

AMENDMENT TO THE

PUBLIC TRANSIT ACCESSIBILITY PLAN

FOR THE MILWAUKEE URBANIZED

AREA / WAUKESHA COUNTY

CITY OF WAUKESHA

TRANSIT SYSTEM UTILITY

AS ADOPTED BY THE

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

JUNE 1981

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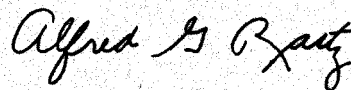
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SUBJECT: Certification of Amendment to the Public Transit System Accessibility Plan for the Milwaukee Urbanized Area/Waukesha County.

TO: The Legislative Bodies of the County and City of Waukesha.

This is to certify that at the annual meeting of the Southeastern Wisconsin Regional Planning Commission, held at the Washington County Courthouse, West Bend, Wisconsin, on the 18th day of June, 1981, the Commission did, by unanimous vote of all Commissioners present, being 18 ayes and 0 nays, and by appropriate Resolution, a copy of which is made a part hereof and incorporated by reference to the same force and effect as if it had been specifically set forth herein in detail, adopt an amendment to the Public Transit Accessibility Plan for the Milwaukee Urbanized Area/Waukesha County, which plan was originally adopted by the Commission on the 11th day of September, 1980, as part of the master plan for the physical development of the Region. The said amendment to the Public Transit System Accessibility Plan consists of, and is based upon, the inventory findings, analyses, plan, and plan implementation recommendations contained in the documents identified as Exhibits A and B attached hereto and made a part hereof. Such action taken by the Commission is hereby recorded on, and is a part of said plan, and the plan as amended is hereby transmitted to the County and City of Waukesha for implementation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal and cause the Seal of the Southeastern Wisconsin Regional Planning Commission to be hereto affixed. Dated at the City of Waukesha, Wisconsin, this 19th day of June, 1981.



Alfred G. Raetz, Chairman
Southeastern Wisconsin
Regional Planning Commission

ATTEST:



Kurt W. Bauer, Deputy Secretary

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RESOLUTION NO. 81-4

RESOLUTION OF THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
AMENDING A REGIONAL TRANSPORTATION PLAN FOR THE TRANSPORTATION HANDICAPPED
IN SOUTHEASTERN WISCONSIN

THE PLAN BEING A PART OF THE MASTER PLAN FOR PHYSICAL DEVELOPMENT OF THE REGION
COMPRISED OF THE COUNTIES OF KENOSHA, MILWAUKEE, OZAUKEE, RACINE, WALWORTH,
WASHINGTON, AND WAUKESHA IN THE STATE OF WISCONSIN

WHEREAS, petitions, in the form of resolutions, were duly adopted by the governing bodies of the governmental units located within the Counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha in the State of Wisconsin, petitioning the Honorable Gaylord A. Nelson, as the Governor of the State of Wisconsin, to create a regional planning commission, embracing the said counties, pursuant to the provisions of Section 66.945(2) of the Wisconsin Statutes; and

WHEREAS, pursuant to the said petitions, the Southeastern Wisconsin Regional Planning Commission was duly created by the written Executive Order of the Honorable Gaylord A. Nelson, in his official capacity as the Governor of the State of Wisconsin, attested to by the Secretary of State of the State of Wisconsin, which said Executive Order was duly signed and issued on the 8th day of August 1960, pursuant to the provisions of Section 66.945(2) of the Wisconsin Statutes; and

WHEREAS, the said Executive Order specifically extended to the Southeastern Wisconsin Regional Planning Commission, so created, jurisdiction in the area and boundaries embraced by, included in, and limited to the said Counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha in the State of Wisconsin;

WHEREAS, a copy of the said Executive Order was forwarded by the office of the said Governor to each of the local governmental units included within the area and boundaries defined in the said Executive Order; and

WHEREAS, following the creation of the said Commission, public hearings were held in said local governmental units, following which the membership composition of the said Regional Planning Commission was duly appointed under, and pursuant to, the provisions of Sections 66.945(3) and (4) of the Wisconsin Statutes; and

WHEREAS, following the appointment of the said membership, the said Regional Planning Commission met and organized and elected a Chairman and Executive Committee and appointed an Executive Director and appointed advisory committees and adopted by-laws and established its own rules of procedure and scheduled quarterly meetings of the Commission to be held each year and hired such experts and consultants as it deemed necessary for the prosecution of its responsibilities and engaged a general counsel and it thereafter kept a record of its resolutions, transactions, findings, and determinations, which have been and are a public record under, and pursuant to, the provisions of Sections 66.945(5), (6), and (7) of the Wisconsin Statutes; and

WHEREAS, following the organization of the said Regional Planning Commission and under, and pursuant to, the provisions of Section 66.945(8) of the Wisconsin Statutes, it proceeded to conduct all types of research studies,

collect and analyze data, prepare maps, charts, and tables, and conduct all necessary studies for the accomplishment of its other duties and has prepared numerous reports presenting the findings and recommendations of its research and studies concerning the physical, social, and economic development of the Region and has distributed these reports and provided advisory services on planning problems to the local governmental units within the Region and to other public and private agencies in matters relative to its functions and objectives and made annual reports of its activities to the State Legislature of Wisconsin and the legislative bodies of the local governmental units within the Region, all leading to the ultimate adoption of a master plan for the Region when all studies, data, maps, charts, and tables have been completed; and

WHEREAS, it entered into contracts with local units of government within the Region under, and pursuant to, the provisions of Sections 66.30 and 66.945(12) of the Wisconsin Statutes, offering advice on land use, thoroughfares, community facilities, and public improvements; and

WHEREAS, for the purpose of accomplishing the objectives of the Regional Planning Commission, it accepted from local, state, and federal government agencies aids and grants, which items have been furnished on a basis not incompatible with the provisions of Section 66.945 of the Wisconsin Statutes under conditions that are in accordance with the accomplishment of its objectives; and

WHEREAS, pursuant to Section 66.945(10) of the Wisconsin Statutes, a regional transportation plan for the transportation handicapped was duly adopted at a meeting of the Southeastern Wisconsin Regional Planning Commission held on the 13th day of April 1978, as part of the master plan for the physical development of the Region, such plan being comprised of the inventory findings, analyses, forecasts, plans, programs, and descriptive and explanatory material contained in SEWRPC Planning Report No. 31, A Regional Transportation Plan for the Transportation Handicapped in Southeastern Wisconsin: 1978-1982, published in April 1978; and

WHEREAS, a true, correct, and exact copy of Commission Resolution No. 78-4 adopting the regional transportation plan for the transportation handicapped, together with a complete and exact copy of the said printed regional transportation plan for the transportation handicapped, consisting of the aforementioned SEWRPC Planning Report No. 31, was certified to each of the local legislative bodies of the local governmental units within the Region entitled thereto and to other public bodies and agencies affected; and

WHEREAS, the Secretary of the U. S. Department of Transportation on May 31, 1979, promulgated Final Rule 49 CFR Part 27 entitled, Nondiscrimination on the Basis of Handicap in Federally Assisted Programs and Activities Receiving or Benefiting From Federal Financial Assistance, which rules place a responsibility on the Commission as the metropolitan transportation planning organization for the Southeastern Wisconsin Region to cooperate with public transit operators in the Region in conducting studies to determine how buildings and rolling stock used in the provision of public transit systems can best be made accessible to handicapped individuals, and furthermore to determine how the policies and practices of the public transit operators can be modified to assure that handicapped individuals are not discriminated against; and

WHEREAS, on September 11, 1980, the regional transportation plan for the transportation handicapped was amended, extended, and refined to include the public transit system accessibility plan as documented in SEWRPC Community Assistance Planning Report No. 39, A Public Transit System Accessibility Plan, Volume Four, Milwaukee Urbanized Area/Waukesha County, published in June 1980; and

WHEREAS, the public transit system accessibility plan for the City of Waukesha, as set forth in Exhibits A and B attached hereto and made a part hereof, is intended to comply with the rules published by the Secretary of the U. S. Department of Transportation pertaining to nondiscrimination on the basis of handicap in the provision of public transit services; and

WHEREAS, the public transit system accessibility plan for the City of Waukesha, as documented in Exhibit A, was formally adopted by the City of Waukesha Transit System Utility Board on April 2, 1981; and

WHEREAS, on June 15, 1980, the Citizens and Technical Advisory Committee on Transit Service Planning for Handicapped Persons in Waukesha County acted to recommend to the Regional Planning Commission the public transit system accessibility plan for the City of Waukesha as documented in Exhibits A and B; and

WHEREAS, it is intended that the public transit system accessibility plan, as set forth in Exhibits A and B, amend, extend, and add to the regional transportation plan for the transportation handicapped as set forth in the aforementioned SEWRPC Planning Report No. 31 and SEWRPC Community Assistance Planning Report No. 39; and

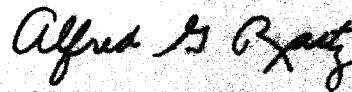
WHEREAS, Section 66.945(9) of the Wisconsin Statutes authorizes and empowers the Regional Planning Commission, as the work of making the whole master plan progresses, to amend, extend, or add to the master plan or carry any part or subject matter thereof into greater detail.

NOW, THEREFORE, BE IT RESOLVED:

FIRST: That the regional transportation plan for the transportation handicapped being a part of the master plan for the physical development of the Region and comprised of SEWRPC Planning Report No. 31, which plan was adopted by the Commission as a part of the master plan on the 13th day of April 1978, and as amended, extended, and refined to include the public transit system accessibility plan for Waukesha County as set forth in SEWRPC Community Assistance Planning Report No. 39, Volume Four, by the Commission on the 11th day of September 1980, be and the same hereby is amended, extended, and refined to include the public transit system accessibility plan for the City of Waukesha, as set forth in Exhibits A and B.

SECOND: That a true, correct, and exact copy of this resolution, together with a complete and exact copy of Exhibits A and B, containing the descriptive and explanatory matter, shall be forthwith distributed to each of the local legislative bodies of the governmental units within the Region entitled thereto and to such other bodies, agencies, or individuals as the law may require or as the Commission or its Executive Committee or its Executive Director, at their discretion, shall determine and direct.

The foregoing Resolution, upon motion duly made and seconded, was regularly adopted at the meeting of the Southeastern Wisconsin Regional Planning Commission held on the 18th day of June 1981, the vote being: Ayes 18; and Nays 0.



Alfred G. Raetz
Chairman

ATTEST:



Kurt W. Bauer
Deputy Secretary

Exhibit A

A SUBMITTAL OUTLINING THE STEPS NECESSARY TO BRING
THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY
IN COMPLIANCE WITH SECTION 504 OF THE REHABILITATION ACT OF 1973

Adopted by the
City of Waukesha
Transit System Utility Board
April 2, 1981

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INTRODUCTION

On May 31, 1979, the U.S. Department of Transportation (DOT) issued Final Rule 49 CFR Part 27, Nondiscrimination on the Basis of Handicap in Federally Assisted Programs and Activities Receiving or Benefitting from Federal Financial Assistance. This rule is in response to Section 504 of the Federal Rehabilitation Act of 1973, as amended, which states, "No otherwise qualified handicapped individual in the United States... shall solely by reason of his handicap, be excluded from the participation in, be denied the benefits of, or be subjected to, discrimination under any program or activity receiving federal financial assistance". In accordance with Section 504, the Rule prohibits any recipient of U.S. DOT funds from discriminating against otherwise qualified handicapped persons in employment and further requires that recipients of U.S. DOT funds conduct their respective federally assisted programs and activities such that, when viewed in their entirety, they are accessible to handicapped persons.

U.S. DOT Final Rule 49 CFR Part 27 also specified that a transition plan be developed for each urbanized area and submitted to the Urban Mass Transportation Administration (UMTA) by July 2, 1980. A transition plan is a staged, multi-year planning document which identifies the transportation-related capital improvement projects and modifications to fixed facilities, vehicles, equipment, services, policies, and practices needed to be undertaken to eliminate any discrimination against handicapped persons and to facilitate the achievement of federally assisted program or activity accessibility. Satisfactory progress toward the implementation of the plan must be demonstrated each year. Recipients of Federal funds for urban public mass transportation programs who cannot achieve program accessibility by July 2, 1982, are required to establish an interim accessible transportation program for all handicapped persons who could have used the regular transportation system if it had been accessible. This interim transportation program must remain in effect until the regular transportation system is accessible.

Within the Milwaukee urbanized area, the current recipients of UMTA funds include Milwaukee County for the Milwaukee County Transit System, Waukesha County for commuter bus routes operated by Wisconsin Coach Lines, Inc., and certain private non-profit agencies which provide specialized transportation services for the elderly and handicapped. A Transition Plan for the Waukesha County portion of the Milwaukee urbanized area has been completed under the direction of the Metropolitan Planning Organization (MPO) for this area, the Southeastern Wisconsin Regional Planning Commission (SEWRPC); and is documented in SEWRPC Community Assistance Planning Report No. 39,

A Public Transit System Accessibility Plan, Volume Four: Milwaukee Urbanized Area/Waukesha County. The report presented the transition plan for making the Waukesha County federally subsidized commuter bus service accessible to handicapped persons. The plan did not address the proposed City of Waukesha Transit System, because there was no assurance at the time the plan was prepared that such a system would be implemented. As of the date of this submittal, the City of Waukesha does expect to become an applicant/recipient of UMTA funds during 1981, and begin to operate a transit system. This submittal is intended to be an interim plan to bring the proposed City of Waukesha Transit System in compliance with Section 504 of the Rehabilitation Act of 1973. It is anticipated that this interim plan would become an adopted part of the Waukesha County Transition Plan when SEWRPC reviews the progress of implementation of the transition plan during the summer of 1981. It is anticipated that the City of Waukesha Transit System will begin operations during August, 1981, initially using non-accessible leased transit coaches.

The remainder of this submittal addresses how the City of Waukesha Transit System intends to comply with the various provisions of Final Rule 49 CFR Part 27 as it pertains to federally assisted fixed-route bus systems.

PUBLIC TRANSIT SERVICE ACCESSIBILITY

An important provision of U.S. DOT Final Rule 49 CFR Part 27 is that the bus fleet used to provide service to the City of Waukesha must be accessible to handicapped persons. Accessible, for the purpose of complying with this provision, means that, at a minimum, one-half (50 percent) of the buses in operation during the weekday peak period of transit ridership must be wheelchair lift-equipped and have the capacity to safely accommodate at least one person in a wheelchair aboard the bus. In addition, accessible buses must be used in the base period (non-peak period) before non-accessible buses may be used. Further, any new transit buses that are purchased must be accessible.

Since the City of Waukesha is in the process of applying for a grant to purchase 11 new buses, the transit system will become fully accessible upon inauguration of service with the new equipment. In the interim, the Transit System will be operating leased buses, and most likely these buses would not be accessible. In order to comply with the requirements of this provision, the Transit System will have to provide an interim accessible transportation service no later than July 2, 1982, and thereafter until the new buses are placed in service. This interim accessible transportation must be available within the entire Transit System's service area and during normal service hours,

and, within the fiscal guidelines set forth in 49 CFR Part 27, meet the following requirements:

(1) There shall be no restrictions on trip purpose; (2) Combined wait and travel time, transfer frequency, and fares shall be comparable to that of the regular fixed-route system; (3) Service shall be available to all handicapped persons who could otherwise use the system if it had been accessible, including wheelchair users who cannot transfer from a wheelchair and those who use powered wheelchairs; and (4) There shall be no waiting list such that handicapped persons who have qualified or registered for the service are consistently excluded from that service by virtue of low capacity.

At the present time, the Waukesha County Department of Aging provides a lift-equipped van service within the City of Waukesha and a user-side subsidy program with taxicab operators. With some modifications, both of these programs together could meet the criteria set forth in the preceding paragraph and would meet the definition of "interim accessible transportation" for the City of Waukesha. It is recommended that the City of Waukesha and the Waukesha County Department of Aging jointly pursue the provision of "interim accessible transportation" within the transit service area.

FIXED FACILITIES

Fixed facilities for the public, including public buildings, bus shelters, and park-ride lots, which are a part of the overall operation of the fixed-route bus system, must be made accessible to handicapped persons no later than July 2, 1982, except for those changes involving extraordinarily expensive structural changes or replacement of existing facilities, in which accessibility must be achieved by July 2, 1989. Design, construction, or major alteration of new or existing fixed facilities must be in accordance with the minimum standards in the American National Standard Specifications for Making Buildings and Facilities Accessible to and Usable by the Physically Handicapped, published by ANSI, Inc.

Activities related to the management and operation of the City of Waukesha Transit System will be conducted in two buildings: 1) the Waukesha City Hall, and 2) a proposed transit operations - maintenance facility.

Waukesha City Hall

The Waukesha City Hall is a two-story building located at 201 Delafield Street. Transit program-related functions conducted in this building are carried out in the offices and meeting rooms of the City of Waukesha Common Council, the City of Waukesha Transit System

Utility Board, and the Transit Coordinator who, together, are ultimately responsible for developing and approving all major policy and budgeting matters related to the Transit System. No formal study of the accessibility of City Hall has been undertaken.

It is recommended that in 1981, the City of Waukesha undertake an accessibility study, based on the published ANSI, Inc. standards, of City Hall to determine the extent and nature of physical barriers in and around the building which affect handicapped public and employee accessibility and participation in the public transit program. Upon completion of the study, a schedule should be developed to eliminate any identified handicapped public and employee accessibility barriers.

Proposed Transit Operations - Maintenance Facility

The City of Waukesha will require a maintenance and storage facility for its bus fleet. Since this building will be new, it can be designed and built to meet published ANSI, Inc. standards for accessibility.

Park-Ride Lots

The City of Waukesha Transit System will serve the Goerkes Corner Public Transit Station, a park-ride lot constructed by the Wisconsin Department of Transportation at the junction of Interstate Highway 94 and Barker Road. This park-ride lot is also served by the County commuter bus service and three intercity bus companies. The existing Transition Plan for Waukesha County has recommended that an accessibility study of the lot be conducted during 1981.

TRANSIT SYSTEM POLICIES AND PRACTICES

Various Transit System policies and practices may also have an effect on the provision of services to handicapped persons. Section 27.95 of the Rule sets forth 13 program policies that must be addressed. In addition, Subpart B, Sections 27.31 to 27.37 of the Rule address employment policies. The Rule does not prescribe detailed requirements concerning various policies and practices of a transit system, but encourages transit systems to identify and correct problem areas within each policy or practice. The City of Waukesha Transit System, because it will be a new operation, will have the opportunity to address these issues as a matter of policy, rather than correcting past deficiencies.

Program policies and practices to be addressed, and the Transit System actions necessary to assure compliance with the Rule are set forth as follows:

- (1) Safety and Emergency Policies and Procedures: No safety or emergency policies and procedures have been developed for the Transit System as of this date. It will be the responsibility of the management firm hired to operate the system to develop these procedures. It is recommended, as a part of various employee training activities, that the Transit System: a) Develop a written procedure for the transporting of handicapped persons on the bus and defining the bus operators' responsibilities in such instances; b) Procedures be developed for emergency evacuation of a transit vehicle, with special attention to the mobility problems by persons with various handicaps; and c) Local governmental emergency units, such as the City of Waukesha Fire and Police Departments, should be trained in the location of emergency exits on transit vehicles, and how to deal with the special problems of persons with various handicaps when evacuation through an emergency exit is required.
- (2) Periodic Sensitivity and Safety Training for Personnel: This program would also be the responsibility of the management firm to be hired at a later date. It is recommended that the City of Waukesha's contract with the management firm specify that periodic sensitivity and safety training for personnel be conducted to assure safe and comfortable passage on a transit vehicle for persons with handicaps.
- (3) Accommodations for Companions or Aides of Handicapped Travelers: No policy has been set forth concerning the accommodation of a companion or aide providing assistance necessary for the mobility of a handicapped patron. It is recommended that the Transit System Utility Board consider a reduced or free fare for such companions or aides of handicapped patrons when a formal fare tariff is adopted.
- (4) Intermodal Coordination of Transportation Providers: It was recommended in the City of Waukesha Transit Development Program that the local transit system operating in the City be fully coordinated with the commuter transit service operated by Waukesha County. Specifically, the plan called for common transfer points and possibly special fare arrangements. It is anticipated that these recommendations will be fully implemented. Interim accessible transportation systems operated by the Waukesha County Department of Aging within the City and routes parallel to the Waukesha

County commuter bus routes are also recommended to be fully coordinated.

- (5) Coordination with Social Service Agencies that Provide or Support Transportation for Handicapped Persons:
Waukesha County achieves coordination with social service agencies that provide or support transportation for handicapped persons through the efforts of the Waukesha County Transportation Coordinating Committee and the specialized transportation programs of the Waukesha County Department of Aging. It is recommended that the County Coordinating Committee consider the City of Waukesha Transit System in its future coordinating efforts.
- (6) Comprehensive Marketing Considerate of Handicapped Persons' Travel Needs: The City of Waukesha Transit Development Program recommended an extensive marketing program for the Transit System. It is further recommended that this marketing program include a comprehensive public information program and marketing efforts specifically for elderly and handicapped persons. Upon implementation of accessible transit service, a brochure containing information on how to use a wheelchair lift and ride accessible buses should be prepared and distributed.
- (7) Leasing, Rental, Procurement, and Other Related Administrative Practices: The City of Waukesha assures that it will implement steps to assure affirmative action towards handicapped persons in all matters relating to administrative practices. In all lease, rental, and procurement agreements, it is recommended that the Transit System require contractors to assure affirmative action towards handicapped persons in accordance with Final Rule 49 CFR Part 27.
- (8) Involvement of Existing Private and Public Operators of Transit and Public Paratransit in Planning and Competing to Provide Other Accessible Modes and Appropriate Services:
The City of Waukesha, Waukesha County, and the Southeastern Wisconsin Regional Planning Commission cooperatively follow a planning process in the preparation of major plan elements for public mass transit service that is carried out under the guidance of advisory committees composed of both citizens and technical members. It has been a standard practice to include on these committees representatives of various social service agencies and elderly and handicapped specialized transportation providers operating in the Milwaukee urbanized area. It is recommended that this cooperative process continue with proper representation for the City of Waukesha Transit System.

- (9) Regulatory Reforms to Permit and Encourage Accessible Services: There are no known regulatory constraints that would prevent the City of Waukesha Transit System from being made accessible to handicapped persons.
- (10) Management Supervision of Accessible Facilities and Vehicles: The Transit System will initially use leased equipment that is not equipped with wheelchair lifts. However, upon initiation of accessible transit service, it is recommended that supervision of facilities and equipment be established to ensure efficient and accessible transit system operation. These activities include monitoring the daily operation of accessible equipment, training of all staff in the operation of wheelchair lifts, and the maintenance of accessibility features to ensure that each facility remains accessible.
- (11) Maintenance and Security of Accessibility Features: Upon initiation of accessible bus service, it is recommended that procedures be established for the maintenance and security of accessibility features on the buses.
- (12) Labor Agreements and Work Rules: As of this date, the Transit System has not formulated work rules nor has a labor agreement. It is recommended that the Transit System address issues of concern to the transporting of handicapped persons when defining work rules and also define responsibilities for employees relating to providing assistance to handicapped passengers in any labor agreement it may enter into.
- (13) Appropriate Insurance Coverage: It is recommended that the City of Waukesha Transit System have adequate insurance coverage for all of its employees and passenger liability, regardless of handicap.

Employment

The City of Waukesha formally addresses hiring and employment practices for handicapped individuals as a part of a broader affirmative action policy covering all persons currently employed or seeking employment with the City. As a contractor of the City of Waukesha, the management firm that is hired to manage and operate the Transit System must comply with this policy. In this regard, the firm hired to manage and operate the Transit System must have in effect and practice an equal employment opportunity and affirmative action policy which prohibits discrimination against otherwise qualified job applicants solely on the basis of their handicap.

COMPLAINT PROCEDURES

Section 27.13 of Final Rule 49 CFR Part 27 specifies that a recipient that employs 15 or more persons shall adopt and file with the head of the operating administration procedures that incorporate appropriate due process standards and provide for the prompt and equitable resolution of complaints alleging any action prohibited by this rule.

Resolution of complaints will be handled in the following manner:

1. A complaint alleging discrimination on the basis of handicap under this part may be submitted in writing, by telephone, or in person with a description of the incident to the office of the Transit Coordinator, 201 Delafield Street, Waukesha, Wisconsin 53186, Phone: (414) 547-2201. The Transit Coordinator shall, after investigation, respond to the complainant within thirty days of receiving the complaint.
2. If the complainant is not satisfied with the Transit Coordinator's resolution of the issue, the complainant may then appeal the decision to the City of Waukesha Transit System Utility Board. The Board will schedule a hearing at a mutually convenient time with the complainant to consider the issue. If the resolution of the issue by the Board is not satisfactory to the complainant, an appeal may be made to the Secretary of the U.S. Department of Transportation.
3. The responsible employee to coordinate efforts to comply with this part is:

Robert C. Johnson
Transit Coordinator
City of Waukesha Transit System Utility
201 Delafield Street
Waukesha, WI 53186
Telephone: (414) 547-2201, Extension 300

Exhibit B

TRANSITION PLAN SUMMARY FOR THE CITY OF WAUKESHA TRANSIT SYSTEM

Accessibility Analysis Category	Accessibility Analysis Element	Accessibility Assessment	Recommendation	Estimated Incremental Cost Attributable to Meeting ^a Section 504 Regulations ^a			
				Federal	State	Local	Total
Transit Service Provision	Transit System Operating Characteristics	Proposed operating characteristics are considered nondiscriminatory to handicapped persons	--	--	--	--	--
Transit System Facilities	Buses	The City of Waukesha is in the process of acquiring new, lift-equipped buses. Until delivery of new vehicles, it is anticipated that leased equipment will not be accessible to wheelchair bound handicapped	The City of Waukesha to purchase new wheelchair lift equipped buses ^b	\$52,280 ^c	--	\$13,070 ^c	\$65,350 ^c
			The City of Waukesha through the Waukesha Department of Aging to provide an interim accessible transportation service for handicapped persons who cannot use the buses of the transit system from July 2, 1982, until bus fleet accessibility is achieved in January 1983	\$	--	\$	\$
	Waukesha City Hall	Full extent of accessibility barriers unknown	The City of Waukesha to complete a study of the Waukesha City Hall in 1981 to identify accessibility barriers in City Hall and set forth an implementation schedule for making necessary modifications	--	--	\$ 2,000	\$ 2,000
	Former Waukesha County Courthouse	Full extent of accessibility barriers unknown	At the request of SEWRPC, Waukesha County to complete a study in 1981 to identify accessibility barriers and set forth an implementation schedule for making necessary building modifications	--	--	\$ 3,500	\$ 3,500
			Regardless of the schedule called for above, Waukesha County to provide an accessible building entrance and toilet facilities in 1981	--	--	\$30,000	\$ 30,000

Exhibit B (cont.)

Accessibility Analysis Category	Accessibility Analysis Element	Accessibility Assessment	Recommendation	Estimated Incremental Cost Attributable to Meeting ^a Section 504 Regulations ^a			
				Federal	State	Local	Total
Transit System Equipment and	Authorized Ticket Outlets	Number of accessible fare outlets is unknown	The City of Waukesha is to give preference to accessible facilities in establishing fare outlets, and maintain a list of those outlets which are accessible	--	--	--	--
	Transit System Maintenance Facility	New Facility will be constructed to meet published ANSI, Inc. Standards	--	--	--	--	--
	Park-Ride Lots	Full extent of accessibility barriers currently unknown for county/state park-ride lot which City will serve	Waukesha County to complete a study in 1981 to identify accessibility barriers at park-ride facilities and set forth an implementation schedule for making necessary modifications	--	--	\$ 1,000	\$ 1,000
Transit System Policies and Practices	Hiring and Employment	Proposed policies and practices considered nondiscriminatory to handicapped persons	--	--	--	--	--
	Safety and Emergency Procedures	No current policy for provision of assistance to handicapped in boarding, alighting from, or moving in bus	Transit system management firm to develop procedures for basis of policy	--	--	--	--
		No current procedure for evacuation of bus passengers emergencies	Transit System management firm to develop procedure for bus evacuation	--	--	--	--
	Sensitivity and Safety Training	No current procedure for driver training in passenger assistance	Transit system management firm to develop and administer driver training program				

Exhibit B (cont.)

Accessibility Analysis Category	Accessibility Analysis Element	Accessibility Assessment	Recommendation	Estimated Incremental Cost Attributable to Meeting ^a Section 504 Regulations			
				Federal	State	Local	Total
Transit System Policies and Practices (continued)	Accommodations for Companions or Aides of Handicapped Travelers	No current policy to address discounted fares for aides or companions	Transit system utility board to consider and make recommendations for reduced or free fares for aides or companions of handicapped persons in 1981	--	--	--	--
	Intermodal Coordination of Transportation Providers	Proposed efforts considered nondiscriminatory	--	--	--	--	--
	Coordination with Social Service Agencies that Provide Support Transportation for Handicapped Persons	Proposed efforts considered nondiscriminatory	Waukesha County Transportation Coordinating Committee should consider city transit service in future service coordination efforts	--	--	--	--
	Comprehensive Marketing Considerate of the Travel Needs of Handicapped Persons	Proposed efforts considered nondiscriminatory	--	--	--	--	--
	Leasing, Rental, Procurement, and Related Administrative Practices	Proposed practices considered non-discriminatory	--	--	--	--	--
	Involvement of Existing Private and Public Operators of Transit and Paratransit in Planning for and Providing Other Accessible Modes and Appropriate Services	Proposed efforts considered nondiscriminatory	--	--	--	--	--

Exhibit B (cont.)

Accessibility Analysis Category	Accessibility Analysis Element	Accessibility Assessment	Recommendation	Estimated Incremental Cost Attributable to Meeting ^a Section 504 Regulations ^a			
				Federal	State	Local	Total
Transit System Policies and Practices (continued)	Regulatory Reforms to Permit and Encourage Accessible Services	No regulatory restraints prevent achievement of accessibility	--	--	--	--	--
	Management Supervision of Accessibility Features and Vehicles	Proposed procedures considered nondiscriminatory	With initiation of lift-equipped bus service, City of Waukesha proposes to monitor operation and maintenance of accessible equipment on a daily basis to ensure its efficient use	--	--	--	--
	Maintenance and Security Assessment	Proposed procedures considered nondiscriminatory	With initiation of lift-equipped bus service, City of Waukesha will establish procedures for maintenance and security of accessible features	--	--	--	--
	Labor Agreements and Work Rules	No current agreements	City of Waukesha to address assistance to handicapped persons by bus operators in the development of work rules and labor agreements	--	--	--	--
	Appropriate Insurance Coverage	Proposed insurance considered non-discriminatory	-- --	-- --	-- --	-- --	-- --

^aAll costs are presented in 1981 constant dollars and are allocated among funding sources, assuming the continued availability of sufficient federal and state funds based on current funding allocation formulas. No project costs are shown where it is assumed a recommendation can be implemented by existing staff or does not involve significant expenditures, unless otherwise noted.

^bThe schedule for achieving bus fleet accessibility for the subsidized commuter bus routes is as follows:

Year of Grant Application	Year of Bus Delivery	Number of New Buses	Cumulative Accessible Fleet	Total Assigned Bus Fleet	Percent of Total Fleet Accessible	Percent of Peak-Period Fleet Accessible
1981	1982	11	11	11	100	100

^cCosts shown include only the costs of accessibility features for buses.

Source: SEWRPC