



Minnesota Regional Transit
Board: Records.

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REGIONAL TRANSIT BOARD

270 Metro Square Building
St. Paul, Minnesota 55101
612/292-8789

SPECIAL MEETING

OF THE REGIONAL TRANSIT BOARD

Monday, April 13, 1987

Council Offices, Room E

4:00 p.m.

AGENDA

1. Call to Order and Roll Call
2. Approval of Agenda
3. Board Discussion of Metro Mobility Public Communications
4. Legislative Update
5. OTHER BUSINESS
 - A. Chairman's Report
 - B. Members' Reports
 - C. Staff Reports
6. PUBLIC COMMENT

Elliott Perovich
Chairman

J. Hauer
Se Roy
Clawson
Kuehn
Joyce Dingman
Faylor
Syle Trebuch
Matt Peter
O'Neil Anderson

REGIONAL TRANSIT BOARD

ROLL CALL AND ATTENDANCE SHEET

Weaver
Entzel
Diaz
Syom

Bertland
Rye
Beaver
Ryan
Kousser

DATE: _____

BOARD OR COMMITTEE _____

MEMBER NAME	PRESENT	VOTE	VOTE	VOTE
Chairman	✓			
Doris Caranicas (P)	✓			
Carole Faricy	yes			
Ruth Franklin (Chair, A & F)	✓			
Alison Fuhr (P)	✓			
Rochelle Graves (P)	✓			
Paul Joyce (A & F)	✓			
Edward Kranz (A & F)	✓			
Bernard Skrebes (A & F)	✓			

handout 4/17/87
Ex. A

The Regional Transit Board (RTB) shares the concerns about the safety of the Metro Mobility Program being expressed by many people during the past few weeks. The RTB, the Minnesota State Council for the Handicapped (Council) and the Transportation Handicapped Advisory Committee (THAC) of the RTB are working together in an effort to strengthen the safety program of Metro Mobility. Metro Mobility is a special transportation program for the elderly and disabled offering door-through-door service by several transportation companies under contract with the RTB.

The transportation companies are responsible for the hiring and training of their drivers. All drivers in the Metro Mobility program have anywhere from 40 to 60 hours of safety training including the required safety training programs of the Minnesota Department of Transportation (Mn/DOT) and the Regional Transit Board. The providers' extensive driver training programs goes beyond the 12 hour state required training program. The providers' courses cover such topics as defensive driving procedures, CPR training, additional first aid and passenger assistance training. Some companies employ Emergency Medical Technicians as Metro Mobility drivers.

The vehicles used by the Metro Mobility drivers are inspected by a neutral third party, the Department of Public Safety, Minnesota Highway Patrol. The Patrol inspects the Metro Mobility vehicles on a yearly basis. If the vehicles fail inspection, they are pulled off the road until repairs are made and the vehicles pass a second inspection by the Highway Patrol. All vehicles used by the providers are required to have annual inspection and a certificate of compliance to operate their business.

If a complaint is received about the condition of any component of a providers vehicle, the Department of Public Safety conducts an inspection of any part of the provider's vehicle which is subject to regulation. Failure to permit an inspection is grounds for immediate suspension of the providers's certificate of compliance until a safety inspection is conducted.

Metro Mobility providers are also required by Mn/DOT regulations to conduct a daily visual safety inspection before being assigned to transport passengers. In addition, once a week or every one thousand miles (whichever comes first), the providers are required to conduct a more extensive safety inspection.

On October 4, 1986, the Regional Transit Board took responsibility for the Metro Mobility program. At that time, the RTB required the providers to adhere to more stringent requirements than the Minnesota Department of Transportation rules and regulations included in the contract signed by the RTB and the providers.

As an example, under the former Metro Mobility program, taxicab drivers were not required to have the training specified in the Mn/DOT regulations. Now every Metro Mobility driver, including taxicab drivers, are required to have the passenger assistance and first aid training specified in the Mn/DOT regulations. The Mn/DOT regulations also allowed a 90 day period for drivers to complete the passenger safety training courses and allowed them to drive Metro Mobility passengers without completing the required passenger safety courses. The RTB required the training before new drivers were allowed to transport Metro Mobility customers.

If customers are not pleased with the service from the Metro Mobility providers, there is an established complaint procedure to resolve the problem. The Metro Mobility Administrative Center (MMAC) operated by the Metropolitan Transit Commission has a rider representative to help find solutions to the problems encountered by customers. The rider representative can be reached by calling at 349-7480.

The MMAC has a good record in resolving complaints from Metro Mobility riders. The program has investigated 174 complaints from October, 1986 through March, 1987. Since the beginning of the 1987, 47 complaints have been filed, 16 of the complaints were related to safety issues. The MMAC has followed up on 100 percent of the complaints which have been filed.

Each Metro Mobility rider is provided with a Riders Guide when they become eligible for the program. The Guide describes the complaint system, how it works, hours of operation and who to call for assistance. Before any investigation of a complaint can begin, the rider representative must first be told of the problem, the company which provided the service, and the date of the ride.

The Regional Transit Board is in the process of revising the guidelines for the Metro Mobility safety program. A few items the RTB has asked the advice and counsel from THAC and the Council include the following:

1. Contract violations procedures and penalties for non-compliance.
2. Changes in the driver training courses certified by the Minnesota Department of Transportation which would include sensitivity training.
3. Strengthening the role of the MMAC in monitoring provider performance, developing checklists and hours for street supervision and spot safety checks.
4. Analyze the need for modifications of vehicle standards.
5. Developing contract language on topics, such as, scheduled preventive maintenance inspections, procedures for seat belt use and door-through-door service.

Under the restructured Metro Mobility program, 55,000 rides in March have been provided which represents an increase of about 20 percent over last year. Under the former program, the record ridership month was October, 1985 when 47,863 passengers were carried.

We are aware that improvements can be made to the program and are actively supporting legislation for increasing the minimum safety standards. This is why we are working in cooperation with the Minnesota State Council for the Handicapped and the RTB's Transportation Handicapped Advisory Committee to reach our goal of improved service and safety for Metro Mobility riders.

State of Minnesota
HOUSE OF REPRESENTATIVES

SEVENTY-FIFTH }
 SESSION

H. F.

No. 1009



Introduced by Jefferson, Osthoff, Scheid, Carruthers and Tjornhom.
 Read First Time Mar. 16, 1987 and Referred to the Committee on
 Metropolitan Affairs.
 Committee Recommendation and Adoption of Report:
 To Pass as Amended and Re-referred to the Committee on
 Transportation Apr. 6, 1987. To Pass as Amended Apr. 9, 1987.
 Read Second Time Apr. 9, 1987.

1 A bill for an act

2 relating to transportation; providing for standards
 3 for special transportation service; requiring changes
 4 in the administration of special transportation
 5 service in the metropolitan area; amending Minnesota
 6 Statutes 1986, sections 174.30, subdivisions 1, 2, 4,
 7 6, 7, and by adding subdivisions; 473.386,
 8 subdivisions 1, 2, 3, 4, and 6; repealing Minnesota
 9 Statutes 1986, section 473.386, subdivision 7.

10

11 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

12 Section 1. Minnesota Statutes 1986, section 174.30,
 13 subdivision 1, is amended to read:

14 Subdivision 1. [APPLICABILITY LIMITATIONS; BY TYPE OF
 15 PROVIDER; BY SOURCE OF FUNDS.] The operating standards for
 16 special transportation service adopted under this section do not
 17 apply to special transportation provided by:

18 (a) A common carrier operating on fixed routes and
 19 schedules;

20 (b) ~~A-taxi~~;

21 ~~(c)~~ A volunteer driver using a private automobile;

22 ~~(d)~~ (c) A school bus as defined in section 169.01,
 23 subdivision 6; or

24 ~~(e)~~ (d) An emergency ambulance regulated under chapter 144.

25 The operating standards adopted under this section only
 26 apply to providers of special transportation service who receive
 27 grants or other financial assistance from either the state or

1 the federal government, or both, to provide or assist in
2 providing that service; except that the operating standards
3 adopted under this section do not apply to any nursing home
4 licensed under section 144A.02, to any board and care facility
5 licensed under section 144.50, or to any day care or group home
6 facility licensed under sections 245.781 to 245.812 unless the
7 facility or program provides transportation to nonresidents on a
8 regular basis and the facility receives reimbursement, other
9 than per diem payments, for that service under rules promulgated
10 by the commissioner of human services.

11 Sec. 2. Minnesota Statutes 1986, section 174.30,
12 subdivision 2, is amended to read:

13 Subd. 2. [AUTHORITY TO ADOPT; PURPOSE AND CONTENT;
14 RULEMAKING.] The commissioner of transportation shall adopt by
15 rule standards for the operation of vehicles used to provide
16 special transportation service which are reasonably necessary to
17 protect the health and safety of individuals using that
18 service. The commissioner, as far as practicable, consistent
19 with the purpose of the standards, shall avoid adoption of
20 standards that unduly restrict any public or private entity or
21 person from providing special transportation service because of
22 the administrative or other cost of compliance.

23 Standards adopted under this section ~~may~~ must include but
24 are not limited to:

25 (a) Qualifications of drivers and attendants, including
26 driver training requirements that must be met before a driver
27 provides special transportation;

28 (b) ~~Safety equipment-required-for~~ of vehicles and necessary
29 safety equipment;

30 (c) General requirements concerning inspection and
31 maintenance of vehicles, replacement vehicles, standard vehicle
32 equipment of-vehicles, and specialized equipment necessary to
33 ensure vehicle usability and safety for disabled persons; and

34 (d) Minimum insurance requirements.

35 The commissioner shall consult with the state council for
36 the handicapped before making a decision on a variance from the

1 standards.

2 Sec. 3. Minnesota Statutes 1986, section 174.30, is
3 amended by adding a subdivision to read:

4 Subd. 2a. [VEHICLE AND EQUIPMENT SAFETY; PROVIDER
5 RESPONSIBILITIES.] (a) Every special transportation service
6 provider shall systematically inspect, repair, and maintain, or
7 cause to be inspected, repaired, and maintained, the vehicles
8 and equipment subject to the control of the provider. Each
9 vehicle and its equipment must be inspected daily. A vehicle
10 may not be operated in a condition that is likely to cause an
11 accident or breakdown of the vehicle. Equipment, including
12 specialized equipment necessary to ensure vehicle usability and
13 safety for disabled persons, must be in proper and safe
14 operating condition at all times.

15 (b) Each special transportation provider shall maintain the
16 following records for each vehicle:

17 (1) an identification of the vehicle, including make,
18 serial number, and year, and, if the vehicle is not owned by the
19 provider, the name and address of the person furnishing the
20 vehicle;

21 (2) a schedule of inspection and maintenance operations to
22 be performed;

23 (3) a record of inspections, repairs, and maintenance
24 showing the date and nature;

25 (4) a lubrication record; and

26 (5) a record of tests conducted to ensure that emergency
27 doors or windows and wheelchair lifts function properly.

28 Sec. 4. Minnesota Statutes 1986, section 174.30,
29 subdivision 4, is amended to read:

30 Subd. 4. [~~CERTIFICATE-OF-COMPLIANCE~~ VEHICLE AND EQUIPMENT
31 INSPECTION; PROCEDURES.] (a) The commissioner shall inspect or
32 provide for the inspection of vehicles at least annually. In
33 addition to scheduled annual inspections and reinspections
34 scheduled for the purpose of verifying that deficiencies have
35 been corrected, unannounced inspections of any vehicle may be
36 conducted. The commissioner shall provide for the unannounced

1 inspection quarterly of at least five percent of the vehicles
2 operated by providers certified by the commissioner.

3 (b) On determining that a vehicle or vehicle equipment is
4 in a condition that is likely to cause an accident or breakdown,
5 the commissioner shall require the vehicle to be taken out of
6 service immediately. The commissioner of transportation shall
7 ~~issue an annual certificate of compliance for each vehicle used~~
8 ~~to provide special transportation service which complies with~~
9 ~~the standards adopted under this section.~~ The commissioner
10 ~~shall issue a certificate of compliance to a vehicle subject to~~
11 ~~subdivision 3 only if the vehicle also complies with sections~~
12 ~~299A.11 to 299A.18~~ require that vehicles and equipment not
13 meeting standards be repaired and brought into conformance with
14 the standards and shall require written evidence of compliance
15 from the operator before allowing the operator to return the
16 vehicle to service.

17 (c) The commissioner shall provide in the rules procedures
18 for inspecting vehicles, removing unsafe vehicles from service,
19 determining and requiring compliance and issuing the
20 ~~certificates.~~ ~~The procedures may include inspection of vehicles~~
21 ~~and examination of drivers,~~ and reviewing driver qualifications.

22 Sec. 5. Minnesota Statutes 1986, section 174.30, is
23 amended by adding a subdivision to read:

24 Subd. 4a. [CERTIFICATION OF SPECIAL TRANSPORTATION
25 PROVIDERS.] The commissioner shall annually evaluate or provide
26 for the evaluation of each provider of special transportation
27 service regulated under this section and certify that the
28 provider is in compliance with the standards under this section.

29 Sec. 6. Minnesota Statutes 1986, section 174.30,
30 subdivision 6, is amended to read:

31 Subd. 6. [PREEMPTION OF OTHER REQUIREMENTS.]
32 Notwithstanding any other law, ordinance or resolution to the
33 contrary, an operator of special transportation service that has
34 been issued a current certificate of compliance under
35 subdivision 4 4a for a vehicle vehicles used to provide that
36 service is not required to obtain any other state or local

1 permit, license or certificate as a condition of operating
2 the ~~vehicle~~ vehicles for that purpose. This subdivision does
3 not exempt any vehicle from the requirements imposed on vehicles
4 generally as a condition of using the public streets and
5 highways.

6 Sec. 7. Minnesota Statutes 1986, section 174.30,
7 subdivision 7, is amended to read:

8 Subd. 7. [ENFORCEMENT.] No state agency, political
9 subdivision or other public agency shall provide any capital or
10 operating assistance to or reimbursement for ~~services-rendered~~
11 ~~by-any-operator-of~~ special transportation service unless ~~current~~
12 ~~certificates-of-compliance-have-been-issued-under-subdivision-4~~
13 ~~for the vehicles-used-by-the-operator-to-provide~~ operator
14 providing the service has a current certificate of compliance
15 issued under subdivision 4a.

16 Sec. 8. Minnesota Statutes 1986, section 473.386,
17 subdivision 1, is amended to read:

18 Subdivision 1. [PROJECT SERVICE OBJECTIVES.] The transit
19 board shall implement a ~~project-to-coordinate~~ special
20 transportation service, as defined in section 174.29, in the
21 metropolitan area. The ~~project~~ service has the following
22 objectives:

23 (a) to provide greater access to transportation for the
24 elderly, handicapped, and others with special transportation
25 needs in the metropolitan area;

26 (b) to develop an integrated system of special
27 transportation service providing transportation tailored to meet
28 special individual needs in the most cost-efficient manner; and

29 (c) to use existing public, private nonprofit, and private
30 providers of service wherever possible, to supplement rather
31 than replace existing service, and to increase the productivity
32 of all special transportation vehicles available in the area.

33 Sec. 9. Minnesota Statutes 1986, section 473.386,
34 subdivision 2, is amended to read:

35 Subd. 2. [~~FINANCING;--IMPLEMENTATION~~ SERVICE CONTRACTS;
36 MANAGEMENT AND; ADVISORY GROUPS COMMITTEE.] (a) The board

1 shall contract for services necessary for the project's
2 operation provision of special transportation. All
3 transportation service ~~provided-through-the-project~~ must be
4 provided under a contract between the board and the provider
5 which specifies the service to be provided, the standards that
6 must be met, and the rates for ~~providing-it~~ operating and
7 providing special transportation services.

8 (b) The board shall establish management policies for the
9 project service but shall contract with a service administrator
10 for day-to-day administration and management of the service.
11 The contract must delegate to the service administrator clear
12 authority to administer and manage the delivery of the service
13 pursuant to board management policies and must establish
14 performance and compliance standards for the service
15 administrator.

16 (c) The board shall ensure that the service administrator
17 establishes a system for registering and expeditiously
18 responding to complaints by users, informing users of how to
19 register complaints, and requiring providers to report on
20 incidents that impair the safety and well-being of users or the
21 quality of the service. The board shall annually report to the
22 commissioner of transportation and the legislature on complaints
23 and provider reports, the response of the service administrator,
24 and steps taken by the board and the service administrator to
25 identify causes and provide remedies to recurring problems.

26 (d) Within 90 days following the effective date of this
27 act, the board shall hold a public hearing on standards for
28 provider eligibility, selection, performance, compliance, and
29 evaluation; the terms of provider contracts and the contract
30 with the service administrator and related contract management
31 policies and procedures of the board; fare policies; service
32 areas, hours, standards, and procedures; and similar matters
33 relating to implementation of the service. Each year before
34 renewing contracts with providers and the service administrator,
35 the board shall provide an opportunity for the advisory
36 committee, users, and other interested persons to testify before

1 the board concerning providers, contract terms, and other
2 matters relating to board policies and procedures for
3 implementing the service.

4 (e) The board shall establish an advisory committee of
5 ~~individuals representing the~~. The advisory committee must
6 include elderly, and handicapped persons, and other users of
7 special transportation service provided by the project,
8 representatives of persons contracting to provide special
9 transportation services for the project, and representatives of
10 appropriate agencies for elderly and handicapped persons to
11 advise the board on management policies for the project
12 service. At least half the committee members must be disabled
13 or elderly persons or the representatives of disabled or elderly
14 persons. Two of the appointments to the advisory committee
15 shall be made by the state council for the handicapped in
16 consultation with the chairman of the regional transit board.

17 Sec. 10. Minnesota Statutes 1986, section 473.386,
18 subdivision 3, is amended to read:

19 Subd. 3. [DUTIES OF BOARD.] In implementing the project
20 special transportation service the board shall:

21 (a) encourage participation in the project service by
22 public, private nonprofit, and private providers of special
23 transportation service currently receiving capital or operating
24 assistance from a public agency;

25 (b) contract with public, private nonprofit, and private
26 providers that have demonstrated their ability to effectively
27 provide service at a reasonable cost;

28 (c) encourage individuals using ~~service provided through~~
29 the project special transportation to use the type of service
30 most appropriate to their particular needs;

31 (d) ensure that all persons providing special
32 transportation service through the project receive equitable
33 treatment in the allocation of the ridership;

34 (e) encourage shared rides to the greatest extent
35 practicable;

36 (f) encourage public and private nonprofit agencies that

1 provide transportation to eligible individuals as a component of
2 human services and educational programs to coordinate with the
3 project this service and to allow reimbursement for services
4 transportation provided through the project service at rates
5 that reflect the public cost of providing those-services that
6 transportation; and

7 (g) establish criteria to be used in determining individual
8 eligibility for special transportation services;

9 (h) consult with the advisory committee in a timely manner
10 before changes are made in the provision of special
11 transportation services, including, but not limited to, changes
12 in policies affecting the matters subject to hearing under
13 section 9;

14 (i) provide for effective administration and enforcement of
15 board policies and standards; and

16 (j) annually evaluate providers of special transportation
17 service to ensure compliance with the standards established for
18 the program.

19 Sec. 11. Minnesota Statutes 1986, section 473.386,
20 subdivision 4, is amended to read:

21 Subd. 4. [COORDINATION REQUIRED.] The board may not grant
22 any financial assistance to any recipient that proposes to use
23 any part of the grant to provide special transportation service
24 in the metropolitan area unless the program is coordinated with
25 the project board's special transportation service in the manner
26 determined by the board.

27 Sec. 12. Minnesota Statutes 1986, section 473.386,
28 subdivision 6, is amended to read:

29 Subd. 6. [OPERATING AND SERVICE STANDARDS.] ~~A-vehicle~~
30 ~~providing-special-transportation-service-which-is-subject-to-the~~
31 ~~operating-standards-adopted-pursuant-to-section-174.30-may-not~~
32 ~~be-allowed-to-provide-service-through-the-project-unless-a~~
33 ~~current-certificate-of-compliance-has-been-issued-to-the~~
34 ~~vehicle.~~ A person operating or assisting the operation of a
35 vehicle may leave the vehicle to enter premises in order to help
36 a passenger who does not require emergency ambulance service.

1 Operators and assistants shall provide the help necessary for
2 door-through-door service, including help in entering and
3 leaving the vehicle and help through the exterior entrance and
4 over any exterior steps at either departure or destination
5 buildings, provided that both the steps and the wheelchair are
6 in good repair. If an operator or assistant refuses help
7 because of the condition of the steps or the wheelchair, the
8 operator of the service shall send letters to the service
9 administrator designated by the board and-the, who shall notify
10 the person denied service describing and describe the corrective
11 measures necessary to qualify for service.

12 Sec. 13. [REPEALER.]

13 Minnesota Statutes 1986, section 473.386, subdivision 7, is
14 repealed.

15 Sec. 14. [APPLICATION.]

16 Sections 8 to 12 apply in the counties of Anoka, Carver,
17 Dakota, Hennepin, Ramsey, Scott, and Washington.

4-7-87/11:20

[RESDEPT] TT/fa RH1043A-11

1 _____ moves to amend the delete everything
2 amendment to H.F. 1043, RH1043A-8, as follows:

3 Page 5, after line 19, insert:

4 "Sec. 6. Minnesota Statutes 1986, section 473.1623,
5 subdivision 2, is amended to read:
6 Subd. 2. [FINANCIAL REPORTING AND MANAGEMENT ADVISORY
7 COMMITTEE.] A financial reporting and management advisory
8 committee is created, consisting of the chairs of the council
9 and the following metropolitan agencies: the waste control
10 commission, transit board, transit commission, metropolitan
11 airports commission, and sports facilities commission. The
12 committee is established to assist and advise the council and
13 other governing boards in meeting the requirements of this
14 section. Staff and administrative services for the committee
15 must be provided by the council and the member agencies. Other
16 agencies shall make financial information available upon
17 request."

18 Page 7, after line 2, insert:

19 "Sec. 11. Minnesota Statutes 1986, section 473.373, is
20 amended by adding a subdivision to read:

21 Subd. 1a. [PURPOSE.] The board is established: (1) to
22 foster effective delivery of existing transit services and
23 encourage innovation in transit service, (2) to prepare
24 implementation and financial plans for the metropolitan transit

1 during the period of the plan. The financial plan must contain
2 a proposed request for state financial assistance for the
3 succeeding biennium. The board shall submit the financial plan
4 to the council for review and approval or disapproval. The
5 council may approve or disapprove in whole or in part. The
6 council may disapprove only for inconsistency with the policy
7 plan of the council.

8 Sec. 16. Minnesota Statutes 1986, section 473.39,
9 subdivision 1a, is amended to read:

10 Subd. 1a. [~~AMOUNT~~~~7-I-394-FACILITIES~~ AMOUNTS.] (a) The
11 council may issue certificates of indebtedness, bonds, or other
12 obligations under this section in an amount not exceeding
13 ~~\$8,500,000~~ \$17,000,000 for ~~expenditure~~ financial assistance to
14 the commission, as prescribed in the implementation plan of the
15 board and the capital program of the commission. ~~Of this~~

16 (b) The council may issue certificates of indebtedness,
17 bonds, or other obligations under this section in an amount~~7-no~~
18 ~~more-than~~ not exceeding \$1,500,000 ~~may-be-spent~~ for land
19 acquisition and capital improvements for park and ride lots and
20 transit transfer stations planned for the interstate highway
21 described in section 161.123, clause (2), commonly known as
22 I-394. These facilities may be constructed and maintained by
23 the metropolitan transit commission. The board shall require,
24 as a condition of financial assistance to the commission, that
25 the commission make facilities it constructs, acquires, or
26 improves for I-394 with funds provided under this provision
27 available to all transit providers on a nondiscriminatory basis,
28 as the board defines these terms."

29 Page 10, after line 12, insert:

30 "Sec. 22. [ROUTE PLANNING AND SCHEDULING.]

31 The board shall contract with the commission or other
32 operators or local governments for route planning and scheduling
33 services in any configuration of new or reconfiguration of
34 existing transit services and routes, including route planning
35 and scheduling necessary for the test marketing program, the
36 service bidding program, and the interstate highway described in

1 section 161.123, clause (2), commonly known as I-394. Route
2 planning and scheduling is subject to approval by the board for
3 conformity to the board's transit implementation plans and
4 route, schedule, and other service standards, objectives, and
5 policies established by the board.

6 Sec. 23. [SERVICE BIDDING.]

7 The board may competitively bid transit service only in
8 accordance with standards, procedures, and guidelines adopted by
9 resolution of the board. The board shall establish a project
10 management team to assist and advise the board in developing and
11 implementing standards, procedures, and guidelines. The project
12 management team must include representatives of the commission,
13 the Amalgamated Transit Union Local 1005, private operators,
14 local governments, and other persons interested in the subject.
15 At least 60 days before adopting any standards, procedures, or
16 guidelines for competitive bidding of transit service, the board
17 shall hold a public hearing on the subject. The board shall
18 publish notice of the hearing in newspapers of general
19 circulation in the metropolitan area not less than 15 days
20 before the hearing. At the hearing all interested persons must
21 be afforded an opportunity to present their views orally and in
22 writing. Following the hearing, and after considering the
23 testimony, the board shall revise and adopt the standards,
24 procedures, and guidelines."

25 Renumber sections and correct internal references

26 Amend the title accordingly

The Regional Transit Board continues to work together to increase the workability for the users, providers and the RTB in the provision of Metro Mobility services.

We continue in our effort to review and revise policy and contract concerns of the users and the RTB. We look to the legislature to assist us in strengthening the state operations standards and training requirements which now exist by state statute for handicapped providers.

Careful:

Exec Session

Attendees

E Perovich
C Weaver
A Fisher
M Fitzgerald
D Caraman
M Kuehn
C Faricy
R. Graves
R. Franklin
E Krany
G Andrews
P Joyce
T Beaver
M. Rajan

E Koumaki