. (Due to 2022/2023 Census indicating an increase population above 50,000 (threshold for Urban designation))
- Funding Shift: Switch from Federal Section 5311 (rural) funding to Federal Section 5307 (urban) funding.
 - MCT and SBT have separate funding sources. SBT prior to City of Minot being designated an Urban Community, was eligible to apply for and receive Section 5311 funding.
 - MCT utilized SBT for Paratransit support. MCT did provide minimal funding for paratransit services ONLY. MCT does not participate or fund (or have ability to fund) Demand Response. Demand Response is strictly a SBT service. (Funded solely by SBT)
 - Due to Federal regulations SBT (due to City of Minot's Urban designation) is not authorized to apply for or receive Section 5311 funding.
 - Section 5311 Ineligibility: Souris Basin Transportation (SBT) lost eligibility for Section 5311 funds within the urbanized area.
- Paratransit is a service that Federal / State funding recipients must provide for continued funding. With City of Minot's MCT being a recipient, they must adhere to strict guidelines outlined in 49 CFR 37.121 Comparable Complimentary (Accompanied / alongside transit service not a free service) paratransit service.
 - Paratransit service shall be provided to individuals certified through the 49 CFR 37.125 ADA Paratransit Eligibility Process. (MCT follows strict Federal Guidelines to prevent losing Federal funding)
 - MCT, prior to the re-designation (Urban), would provide minimal funds for SBT to provide paratransit service with the demand response. New designation (Urban) drove additional requirement for MCT to receive federal funding.
 - MCT must compete requirements and develop a service contract for paratransit services. They are no longer allowed to unilaterally select SBT without the Federal requirement of providers competing/bidding for the service among other potential providers)
 - If no other provider exists, SBT can be selected but specific Federal guidelines must be followed. This service increases costs for MCT due to contract requirements (i.e. documentation, justification for services, additional data gathering requirements, etc. mandated by Federal guidelines for Federal funding). SBT would have to strictly adhere to the increased auditing requirements above what was previously required of them under the previous Rural designation. This is the reason for increase contract costs for MCT with SBT.
- Increased Costs: Increased financial burden for providing required ADA-compliant paratransit services without rural funding support.
- ADA Compliance: Need to ensure paratransit services meet ADA standards for individuals with disabilities.
- Operational Challenges: Difficulty in determining the exact costs of providing paratransit services due to combined paratransit and demand response trips.
- Future Funding: Anticipated loss of Section 5311 funding effective July 1, 2025.

MCT and SBT: Understanding Paratransit and Demand Response Services

The Two Entities: MCT and SBT

Minot City Transit (MCT)

What MCT Can Do:

- Provide paratransit services (through contracted support – possibly SBT is competitively selected: due to federal regulations on service contracts) to individuals with disabilities as required by the Americans with Disabilities Act (ADA).
- Receive federal funding under Section 5307 (urban funding).
- Contract with providers for paratransit services, following federal guidelines.

What MCT Cannot Do:

- Directly provide **general public demand response** services. MCT is not funded or equipped to handle that type of service.
- Select a paratransit service provider without a competitive bidding process.

Souris Basin Transportation (SBT)

What SBT Can Do:

- Provide both paratransit and demand response services.
- Receive funding from sources other than Section 5311.

What SBT Cannot Do:

- Receive Section 5311 (rural funding) within the urbanized area.

Understanding Paratransit and Demand Response Services

Paratransit Services

Paratransit services are specialized transportation services for individuals with disabilities who are unable to use regular fixed route public transportation. These services must comply with ADA standards, ensuring accessibility and providing comparable fixed route transportation options to those available to the general public. To be considered eligible for Paratransit services, one must complete the certification process with MCT who **MUST** strictly adhere to guidelines outlined in 49 CFR 37.125 (Or risk losing federal funding).

Demand Response Services

Demand response services are a type of transportation service where vehicles are dispatched upon request to pick up passengers and take them to their desired destinations. Unlike fixed-route services, demand response services do not follow a set schedule or route. MCT is a fixed-route (flag stopped) type of service. It is not funded to take on additional requirements associated with demand response without additional funding to cover operations and additional personnel. For this reason, SBT is situated well for demand response. However, with funding sources now being reduced due to the City's Urban designation, SBT will need to seek other sources of funding to offset costs.

Funding Restrictions Due to Urban Redesignation

Minot City Transit (MCT)

- MCT now receives funding under Section 5307, which is designated for urban areas.
- Must provide paratransit services (directly or indirectly) and adhere to ADA requirements to maintain federal funding.
- Must develop a service contract for paratransit services and cannot unilaterally select SBT without a competitive bidding process. (at risk of losing Federal Funding)

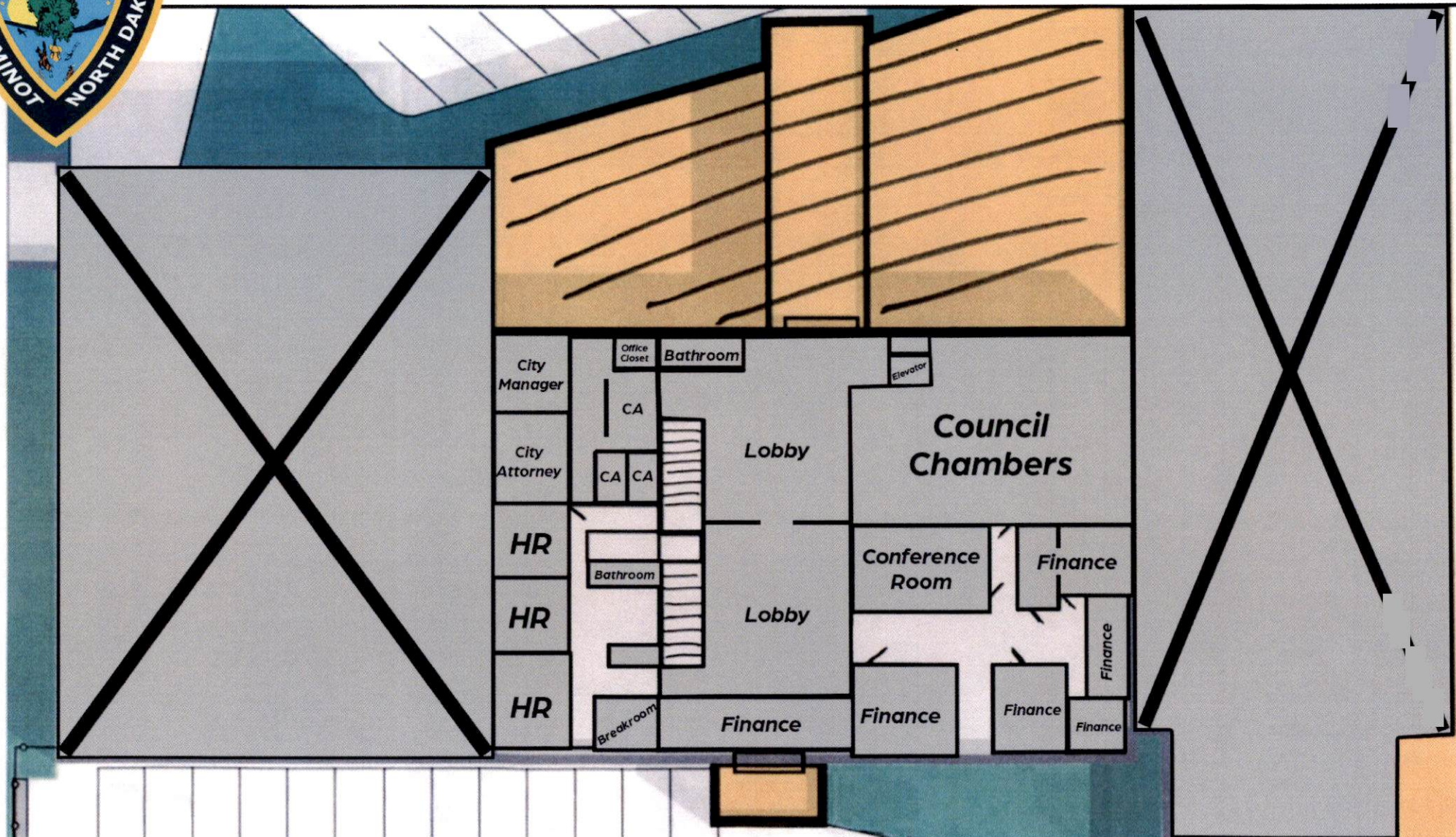
Souris Basin Transportation (SBT)

- Due to Minot's redesignation as an urban community, SBT is no longer eligible for Section 5311 funding within the urbanized area.
- Can continue to provide demand response services independently funded by SBT.
- Can be selected as a paratransit service provider for MCT only through a competitive bidding process, adhering to federal guidelines.

In summary, the redesignation of Minot as an urban community has resulted in changes to the funding and operational responsibilities of both MCT and SBT. MCT must adhere to stricter federal guidelines and provide paratransit services through competitive contracts, while SBT can no longer receive Section 5311 funding and must operate demand response services independently.

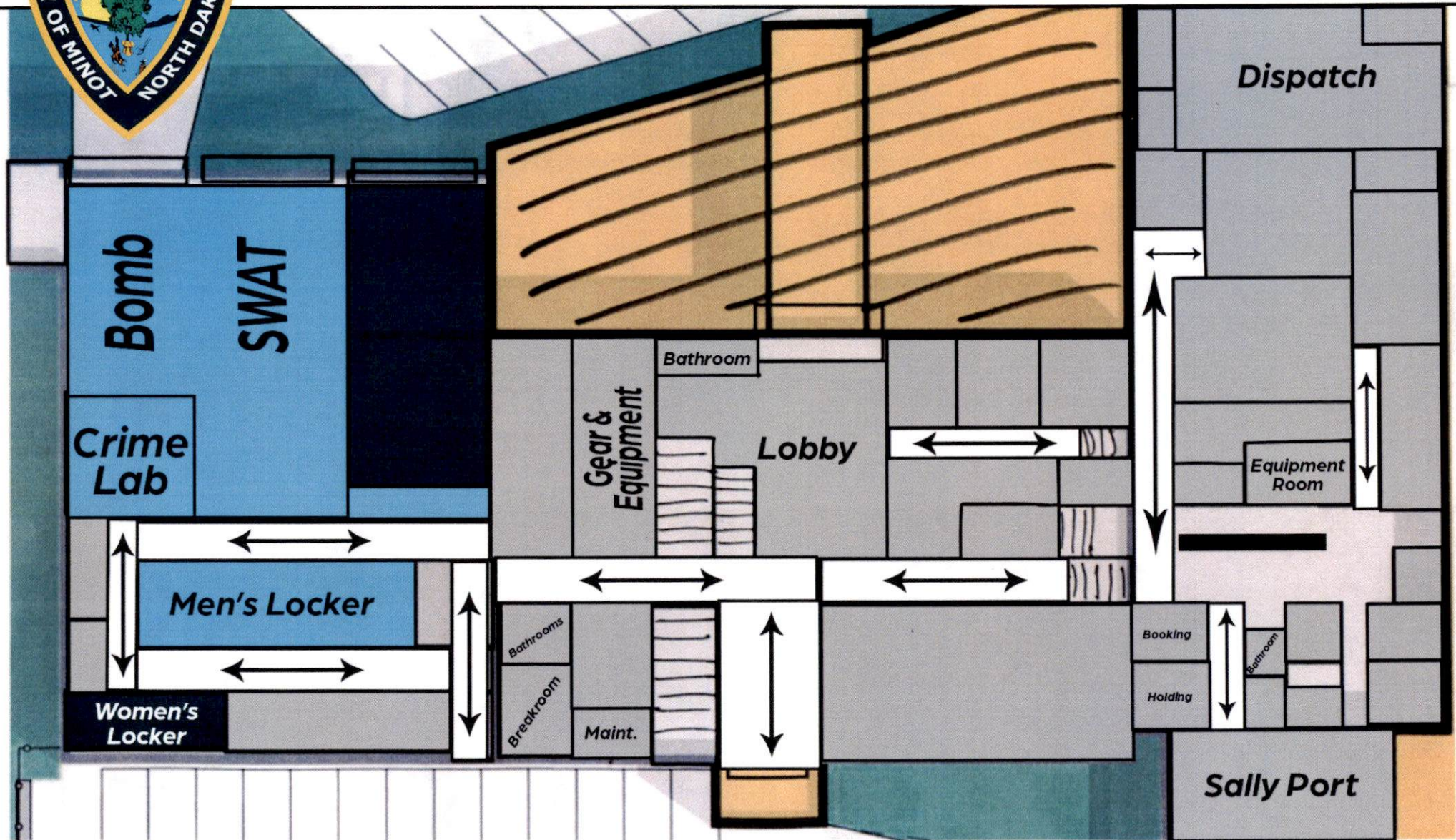


Second Level - Current Usage



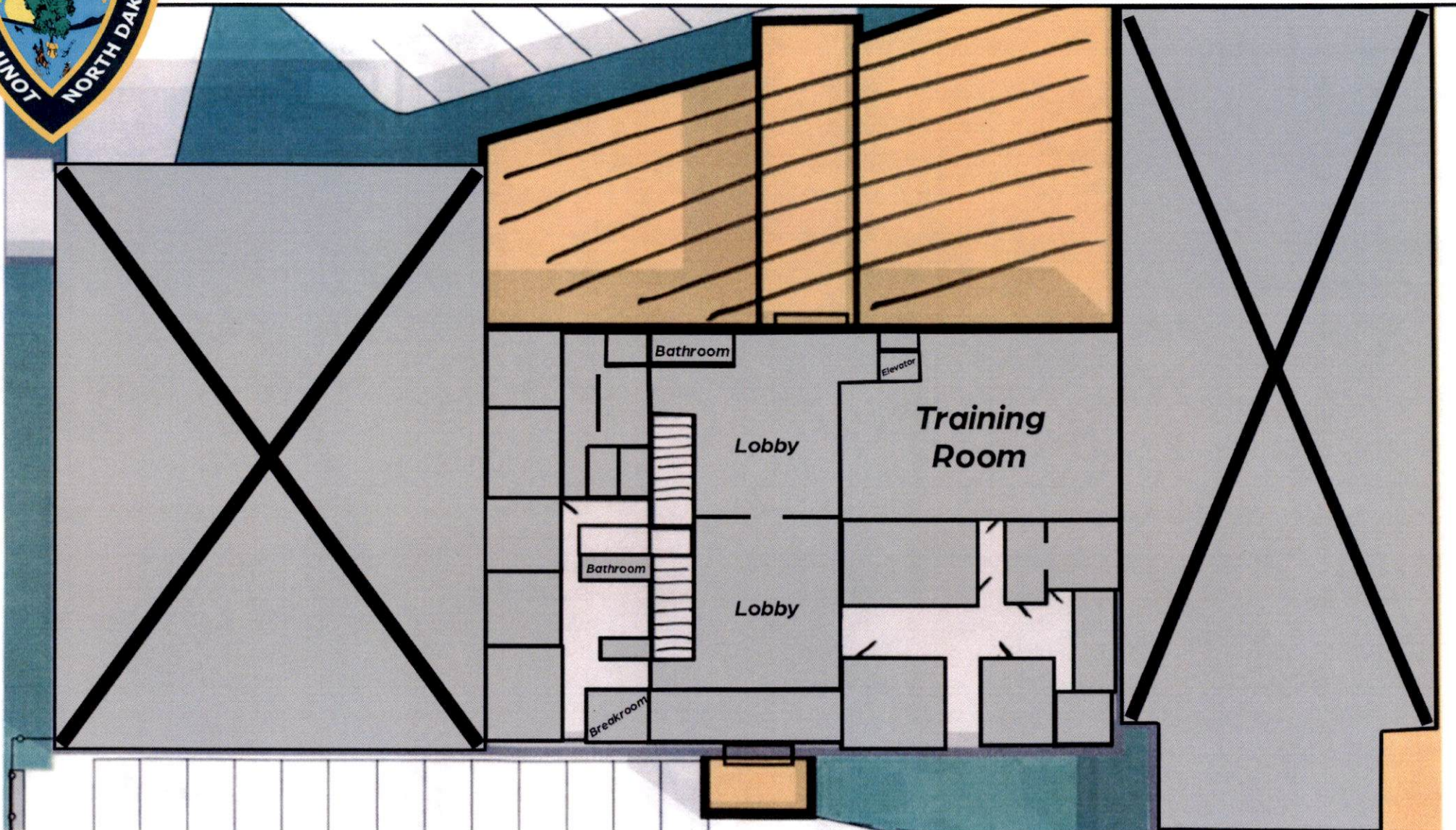


Main Level - 1 Year Plan



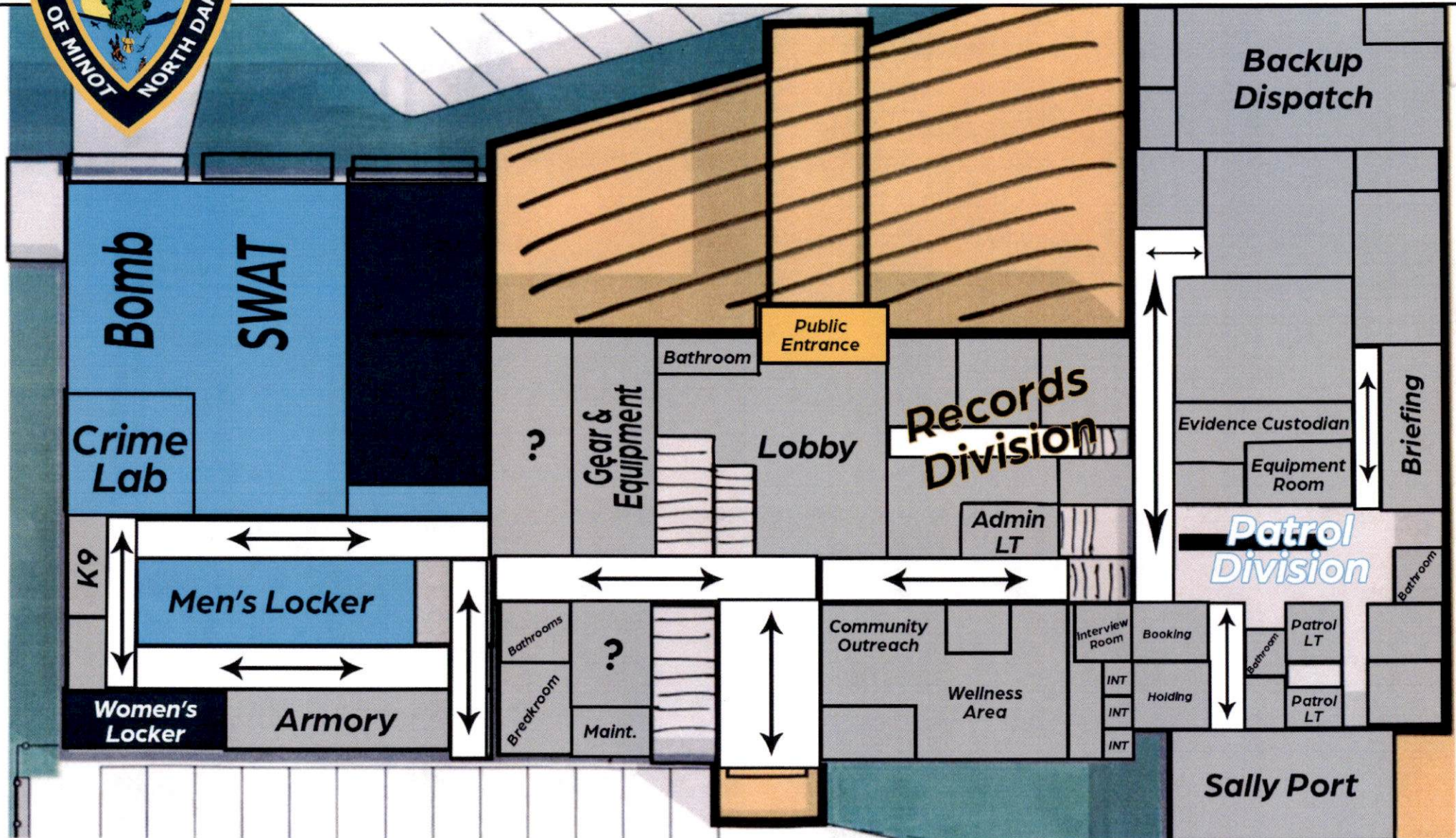


Second Level – 1 Year Plan



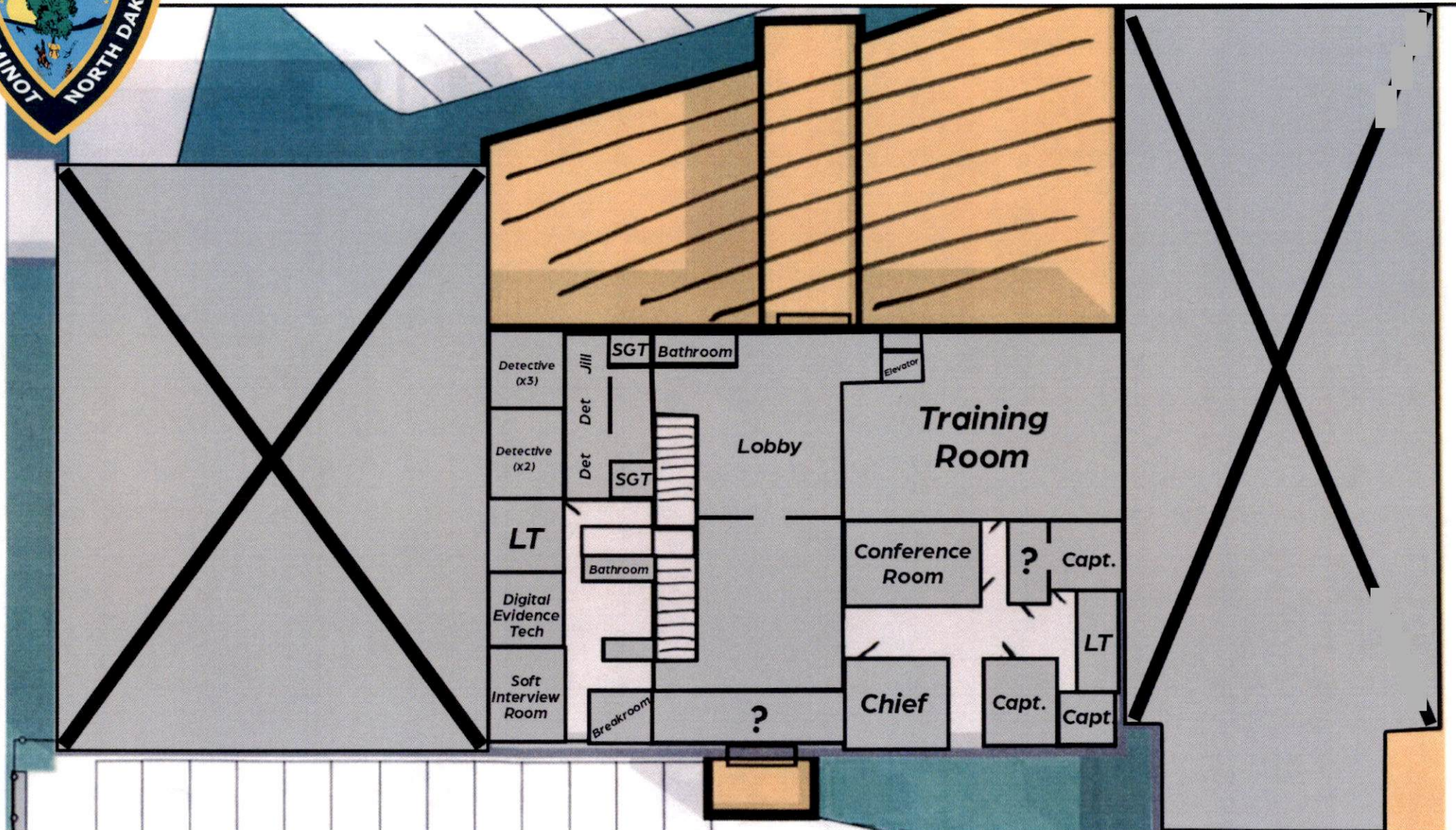


Main Level - 2 Year Plan



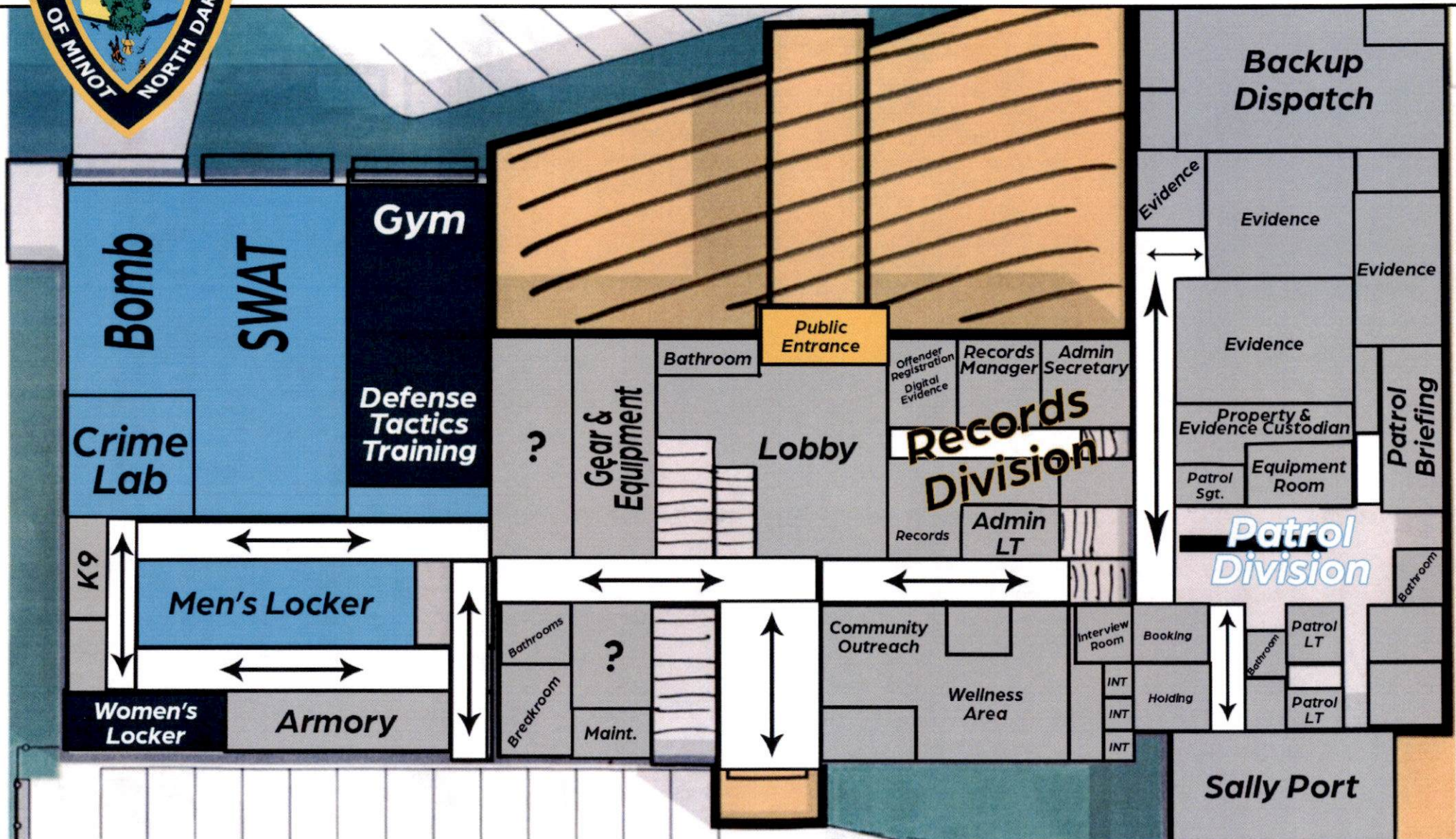


Second Level - 2 Year Plan





Main Level – 5 Year Plan





Second Level - 5 Year Plan

