

Fargo-Moorhead Metropolitan Council of Governments

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1st Meeting of the Transit Coordination Committee

November 19, 2024 | 8:30 - 9:30 am

Location: Metro COG Conference Room/Microsoft Teams

Click here to join the meeting

Meeting ID: 272 856 165 448 Passcode: ECop2w

8:30 am

- 1. Call to Order and Introductions
 - a. Introduction to the New Transit Coordination Committee Lori Van Beek & Julie Bommelman (Attachment 1)
 - b. Elect Board Chair Lori Van Beek & Julie Bommelman

8:45 am

- 2. Action Items
 - a. Assignment of Moorhead Expense and Revenue Contracts to Fargo Lori Van Beek
 - b. Request for MATBUS Appointment to Metro COG Policy Board Julie Bommelman & Ben Griffith

9:00 am

- 3. Informational Items
 - a. Review Interim Joint Powers Agreement Lori Van Beek(Attachment 2)
 - Transit Cost Allocation Plan Introduction/Updates Cole Swingen
 - c. 2025 Organization Staffing Update Julie Bommelman
 - d. 2026 Driver Discussion/Staffing Julie Bommelman
 - e. Transit Development Plan Introduction Cole Swingen
- 9:25 am 4. Other business

Metro COG is committed to ensuring all individuals, regardless of race, color, sex, age, national origin, disability/handicap, sexual orientation, and/or income status have access to Metro COG's programs and services. Meeting facilities will be accessible to mobility impaired individuals. Metro COG will make a good faith effort to accommodate requests for translation services for meeting proceedings and related materials. Please contact Angela Brumbaugh at 701-532-5100 at least 48 hours in advance of the meeting if any special accommodations are required for any member of the public to be able to participate in the meeting.

INTERIM JOINT POWERS AGREEMENT

This Interim Joint Powers Agreement (the "Interim Agreement"), made by and between the city of Fargo, a North Dakota municipal corporation, and the city of Moorhead, a Minnesota municipal corporation, is for the purpose of establishing a reconstituted Metro Area Transit Board to develop and oversee implementation of an organizational structure and operational practices to recognize and comply with the recent Large Urban designation (Large UZA) for the regional public transit system by the Federal Transit Authority.

RECITALS

- 1. The parties hereto agree and understand that this Interim Agreement will be replaced when a new Joint Powers Agreement between Fargo and Moorhead, which includes purchase of service and system cost and review allocation methodology between the participating entities, is approved and adopted.
- 2. Fargo and Moorhead have adopted and approved the commissioned Transit Reorganization Study and are committed to its implementation, including addressing staffing alignments as recommended.
- 3. Pursuant to Chapter 54-40.3, N.D.C.C., and Minnesota Statutes § 471.59 (joint exercise of powers), the above-named governmental units have the legal authority to enter into an agreement, through action of their respective governing bodies, to jointly or cooperatively exercise any power common to the contracting powers or any similar powers, including those which are the same except for territorial limits within which they may be exercised.
- 4. The parties desire to enter into this Interim Agreement whereby a reconstituted transit board will coordinate transit system services for the Fargo- Moorhead area as described herein.
- 5. The parties believe that this Interim Agreement governing the duties and expectations of the parties is in the best interests of their respective governmental units.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual promises and agreements contained herein, the parties do hereby agree as follows:

1. Reconstituted Metro Area Transit (MAT) Board Membership

The parties hereby agree that the MAT Board previously established by an agreement dated December, 2007 and confirmed by Agreement dated December 6, 2011, shall be reconstituted to consist of the following member entities:

The MAT Board (the "Board") shall consist of members appointed by the following governing bodies or institutional entities who are recognized as having a financial stake in the operation of MAT:

- A. Two (2) Fargo City Commission Members;
- B. Fargo Transit Director;
- C. Fargo Finance Director;
- D. Two (2) Moorhead City Council Members;
- E. Moorhead Finance Director;
- F. Moorhead Administrative Designee;
- G. West Fargo Administrative Designee;
- H. Dilworth Administrative Designee;
- I. Fargo-Moorhead Metropolitan Council of Governments Director; and
- J. NDSU Designee.

Chair, one (1) appointed from within the membership and such person shall serve two-year term.

A quorum will be reached by seven (7) members of the Board being present at a scheduled meeting. Board items requiring action need a simple majority to pass.

2. Term of Agreement

This Interim Agreement and the provisions stated herein shall continue until such time as it is replaced with a new Joint Powers Agreement between Fargo and Moorhead and a Cost Allocation Plan with cost and revenue sharing for purchase of service between member entities are finalized.

3. Primary Functions of the Board

The Board primary objectives which support its overall goal to provide a coordinated public transit system within the FM Metropolitan Area are as follows:

- a. Development of new Joint Powers Agreement (JPA) between Fargo and Moorhead;
- b. Oversee transition to 2025 organizational structure / staffing plan;
- c. Ensure implementation of budget principles for 2025/2026;
- d. Continue ongoing coordination with the City of Dilworth, City of West Fargo, NDSU, Moorhead Area Colleges and other partners through the organizational transition;
- e. Coordination with MnDOT, NDDOT and Metro COG on state and Federal programming decisions and approval of the Cost Allocation Plan,(Exhibit A);and
- f. Guidance and input on the pending Transit Development Plan (TDP) update.

4. Other Duties of the Board

The Board will oversee the following items:

- a. Budgets: The Board shall review and recommend transit budgets for participating jurisdictions and parties.
- b. Fares: The Board shall consider public comments regarding any changes to fares and pricing annually and make recommendations to participating jurisdictions.

- c. U-Pass: The Board shall review and recommend annual U-Pass contracts with participating institutions of higher learning for access fees for unlimited rides for students on the MATBUS System.
- d. NDSU: The Board shall review and recommend the transit service agreement with NDSU prior to approval by the Fargo City Commission.
- e. West Fargo: The Board shall review and recommend the West Fargo service agreement prior to approval by the Fargo and West Fargo City Commission.
- f. Drivers Services Contract: The Board shall review and recommend the drivers services contract prior to jurisdictional actions.
- g. General contracts and agreements: The Board shall review and recommend various agreements as determined necessary.
- h. Marketing/Outreach: The Board shall review the annual marketing and outreach plan/budget prior to implementation.
- i. Capital Planning and Facility Development: The Board shall annually review and comment on capital and facility plans.
- j. System Operations and Service Planning: The Board shall review and comment on system operations and facility plans as they are developed.
- k. Mobility Management: The Board shall review and comment annually on Mobility Management efforts.
- 1. Emergency Preparedness: The Board shall review and comment on Emergency Preparedness Plans for the metro area to include equitable usage of the MATBUS fleet in participating jurisdictions.
- m. Vehicle Leasing: The Board shall oversee the transition to leasing Moorhead's fixed route fleet to Fargo, for full integration into the MATBUS system, ensuring insurance coverage is compliant with State of Minnesota requirements.

5. Staffing and Support Resources

a. Staffing Transition. As part of the adopted reorganization study, there has been determined a need for staffing changes and resource reallocation. Fargo agrees that Fargo shall employ such staff as necessary to transition the services provided by existing Moorhead employees, and that all existing staff assigned to the MAT system by each party shall support the Board as necessary to assist it in carrying out the purposes and powers of this Interim Agreement. Fargo agrees to present employment offers to current Moorhead employed transit staff for the positions of Marketing Manager and Office Associate III. Fargo agrees these duties are essential to the operations of the Transit Department and if Moorhead staff decline employment offers, the duties of these positions will be fulfilled through normal hiring practices. The Reorganization Study provides for the employment of a dedicated Senior Accountant to Transit and recognizes the 2024 retirement of the current Moorhead Transit Manager. Moorhead agrees to compensate Fargo for the entirety of the expense of securing and employing a Senior Accountant for the duration of 2024, pending approval of the State of Minnesota, with the understanding that the Moorhead Transit Manager will use this orientation period to train the Senior Accountant on State of Minnesota and Federal grant applications and reports

- and Moorhead financial budgets and reports for the purposes of transitioning grant management from the Moorhead Transit Director to the Senior Accountant. In 2025, the cost for the Senior Accountant shall be allocated in accordance with the agreed upon cost share agreement.
- b. Technical and Support Staff. The City of Fargo transit staff will provide technical reports and guidance to the Board. Metro COG through its Uniform Planning Work Program (UPWP) will coordinate the proceedings of the Board. Fargo Staff agrees to provide information to Metro COG in a timely fashion to support the function of the Board.

6. Funding.

The Federal Transit Authority shall provide funding to the city of Fargo as the Designated Recipient. As the Designated Recipient, Fargo shall provide funding to participating entities. This requires a coordinated decision-making process to verify funds are shared in an equitable manner. The participating entities will continue to use an existing locally developed coordination process based on decades of cooperative Federal aid programming for public transit.

7. Existing Joint Powers Agreement

The existing JPA terms shall remain in effect to the extent that this Interim Agreement does not supersede or replace the terms.

CITY OF FARGO a North Dakota municipal corporation

Ву

Timothy I Mahoney M.P. Mayor

ATTEST:

Steven Sprague, City Auditor

DATE: 9 11 24

CITY OF MOORHEAD

a Minnesota municipal corporation

By

Michelle (Shelly) Carlson, Mayor

Ву

Dan Mahli, City Manager

2025 COST ALLOCATION PLAN

With Federal Fiscal Year (FFY) 2024, the Fargo-Moorhead Metropolitan Area became a Large Urban Area (UZA) with over 200,000 population. In preparation for this change, the Cities of Fargo and Moorhead conducted a Transit Reorganization Study in June 2023, which was completed and presented in June 2024 to the Fargo City Commission and Moorhead City Council.

The Study outlines a new board governance structure, proposed staff organizational charts for 2025 and 2026, and a cost and revenue sharing model. Under the new model, the City of Fargo, as designated recipient of Federal Transit Funding starting with FFY2024, will operate public transit services and facilities for participating jurisdictions in the UZA. For CY2025, both the City of Fargo and the City of Moorhead will remain Federal Transit grantees until such time as Moorhead's older grant funds are expended and a decision is made moving into future years.

Benefitting parties will purchase transit service from Fargo and Fargo will allocate transit costs and revenues based on this Cost Allocation Plan. The Study implementation next steps, including the new Cost Allocation Plan, will be incorporated into an updated Master Joint Powers Agreement between the City of Moorhead and City of Fargo, which is scheduled to be completed and adopted by December 31, 2024.

The 2025 Cost Allocation Plan is detailed below. A corresponding Excel Spreadsheet is available which applies the cost sharing data, the General Ledger accounts and applicable percentages.

BENEFITTING PARTIES / PARTICIPATING JURISDICTIONS:

This 2025 Cost Allocation Plan was developed to split transit costs and revenue between benefiting parties within the MATBUS service area. Benefitting parties are currently defined as:

- City of Fargo
- City of Moorhead (including the City of Dilworth)
- City of West Fargo
- North Dakota State University (NDSU)

COST CENTERS:

Costs were divided into 10 "Cost Centers" to apply the appropriate allocation methodology and to assist with federal reports. These Cost Centers and related financial accounts are established in the Fargo 2025 Budget and General Ledger.

The Cost Centers are currently defined as:

Administration

- Fixed Route Operations
- Paratransit Operations
- Microtransit Operations
- Mobility Management
- Planning
- Building Operations
- Building Preventive Maintenance
- Vehicle Operations
- Vehicle Preventive Maintenance

COST ALLOCATION METHODOLOGY:

The methodology used for sharing system costs and revenues was developed to ensure a fair and equitable allocation to all benefitting parties and the services provided to those parties. Allocation is established on four principles:

- Revenue Hours of the Total System
- Revenue Hours of the Fixed Route System
- Revenue Miles of the Total System
- Paratransit Ridership of the Paratransit System

Cost Center	Cost Sharing Basis
Administration	Revenue hours of the entire system
Fixed Route Operations	Revenue hours of the fixed route system
Paratransit Operations	Ridership of the Paratransit system
Microtransit Operations	Revenue hours of the Microtransit system
Mobility Management	Revenue hours of the entire system
Planning	Revenue hours of the entire system
Facility Operations	Revenue hours of the entire system
Facility Preventive Maintenance	Revenue hours of the entire system
Vehicle Operations	Revenue miles of the entire system
Vehicle Preventive Maintenance	Maintenance costs from the FASTER work order system for the
	previous year provides a percentage split between services, applied
	to costs then allocated by revenue miles

Administration Cost Center:

Administrative costs include direct transit staff wages and benefits, travel and training, membership dues, office supplies, office equipment repair, telephone, printing, postage, liability insurance, radio systems, and related office expenses. Staff included in the Administration Cost Center by title are: Transit Director, Assistant Transit Director of Operations, Operations Supervisor, Office Associate IIIs, Marketing Manager, Marketing Interns, 50% of the Planner, Senior Accountant, and Dispatchers.

Fixed Route Operations Cost Center:

Fixed Route is bus service provided along a prescribed route according to a fixed schedule. Costs include driver services, security services, farebox cards, marketing, shelter maintenance and repair (cleaning, snow removal, and relocation), fixed route software maintenance, fixed Route vehicle and general liability insurance, cellular phone service for the fixed route fleet, diesel fuel for the fixed route fleet and other fixed-route related expenses. There are no staff wages assigned to this cost center.

Paratransit Operations Cost Center:

Paratransit is an ADA-complementary service that transports passengers from pick-up point to drop-off point within the jurisdictional boundaries of Fargo and West Fargo, North Dakota, and Moorhead and Dilworth, Minnesota. Costs are directly related to the provision of Paratransit Service, including driver services, marketing, Paratransit software maintenance, Paratransit vehicle and general liability insurance, cellular phone service for the Paratransit fleet and gasoline for the Paratransit fleet. There are no staff wages assigned to this cost center. Since Paratransit service travels to the door of the destination anywhere in the participating jurisdictions, costs are allocated to the jurisdiction where the passenger lives based on ridership, no matter where they travel.

Microtransit Operations Cost Center:

Microtransit on-demand services transport passengers from pick-up point to drop-off point within designated service areas or zones, including a location or transfer point to connect to the MATBUS Fixed Route System. Microtransit costs are directly related to the provision of service, including driver services, Microtransit software maintenance, Microtransit vehicle and general liability insurance, cellular phone service and gasoline for the Microtransit. There are no staff wages assigned to this cost center.

Mobility Management Cost Center:

Mobility Management focuses on meeting individual customer needs through a wide range of transportation options and service providers. It also focuses on coordinating these services and providers to achieve a more efficient transportation service delivery system. Mobility Management benefits all transit services through travel training programs and works with federal and state grantors to ensure service is compliant with regulations. Mobility Management costs include direct wages and benefits of the Mobility Manager, cellular phone service, marketing, travel and training, membership dues, publications, postage and general supplies.

Planning Cost Center:

Transit Planning is the process of looking at current and future transportation needs, prioritizing projects, matching projects with available funds, creating goals, objectives and strategies to support a vision and ensuring that projects are included in planning documents. It also includes route planning, statistical data collecting and review, and system performance. Planning benefits all types of services. Costs include 50% of the wages and benefits for the Planner and outside consultant services for planning studies.

Facility Operations Cost Center:

Facility operations costs are associated with two facilities listed below. Costs include property insurance, utilities, garbage pickup and other repairs. There are no staff wages assigned to this cost center. No costs are charged to participating parties for rental space or use of these federally-funded facilities.

- Ground Transportation Center located at 502 N.P. Avenue in Fargo (owned 100% by Fargo)
- Metro Transit Garage located at 650 23rd Street North in Fargo (owned 1/3 Moorhead and 2/3 Fargo)

Facility Preventive Maintenance Cost Center:

Facility preventive maintenance costs are associated with two facilities listed below. Costs include wages and benefits for the Maintenance Technician III, custodial services, snow clearing and hauling, building repairs, grounds and other maintenance service contracts, janitorial and general supplies. This does not include capital costs for major facility improvements.

- Ground Transportation Center located at 502 N.P. Avenue in Fargo (owned 100% by Fargo)
- Metro Transit Garage located at 650 23rd Street North in Fargo (owned 1/3 Moorhead and 2/3 Fargo)

Vehicle Operations Cost Center:

Vehicle operations costs are related to the vehicles in revenue service and support vehicles and equipment. Costs include fuels (except diesel for fixed route), propane, computer services for maintenance software, lease of equipment, general supplies, and reference materials. There are no staff wages assigned to this cost center.

Vehicle Preventive Maintenance Cost Center:

Vehicle preventive maintenance costs include wages and benefits for vehicle maintenance staff, general equipment repair, bus parts, outside mechanic services, vehicle repair supplies, small tools and uniforms/clothing. Staff included by title are: Assistant Director of Fleet and Facilities, Parts Manager, Parts Associate, Technician IIIs, Technician Intern, Fleet Services Leader, and Fleet Services Attendants.

REVENUE ALLOCATION METHODOLOGY:

The methodology used for sharing system revenues is similar to allocation of costs and is applied based on similar principles. Shared revenues include cash fares, presold passes and coupon books, U-Pass fees from colleges and universities, advertising on vehicles and benches, replacement card fees and concessions/vending. These revenues are shared based on ridership, excluding NDSU.

Contra expenses for refunds, reimbursement, insurance proceeds, and rebates, are allocated with the same formula used to allocate the original costs. For example, parts returned for a refund, would be

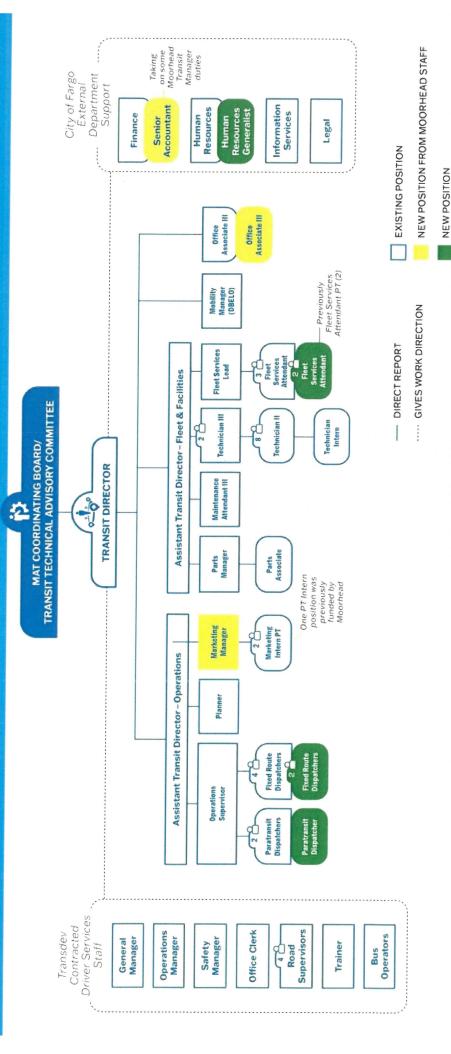
applied using the Vehicle Preventive Maintenance cost sharing as this is where the parts were originally expended.

Revenue Source	Revenue Sharing Basis
Fixed Route: Cash Fares, Pass	Ridership of the Fixed Route System (excluding NDSU as no fares
Revenue, U-Pass Fees, Farebox	are collected for campus routes)
Card Fees	
Paratransit: Cash Fares, Coupon	Ridership of the Paratransit System
Book Sales, Other Fees	
Concessions/Vending	Ridership of the Fixed Route System (excluding NDSU)
Advertising (Vehicles & Benches)	Ridership of the Fixed Route System (excluding NDSU)
Contra Expenses (Refund &	Applied the same as the original expenditure that is being refunded
Reimbursements)	or reimbursed
Fixed Route Contractor Fines	Applied the same as the driver services paid to the contractor
	(Revenue hours of the Fixed Route System – excluding NDSU)
Paratransit Contractor Fines	Applied the same as the driver services paid to the contractor
	(Ridership of the Paratransit System)
Fixed Route Insurance Proceeds	Applied the same as the original vehicle repair that is being
	reimbursed
Paratransit Insurance Proceeds	Applied the same as the original vehicle repair that is being
	reimbursed

<u>State and Federal grant funds</u>: Grant funds are allocated to the benefitting entity based on the formulas used by the Grantor to determine the revenue received.

Revenue Source	Revenue Sharing Basis
North Dakota State Aid	Ridership to Disabled and Senior Citizens for the Entire System
Minnesota Operating Grants	Percentage of expenses paid by the State less FTA 5307 Funds per the MnDOT contract
North Dakota FTA 5307	Applied to Fargo and West Fargo based on NDDOT calculation on population, population density and revenue miles and incentives
Minnesota FTA 5307	Applied per MnDOT contract requirements to the maximum available
Minnesota FTA CARES & ARPA	Applied as needed to supplement and contain local match

Proposed Org Chart 2025



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Fargo Para	250,885.00		250.885			201.02	100000						
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NDSU Fixed	270.065	270.065											
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Fargo Microtransit	3,191			1 101									
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Fargo Para	41,197		41,197										
Moorhead & Dilworth Para	12,846		12.846										
West Fargo Para	9,825		9,825										
Moorhead Senior Ride	7,719				7.719								
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0.0	9,000	00	00	8 8 8						0.0	00	0.0	0.0				9000	000			20000		9000	0.43			000	9000	000				USON
					\$42.70			69.19	782.67					1,394.57	776,103,79						350 350 88			266,454.34			,		1		250,454.34	509,649.45	
9,000	3600	3,000	3000	9,000	3.00%	3 00%	3.00%	3,00%	5.275	90000	90000	0.000	96000				0.00%	3600'0			300 001		96000	WY.			90000	36000	2000				
23,844.10	115.37			769.16	384.54			49.03	630.19					33,637,88	461,632.40	35.880.56			55,880,36			305,074.37	******	310,029.82						41.010.11	20,010,00	115,722.02	453,106.45
15.38%	15.38%	90000	0.00%	15,38%	20.46%	20.46%	20,46%	20,48%	4709	9000	9000	0 0000	0.000			6358	9000	9000				72.00%	0.00m				9000	9000				-	West Farpo
Section 2		81.49	388.35		1,049.94			133.87	350.30	200			10,000,00		158,779.02		•					118,640 03	3 754 56	121,394.59						131 304 50		337,384.43	
800'0	90000	100 mar.	127%	M000	808.8	\$ 80%	2,000	2.0075		72.5	0.00%	2000	1000				9,000	0,00%				28.00%	2.24%			0.000	0000	90000					
11,275,71	150.85			19'500'	401.43		20.10	97.16	1000			200.00	68 913 57		26,955.80			0,000					275.66	5,275.66						646.345.66		10,810.14	279,317.43
20.11% 31,										90000	9000				726,9		3,000 MOO!					****	447% 5.	5.		000	9000	100%		646.		80,8	Moorhead 779,
2			12,173,75			~ .			1 995 70		100	100	150.589.55		3,846,363.95			0004 320 00						28,536.66			-	25,000.00	5,000.00	3,147,856.66		628,507.29	Moor
8000	91%	91%	%16	W00	218	95%	310	28%	91%	91%	WOW.	cons	4		3,846		100% 3.00	ľ				2005	24.28%			200	100 001			3,10		869	
	36	26	36			30	1	24	25	26	0												24			100	100	100				1	
					100		3.23	200.00					477.64		57.12			1.					3,530.96	30.96		100			-	3,530.96		0.10	26.37
													•		263,957.12								DESCRIPTION OF	3,5						3,5		260,426.16	5,594,196,37
2000	000	0000	000	0000	2000	77.439	77.428	297	000	000	0000	000					3000 O			90000		0000	2996			0000	9000	000					ofter!
95,980,19				1,000	-		139.40	2,034.97					139,853.54		,686,131.86	\$29,110.09		529,110.49		\$85,267.80			16,001.61	601,269.61						01.086,061,	***************************************	23,732,70	
64.50%	0.000	2000	0.00%	2000	58.18%	58.18%	58.18%	13.57%	9,000	0.00%	9,000	0000			1,6	93.65%	0.00%			25.00%		9000	13.57%			acon.	0,00%	0.00%					
	3,764.02	410.51	06.789,50	0 000 40			1,276.41	6,376.22	2,940 64				08.00		8.76					3.40			50,138.90	ä						231			
	3,7	*	17.9	00			77	19	2.9				665,420.80		6,583,96					1,755,803.40			100	1.805,942.31						1,805,942.31	A 778 O10 AS		
	F187	SEETH	Name of the last	26,36%	S\$ 26K	SS.26%	55.28%	42.51%	58.81%	MAIN	9,000	3,000				3000	3000			75.00%		0.00%	42.53%			0,000	9000	0,00%					
9 000 c	D.														1			1000															
9000 C	0.																																
		de NOSU	DGN ag	Strate Miles	was Mies	enue Miles	seene Miles		de NDSU	DE NUSO						Elderly/Disabled																	
		Adership - Exclude NOSU	Tidership - Estade Nation	% of Direct x Revenue Miles	% of Direct x Revenue Miles	% of Direct x Revenue Miles	% of Direct x Revenue Miles	Revenue Hours	solership - Exclude NDSU	Authority Cough NOOU	nvec	Direct				Ridership for ND Elderly/Disabled Orrect	Direct					Direct	Revenue Hours			Direct	Direct	1000					
Riderphip	Ridership - Exclude NDSU		2														ŏ																
Ridership	Ridership - Exclude NDSU	Exclude NDSU Ridership - Exclude NDSU		All Services N of Direct x Revenue Miles				All Services Revenue Hours				MANG Para DANy Direct					ŏ					MMd Only	AR Services Revenue Hours			Mind Fixed Route Only Direct							
Para Only Referably	Exclude NDSU Ridership - Exclude NDSU	Exchae NDSD	Para Grily	All Services	All Services	All Services	M All Services	All Services	Occupantion of the second	Man Barn Oak	AND THE PARTY	MANG Parts DAMy				isabled ND Elderly/Disabled MMd Fissel Route Only	Mhd Para & Serior Ride Or					ute & Para Mhd Only	AR Services			Mind Fixed Route Only	Mhd Fired Route Only	ALLO SERVICES COMP.					
Para Only Redeship	Ridership - Exclude NDSU	Excude NDSD	Para Grily		All Services	All Services		All Services	Occupantion of the second	Man Barn Oak	AND THE COM	MANG Parts DAMy					Mhd Para & Serior Ride Or			2, 341,071,21 260,299 ms	423,714 40		AR Services			Mind Fixed Route Only	Mhd Fired Route Only	ALLO SERVICES COMP.		8,344,035,82			
Para Only Referably	Exclude NDSU Ridership - Exclude NDSU	TO COO PRINCE NOTICE PRODUCE NOTICE N	5,000,00 Para Para Ciniv	20,000 00 Vehicle PM All Services	· Vehicle PM All Services	Vehicle PM All Services	COSCIO VENDE PIR All Services	15,000 to 40mm All Services	Occupantion of the second	Control Laboratory	25,200,000 5	MANG Parts DAMy				isabled ND Elderly/Disabled MMd Fissel Route Only	Mhd Para & Serior Ride Or			2, M., C) 1, 21		Flared Soute & Para Mind Only	11,7521.28 MODRICY AR SECURES			Stand Bould Mind Fared Route Only	25,000 to Fixed Roads MAD Swide Only	ALLO SERVICES COMP.		R,H44,Q35,R2			
750 00 Para Para Grify Redenship	Exclude NDSU Ridership - Exclude NDSU	Exchae NDSD	5,000,00 Para Para Ciniv	20,000 00 Vehicle PM All Services	NSE) - Vehicle PM All Services	All Services	COSCIO VENDE PIR All Services	15,000 to 40mm All Services	DOWN DESIGN AND ADDRESS OF THE PARTY OF THE	Man Barn Oak	25,200,000 5	SOUGH DAMA				3.094,220.00 fixed Naxe Mhd Fared Route Only	Mhd Para & Serior Ride Or			Furgo FTA Assistance - 79 59% 2, ML, COT 21 NOSU FTA Assistance - 6 71% 240 299 88		ute & Para Mhd Only	11,7521.28 MODRICY AR SECURES			STRAD CREDIT	25,000 to Fixed Roads MAD Swide Only	ALLO SERVICES COMP.		10(a) State, Horral, and Other Revenue 8,344,035,82	Funding Deficit (Local Share)	Provided Local Physics In Control	Ann

Sources: Earning.



2026 Proposed Organizational Chart

Paratransit

Dispatchers (2) **Fixed Route**

(4)

Dispatchers



