

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF CERTIFYING THAT)	RESOLUTION NO. 95-2231
TRI-MET'S JOINT COMPLEMENTARY)	
PARATRANSIT PLAN UPDATE FOR 1996)	Introduced by
CONFORMS TO METRO'S REGIONAL)	Councilor Rod Monroe, Chair
TRANSPORTATION PLAN)	JFACT

WHEREAS, The U.S. Department of Transportation issued a final rule implementing the transportation provisions of the Americans with Disabilities Act (ADA) on September 6, 1991; and

WHEREAS, The final rule as applied to the Portland metropolitan area requires Tri-Met to develop an annual Paratransit Plan Update which conforms to the Regional Transportation Plan (RTP); and

WHEREAS, The final rule requires that the Metropolitan Planning Organization (MPO) review the Paratransit Plan Update and certify that it conforms to the RTP; and

WHEREAS, The Joint Policy Advisory Committee on Transportation certifies that it has reviewed the ADA Paratransit Plan Update for 1996 prepared by Tri-Met as required under 49 CFR part 37.139(h) and finds it to be in conformance with the RTP (the transportation plan developed under 49 CFR part 613 and 23 CFR part 450); and

WHEREAS, The Joint Policy Advisory Committee on Transportation recommends certification by the Metro Council; now, therefore,

BE IT RESOLVED,

That the Metro Council hereby certifies that it has reviewed the ADA Paratransit Plan prepared by Tri-Met (included as Exhibit

A) as required under 49 CFR part 37.139(h) and finds it to be in conformance with the RTP, the transportation plan developed under 49 CFR part 613 and 23 CFR part 450 (the UMTA/FHWA joint planning regulation), for a period of one year.

ADOPTED by the Metro Council this 14 day of Dec, 1995
1995.



J. Ruth McFarland, Presiding Officer

Approved as to Form:



Daniel B. Cooper, General Counsel

EXHIBIT A

DRAFT

**1996 ADA (Americans with Disabilities Act)
Paratransit Plan Update
of the
Tri-County Metropolitan Transportation District of Oregon
(Tri-Met)**

DRAFT

January 26, 1996

PARATRANSIT PLAN UPDATE FOR 1996

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1996 PARATRANSIT PLAN UPDATE

SECTION I

IDENTIFICATION OF SUBMITTING ENTITIES

AND

MPO CERTIFICATION

IDENTIFICATION OF SUBMITTING ENTITIES

Tri-Met
4012 SE 17th Ave.
Portland, Oregon 97202
(503) 238-4915

Authorized Person: Tom Walsh, General Manager
(503) 238-4915

Contact Person: Gary Boley, Manager
Demand Responsive Programs
(503) 238-5809, TTY (503) 238-5811

Metropolitan Service District (Metro)
600 NE Grand Ave.
Portland, OR 97232-1797
(503) 797-1700

Authorized Person: , Presiding Officer
(503) 797-1700

Contact Person: Rich Ledbetter, Senior Transportation Planner
(503) 797-1761

1996 PARATRANSIT PLAN UPDATE

SECTION II

TIMETABLES, PROGRESS REPORT ON MILESTONES

AND

SIX SERVICE CRITERIA

SYSTEM NAME: Tri-Met

CITY: Portland

STATE: Oregon

1994-1996 ADA PARATRANSIT PLAN TIMETABLE AND PROGRESS REPORT * (Table 1)

1994 . . . 1994
 UPDATE MILE-
 TARGET STONE
 DATE MET ?
 (MM/YY) (Y/N)

1995 MILESTONE PROGRESS REPORT -- as of Jan. 1996
 (Y/N -- period January 26, 1995 - January 25, 1996)

1995
 NEW
 DATE ?
 (MM/YY)

09/94

Full Compliance with ADA including

- | | | |
|---|---|--------|
| N | a. Request accepted on "next day" basis | .8 -96 |
| Y | b. Trips scheduled within one hour of requested pickup time | N/A |
| Y | c. No substantial numbers of significantly untimely pickups for initial or return trips | N/A |
| Y | d. No substantial number of trip denials or missed trips | N/A |
| Y | e. No substantial number of trips with excessive trip lengths | N/A |

Note: Using Form 2, provide detailed written explanation on milestone slippage greater than one full year (12 months).

* List all 1994-1996 ADA Paratransit Milestones; Then Indicate Progress (Y/N) On Milestones Targeted To Be Achieved Prior To 1/26/95; Include Additional Accomplishments.

FORM 2

SYSTEM NAME: Tri-Met

JAN. 96

EXCEPTION REPORT: MILESTONE SLIPPAGE EXPLANATION*

<u>MILESTONE or FULL COMPLIANCE DELAYS:</u>	<u>Target</u>	<u>New Target</u>
	<u>Date</u>	<u>Date</u>
	<u>'95 Update</u>	<u>'96 Update</u>
1. Next day ride reservations	4/95	8/96

Slippage occurred as a result of delays in procurement and installation of a new bus dispatch system for both fixed-route and paratransit service, installation of new automated paratransit scheduling software and a new menu driven phone system. The bus dispatch system is scheduled for installation in June '96. While adjusting to the new system we will begin moving to next day ride reservations by 8/96 with full compliance in 1/97.

*Note: A narrative explanation, using Form 2, must accompany Table 1, when there is significant milestone slippage. During the 1994-1996 period, "significant milestone slippage" exists (1) when the target date for Plan full compliance is delayed or (2) when individual milestones slip by a year (a full 12 months). This Form 2 provides a brief example of such a slippage explanation. If there are no milestone or full compliance delays, no explanation is required, and Form 2 can be omitted. [Attach as many additional sheets to this form as needed; you may put this form on your own wordprocessor.]

SYSTEM NAME: Tri-Met

CITY: Portland

STATE: Oregon

REVISED 1995 - 1996 ADA PARATRANSIT PLAN TIMETABLE (Table 2)

1995 - 1996

TARGET DATE

(MM/YY)

ANY REMAINING MILESTONES - JANUARY 1995 UPDATE

08/96

Extend reservation hours to mon, the day before service

01/97

Full compliance

ELIGIBILITY, SIX SERVICE CRITERIA, AND FULL COMPLIANCE DATE (Table 3, Page 1)

IN FULL COMPLIANCE NOW (Y/N)	IF NO, EXPECTED DATE OF FULL COMPLIANCE (MM/YY)
------------------------------	---

COMPLIANCE ITEM

ELIGIBILITY PROCESS

1. Requests for certification being accepted and all aspects of policy (appeals, documentation, etc.) established
2. Compliance with companion and personal care attendant requirements
3. Compliance with visitor requirements

Y	
Y	
Y	

SIX SERVICE CRITERIA

SERVICE AREA

4. Service to all origins and destinations within the defined area.
5. Coordination with contiguous/overlapping service areas, if applicable

Y	
Y	

RESPONSE TIME

6. Requests accepted during normal business hours on "next day" basis
7. Requests accepted on all days prior to days of service (e.g., weekends/holidays)
8. Requests accepted at least 14 days in advance
9. Trips scheduled within one hour of requested pickup time

N	8 - 96
Y	
Y	
Y	

FARES

10. No more than twice the base fixed route fare for eligible individuals
11. Compliance with companion fare requirement

Y	
Y	

SYSTEM NAME: Tri-Met

CITY: Portland

STATE: Oregon

(Table 3, Page 2)

COMPLIANCE ITEM	IN FULL COMPLIANCE NOW (Y/N)	IF NO, EXPECTED DATE OF FULL COMPLIANCE (MM/YY)
12. Compliance with personal care attendant fare requirement DAYS AND HOURS OF SERVICE	Y	
13. Paratransit provided during all days and hours when fixed route service is in operation TRIP PURPOSES	Y	
14. No restriction on types of trip purposes	Y	
15. No prioritization by trip purpose in scheduling CAPACITY CONSTRAINTS	Y	
16. No restrictions on the number of trips an individual will be provided	Y	
17. No waiting lists for access to the service	Y	
18. No substantial numbers of significantly untimely pickups for initial or return trips	Y	
19. No substantial numbers of trip denials or missed trips	Y	
20. No substantial numbers of trips with excessive trip lengths	Y	
21. When capacity is unavailable, subscription trips are less than 50 percent	Y	
DATE TARGETED FOR "FULL COMPLIANCE" WITH ALL "ADA PARATRANSIT" REQUIREMENTS		
In 1994 Update Submission		9/94
In 1996 Update Submission		1/96

1996 PARATRANSIT PLAN UPDATE

SECTION IV

BUDGET, COST AND VEHICLE ESTIMATES

ADA PARATRANSIT DEMAND AND SERVICE ESTIMATES (Table 4, Page 1)

DEMAND (No. Trips/Year) (Thousands of One-Way Trips)	Actual 1992	Actual 1993	Actual 1994	Est. 1995	Proj. 1996	Proj. 1997
1. ADA Paratransit Trips Provided/Year (000)	446	487	541	585	644	695
2. Total Paratransit Trips Provided/Year (000) (Total ADA and non-ADA)	510	556	619	670	738	797
3. Total Paratransit Revenue Hours/Year (000) (Total ADA and non-ADA) [Sec. 15 definition]	239	258	268	275	303	327

In 1991, total paratransit trips (line 2) were: 504

ADA PARATRANSIT SERVICE: Purchased Transportation.

- For 19⁹⁵ estimate the number of trips on line 1 that were provided by contracted taxi service: 25,000
- For 19⁹⁵ estimate the number of trips on line 1 that our system purchased (contracted out) rather than provide in-house: 541,000
(include contracted taxi service from line 4 and other service owned or operated by the contractors).

ADA PARATRANSIT SERVICE (Table 4, Page 2)

	Actual 1994	Proj. 1997
	-----	-----
6. <u>SSA Clients</u> . In 1995, estimate the number of trips on line 1, that you provided to clients of local social service agencies (SSA), who prior to the ADA, provided SSA paratransit service for their clients. Provide an estimate for 1997. (Optional)	<u>192,000</u>	<u>248,000</u>
7. <u>Trip Denials</u> . In 1995, estimate the number of requested ADA paratransit trips that were "denied" because of capacity limitations. (Please do not include trips missed because of traffic or vehicle breakdowns, trips negotiated outside the 1 hour window, "no-shows," etc.) How many by 1997? (Required)	<u>900</u>	<u>500</u>
8. <u>Destinations</u> . Clearly, it is discrimination under the ADA to prioritize trip requests based on trip purpose. However, for 199 , please estimate the percent of <u>trips</u> on line 1 that were for the following purposes: (Optional)		

Work Trips	<u>39</u> %	Food/Shopping	<u>19</u> %
Dialysis	<u>6</u> %	Medical Trips (Other Than Dialysis)	<u>12</u> %
Educational	<u>1</u> %	Other Trips	<u>23</u> %

Note: Percentages above should total 100%.

SYSTEM NAME: Tri-Met

CITY: Portland

STATE: Oregon

ADA PARATRANSIT CAPITAL & OPERATING BUDGET SUMMARY (Table 5)

(projections in thousands of 1995 dollars)

	Actual 1992	Actual 1993	Actual 1994	Est. 1995	Proj. 1996	Proj. 1997	6 Year Total 92-97
ADA PARATRANSIT EXPENSES *							
1. Capital Expenses	<u>1,544</u>	<u>1,425</u>	<u>2,078</u>	<u>1,511</u>	<u>2,214</u>	<u>385</u>	<u>9,156</u>
2. Operating Expenses	<u>5,235</u>	<u>5,949</u>	<u>6,516</u>	<u>7,667</u>	<u>8,417</u>	<u>8,984</u>	<u>42,768</u>
3. Subtotal ADA Paratransit Expenses (sum of lines 1 + 2)	<u><u>6,779</u></u>	<u><u>7,374</u></u>	<u><u>8,593</u></u>	<u><u>9,178</u></u>	<u><u>10,630</u></u>	<u><u>9,369</u></u>	<u><u>51,924</u></u>
TOTAL PARATRANSIT EXPENSES ** (ADA & Non-ADA combined)							
4. Capital Expenses	<u>1,625</u>	<u>1,500</u>	<u>2,187</u>	<u>1,591</u>	<u>2,330</u>	<u>405</u>	<u>9,638</u>
5. Operating Expenses	<u>5,655</u>	<u>6,446</u>	<u>6,992</u>	<u>8,228</u>	<u>9,020</u>	<u>9,617</u>	<u>45,958</u>
6. TOTAL PARATRANSIT EXPENSES (sum of lines 4 and 5)	<u><u>7,280</u></u>	<u><u>7,946</u></u>	<u><u>9,119</u></u>	<u><u>9,819</u></u>	<u><u>11,350</u></u>	<u><u>10,022</u></u>	<u><u>55,596 **</u></u>

IN 1991, TOTAL PARATRANSIT COSTS (Line 6) FOR OUR TRANSIT SYSTEM WERE \$ 5,972

* Using a ratio to break out ADA from total paratransit expenses is acceptable. Do not include any ADA fixed-route costs.

** If non-ADA paratransit service is provided, add ADA to non-ADA costs to obtain Total Paratransit Expenses.

Excludes OMAP & MIS costs. (MIS costs are included under system costs, but not under paratransit)

**Dollar amounts have been reduced to exclude a cost neutral Intergovernmental Medicaid contract to broker rides with the State of Oregon's Department of Human Resources. Tri-Met incurs no cost and does not include rides as they were already being provided by other transportation providers prior to the brokerage agreement.

SYSTEM NAME: Tri-Met

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STATE: Oregon

TOTAL TRANSIT SYSTEM COST ESTIMATES (Table 6)
 (projections in thousands of 1995 dollars)

	Actual	Actual	Actual	Est.	Proj.	Proj.	6 Year Total
TOTAL TRANSIT SYSTEM COSTS *	1992	1993	1994	1995	1996	1997	92-97
1. Capital Expenses	<u>18,414</u>	<u>23,499</u>	<u>27,544</u>	<u>44,404</u>	<u>68,242</u>	<u>14,533</u>	<u>196,636</u>
2. Operating Expenses	<u>105,087</u>	<u>115,474</u>	<u>125,692</u>	<u>139,981</u>	<u>145,090</u>	<u>148,597</u>	<u>779,901</u>
3. TOTAL SYSTEM COSTS (lines 1 + 2)	<u>123,501</u>	<u>138,973</u>	<u>153,236</u>	<u>184,385</u>	<u>213,312</u>	<u>163,130</u>	<u>976,537</u>
4. ADA PARATRANSIT EXPENSES (line 3, Table 5)	<u>6,779</u>	<u>7,374</u>	<u>8,593</u>	<u>9,178</u>	<u>10,630</u>	<u>9,369</u>	<u>51,924</u>
5. ADA PARATRANSIT AS PERCENT OF TOTAL COSTS (line 4 divided by line 3)	<u>5.5%</u>	<u>5.3%</u>	<u>5.6%</u>	<u>5.0%</u>	<u>5.0%</u>	<u>5.7%</u>	<u>5.3%</u>

IN 1991, TOTAL SYSTEM COSTS (line 3) FOR OUR TRANSIT SYSTEM WERE \$ 122,168

* Total transit system costs encompass all system costs, not just ADA-related costs. These transit system costs must include: (1) all fixed-route costs (bus, rail, etc.), plus (2) all paratransit expenses (ADA and non-ADA).

* Excludes QVAP costs

SYSTEM NAME: Tri-Met

CITY: Portland

STATE: Oregon

ADA ACCESSIBILITY: FIXED-ROUTE BUSES (Table 7)

BUSES IN ACTIVE FLEET	Actual 1990	Actual 1991	Actual 1992	Actual 1993	Actual 1994	Est. 1995	Proj. 1996	Proj. 1997
1. Total Number of Buses	<u>523</u>	<u>526</u>	<u>579</u>	<u>580</u>	<u>592</u>	<u>*616</u>	<u>623</u>	<u>643</u>
2. Buses Without Lifts/Ramps	<u>204</u>	<u>166</u>	<u>140</u>	<u>96</u>	<u>108</u>	<u>117</u>	<u>113</u>	<u>50</u>
3. Buses With Pre-ADA Lifts/Ramps	<u>319</u>	<u>319</u>	<u>321</u>	<u>321</u>	<u>321</u>	<u>*334</u>	<u>334</u>	<u>334</u>
4. Buses With ADA Lifts/Ramps (meets Part 38 lift specifications)	<u>0</u>	<u>41</u>	<u>118</u>	<u>163</u>	<u>163</u>	<u>*165</u>	<u>176</u>	<u>259</u>
(Note: The sum of lines 2, 3, and 4 should equal line 1.)								
5. Percent With Lifts/Ramps (sum of lines 3 and 4, divided by line 1)	<u>61 %</u>	<u>68 %</u>	<u>76 %</u>	<u>84 %</u>	<u>82 %</u>	<u>81 %</u>	<u>82 %</u>	<u>92 %</u>

For 1995, provide an approximate estimate of the number of boardings where lifts/ramps were deployed on the fixed-route system: 100,050

For an average day, can you estimate the total number of persons with any disabilities that use your fixed-route service? (Do not include customers who normally use ADA paratransit service.) (Optional): _____

*Include 15 mini buses for AIS service

TOTAL "PARATRANSIT" VEHICLES USED BY YOUR SYSTEM * (Table 8)

TOTAL NUMBER IN ACTIVE FLEET	Actual 1991	Actual 1992	Actual 1993	Actual 1994	Est. 1995	Proj. 1996	Proj. 1997
1. All Paratransit - Vans and Minivans *	<u>10</u>	<u>10</u>	<u>10</u>	<u>10</u>	<u>14</u>	<u>14</u>	<u>14</u>
2. All Paratransit - Buses *	<u>104</u>	<u>118</u>	<u>140</u>	<u>154</u>	<u>*156</u>	<u>157</u>	<u>167</u>
3. Paratransit - Sedans/Wagons * (other than taxis)	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>
LIFT-EQUIPPED PARATRANSIT VEHICLES							
4. Paratransit - Buses, Vans and Minivans * (with lifts/ramps from lines 1 and 2)	<u>111</u>	<u>125</u>	<u>147</u>	<u>161</u>	<u>172</u>	<u>173</u>	<u>183</u>

CONTRACTOR VEHICLES

5. For 1995 from lines 1 and 2, estimate the number of buses, vans, and minivans, etc., "OWNED" by your contractors that routinely provide paratransit (ADA and non-ADA) for your system. 38

Please estimate 1997 38

* Please include all dedicated paratransit vehicles (ADA or non-ADA service combined) used on your system. Include all paratransit vehicles your system owns or leases, as well as vehicles used from your contractors' fleet. Do not include any accessible vehicles used on the fixed-route.

*Excludes 15 mini buses used for AIS services
22 VII + 134 paratransit

SYSTEM NAME: Tri-Met

CITY: Portland

STATE: Oregon

YOUR ADA "PARATRANSIT" CUSTOMERS (Table 9)
(Please Make An Estimate Based On Actual Eligibility Determinations)

1. By 1995, how many persons had been certified as ADA paratransit eligible by your system?

12,000

By 1997, please project how many people will be certified?

17,000

2. Using the 1990 Census, what is the total population of your service area?

3. Of those certified, can you estimate the percent who are ages... (Optional)

0 to 16 years old _____% 17 to 61 _____% 62 to 70 _____% Over 70 _____%

4. Of those eligible for ADA paratransit, how many are employed? (Optional)

5. Of those ADA paratransit eligible, what percent have as their most limiting or qualifying impairment... (Optional, should total 100%)

Sensory Impairments (Visual, Hearing)

_____ %

Mobility Impairments Requiring Adaptive Devices (Devices: Wheelchairs, Walkers, etc.)

_____ %

Mental, Cognitive or Developmental Impairments (including Alzheimers)

_____ %

Health Impairments (Heart Disease, MS, CP, Arthritis, Kidney Dysfunction, etc.)

_____ %

Summary of public comment on Tri-Met's ADA Paratransit Plan Update:

The public hearing was held on October 18, 1995 as part of CAT's normal monthly meeting.

Testimony on the plan was received by three people covering three areas. Two were written comments and the other one was oral.

- 1. Tri-Met should consider providing service beyond the 3/4 mile corridor as required by ADA.**

Tri-Met will continue to work with local communities to identify resources to address transportation needs for elderly and disabled customers whose trips are outside the 3/4 mile corridor as defined by the ADA. VTI and the Clackamas County Senior Transportation Consortium are ways in which we currently meet some of this demand.

- 2. Long waits on the telephone to make ride reservations.**

Tri-Met will analyze telephone traffic flow to assure that all calls are answered by a ride reservationist within five minutes.

- 3. Excessive trip lengths.**

Tri-Met is currently working with the local community to develop a measurable means to compare Paratransit trip length with fixed route trip length. Recently new Trip Planning software has been installed to allow this review and Tri-Met will be in compliance by January 1996. Tri-Met does currently provide service which results in 78 percent of all trips being completed within one hour.

ATTACHMENT A

TIMETABLE FOR 1996 PARATRANSIT PLAN UPDATE

<u>Activity</u>	<u>Date</u>
Distribution of Plan and Notice of Public Hearing	10-2-95
Initial Review by CAT.	10-18-95
Review by TPAC	10-27-95
Review by JPACT.	11-9-95
Second Review by CAT	11-15-95
Review by Tri-Met Board.	11-22 or 11-29-95
Metro Transportation Planning Committee.	12-5-95
Metro Council Adoption	12-14-95
Due at FTA	1-26-96

TRANSPORTATION PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 95-2231, FOR THE PURPOSE OF CERTIFYING THAT TRI-MET'S JOINT COMPLEMENTARY PARATRANSIT PLAN UPDATE FOR 1996 CONFORMS TO METRO'S REGIONAL TRANSPORTATION PLAN

Date: December 7, 1995

Presented by: Councilor Kvistad

Committee Recommendation: At the December 5 meeting, the Committee unanimously voted to recommend Council adoption of Resolution No. 95-2231. Voting in favor: Councilors Kvistad, Monroe and Washington.

Committee Issues/Discussion: Andy Cotugno, Transportation Planning Director, presented the staff report and reviewed the purpose of the resolution. Cotugno explained that federal law requires that Metro, acting as the Metropolitan Planning Organization, annually certify that Tri-Met's Joint Complementary Paratransit Plan Update conforms with the Regional Transportation Plan. The plan review process has included Tri-Met's Citizens for Accessible Transportation Committee, TPAC and the Tri-Met Board of Directors.

Glen Boley, Tri-Met, indicated that the agency is still working to address two federal compliance issues. These include meeting a January 1997 requirements for providing "next day trips" and developing additional data to assess trip lengths.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 95-2231 FOR THE PURPOSE OF CERTIFYING THAT TRI-MET'S JOINT COMPLEMENTARY PARATRANSIT PLAN UPDATE FOR 1996 CONFORMS TO METRO'S REGIONAL TRANSPORTATION PLAN

Date: October 17, 1995

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution certifies to the Federal Transit Administration (FTA) that Tri-Met's Joint Complementary Paratransit Plan Update for 1996 conforms to Metro's Regional Transportation Plan (RTP). Tri-Met is required to obtain this certification from Metro to meet the requirements of the Americans With Disabilities Act of 1990.

TPAC has reviewed Tri-Met's update on the Paratransit Plan and recommends approval of Resolution No. 95-2231.

FACTUAL BACKGROUND AND ANALYSIS

The Americans With Disabilities Act (ADA), enacted by the U.S. Congress in 1990, mandates the development of a plan to address discrimination and equal opportunity for disabled persons in employment, transportation, public accommodation, public services, and telecommunications. The original ADA transportation plan, as developed by Tri-Met and adopted by the Tri-Met Board of Directors on December 18, 1991, outlined the requirements of the Act as applied to Tri-Met's service area, the deficiencies of the existing service when compared to the requirements of the new Act, and the remedial measures necessary to bring Tri-Met and the region into compliance with the Act.

The final rule also requires that Metro, as the Metropolitan Planning Organization, review Tri-Met's Paratransit Plan annually and certify that the plan conforms to the Regional Transportation Plan (RTP). This certification is one of the required components of Tri-Met's submittal to the Federal Transit Administration and, without the certification, Tri-Met cannot be found to be in compliance with the ADA.

Annual Plan Update Requirements

It is required under 49 CFR part 37.139(h) that the Paratransit Plan be updated and certified each year. The annual plan update must include all significant changes and revisions to the established timetable for implementation and address how and when key milestones within the plan are being met (49 CFR part 37.139(j)). It is also required that milestone slippage greater than one year be addressed.

The 1995 Paratransit Plan Update, previously submitted by Tri-Met and certified by Metro in Resolution No. 95-1995, included several milestones that were to be achieved by January 1996. The status of these milestones are addressed in Tri-Met's 1996 Annual Paratransit Plan Update.

Tri-Met's 1996 Annual Plan Update

Tri-Met's 1996 Annual Paratransit Plan Update identifies current activities and planned strategies for complying with the milestones previously committed to in their 1995 Plan update (see item B below). It is required that the 1996 Paratransit Plan Update be approved and submitted to FTA by January 26, 1996. A schedule of review and approval dates is included as Attachment A.

A. Progress On Milestones To Be Achieved Prior to 1/25/96

Tri-Met achieved full compliance with ADA for the following milestones identified in the 1995 Plan Update (Table 1 in the 1996 Paratransit Plan Update which is included as Exhibit A to the resolution). This Complementary Paratransit Plan update (January 1996) complies with the requirements of 49 CFR Section 37.139.

1. Trips scheduled within one hour of requested pickup time.
2. No substantial numbers of significantly untimely pickups for initial or return trips.
3. No substantial number of trip denials or missed trips.
4. No substantial number of trips with excessive trip lengths.

B. Revised ADA Paratransit Plan Timetable for 1996

Tri-Met had indicated in their 1995 plan update that requests for rides on a "next day basis" would be achieved by April 1995. This date has been revised to August 1996. The slippage occurred as a result of delays in procurement and installation of a new bus dispatch system for both fixed-route and paratransit service, installation of new automated paratransit scheduling software and a new menu-driven phone system. The bus dispatch system is scheduled for installation in June 1996. While adjusting to the new system, Tri-Met will begin moving to next-day ride reservations by August 1996 with full compliance expected by January 1997.

C. Plan Review by Citizens for Accessible Transportation (CAT) Committee

A public hearing and comment period was held by the Citizens for Accessible Transportation on October 18, 1995 on the

proposed 1996 update. A summary of the testimony and comments will be provided at the October 27 TPAC meeting.

D. Plan Review by Tri-Met Board of Directors

The Tri-Met Board will be reviewing the plan for approval at their normal meeting on November 22, or November 29, 1995.

With the implementation of next-day service, Tri-Met's proposed Paratransit Plan Update will conform to the Interim Federal RTP. Chapter 1 of the RTP specifies that Tri-Met will offer services which address ADA by continuing to:

- develop complementary paratransit services which comply with the ADA;
- specify lifts on all new high-floor transit vehicles or ramps on low-floor transit vehicles;
- work with local jurisdictions to make transit stops accessible; and
- develop other facilities and services which are accessible to customers with disabilities as required by the ADA.

The Phase II updated RTP (May 1996) will also be consistent with the ADA service requirements.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 95-2231.