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FORT WORTH TRANSPORTATION AUTHORITY

February 20, 2006

Docket Management System (DMS),
Docket No: FTA-2005-22657 - 6,
Room PL-401,
400 Seventh Street, SW
Washington, DC 20590

Dear Sir or Madam:

This letter will constitute my application to serve on the negotiated rulemaking advisory committee for developing recommendations for improving the regulation regarding prohibition of FTA grant recipients from providing charter bus service.

(1) The name of the applicant:

Richard L. Ruddell
President
Fort Worth Transportation Authority
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Fort Worth TX, 76102

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Alternate:
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Bracy, Tucker, Brown
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The interest such person would represent:

I am the Director of a mid-sized transit system (200) buses and as such would represent similar sized public transit systems.

(2) Evidence that the applicant is authorized to represent parties related to the interest(s) the person proposes to represent:

I have served for the past several years and currently serve on the Bus Charter Task Force for the American Public Transportation Association (APTA). I served in a leadership position with the APTA Reauthorization Task Force since 1999. As a current member of the APTA Board of Directors and as former APTA Vice Chair for Governmental Affairs and former Chair of the APTA Legislative Committee, I would fairly represent the interests of public transit systems. I served on the first FTA Charter Review Committee in 1987, formed shortly after the new Charter Regulations were introduced in 1986 to help private and public bus companies reach agreement on changes in the charter regulations. I have been involved in one way or another since 1986 in resolving differences and interpretations of the charter bus regulations. My name has been submitted by APTA as a suggested participant for this negotiated rule making effort.

(3) A written commitment that the applicant or nominee would participate in good faith:

I am willing to negotiate in good faith and I believe I have the authority from my constituency to do so. I have good communications with my constituencies. As a member of the APTA Charter Bus Task Force, we have established a network of communication through emails, telephone conference calls and face-to-face gatherings at APTA meetings. Through this network, I will bring information from my support organization to the table, and will take information from the table back to my support organization. APTA, as an interested party, has designated as its representatives, members of the APTA charter task force, of which I am a member. Negotiated rulemaking efforts can require a very significant contribution of time by the appointed members for the duration of the negotiation process and I am prepared to devote the time needed to complete this effort.

I have extensive negotiating skills in other governmental relations efforts. I have also served as negotiator in various labor contract negotiations on behalf of transit authorities I have worked for. I have sufficient technical knowledge to participate in substantive negotiations. I have directed public transit authorities in Wichita, Kansas; Topeka, Kansas; Toledo, Ohio and Fort Worth, Texas. I have been involved with interpreting and administering the federal charter bus regulations on behalf of these authorities for the past 30 years.

Certain concepts are central to negotiating in good faith. One is the willingness to bring all issues to the bargaining table in an attempt to reach a consensus, instead of keeping key issues in reserve. The second is a willingness to promote and protect the ability of the committee to conduct its negotiations. Finally, good faith includes a willingness to move away from the type

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of positions usually taken in a more traditional rulemaking process, and instead explore openly with other parties all ideas that may emerge from the discussions of the committee. I accept these concepts and hereby express my commitment to their use in this process.

Sincerely,



Richard L. "Dick" Ruddell
President/Executive Director
Fort Worth Transportation Authority (The T)

RLR 2006-02-003