



Minnesota Regional Transit  
Board: Records.

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REGIONAL TRANSIT BOARD

Mears Park Centre  
230 East 5th Street  
St. Paul, Minnesota 55101  
612/292-8789

SPECIAL MEETING OF THE REGIONAL TRANSIT BOARD  
Thursday, July 21, 1988  
Mears Park Centre Chambers  
4:30 p.m.

AGENDA

1. Call to Order and Roll Call
2. Approval of Agenda
3. Metropolitan Center for Independent Living Proposal for Rider Certification
4. Other Business
5. Public Comment

Elliott Perovich  
Chairman

REGIONAL TRANSIT BOARD  
ROLL CALL AND ATTENDANCE SHEET

DATE: 7/21

BOARD OR COMMITTEE: Board

MEMBER NAME	PRESENT	VOTE	VOTE	VOTE	VOTE	VOTE
Chairman	✓					
Doris Caranicas	✓					
Ruth Franklin	✓					
<del>Carole Faricy</del>						
<u>Alison Fuhr</u>						
<u>Rochelle Graves</u>						
George Isaacs	✓					
<del>Paul Joyce</del>						
Edward Kranz	✓					

*Handwritten signature*

REGIONAL TRANSIT BOARD

Mears Park Centre  
230 East Fifth Street, Saint Paul, Minnesota 55101  
292-8789

DATE: July 19, 1988  
TO: Chairman and Members of the Regional Transit Board  
FROM: Edward Kouneski, Programs Manager  
SUBJECT: Authorization to Enter Into Contract with Metropolitan Center for Independent Living to Provide Consulting Assistance

SUMMARY

This memorandum presents a recommendation to enter into a consulting contract with the Metropolitan Center for Independent Living (MCIL) to begin a study of Metro Mobility certification issues. As part of this effort, MCIL will conduct eight community forum meetings, and the Transportation Handicapped Advisory Committee (THAC) will be closely involved in the open participation process proposed by MCIL for considering changes to the Metro Mobility eligibility criteria.

BACKGROUND

On June 20, 1988, the Board acted to accept proposals related to certification and other topics from organizations representing Metro Mobility customers. MCIL, which has been actively involved in discussions with RTB staff in recent months, submitted a detailed proposal to the RTB on July 13, 1988, to provide consulting assistance in the areas of certification, customer service, and provider surveillance.

Earlier this week the MCIL proposal was reviewed by THAC. The discussion focused on the certification element of the proposal. A presentation by Mary O'Hara Anderson, MCIL executive director, emphasized the following key points:

- o The close involvement of THAC throughout the study.
- o An open community participation process, to actively solicit information and opinions from all interested parties and organizations.
- o Recommendations would be submitted to the RTB, which has policy setting authority.

THAC unanimously passed a motion in support of the MCIL proposal "to investigate and develop a new set of Metro Mobility eligibility criteria."

### DISCUSSION

The MCIL proposal to study certification issues has two distinct elements: first, recommendations on new certification eligibility criteria and a plan for recertification; and second, an assessment of mobility training practices in the Twin Cities and alternative approaches. A copy of MCIL's proposed work plan is attached.

On the next page is a table listing the individual tasks, the cost associated with each, and budgeted staff hours for MCIL personnel assigned to the project. There is a total of 1,125 staff hours committed to the project by MCIL over a scheduled period of six months; this includes 855 hours to complete the certification review and 270 hours for the mobility training assessment.

The project schedule calls for certification recommendations to be completed within 120 days and the mobility training report within 180 days from project start. A final report on eligibility criteria would then be presented to the Board in November 1988.

The mobility training assessment is scheduled to be completed by February 1989. MCIL is considering a change in its work plan, however, to conduct the certification review and the mobility training assessment concurrently, within the same timeframe.

Please note that this item is being brought directly to Board at today's special meeting so that the project can commence promptly. The Chairman has reported to staff that legislative hearings may be held later this summer to review the status of Metro Mobility activities. The funds for this study come from RTB sources available for planning studies, not from the Metro Mobility state appropriation.

MCIL is available and willing to start work immediately upon Board approval.

### ACTION REQUESTED

That the Regional Transit Board authorize the Executive Director to enter into contract with the Metropolitan Center for Independent Living in an amount not to exceed \$62,050 to conduct a study of Metro Mobility certification issues as outlined in the attached work plan.

Metropolitan Center for Independent Living  
STUDY OF METRO MOBILITY CERTIFICATION ISSUES

PROPOSED COSTS BY TASK

TASK	<u>Cost</u>
1. Development of Draft Eligibility Criteria and Recertification Plan	\$ 9,500
2. Proposed Criteria to Interested Parties	\$ 9,500
3. Monthly Presentations to THAC	\$ 6,050
4. Eight Public Meetings	\$ 9,500
5. Final Recommendations	\$ 9,500
6/7. Assessment of Mobility Training and Alternative Approaches	\$ 18,000
TOTAL COST	\$ 62,050

STAFF HOURS

TASK	<u>M.J. Nichols</u>	<u>M. O'Hara A.</u>	<u>J. Walsh</u>	TOTAL
1	100	50	35	185
2	100	50	35	185
3	60	30	25	115
4	75	60	30	165
5	100	80	25	205
6/7	140	80	50	270
TOTAL HOURS	575	350	200	1,125

PROJECT SCHEDULE AND DELIVERABLES

Month 1988						
TASK	Aug.	Sep.	Oct.	Nov.	Dec.	Jan. 1989
1	XXXXXXXXXX					
2		XXXXXXXXXX				
3	XX	XX	XX	XX		
4			XXXXXXXXXX			
5				XXXXXXXXXX		
6/7					XXXXXXXXXX XXXXXXXX	

DELIVERABLES

- o Draft Eligibility Criteria and Recertification Plan for Public Comment
- o Eight Public Meetings and Monthly THAC Meetings
- o Recommended Eligibility Criteria and Recertification Plan
- o Mobility Training Plan

PROPOSAL

to the

REGIONAL TRANSIT BOARD

METRO MOBILITY IMPROVEMENTS

CERTIFICATION ISSUES

by the

Metropolitan Center for Independent Living

1619 Dayton Avenue, No. 303

St. Paul, Minnesota 55104

646-8342

## Regional Transit Board Proposal

### CERTIFICATION ISSUES

#### A. Statement of Problem

The current eligibility standards for the Metro Mobility system are being applied far more generally than legislatively necessary or required. Persons who are capable of using other public transportation options are using Metro Mobility, resulting in an overloaded system.

#### B. Objective of Proposal

The objectives of this proposal are to present to the Regional Transit Board for its approval a clear, functional list of eligibility criteria which can be easily interpreted and easily administered, and to present a plan for recertification of existing riders.

#### C. Proposal Description

The Metropolitan Center for Independent Living will develop a recommended eligibility criteria through a process which involves a wide range of Metro Mobility riders, consumer organizations, and organizations with an interest in an affordable and reliable transportation system. The criteria and recommendations will be developed in such a manner that clear direction is given to the MMAC regarding the certification and recertification process.

The initial draft of the eligibility criteria will be mailed to consumer groups, Metro Mobility riders, and other interested organizations for review and comment. Any revision of the criteria will likewise be mailed to all interested parties. Responses to the draft criteria and suggestions for change will be actively solicited. The Transportation Handicapped Advisory Committee (THAC) will be briefed at each meeting and will be asked to be actively involved in the discussion and in public forums to be held in each of the Regional Transit Districts.

All action and recommendations will be presented to the THAC for referral to the RTB.

Once the above products have been prepared, project staff will begin to assess the need for training of individuals who have the potential to use alternatives to Metro Mobility. The purpose of this effort is to assist in reducing the number of persons using Metro Mobility without causing a hardship for those same persons.

## Regional Transit Board Proposal

### D. Major Tasks and Time Schedule

- |    |  |            |
|----|--|------------|
| 1. | DEVELOPMENT OF DRAFT ELIGIBILITY CRITERIA AND RECERTIFICATION PLAN | 30 Days    |
| 2. | MAIL PROPOSED CRITERIA AND PLAN TO INTERESTED PARTIES & REVISE     | 30-60 Days |
| 3. | PRESENT MATERIALS TO THAC  | Monthly    |
| 4. | HOLD EIGHT PUBLIC FORUMS WITH THAC & RTB MEMBERS INVOLVED          | 60-90 Days |
| 5. | PRESENT FINAL RECOMMENDATIONS TO THAC AND TO THE RTB               | 120 Days   |
| 6. | BEGIN ASSESSMENT OF MOBILITY TRAINING NEEDS                        | 120 Days   |
| 7. | PREPARE ALTERNATIVE APPROACHES TO USE TO TRAIN CURRENT RIDERS      | 180 Days   |

### E. Products

1. Recommended Eligibility Criteria
2. Recommended Recertification Plan
3. Eight Public Meetings
4. Mobility Training Plan

### F. Experience and Qualifications

The Metropolitan Center for Independent Living has been a strong advocate for an accessible transportation system which is responsive to persons' needs and provides service of high quality. It is the belief of Metropolitan Center for Independent Living that the Metro Mobility system should be designed for the persons in need of this transportation service. MCIL works on various issues each with the goal of increasing the potential of persons with disabilities to live independently.

## Regional Transit Board Proposal

MCIL was established in 1981 as a consumer run organization specifically intended to encourage and help individuals become more independent. The Metropolitan Center for Independent Living has been awarded certification under Minnesota statutes which require the organization to operate specific programs, one of which is transportation referral and assistance.

### G. Benefit to Regional Transit Board

The development of clear criteria and policy in place to meet the legislative expectations which can be easily understood and applied will result in a more appropriate assignment of individuals to vehicles and a reduction in a number of riders on the system who can use other transportation options.

A recommended plan to use in recertification of current riders to ensure equitable treatment of individuals.

A Plan to train persons using the system who have the potential to learn to use other public transit alternatives.