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A PUBLIC TRANSIT SYSTEM ACCESSIBILITY PLAN

volume one

KENOSHA URBANIZED AREA

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COMMUNITY ASSISTANCE PLANNING REPORT
NUMBER 39

A PUBLIC TRANSIT SYSTEM ACCESSIBILITY PLAN

Volume One

KENOSHA URBANIZED AREA

Prepared by the

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Chapter I

INTRODUCTION

BACKGROUND

The Federal Rehabilitation Act of 1973, as amended, provides in Section 504 that "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 the passage of this Act by the Congress of the United States, President Gerald R. Ford, on April 28, 1976, issued an Executive Order declaring that "The Secretary of Health, Education and Welfare (HEW) shall coordinate the implementation of Section 504 of the Rehabilitation Act of 1973, as amended...by all federal departments and agencies empowered to extend federal financial assistance to any program or activity." This Executive Order also directed that "each federal department and agency empowered to provide federal financial assistance shall issue rules, regulations, and directives (implementing Section 504) consistent with standards, guidelines, and procedures to be established by the Secretary of HEW."

Pursuant to Section 504 of the Rehabilitation Act of 1973, as amended, the President's Executive Order, and the standards, guidelines, and procedures issued by the Secretary of HEW, the Secretary of the U. S. Department of Transportation (U. S. DOT) published a notice of proposed rulemaking on June 8, 1978, containing provisions implementing Section 504 as it applies to all programs and activities receiving federal financial assistance through the U. S. DOT. Public hearings were held concerning these proposed rules in September 1978 in New York, Chicago, Denver, San Francisco/Oakland, and Washington, D. C.

Based on the comments made at these five public hearings and the comments received in over 650 written submissions to the U. S. DOT, the proposed rules implementing Section 504 of the Rehabilitation Act of 1973 were subsequently refined and Final Rule 49 CFR Part 27,¹ Nondiscrimination on the Basis of Handicap in Federally Assisted Programs and Activities Receiving or Benefitting from Federal Financial Assistance, was then issued by the Office of the Secretary of the U. S. DOT on May 31, 1979.

General Provisions of Final Rule 49 CFR Part 27

Final Rule 49 CFR Part 27 concerning nondiscrimination on the basis of handicap in federally assisted programs and activities receiving or benefitting from federal financial assistance provides that all recipients of U. S. DOT funds conduct their respective programs and activities so that, when viewed in their entirety, these programs or activities are readily accessible to handicapped persons, including those persons with hearing and vision impairments and those persons who are nonambulatory wheelchair-bound. The rule also provides that an otherwise qualified handicapped person shall not be subjected to discrimination in employment under any program or activity receiving federal financial assistance. In accordance with these two general provisions Final Rule 49 CFR Part 27 also contains certain transportation "mode specific" provisions in the form of standards, directives, and procedures which must be satisfied within specified time periods for a recipient

¹The entire rule is reproduced in Appendix A.

of federal funds to be in compliance with the intent of Final Rule 49 CFR Part 27. A recipient who is determined by the U. S. DOT to be in noncompliance with the provisions of Final Rule 49 CFR Part 27 may ultimately face legal proceedings brought by the U. S. Department of Justice and the suspension or termination of, or refusal to grant or continue federal financial assistance to the recipient's programs and activities which are not in compliance with the Rule.

Specific Provisions of Final Rule 49
CFR Part 27 Pertaining to Federally
Assisted Fixed-Route Bus Systems

Final Rule 49 CFR Part 27 contains the following four provisions which specifically affect federally assisted fixed-route bus systems:

1. Fixed facilities for the public--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 to² and usable by handicapped persons as soon as practicable, but no later than three years after the effective date³ of the Rule, except for those changes involving extraordinarily expensive structural changes or replacement of existing facilities in which case up to 10 years may be allowed to achieve accessibility. Design, construction, or major alteration of new or existing fixed facilities after the effective date of the rule must

be in accordance with the minimum standards contained in the American National Standard Specifications for Making Buildings and Facilities Accessible to and Usable by the Physically Handicapped, published by ANSI, Inc. (ANSI 117.1 - 1961 (R 1971)).⁴

2. Vehicles--One-half of the fixed-route buses "in service" during the peak hour must be accessible to handicapped persons. Buses accessible to handicapped persons must be used before inaccessible buses for off-peak service as soon as practicable, but no later than three years after the effective date of the Rule, except, however, that this time limit may be extended to 10 years for extraordinarily expensive structural changes to, or replacement of, existing vehicles. New buses, of any size, purchased with federal financial assistance after the effective date of the Rule, must be accessible to handicapped persons.⁵
3. Program services, policies and practices--Existing program services, policies, and practices that prevent the fixed-route bus system from achieving accessibility must be modified as soon as practicable but no later than three years after the effective date of the Rule. While this Rule applies to any and all services, policies, and practices which discriminate against handicapped

²Enterable and usable by handicapped persons, including those persons who are nonambulatory, wheelchair-bound and those persons with vision and hearing impairments.

³The effective date of Final Rule 49 CFR Part 27 is July 2, 1979.

⁴Provisions 1 and 2 apply not only to the public facilities and vehicles owned by each recipient of federal funds which are a part of the overall fixed-route bus system, but also to public facilities and vehicles which are being used under contract or lease agreements to provide fixed-route bus services.

⁵Ibid.

persons, the following 14 areas of issue must be reviewed and addressed as they relate to the provision of fixed-route bus service and the effective use of this service by handicapped persons:

- a. Hiring and employment policies and practices;
- b. Safety and emergency policies and procedures;
- c. Periodic sensitivity and safety training for personnel;
- d. Accommodations for companions or aides of handicapped travelers;
- e. Intermodal coordination of transportation providers;
- f. Coordination with social service agencies that provide or support transportation for handicapped persons;
- g. Comprehensive marketing considerate of the travel needs of handicapped persons;
- h. Leasing, rental, procurement, and other related administrative practices;
- i. Involvement of existing private and public operators of transit and public paratransit in planning for and in providing other accessible modes and appropriate services;
- j. Regulatory reforms to permit and encourage accessible services;
- k. Management supervision of accessible facilities and vehicles;
- l. Maintenance and security of accessibility features;

m. Labor agreements and work rules; and

n. Appropriate insurance coverage.

4. Interim accessible transportation service--If a recipient of federal funds being used to provide fixed-route bus service determines that the service will not be accessible within three years of the effective date of the Rule, the recipient must exhibit a reasonable level of effort to program each year in the urbanized area's transportation improvement program (TIP) transportation-related projects which are designed to provide interim accessible transportation service until the regular fixed-route bus system is accessible. Reasonable progress in implementing these programmed projects must be exhibited annually.

Standards used in the provision of interim accessible transportation service must be developed in cooperation with an advisory committee of representatives of local handicapped persons and groups. Subject to the 2 percent expenditure limitation,⁶ provided

⁶Until July 2, 1982, a recipient of federal funds is obligated to spend annually an amount of money equal to 2 percent of the financial assistance allocated to the recipient under Section 5 of the Urban Mass Transportation Act of 1964, as amended, on special efforts accessible transportation service projects unless the local advisory committee involved in the provision of the special efforts accessible service agrees with the recipient that expenditures at a lower level will provide an adequate level of service. After July 2, 1982, a recipient of federal funds is obligated to spend 2 percent of the financial assistance received under Section 5 for the duration of the time in which interim accessible transportation service is provided.

in Final Rule 49 CFR Part 27, these interim accessible transportation service standards should ensure the provision of a transportation service that is available within the regular fixed-route bus service area during normal service hours. In addition, to the extent feasible, the interim service must have no restrictions on trip purpose. Also, combined wait and travel time, transfer frequency, and fares must be comparable to that of the regular fixed-route bus system. The interim accessible service must be available to all handicapped persons who could otherwise use the regular fixed-route system if it were accessible, including persons confined to wheelchairs. Finally, there can be no waiting list which consistently excludes handicapped persons who have qualified or registered to use the interim accessible service.

Transition Plan

Requirements for Urbanized Areas

Final Rule 49 CFR Part 27 also requires that a transition plan be prepared for each urbanized area, including all of the federally assisted programs and activities of each recipient of federal funds provided by the U. S. Department of Transportation/Urban Mass Transportation Administration (UMTA). A transition plan is a staged multi-year planning document that describes the results of the local planning process used to identify the transportation-related capital improvement projects and modifications to existing facilities, vehicles, services, policies, and practices to be undertaken so as to eliminate discrimination against otherwise qualified handicapped individuals, solely on the basis of handicap, in all programs and activities financially assisted with UMTA funds. The transition plan which is to be completed, adopted by the local transit operator and the metropolitan planning organization, and submitted to UMTA by July 2, 1980, must:

1. Identify the public transportation fixed facilities, vehicles, services, policies, and practices that do not currently meet the specific provisions of Final Rule 49 CFR Part 27;
2. Identify the improvement projects and modifications needed to achieve accessibility;
3. Establish priorities among the necessary improvements and modifications, reasonable implementation schedules, and system accessibility benchmarks;
4. Estimate total costs and identify sources of funding for implementing the necessary improvements and modifications;
5. Assign responsibility for implementing the necessary improvements and modifications;
6. Describe coordination activities to improve the efficiency and effectiveness of existing transportation services;
7. Describe the interim accessible transportation service that will be provided until regular transportation system accessibility is achieved and how service levels and fares for this interim accessible service were determined if the regular transportation system is not going to be accessible by July 2, 1982;
8. Describe the community participation process used in the development of the transition plan; and
9. Identify responses to substantive concerns raised during public hearings on the transition plan.

The transition plan is to be developed and, as necessary, reappraised and refined under the direction of the Southeastern Wisconsin Regional Planning Commission (SEWRPC) as the designated

Metropolitan Planning Organization (MPO) for the Kenosha urbanized area and with public participation in the planning process. From initial planning through implementation, public participation must include continuing consultation with handicapped persons, public and private social service agencies, public and private operators of existing transportation for handicapped persons, public and private transportation operators, and other interested and concerned persons. Prior to the submittal of the urbanized area transition plan, a public hearing on the plan must be held, and responses to substantive comments raised during the hearing must be included in the plan. In addition, the plan must be endorsed by each recipient of UMTA funds responsible for implementing portions of the transition plan and by the SEWRPC.

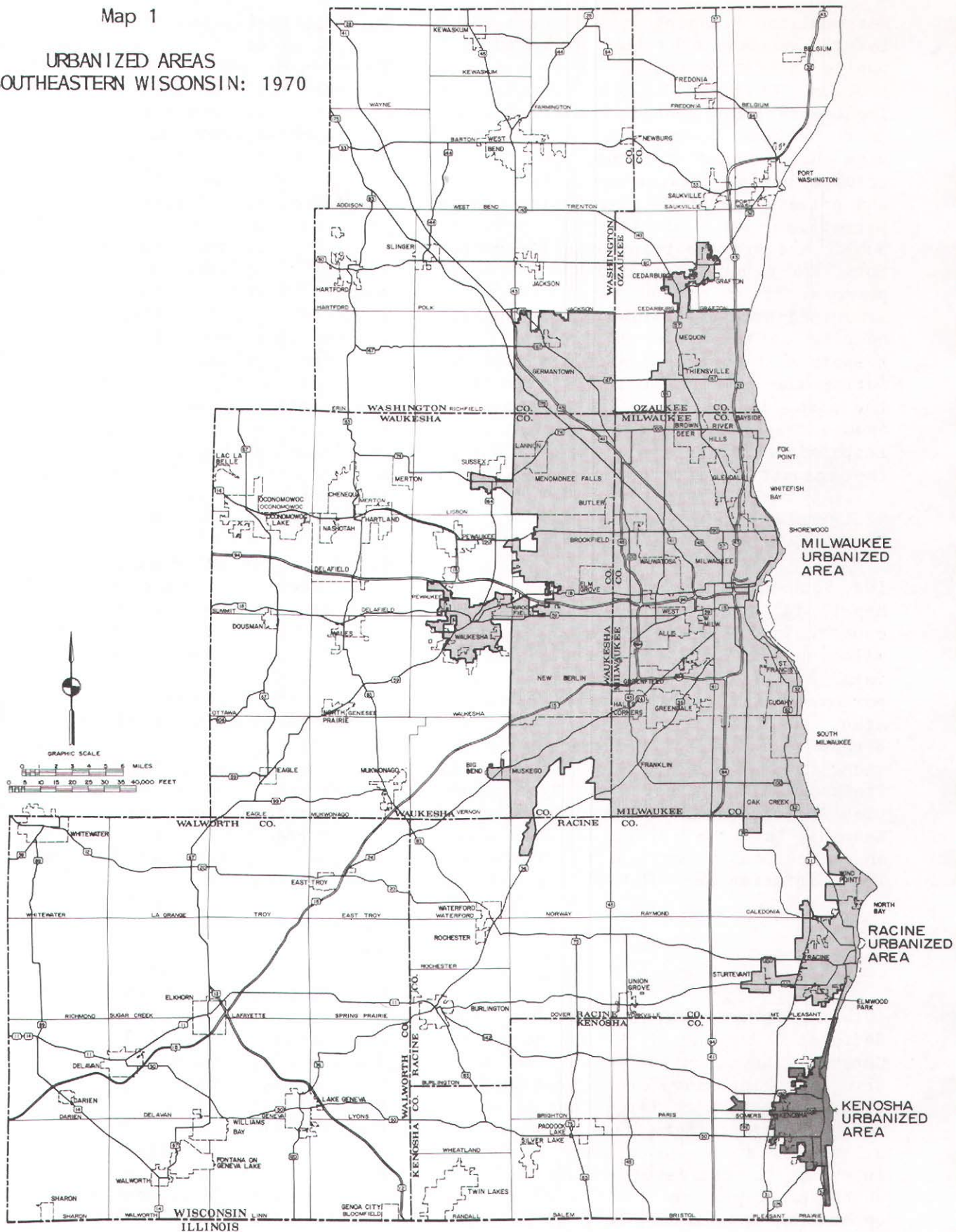
RECIPIENTS OF UMTA FUNDS IN THE KENOSHA URBANIZED AREA⁷

The Kenosha urbanized area, shown on Map 1, is located in southeastern Wisconsin. It is approximately 17.5 square miles in size and, based on 1970 census data, has a total population of 84,162 persons. Within the Kenosha urbanized area, the City of Kenosha is the only direct recipient of federal funds provided through the U. S. Department of Transportation, Urban Mass Transportation Administration (UMTA). The City of Kenosha is a recipient of UMTA funds under Sections 3 and 5 of the Urban Mass Transportation Act of 1964, as amended,

which partially support the operation of a City-owned fixed-route bus system. These funds may be used to subsidize 80 percent of the cost of modernizing existing bus facilities and equipment, to purchase new bus facilities and equipment such as buildings, buses, and bus passenger waiting shelters, and to subsidize, to a maximum level of 50 percent, the operating deficits incurred by the City in the provision of public transit services. Table 1 shows the amount of UMTA funds which have been allocated to and received by the City of Kenosha each year since the City began providing public mass transportation services in 1975. As a recipient of UMTA funds, the City of Kenosha must, therefore, comply with all of the previously mentioned applicable provisions of Final Rule 49 CFR Part 27 concerning nondiscrimination on the basis of handicap in federally assisted programs and activities receiving or benefitting from federal financial assistance. There has also been one indirect recipient of federal UMTA funds in the Kenosha Urbanized area. In the federal fiscal year 1977 funding cycle, the Kenosha Achievement Center, a private, non-profit agency, received UMTA monies through the Wisconsin Department of Transportation (WisDOT) to support the purchase of two 24-passenger wheelchair lift-equipped mini-buses, two 40-passenger wheelchair lift-equipped buses, and radio equipment to provide specialized transportation service for elderly and handicapped persons throughout Kenosha County. The total cost of these four vehicles and radio equipment was \$89,767. Of this amount, \$71,814, or 80 percent of the total purchase price, was funded with federal monies available to WisDOT under Section 16(b)(2) of the Urban Mass Transportation Act of 1964, as amended. Since WisDOT is the direct recipient of these Section 16(b)(2) funds, the provisions of Final Rule CFR Part 27 require that WisDOT be responsible for ensuring that agencies to which they distribute funds in the form of transportation facilities and equipment are in compliance with the provisions of Final Rule 49 CFR Part 27 or that each such agency

⁷Urbanized areas are geographic areas delineated by the U. S. Bureau of the Census. They consist of those areas devoted to intensive urban land uses and areas contiguous to large central cities which together form the core of the urbanized area. Urbanized areas are intended to represent the total area which functions as the "true" city as opposed to the "artificial" cities, represented by civil division boundaries.

Map 1
URBANIZED AREAS
OF SOUTHEASTERN WISCONSIN: 1970



Source: U. S. Bureau of the Census.

Table 1

UMTA SECTION 3 AND 5 FUNDING ACTIVITY IN THE KENOSHA URBANIZED AREA: 1975-1979
(Recipient: City of Kenosha)

| Year | Section 5 Capital and Operating Assistance Funds | | | | Section 3 Capital Assistance Funds | |
|--|--|--------------------------|--|---------------------------|------------------------------------|--------------------------------|
| | Fiscal Year Urbanized Area Allocation | Grant Number | Expended During Calendar Year | Urbanized Area Balance | | Funds Received ^c |
| | | | | Annual | Cumulative | |
| 1975 | \$228,810 | WI-05-4009 | \$145,136 | \$ 83,674 | \$ 83,674 | \$1,514,362 |
| 1976 | 381,350 | WI-05-4015 | 210,475 | 170,875 | 254,549 | -- |
| 1977 ^a | 591,060 | WI-05-4025 | 300,561 | 290,499 | 545,048 | -- |
| 1978 | 591,061 | WI-05-4034 WI-05-0006 | 384,760 166,812 | | | |
| Total | | | \$551,572 | 39,489 | 584,437 | -- |
| 1979 Capital/Operating Bus Capital | 708,029 <u>228,798</u> | WI-05-4041 | 443,674 | 264,355 <u>228,798</u> | 848,892 <u>228,798</u> | -- |
| Total | \$936,827 | | | \$493,153 ^b | \$1,077,690 ^b | -- |

^a1977 Section 5 funding allocation covers the 15-month period from July 1, 1976 to September 30, 1977, and reflects a change in the federal fiscal year.

^bProjected.

^cUnaudited.

Source: City of Kenosha Department of Transportation and SEWRPC.

has a transition plan for achieving compliance as soon as practicable. Therefore, this volume of SEWRPC Community Assistance Planning Report No. 39 presents only the transition plan for making the Kenosha Transit System accessible. A separate accessibility assessment of "504" compliance for 1979 recipients and 1980 potential recipients of UMTA 16(b)(2) funds in the Kenosha urbanized area prepared in cooperation with the Wisconsin Department of Transportation is presented in Appendix B.

**EXISTING PLAN TO PROVIDE
ACCESSIBLE PUBLIC TRANSPORTATION
SERVICES IN THE KENOSHA URBANIZED AREA**

Background

In August 1976, more than two years before the issuance of Final Rule 49 CFR Part 27, SEWRPC undertook a comprehensive study to determine the special transportation needs of transportation

handicapped people⁸ in southeastern Wisconsin and how to effectively accommodate those needs. This study was conducted in accordance with the provisions of Section 16(a) of the Urban Mass Transportation Act of 1964, as amended, and the provisions of specific federal

⁸Transportation handicapped people are defined as elderly and/or handicapped persons who, because of illness, injury, age, congenital malfunction, or other permanent or temporary incapacity or disability, including those who are non-ambulatory wheelchair-bound and those with semi-ambulatory capabilities are unable, with special facilities or special planning or design, to utilize public mass transportation facilities and services as effectively as persons who are not so affected.

rules⁹ pertaining to "special efforts" transportation requirements for elderly and handicapped persons issued jointly by the Urban Mass Transportation and Federal Highway Administrations on April 30, 1976. Assisting the Regional Planning Commission staff throughout this study were three technical and citizens' advisory committees consisting of from 18 to 33 members - each focusing on a specific subarea of the seven-county Southeastern Wisconsin Region; 1) Racine County; 2) Kenosha and Walworth Counties combined; and 3) Milwaukee, Ozaukee, Washington, and Waukesha Counties combined. Each of these committees¹⁰ was comprised of handicapped persons, including nonambulatory wheelchair-bound persons, representatives of advocacy organizations for handicapped persons, public and private social service agencies, public and private operators of existing transportation services for handicapped persons, public and private operators of existing transportation services for the general public, and other interested persons.

The findings and recommendations resulting from this study, which took approximately 20 months to complete at a total estimated cost of \$226,500, are set forth in SEWRPC Planning Report No. 31 entitled A Regional Transportation Plan for the Transportation Handicapped in Southeastern Wisconsin: 1978-1982. These findings and recommendations include:

1. Estimates of the number of transportation handicapped persons in the Region;
2. Information relating to the socioeconomic characteristics of transportation handicapped persons in the Region;
3. Data on the travel habits and patterns of transportation handicapped persons in the Region;
4. Inventories of the various types of public and private operators of existing transportation services for the transportation handicapped, including public transit systems, social service agencies, taxicab services, private chair-car carrier services, and nursing homes providing transportation services;
5. Estimates of the latent travel demand for accessible public transit systems at one-half the regular adult fare and for public or private demand-responsive transportation services at various fare levels ranging from no fare to \$4.00 per one-way trip;
6. An evaluation of alternative transportation improvement plans for transportation handicapped persons; and
7. A five-year plan containing recommendations for implementing transportation projects specifically designed to provide public transportation services that are accessible to transportation handicapped persons.

The contents of this five-year planning report were the subject of two public hearings held on January 24, 1978 and February 6, 1978, respectively. Following these hearings, the report was formally adopted by the Regional Planning Commission on April 13, 1978 and the recommendations are currently in various stages of implementation throughout the Region.

⁹See Federal Register, Vol. 41, No. 85 - Friday, April 30, 1976, Part II: Department of Transportation, Urban Mass Transportation Administration, Federal Highway Administration, "Transportation for Elderly and Handicapped Persons."

¹⁰See Appendix A of SEWRPC Planning Report No. 31, A Regional Transportation Plan for the Transportation Handicapped in Southeastern Wisconsin: 1978-1982, April 1978, for a complete alphabetical listing of the members of these three committees.

Transportation Handicapped

Population in the Kenosha Urbanized Area
Table 2, which is based on related findings of the transportation handicapped transportation study shows the estimated number of transportation handicapped persons residing in the Kenosha urbanized area by type of mobility limitation. As shown in the table, an estimated 3,244 persons, or 3.6 percent of the 90,728 total persons residing in the Kenosha urbanized area in 1975, were found to be transportation handicapped.

Summary of Specific

Adopted Plan Recommendations for the Kenosha Urbanized Area

The adopted regional transportation plan for the transportation handicapped in southeastern Wisconsin contains three recommendations which pertain to the Kenosha urbanized area:

1. That the entire fleet of buses operating during the base periods of the City of Kenosha's federally assisted public transportation program be accessible to the handicapped, including those persons who are nonambulatory wheelchair-bound;
2. That, since fully accessible base period transit service cannot be expected to provide mobility opportunities to all transportation handicapped persons in the Kenosha urbanized area, a user-side subsidy program be implemented for those transportation handicapped persons living more than two blocks from a local bus route and for those transportation handicapped persons who will continue to be physically unable to use accessible bus service; and
3. That efforts be made to coordinate all existing public and private transportation services for the transportation handicapped.

Further details concerning each of these three recommendations, including their

status of implementation, will be discussed in subsequent chapters of this report.

PURPOSE OF THIS PLANNING REPORT

The purpose of this planning report is to document the results of the cooperative planning activities of the City of Kenosha, the Kenosha Transit Commission, the Transition Plan Citizens and Technical Advisory Committee, and the Southeastern Wisconsin Regional Planning Commission in their efforts to continue on from where the preceding transportation plan for the transportation handicapped left off and to comply with all of the provisions of Final Rule 49 CFR Part 27 as they specifically apply to the City of Kenosha's federally assisted public transportation program.

This report will therefore provide:

1. A description of the City of Kenosha's public transportation program, including the existing services provided under the program, the basic policies and practices which are essential to the conduct of the program, and the results of an evaluation made to determine if the program's existing public transit services, policies, and practices discriminate against handicapped persons;
2. An identification of the fixed facilities and equipment which are an integral part of the City of Kenosha's public transportation program, including public buildings, buses, and bus passenger waiting shelters; and the physical barriers which make it difficult or impossible for handicapped persons to effectively utilize the public transit services available through the program;
3. A description of the planning process used to create an interim accessible transportation service which will serve the transportation needs of handicapped persons

Table 2

ESTIMATES OF TRANSPORTATION HANDICAPPED PERSONS
IN THE KENOSHA URBANIZED AREA
BY TYPE OF LIMITATION AS DERIVED FROM INCIDENCE RATES
BASED ON SECONDARY SOURCE DATA: 1975

| Limitation | Number of Persons |
|---|----------------------|
| Chronically Disabled Living in Private Households: Mobility Limitation | |
| Has Trouble Getting Around | 1,057 |
| Uses Aid Other Than Wheelchair | 475 |
| Needs Help From Another Person | 242 |
| Uses Wheelchair | 168 |
| Confined to House | 557 |
| Subtotal | 2,499 |
| Acutely Disabled | 253 |
| Institutionalized | <u>492</u> |
| Total Transportation Handicapped Persons | 3,244 |
| Percent of Total Population ^a | 3.6 |

^aBased on the following 1975 Wisconsin Department of Administration population estimate: Kenosha urbanized area--90,728 persons.

Source: SEWRPC Planning Report No. 31, A Regional Transportation Plan for the Transportation Handicapped in Southeastern Wisconsin: 1978-1982, by Applied Resource Integration, Ltd. and SEWRPC, April 1978.

at least until the City of Kenosha's public transportation program is accessible and the operating characteristics of the interim transportation service, if the regular transportation system is not accessible by July 2, 1982;

4. The transition plan which is to be followed in an effort to achieve overall program accessibility as soon as practicable; and

5. A description of the overall transportation service coordination activities in the Kenosha urbanized area including current progress and ongoing planning efforts.

FORMAT OF PRESENTATION

This planning report consists of a total of six chapters including this introductory chapter and a summary chapter. Chapters II and III, entitled "Existing Transit Program Characteristics" and

"Transit Program Accessibility Analysis and Recommendations," respectively, together represent the City of Kenosha's adopted transition plan for accomplishing the necessary improvements or modifications in the City's federally assisted public transportation program to make it accessible to handicapped persons. Chapter IV, entitled "Current Special Efforts/Interim Service," describes the special efforts that are being made and that will continue to be made to provide an accessible public transportation service that can effectively be utilized by handicapped per-

sons until the City's federally assisted public transportation program is accessible to the handicapped. Chapter V, entitled "Overall Transportation Service Coordination," describes the progress being made toward coordinating the activities of all existing public, private, and private non-profit providers of human transportation services in all of Kenosha County as well as anticipated future efforts to achieve coordination. Also presented in this planning report is a transcript of the proceedings of the public hearing concerning this planning report (see Appendix C).

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Chapter II

EXISTING TRANSIT PROGRAM CHARACTERISTICS

INTRODUCTION

As stated in the preceding chapter, the City of Kenosha, as a recipient of federal funds used to partially support the operation of its public transportation program, must develop a transition plan for accomplishing the improvements or modifications necessary to make its public transportation program accessible to handicapped persons, including those persons who are nonambulatory wheel-chair-bound and those persons with vision and hearing impairments. This transition plan covers all aspects of the City's public transportation program, including the program's existing services, policies, and practices, as well as the facilities and equipment being used to carry out the program. The main objective of the plan is to ensure that no aspect of the City's public transportation program is deficient such that qualified handicapped persons do not benefit from the program solely on the basis of their handicap.

To aid concerned persons involved in the overall review and development of the City of Kenosha's transition plan, this chapter describes: 1) the background of the current level of City involvement in the federally assisted public transportation program; 2) the management organization that carries out the City's public transportation program; 3) the existing transit service provided under the City's public transportation program and the equipment and facilities used in its provision; and 4) the policies and practices of the public transportation program that either directly or indirectly affect the extent to which handicapped persons are able to benefit from the program, including:

1. Hiring and employment policies and practices;
2. Safety and emergency procedures;

3. Periodic sensitivity and safety training for personnel;
4. Accommodations for companions or aides of handicapped travelers;
5. Intermodal coordination of transportation providers;
6. Coordination with social service agencies that provide or support transportation for handicapped persons;
7. Comprehensive marketing consideration of the travel needs of handicapped persons;
8. Leasing, rental, procurement, and other related administrative practices;
9. Involvement of private and public operators of transit and public paratransit in planning for and in providing other accessible modes of transportation and appropriate services;
10. Regulatory reforms to permit and encourage accessible services;
11. Management supervision of accessible facilities and vehicles;
12. Maintenance and security of accessibility features;
13. Labor agreements and work rules; and
14. Appropriate insurance coverage.

BACKGROUND

The City of Kenosha first became financially involved in the provision of public transit service in the Kenosha urbanized area in August 1969. At that time, with the approval of the City

Council, the Kenosha Parking Commission (later renamed the Kenosha Parking and Transit Commission) began subsidizing the operating deficits of the privately owned and operated local public transit company (Pathfinder City Transit Lines) at the rate of \$2,500 per month, using surplus City parking revenues. This initial public subsidy rate increased sharply over the next 18 months, between August 1969 and January 1971. If the City had not decided to stop subsidizing the operating deficits of Pathfinder City Transit Lines, the subsidy would have reached an annual rate of \$60,000 in 1971. In February 1971, local bus service (which had been available in the Kenosha urbanized area since 1903) was discontinued, since the operator, confronted with increasing operating deficits caused by several years of steady declines in bus ridership and passenger revenues, could no longer afford to operate the bus service without a public subsidy. Eight months later, after acquiring the assets of Pathfinder City Transit Lines, the City of Kenosha, on September 7, 1971, began City-owned and operated local bus service. With the aid of federal transit operating and capital assistance funds and state transit operating assistance funds, the City has since improved public transit service in the Kenosha urbanized area. As a result, transit ridership on the Kenosha Transit System has increased 711 percent since 1971, from a total of 187,545 revenue passengers in 1971 to a total of 1,333,433 revenue passengers in 1979.

CURRENT BUDGET

The total projected budget for the City of Kenosha's federally assisted public transportation program for calendar year 1980 is approximately \$1,726,531. Revenues from bus passenger fares for this period are expected to be about \$300,700, leaving a operating deficit of \$1,425,831. To cover the shortfall in fare-box revenues in 1980, it is anticipated that the U.S. Department of Transportation (DOT), Urban Mass Transportation Administration (UMTA) will pay

\$712,916 (50 percent); the Wisconsin Department of Transportation (WisDOT) will pay \$415,450 (29 percent); the local school system will pay \$125,600 (9 percent); and the City of Kenosha will pay \$171,865 (12 percent). Projected ridership for 1980 on the City of Kenosha's federally assisted public transit service is 1,750,000 revenue passengers. Based on these figures, the City of Kenosha's public transportation program is providing transportation service to the public at a total cost of \$0.99 per one-way passenger trip and at a net public subsidy cost supported by federal, state, and local tax dollars of \$0.82 per one-way passenger trip, of which UMTA pays \$0.41, WisDOT pays \$0.24, the local school system pays \$0.07, and the City of Kenosha pays \$0.10 per one-way passenger trip.

MANAGEMENT AND ORGANIZATION

The City of Kenosha's federally assisted public transportation program is operated by the City's Department of Transportation, using City employees and City-owned facilities, vehicles, and equipment. This Department is responsible for the day-to-day management and operation of the program. It is also responsible for the administrative affairs associated with transit program planning and the application for and administration of the state and federal funding grants that assist the City in providing public transit service under this program. The policy-making body for the City of Kenosha's public transportation program is the seven-member Kenosha Transit and Parking Commission. Members of this Commission are appointed by the Mayor and confirmed by the Common Council (which is ultimately responsible for the review and approval of the activities and budgets of all programs supported by City taxpayers' funds). The Director of the City's Department of Transportation serves as staff to the Transit and Parking Commission.

Program planning for major expansions, reductions, and modifications in public transit services, policies, and prac-

tices is carried out cooperatively by the City of Kenosha's Department of Transportation and the Southeastern Wisconsin Regional Planning Commission (SEWRPC). To obtain community participation, the planning process is guided by advisory committees composed of interested citizens representing the local community and technical members representing the federal, state, and local agencies or departments concerned with transit program development the area. The implementation of substantive program expansions, reductions, or modifications normally requires the review and approval of the Kenosha Parking and Transit Commission, the City of Kenosha Common Council, the SEWRPC, the WisDOT, and the UMTA. The Regional Planning Commission (the designated metropolitan planning organization for the Kenosha urbanized area) is required by the federal government to review and endorse all federally assisted transportation programs, before they are approved for funding by UMTA, to ensure that they are consistent with the area's long-range land use and transportation system development plans, as well as the area's overall social, economic, environmental, system performance, and energy conservation goals and objectives.

KENOSHA TRANSIT SYSTEM SERVICES, EQUIPMENT AND FACILITIES

Transit System Services

The City of Kenosha's federally assisted public transportation program--the Kenosha Transit System--provides two types of fixed-route bus service within the Kenosha urbanized area: 1) regular local bus service; and 2) school "tripper" bus service. Regular bus service is provided on six fixed routes. School "tripper" bus service is provided on six fixed routes in the morning and seven fixed routes in the afternoon only on regular school days. Map 2 and Map 3 show the locations of the local bus routes and the school tripper bus routes, respectively.

Regular Local Bus Service

As shown on Map 2, the six regular bus routes are lineal in design and all six

routes are oriented to provide direct "no transfer" bus service to the City of Kenosha's downtown central business district (CBD). Schedules for buses operating on these routes are designed so that buses on all routes meet on approximately the half-hour in the CBD at the intersection of 56th Street and Sixth Avenue. The intersection is in the vicinity of a three-block-long shopping mall located along Sixth Avenue between 56th and 59th Streets. This allows bus passengers to transfer between any bus routes and complete a trip with a minimum amount of waiting time.

Bus service is provided on the six regular bus routes 13 hours per day, six days a week, from 6:00 a.m. to 7:00 p.m., Monday through Saturday. No bus service is available on Sundays and holidays. Headways between buses average 30 minutes for ten hours each operating day (Monday through Saturday) and 60 minutes during the remaining three hours.

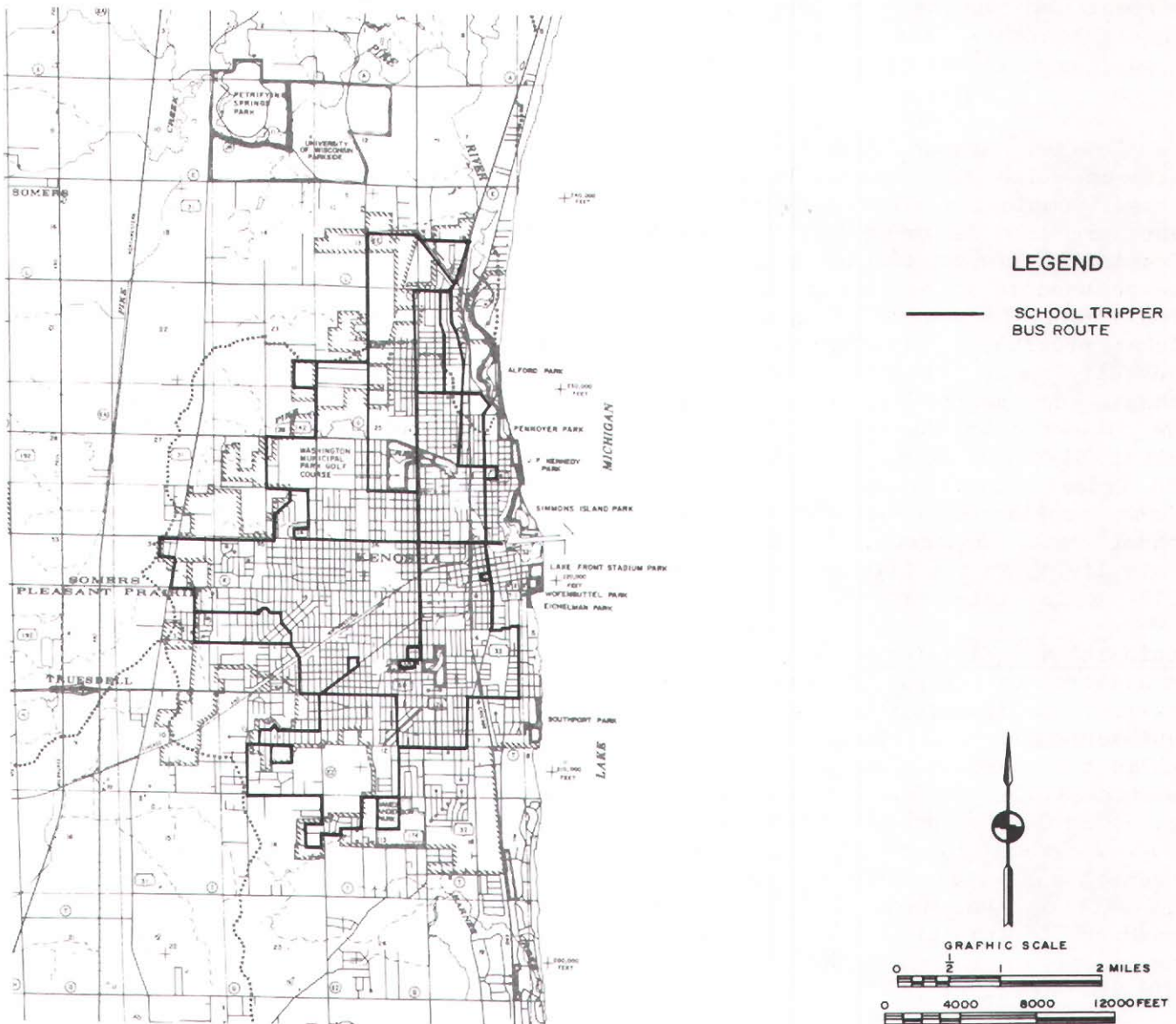
The one-way adult fare for bus service on the six regular local service bus routes is \$0.30. A one-way student's fare of \$0.25 is in effect on regular school days. Children under six years of age ride free. Persons who use the bus system must have the exact fare because bus drivers are not allowed to make change. Free one-hour transfers, good at any bus stop on any route, are issued upon request at the time the fare is paid. A half-fare program is also in effect for elderly and handicapped people during weekday non-peak periods of travel and all day Saturdays. (Peak periods of travel on the Kenosha Transit System are from 6:30 a.m. to 8:00 a.m. and from 3:30 p.m. to 4:30 p.m., Monday through Friday.) Persons who qualify for this program can use the local bus services for a one-way fare of \$0.10. To qualify for the half-fare program, a person must be 65 years of age. A person who is under 65 years of age and disabled and has either a Medicare card, a doctor's certification of handicap, or a certification of handicap from a local agency for handicapped persons may also qualify. A qualifying person who does

KENOSHA TRANSIT SYSTEM LOCAL SERVICE BUS ROUTES: 1980



Map 3

KENOSHA TRANSIT SYSTEM SCHOOL TRIPPER BUS ROUTES: 1980



Source: City of Kenosha Department of Transportation and SEWRPC.

not have a Medicare card may go to the City Department of Transportation in Room 104 of the Municipal Building, located at 625 52nd Street in the City of Kenosha, have a picture taken, and fill out a half-fare program form. A half-fare identification card is then issued. The half-fare identification

card or a Medicare card must be shown to the bus driver upon request at the time the half fare is paid.

School Tripper Bus Service

School tripper bus service is provided on regular school days from 6:45 a.m. to 8:00 a.m. and from 2:40 p.m. to 4:00

p.m., Monday through Friday. Even though school tripper service can be used by the public, the service schedule and routes specifically accommodate the movement of junior and senior high school students and alleviate overcrowded conditions on the regular bus routes.

The Unified School District has an agreement with the Kenosha Parking and Transit Commission whereby eligible students are provided with special student tickets (at no cost to the student) that can be used to obtain a bus ride to and from school. To be eligible for the free ticket program, a student must live in the City more than two miles from school. The special student bus tickets are collected by the bus driver and the School District reimburses the Parking and Transit Commission \$0.25 for each ticket collected. For the 1979-1980 school year, approximately 2,400 students living in the City of Kenosha were eligible for this service.

Equipment and Facilities

In addition to the public transportation service, an inventory was made of the equipment and facilities used in the public transportation program which must be accessible to handicapped persons. For the City's public transportation program, this inventory included the buses, bus shelters, and buildings that are part of the operation of the City-owned public transit system. The following sections describe the results of this inventory.

Buses: The existing (February 1980) bus fleet of the Kenosha Transit System consists of a total of 28 buses. Table 3 presents a categorical listing of the buses in the bus fleet by make and model of bus, number of seats per bus, and the year of manufacture. As shown in this table, the bus fleet is a total "active" fleet of 28 buses.

The active bus fleet consists of 24 General Motors Corporation 45-passenger buses manufactured in 1975, and 4 Twin Coach 25- to 31-passenger buses manufactured in 1971. None of the buses in the

fleet are wheelchair lift-equipped. All buses have been equipped with a special-assist front-entrance grab rail and signs indicating that the seats adjacent to the front entrance of the bus are for use by elderly and handicapped persons.

During weekday peak periods of transit ridership, a total of 26 buses are in service. The remaining 2 buses (7 percent of the active fleet) either represent buses that are being serviced or which are maintained as spares.

Bus Passenger Waiting Shelters: The City of Kenosha has only one bus passenger waiting shelter. It is located at the intersection of 22nd Avenue, 63rd Street, and Roosevelt Road. This shelter is installed on a poured-in-place concrete pad, and is made of modular building materials. Plexiglass panels are used for the walls and a translucent material is used for the molded roof to provide visibility and natural lighting. The shelter has a front windscreen, two open access points, and a bench for the convenience of passengers.

With the aid of federal funds from the UMTA, the City has recently had 14 additional new bus passenger waiting shelters delivered. The new shelters are of two types, that differ only in size. The size of the shelter is determined by the number of back and side wall panels on the shelter. One type is 10 feet wide and 15 feet long. Four of the 14 new shelters are of this type. The other type is 5 feet wide by 10 feet long. The other 10 shelters are of this type. Like the City's existing waiting shelter, these new shelters are made of modular building materials. The shelter walls are plexiglass panels and the roofs are made of a molded translucent material. Also, like the existing waiting shelter, these new shelters--which are in the process of being erected--are being installed on poured-in-place concrete pads. Each shelter will also have a front windscreen, two open access points, and a bench. Map 4 shows the location of the one present shelter in the City of Kenosha and the proposed locations of the 14 new shelters.

Table 3

KENOSHA TRANSIT SYSTEM BUS FLEET (February, 1980)

| Type of Bus ^a Make Model | Number of Buses | Seats Per Bus | Year of Manufacture |
|---|-----------------------|------------------|------------------------|
| GMC 4523 | 24 | 45 | 1975 |
| Twin Coach TC25 | 3 | 31 | 1971 |
| Twin Coach TC25 | 1 | 25 | 1971 |
| Active Fleet | 28 | | |
| Weekday Peak Requirement | 26 | | |
| Weekday Base Period Bus Requirement | 20 | | |

^aAll buses in the City of Kenosha's bus fleet have been equipped with a front-entrance special-assist grab rail and signs designating the seats adjacent to the front entrance of the bus for use by elderly and handicapped persons.

Source: City of Kenosha Department of Transportation and SEWRPC.

Buildings: Activities related to the management and operation of the City of Kenosha's federally assisted public transportation program are conducted in three City-owned buildings located in separate areas of the City of Kenosha. These facilities are: 1) the Kenosha Transit System bus storage and maintenance garage; 2) the Kenosha Municipal Building; and 3) a joint-use comfort station in the City of Kenosha's downtown shopping mall. The location of these facilities is shown on Map 5. Following is a brief description of the location of these facilities and the transit system-related activities conducted in each one.

Facility 1--The Kenosha Transit System bus storage and maintenance garage is located in the City's municipal yard at 3735 65th Street. This facility is a single-story building, used exclusively for transit program-related functions. These functions include bus maintenance and storage, vehicle cleaning and servicing, and parts storage. This building also contains employee locker and meeting rooms. A total of 52 employees of

the Kenosha Transit System work at or out of this building. This includes 43 bus operators, 5 mechanics and maintenance personnel, 2 dispatchers, 1 supervisor of operations, and 1 supervisor of maintenance.

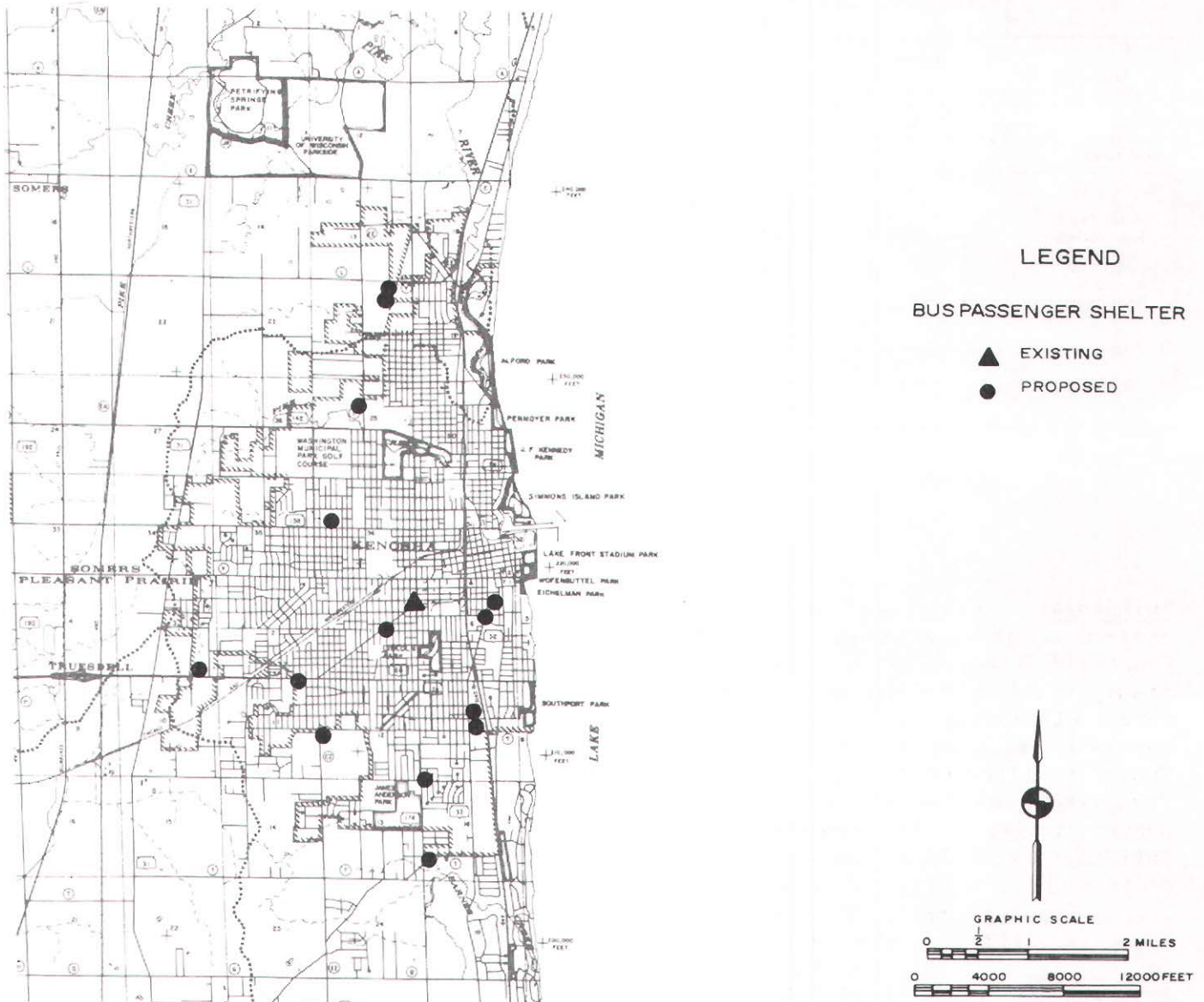
The only transit system service provided to the general public in this building is the dissemination of transit system information by telephone.

Facility 2--The Kenosha Municipal Building is a multi-story building located on the northern edge of the Kenosha central business district at 624 52nd Street. Transit program-related functions conducted within this building are carried out in the offices and public meeting rooms of the Mayor of the City of Kenosha, the members of the Kenosha Common Council, and the members of the Kenosha Transit and Parking Commission, which is responsible for developing and approving all major policy and budgetary matters related to the City's federally assisted public transportation program.

Additional transit program-related activities conducted within the Kenosha Municipal Building are carried out in the offices of the staff of the City of Kenosha Department of Transportation. This staff consists of one full-time secretary and a full-time Department Director, who must oversee the operation of not only the Kenosha Transit System, but also the Lake Michigan Port of Kenosha and the Kenosha Municipal Airport. Specific transit system-related responsibilities of the Director include 1) transit system development program planning in cooperation with the staff of the SEWRPC; 2) program budgeting, marketing, and service scheduling; 3) employee and public relations; 4) preparing and administering federal and state grants, contract bid documents, and specifications; 5) providing staff support to the Kenosha City Common Council and the Parking and Transit Commission; and 6) administering the Kenosha Transit System's elderly and handicapped half-fare program.

Map 4

KENOSHA TRANSIT SYSTEM EXISTING AND PROPOSED BUS PASSENGER WAITING SHELTERS: 1980



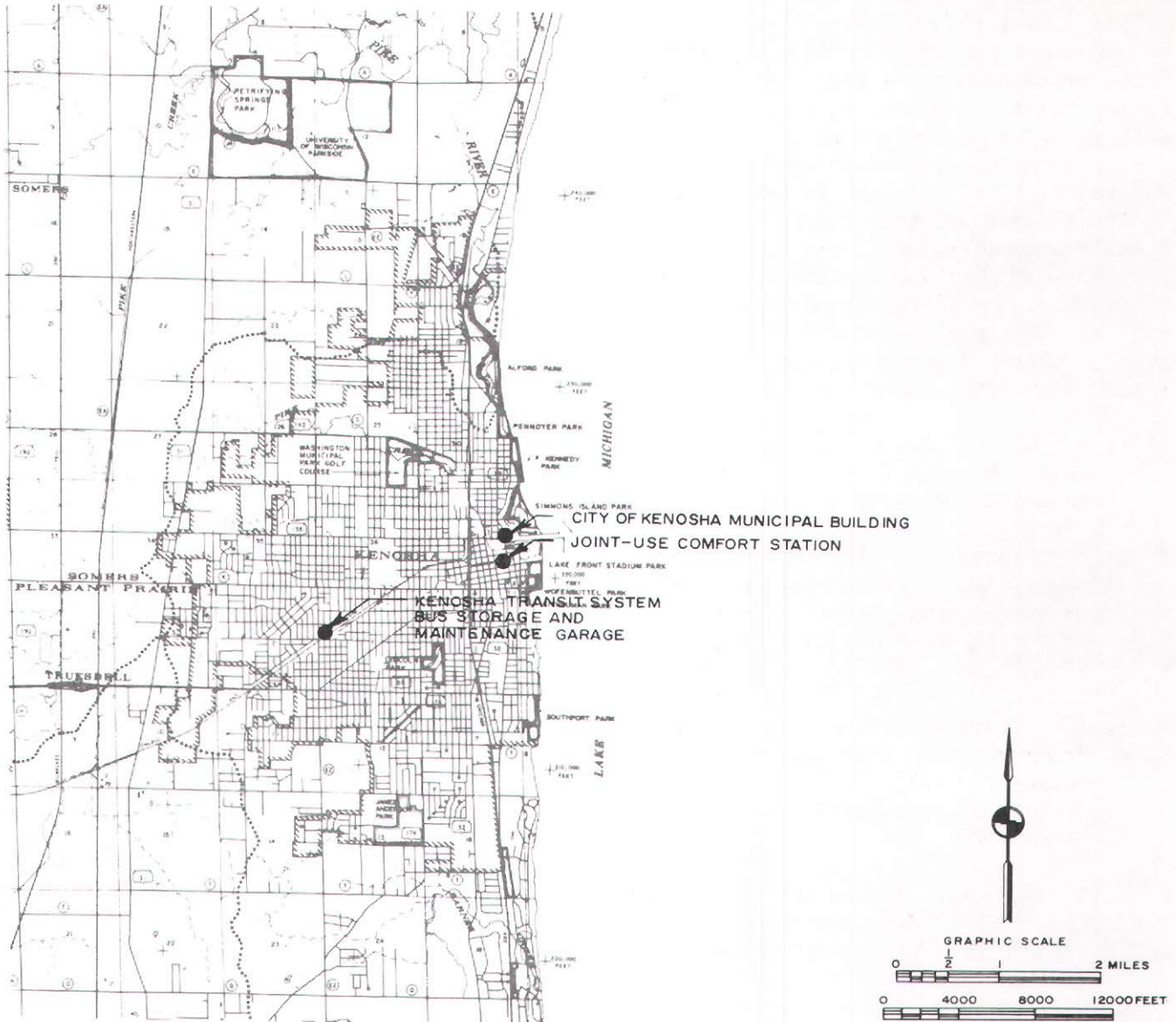
Source: City of Kenosha Department of Transportation and SEWRPC.

Direct transit system-related services for the public available in the office of the City Department of Transportation are the sale of monthly bus passes and the dissemination of transit system information, including route maps and bus service schedules. Another public service performed in this office is

registering and issuing photograph identification cards to qualified applicants who wish to participate in the transit system's half-fare program. The Kenosha Municipal Building also contains the public meeting rooms commonly used for transit-related meetings and public hearings.

Map 5

KENOSHA TRANSIT SYSTEM FIXED FACILITIES: 1980



Source: City of Kenosha Department of Transportation and SEWRPC.

Facility 3--This joint-use pedestrian and transit-user comfort station is a single-story brick and plexiglass enclosed shelter located at the intersection of 56th Street and 6th Avenue. The shelter is heated and contains toilet facilities for men and women. Benches are located around the outside perimeter of the building.

Former Waukesha County Courthouse

In addition to the two City-owned facilities described above, the former Waukesha County Courthouse, located in Waukesha County, is used by the staff of the SEWRPC to conduct planning activities related to the City of Kenosha's federally assisted public transportation program. This three-story building,

located in the City of Waukesha at 901 N. East Avenue, is owned by Waukesha County. The Planning Commission leases the space on the second floor, parts of the first and third floors, and part of the basement as offices for its staff. At the present time, a total of 129 Commission staff employees work in this facility on a broad range of land use, transportation, and environmental planning-related activities. In addition to the development of this transition plan, recently completed and current planning activities of the Commission staff which either directly or indirectly affect the City of Kenosha's federally assisted public mass transportation program, include the development of:

1. A Kenosha Area Transit Development Program for the City of Kenosha: 1976-1980;
2. A Transportation Systems Management Plan for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1980;
3. A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1980-1984;
4. A Regional Transportation Plan for the Transportation Handicapped in Southeastern Wisconsin: 1978-1982; and
5. A Regional Land Use Plan and A Regional Transportation Plan for Southeastern Wisconsin: 2000.

EXISTING TRANSIT SYSTEM POLICIES AND PRACTICES

In addition to the public transportation services, equipment, and facilities, the policies and practices of the City public transportation program must be examined to determine if they prevent the fixed-route bus system from achieving accessibility. Specifically, 14 policy and practice areas which directly or

indirectly affect the extent to which handicapped persons are able to benefit from the current program must be reviewed. The following sections present a description of these areas as they are presently addressed in the City of Kenosha's public transportation program.

1. Hiring and Employment Policies and Practices

The Kenosha Transit System formally addresses hiring and employment policies and practices for handicapped individuals as part of the broader policy covering all persons currently employed or seeking employment in all City programs. This policy was adopted by the City of Kenosha Common Council in 1976 (Resolution No. 149-76 "City of Kenosha Affirmative Action Program") and amended in 1979.

Section 1, paragraph c of the City's affirmative action program declares that: "The City of Kenosha does not and will not regard such factors as race, color, religion, national origin, sex, handicap, or age except where sex, age, physical, or mental requirements are bona-fide occupational qualifications, as having any bearing on whether or not an individual is accepted for employment or as having any influence as to how he or she might progress within the City organization thereafter."

Consequently, it is prohibited, as a discriminatory practice, for the City of Kenosha to hire, promote, discharge, or make any other personnel transaction in the City's public transportation program based upon certain personal characteristics, including handicap of the person affected by the action.

2. Safety and Emergency Procedures

The City of Kenosha does not have a set of written safety and emer-

agency procedures for its public transportation program. However, safety and emergency procedures are developed and taught to Kenosha Transit System employees as the need arises both in providing bus service to the general public and in safeguarding the health of transit system employees. An annual meeting is held with all transit system employees. Safety training is provided at this meeting. Bus drivers are subject to periodic and random checking of their driving and safety habits. All buses used by the public transit system are equipped with two-way radios and with signs designating the seats adjacent to the front entrance for use by elderly and handicapped persons. Bus drivers are instructed on procedures to be followed in case of vehicular or passenger accidents, and are directed to use their radios to summon emergency police or medical assistance as needed. Written bus-operating instructions for drivers have been formulated to ensure consistency in the provision of bus service.

No written policies or procedures have been developed regarding handicapped employees or providing assistance to handicapped bus riders. Drivers are instructed to wait until elderly or handicapped passengers are seated before moving the bus. Drivers are also encouraged to provide assistance to handicapped patrons in boarding, alighting from, or moving within the bus. However, the extent of assistance provided is left to the discretion of individual bus drivers. There is no formal procedure for emergency evacuation of passengers from city buses.

3. Periodic Sensitivity and Safety Training for Personnel

All bus operators must complete a driver training program prior to

assuming driver duties with the transit system. New drivers are trained by senior driver-instructors. Each new driver is trained in the safe operation of a bus. The major emphasis of the training program is on seeing that the prospective bus operator has the driving skills and technical knowledge necessary to perform his/her duties proficiently. Part of the bus operators' driving program also deals with how to handle the general public in a courteous and helpful manner. As stated in the previous section, all bus drivers are subject to periodic and random checks to assess how he/she handles the technical aspects of bus driving as well as the human aspects of dealing with the public. The Kenosha Transit System also has an established discipline code which covers handling both the bus-riding public and transit system equipment. Should deficiencies be found with any driver's skills or public attitude as a result of the routine checking process, vehicular or passenger accidents, or complaints by the public, the bus operator is re-instructed on the proper procedures to follow and appropriate disciplinary action is taken.

No special training on the needs of handicapped persons, or on providing assistance to them, is conducted. As stated in the previous section, drivers are encouraged, but not required, to provide assistance to handicapped riders. Consequently, no formal training in this area is provided.

4. Accommodations for Companions or Aides of Handicapped Travelers

The Kenosha Transit System has a policy which allows guide dogs for blind individuals on the buses of the City's transit system. Aides or companions of handicapped patrons, however, are

currently required to pay full fare for their transportation. The aides accompanying disabled clients from the Kenosha Achievement Center who are receiving mobility training in the use of the Kenosha Transit System are an exception to this policy. These aides ride free.

5. Intermodal Coordination of Transportation Providers

The City of Kenosha's federally assisted public transportation program provides the only public urban common carrier transit service within the Kenosha urbanized area. A single route of the Kenosha Transit System serves the University of Wisconsin-Parkside, located in Kenosha County, where cash transfers can be made to the fixed-route bus system serving the City of Racine. In addition, intrastate and interstate bus service is provided through the Kenosha urbanized area by Wisconsin Coach Lines, Inc., and Greyhound Lines-West, respectively. No passengers may be carried by these two private transit operators who have origins and destinations entirely within the area served by the City's bus system. Routes of the City's bus system directly serve the bus terminals of these two intercity bus operators. At the present time, none of the fixed-route bus services with which the City's bus system interfaces uses wheelchair lift-equipped buses. No special attempts have been made to coordinate the schedules or fares of the City's bus system with the schedules or fares of the Racine Transit System or the private intercity bus operators.

The Chicago and North Western (C&NW) Transportation company provides railroad passenger service between the City of Kenosha and the Chicago metropolitan area. Three Kenosha Transit Sys-

tem bus routes provide service to within two blocks of the train station.

In addition to the fixed-route common-carrier bus services, specialized public transportation services are provided by the Kenosha Achievement Center, Kenosha Ambulance Service, and the Kenosha Unified School District. The Kenosha Ambulance Service is a privately owned and operated-for-hire transportation service generally used to transport people between private residences, hospitals, nursing homes, and/or other treatment or care facilities. The Kenosha Unified School District transports between 450 and 500 handicapped school-age children to public schools in the Kenosha urbanized area. This specialized transportation service is provided through a contract with Jelco Wisconsin, Inc., a private school bus operator. Approximately \$400,000 has been budgeted for this program in 1980. The sources of funds to support this program are the Kenosha Unified School District, (which includes the Towns of Pleasant Prairie and Somers), the City of Kenosha, and the State of Wisconsin. The Kenosha Achievement Center is a private, non-profit social service agency providing workshop and rehabilitation training to physically and mentally disabled persons and countywide advanced-reservation transportation service to both client and non-client elderly and handicapped residents of the County.

The City of Kenosha is also coordinating its City-owned public transit service with the Kenosha Achievement Center to provide accessible public transportation services to handicapped City residents who are unable to use the public transit service

presently provided by the City. Further details concerning this coordination effort are described in the following section and in Chapter IV, "Special Efforts/Interim Service."

6. Coordination With Social Service Agencies That Provide or Support Transportation for Handicapped Persons

The City of Kenosha is involved in the coordination of specialized transportation service for disabled persons provided or supported by social service agencies through its involvement in the Kenosha Achievement Center specialized transportation program. The Kenosha Achievement Center Specialized Transportation Program is the result of a significant and continuing expansion of an advanced-reservation specialized transportation service that formerly served only handicapped clientele of the Kenosha Achievement Center. The expanded service began in July 1977. The Kenosha Achievement Center Specialized Transportation Program now serves any transportation handicapped person in Kenosha County (regardless of age) and elderly people 60 years of age or older. A total of 103,114 trips were made by persons utilizing this service in 1979. The Kenosha Transit System has budgeted \$20,000 to support the continuation of this service in 1980. Every effort is made to coordinate the transportation service offered by this program with the needs of the clientele of other social service agencies and programs. A detailed description of the Kenosha Achievement Center Specialized Transportation Program will be presented in Chapter IV, "Special Efforts/Interim Service," of this report.

Finally, the Director of the City of Kenosha Department of Transportation and the Chairman of the

City of Kenosha Parking and Transit Commission are two of the 12 members of the City-County Coordinating Committee for Elderly and Handicapped Transportation. This Committee was created in the fall of 1979. The Committee's purpose is threefold:

- a. To establish a flexible City/County transportation system capable of offering regular door-to-door service to elderly and handicapped persons who qualify for such service by nature of economic, physical, or locational problems;
- b. To identify and gather all available funding sources for utilization in provision of transportation services; and
- c. To contract with available service providers and coordinate their activities to achieve the desired results.

More information concerning the activities of this Committee will be presented in Chapter V, "Overall Service Coordination."

7. Comprehensive Marketing Considerate of the Travel Needs of Handicapped Persons

The marketing program for the City's public transportation program is carried out by the City of Kenosha Department of Transportation. The marketing program is aimed at disseminating user information to all persons in the City who might avail themselves of the services offered by the public transit system. The City Department of Transportation has published and made available schedules and maps for each bus route on the system. This information is generally available from the drivers on each bus route, and from the offices of the City Department of Transport-

tation in the Kenosha Municipal Building. Telephone information about the Kenosha Transit System can be obtained by calling the City Department of Transportation offices. The Kenosha Transit System also frequently receives news coverage by the two local newspapers: 1) the Kenosha Labor Press (a weekly publication); and 2) the Kenosha News (a daily publication). Routinely, these two newspapers along with four local radio stations (WGTD, WLIP, WKZN, and WRJN) are used by the City Department of Transportation to communicate information about the transit system to the public. One of the four radio stations--WGTD at the Gateway Technical Institute--broadcasts public service information and news features to the blind through a program called "Ears," a special program broadcast for the blind.

Beyond this, the Kenosha Transit System's marketing program has not attempted to disseminate information or provide advertising aimed at handicapped persons. Blind persons who cannot use the route schedules or maps distributed by the transit system can obtain information about the transit service by using the telephone information service. Conversely, deaf persons who cannot use the telephone information service can obtain information using the route schedules and maps. Transit system telephone operators are aware of the half-fare program for the elderly and handicapped offered by the transit system and can provide instruction on how to obtain the special photo identification pass to anyone who inquires about the program.

The City of Kenosha is also participating in an on-board bus training program for developmentally disabled clients of the

Kenosha Achievement Center. Through the program, the City provides free transportation for a travel instructor who shows handicapped individuals how and where to board the bus, how to pay fares, how to get off the bus, and gives any additional information required to complete a trip on the bus system. The instructor provides this training on a one-to-one basis, beginning at the handicapped person's residence and continuing through the trip to the final destination.

8. Leasing, Rental, Procurement, and Other Related Administrative Practices
In all practices, the City of Kenosha follows the UMTA-prescribed Affirmative Action, Equal Employment Opportunity, and Minority Business Enterprise guidelines. Therefore, it is the policy and practice of the City of Kenosha that all vendors, contractors, and firms providing products and services for the public transit system must make assurances that they do not discriminate in hiring and employment practices on the basis of handicap and demonstrate that they have an affirmative policy toward the hiring of handicapped persons.

9. Involvement of Private and Public Operators of Transit and Public Paratransit in Planning for and in Providing Other Accessible Modes of Transportation and Appropriate Services
The City of Kenosha, in cooperation with the SEWRPC, follows planning processes in the preparation of major plan elements for the public transit system with the guidance of advisory committees composed of both citizens and technical members. Membership on the committees includes representatives of social service agencies and elderly and handi-

capped specialized transportation providers operating in the Kenosha urbanized area. Plans developed using this advisory committee structure include the existing plan to provide accessible public transportation service in the Kenosha urbanized area as documented in SEWRPC Planning Report No. 31, A Regional Transportation Plan for the Transportation Handicapped in Southeastern Wisconsin: 1978-1982.

The Committee created to assist in the development of this transition plan includes a representative of the Kenosha Achievement Center, the principal private, nonprofit social service agency provider of specialized transportation services for the elderly and handicapped and a representative of Kenosha Ambulance Service, a private provider of specialized transportation service.

10. Regulatory Reforms to Permit and Encourage Accessible Services
There are no known regulatory constraints that prevent the Kenosha Transit System from being made accessible to the handicapped.
11. Management Supervision of Accessible Facilities and Vehicles
The City of Kenosha's public transportation program has no formal policy in this area.
12. Maintenance and Security of Accessibility Features
The City of Kenosha's public transportation program has no policy in this area.
13. Labor Agreements and Work Rules
The labor agreements and work rules do not specifically address handicapped employees but cover all employees of the public transit system regardless of handicap. Work rules do not prevent

drivers from offering or providing assistance to handicapped persons in boarding, alighting from, or moving within the bus. However, no specific actions are required of the bus drivers in this area by the work rules.

14. Appropriate Insurance Coverage
Insurance coverage for the Kenosha Transit System is included in a "blanket" City insurance policy. There are no restrictions on the insurance coverage relating to or discriminating against handicapped persons.

SUMMARY

This chapter has described the federally assisted public transportation program of the City of Kenosha. It has included background information on the City's current level of involvement in the ownership and operation of the public bus system; the current magnitude of the federally assisted public transportation program in terms of projected 1980 annual ridership and total system operating costs; and the management and organization involved in the planning, programming, implementation, and administration of the transit services, policies, and practices of the City of Kenosha's public transit system. This chapter has also provided a description of the basic operating characteristics of the City's bus system; the equipment and facilities used in the operation and administration of the bus system (including buses, bus shelters, and buildings); and the transit policies and practices of the public transportation program pertaining to 14 areas of handicapped accessibility-related issues. The following chapter will analyze the public transit service, the equipment and facilities used in its operation, and the policies and practices followed in its administration to identify deficiencies related to handicapped accessibility. Specific recommendations for overcoming accessibility deficiencies and making the City's public transit system accessible to handicapped individuals will be given.

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Chapter III

TRANSIT PROGRAM ACCESSIBILITY ANALYSIS AND RECOMMENDATIONS

INTRODUCTION

The previous chapter of this volume described the basic operating characteristics of the City of Kenosha's public transit system; the equipment and facilities used in its operation and administration; and the current policies and practices of the public transit system pertaining to 14 areas of handicapped-related issues which either directly or indirectly affect the extent to which handicapped persons are able to benefit from the program. This chapter will present the results of the analysis undertaken to determine deficiencies in the public transportation program which might prevent otherwise qualified handicapped persons from participating in or benefiting from the City's federally assisted public transportation program. For each area of the public transportation program in which a deficiency affecting handicapped accessibility exists, actions to eliminate or reduce the effect of these deficiencies will be recommended. Finally, this chapter will present a schedule for implementing each improvement or modification, indicate the cost and funding sources involved in accomplishing each action, and identify the agency responsible for implementing each action.

EXISTING PUBLIC TRANSIT SERVICE, EQUIPMENT AND FACILITIES

Public Transit Service

The preceding chapter of this volume presented a description of the basic operating characteristics of the Kenosha Transit System. The public transit service provided by the Kenosha Transit System has been developed under the concept of providing all residents of the City of Kenosha with a comparable level of public transit service and with an equal opportunity to use the service provided. To accomplish this goal, the

local public transit system has been designed with a maximum distance of one-half mile between routes in densely developed residential areas of the City. As a result of this practice, the local transit system provides virtually complete coverage of the City of Kenosha. Almost all residential areas and major trip generators, including handicapped population concentrations and major trip destinations, are within a quarter mile of the service area of at least one transit route.

Based on a review of the operating characteristics of the Kenosha Transit System, including the routes, service area, frequency of service, hours of operation, and fares, there is no indication that these elements of the public transit service discriminate against persons solely on the basis of handicap, as these elements are common for all persons residing within the service area of a route. Deficiencies in the public transit service related to equal opportunity for use of the public transit service by handicapped individuals are, rather, the result of inaccessible transit vehicles and facilities and the policies and practices currently followed in the operation and administration of the public transit system. The particular deficiencies identified within these areas will be discussed in the following sections.

Existing Bus Fleet

Accessibility Assessment: As stated in Chapter I of this volume, an important provision of U. S. Department of Transportation (DOT) Final Rule 49 CFR Part 27 concerning nondiscrimination on the basis of handicap is that the bus fleet used to provide a local, federally assisted public mass transportation service must be accessible to handicapped persons. Accessible in this provision means that, at a minimum, one-

half (50 percent) of the buses "in service" during the weekday peak period of transit ridership must be wheelchair lift-equipped and have the capacity to safely accommodate one or more persons in wheelchairs aboard the bus. The weekday peak period for the Kenosha Transit System is defined as the hours of daytime operation from 6:30 a.m. to 8:00 a.m. and from 3:00 p.m. to 4:30 p.m. It also means that wheelchair lift-equipped buses must be used during base period (nonpeak period) bus service before nonlift-equipped buses. This bus accessibility provision must be met as soon as practicable, but no later than July 2, 1982. This time limit may be extended by the Urban Mass Transportation Administration (UMTA) to July 2, 1989, if compliance over a shorter time would result in extraordinarily large annual capital equipment expenditures and if an interim accessible transportation service is provided.

As described in the preceding chapter, the active bus fleet for the Kenosha Transit System is comprised of 24 GMC 45-passenger buses manufactured in 1975 and four Twin Coach 25-31-passenger buses manufactured in 1971--a total of 28 buses. The buses in the fleet have only been equipped with a front-entrance special-assist grab rail, and signs designating seats adjacent to the front door for use by elderly and/or handicapped persons. None of the buses are equipped with a wheelchair lift. Consequently, the present bus fleet is inaccessible to wheelchair-bound handicapped persons.

Bus Fleet Replacement and Expansion Program: The bus fleet replacement and expansion program for the City of Kenosha is shown in Table 4. This table indicates that by July 1981 the Kenosha Transit System plans to expand its active bus fleet from 28 buses to a total of 33 buses through the purchase of five new 43-passenger buses, which will be used to make headway reductions and service improvements on transit system bus routes. All buses purchased will be equipped with wheelchair lift devices

and provide space for at least one wheelchair-bound passenger as required by current federal regulations. Expansion of the bus fleet will result in 15 percent of the total active fleet of 33 buses, and 13 percent of the anticipated peak period bus requirement of 30 buses being accessible to wheelchair-bound users by July 1982.¹

Since the City of Kenosha is using relatively new equipment (the average in-service age of all buses in the fleet is about 5.6 years) in the operation of the Kenosha Transit System, and since the average reliable service life of a heavy duty urban transit bus is considered to be 12 years, replacement of vehicles in the active fleet is not scheduled to begin until July 1984. By that time, four buses in the bus fleet will have an in-service age of over 13 years and it is anticipated that this portion of this fleet will have surpassed its reliable service life. Table 4, therefore, further indicates that, during a four-year period (1984-1987), the City of Kenosha plans to replace four buses manufactured in 1971 and six of the 24 buses manufactured in 1975. In addition, during this four-year period, the Kenosha Transit System plans to expand its bus fleet by eight buses. Thus, the total replacement and expansion program over the eight-year period 1980 through 1987 consists of the replacement of 10 buses in the existing fleet and expansion of the fleet by 13 buses through purchase of 23 new wheelchair lift-equipped buses. It is anticipated that 56 percent of the total active fleet,

¹The program presented here for expansion of the transit fleet is subject to possible modification, based upon the findings and recommendations of a revised 5-year transit development program for the Kenosha urbanized area. The document is scheduled for completion by the City of Kenosha Department of Transportation and SEWRPC in 1981.

Table 4

KENOSHA TRANSIT SYSTEM BUS FLEET REPLACEMENT AND EXPANSION PROGRAM: 1980

| Type of Bus | | Year of Manufacture | July 1980 | July 1981 | July 1982 | July 1983 | July 1984 | July 1985 | July 1986 | July 1987 |
|---|-------|---------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Make | Model | | | | | | | | | |
| Twin Coach | TC25 | 1971 | 4 | 4 | 4 | 4 | -- | -- | -- | -- |
| OMC | 4523 | 1975 ^a | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 18 |
| -- | -- | 1981 ^a | -- | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| -- | -- | 1984 | -- | -- | -- | -- | 6 | 6 | 6 | 6 |
| -- | -- | -- | -- | -- | -- | -- | -- | -- | 6 | 6 |
| -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 6 |
| Active Fleet Size | | | 28 | 33 | 33 | 33 | 35 | 35 | 41 | 41 |
| Accessible Fleet. | | | 0 | 5 | 5 | 5 | 11 | 11 | 17 | 23 |
| Percent Accessible. | | | 0 | 15.2 | 15.2 | 15.2 | 31.4 | 31.4 | 41.5 | 56.1 |
| Peak Period Bus Requirements. . . . | | | 26 | 30 | 30 | 30 | 30 | 30 | 36 | 36 |
| Accessible Buses in Peak Period Fleet | | | 0 | 4 | 4 | 4 | 9 | 9 | 15 | 19 |
| Percent Accessible Peak Period Fleet | | | 0 | 13.3 | 13.3 | 13.3 | 30.0 | 30.0 | 41.7 | 52.8 |
| Total Percent Spares | | | 7.7 | 9.1 | 9.1 | 9.1 | 14.3 | 14.3 | 12.2 | 12.2 |

^aAll buses purchased during and after 1981 are accessible.

Source: City of Kenosha Department of Transportation and SEWRPC.

and 53 percent of the peak period fleet requirements will be accessible to wheelchair-bound bus passengers by July 1987.

Table 5 shows the proposed bus capital expenditure program that the Kenosha Transit System plans to follow to achieve transit system accessibility by July 1987.

Recommendations: From the information presented, it is apparent that the Kenosha Transit System will not be accessible by the July 2, 1982, deadline established in U. S. DOT Final Rule 49 CFR Part 27. The bus fleet accessibility provision prescribed by this Rule would, however, be met by July 1987, which is within the seven-year extension of the original deadline date allowed fixed-route bus systems with newer fleets, if an interim accessible transportation service is made available to handicapped individuals during this time period (1982-1987).

In light of the above discussion, the following recommendations are made for complying with the current federal regulation prescribing bus fleet accessibility:

1. That the Kenosha Transit System take action to ensure implementation of the bus fleet replacement and expansion schedule set forth in Table 4 and Table 5, as programmed.
2. That the Kenosha Transit System develop a prioritized list of bus routes to be used in the assignment of accessible buses to routes of the transit system, as new accessible equipment is delivered and made available for revenue service. Since the first accessible buses are to be in service by July 1981, the development of this prioritized list should be completed prior to that time.

Table 5

BUS CAPITAL EXPENDITURE PROGRAM FOR THE KENOSHA TRANSIT SYSTEM: 1979-1982

| Year of Grant Application | Project Description ^a | Estimated Cost | Anticipated Funding Sources ^c | | Implementing Agency |
|---------------------------|---|----------------|--|-----------------------------------|---------------------|
| 1980 | Purchase of Five New Wheelchair Lift-Equipped Buses to Expand Existing Fleet | \$742,500 | UMTA Section 3 or 5 Local Total | \$594,000 148,500 \$742,500 | City of Kenosha |
| 1982 | Purchase of Four New Wheelchair Lift-Equipped Buses to Replace Vehicles and Two New Wheelchair Lift-Equipped Buses to Expand Existing Fleet | \$891,000 | UMTA Section 3 or 5 Local Total | \$712,800 178,200 \$891,000 | City of Kenosha |
| 1984 | Purchase of Six New Wheelchair Lift-Equipped Buses to Expand Existing Fleet | \$891,000 | UMTA Section 3 or 5 Local Total | \$712,800 178,200 \$891,000 | City of Kenosha |
| 1985 | Purchase of Six New Wheelchair Lift-Equipped Buses to Replace Existing Vehicles | \$891,000 | UMTA Section 3 or 5 Local Total | \$712,800 178,200 \$891,000 | City of Kenosha |

^aIn comparing Table 4 with Table 5, it should be noted that it has been assumed, based on past experience, that an 18-month to two-year lead time will be required from the time of beginning the bus capital grant application process required by UMTA for federal funding and the actual delivery of buses. Therefore, if the Kenosha Transit System plans, for example, to have six replacement buses delivered by July 1987, the grant application process for these buses will have to begin during 1985.

^bAssumes an estimated cost of \$135,000 per bus, plus 10 percent for contingencies, based on 1980 constant dollars.

^cAssumes 80 percent federal funding under either UMTA Section 3 or 5 capital assistance program, and 20 percent local funding, provided either entirely by the City of Kenosha or partly by the City of Kenosha and partly by the Wisconsin Department of Transportation under a new Wisconsin Transit Capital Grant Program, which authorizes one-time grants for up to 50 percent of the nonfederal share of the costs incurred by Wisconsin urban transit operators in the purchase of buses. Final administrative rules for this program have not been issued as of this date.

Source: City of Kenosha Department of Transportation and SBMRPC.

3. That the special efforts strategy adopted by the City of Kenosha, which consists of providing a specialized 24-hour advance reservation transportation service for any elderly (60 years of age or older) or handicapped person--including nonambulatory wheelchair-bound persons and those persons with hearing and vision impairments--who find it physically, locationally, or economically difficult to use the Kenosha Transit System, be continued (and modified as necessary) to meet the interim acces-

sible service provision required under current federal regulations until bus fleet accessibility is achieved in July 1987. Continuation of the specialized service beyond that date would be at the option of the City of Kenosha. A detailed description of the recommended interim accessible service will be provided in Chapter IV of this report.

Bus Passenger Waiting Shelters

Accessibility Assessment: As stated in the preceding chapter, the City of Kenosha has erected only one bus passenger

waiting shelter in the City at the present time. No formal accessibility survey of this shelter--based on the standards contained in the American National Standard Specifications for Making Buildings and Facilities Accessible to and Usable by the Physically Handicapped, as published by the American National Standards Institute, Inc., (ANSI)--has been conducted to determine handicap accessibility barriers.

Recommendations: Based upon the above information, it is, therefore, recommended:

1. That the Kenosha Transit System undertake a formal accessibility study of the bus passenger waiting shelter in the City during 1981, using the published ANSI design standards to determine the adequacy of the bus shelter design in providing for accessibility, and identify any barriers affecting accessibility resulting from the present design and placement.
2. That, based upon the findings of the study recommended above, a schedule be developed during 1981 for the elimination of any handicap accessibility barriers resulting from the bus shelter design and placement.
3. That, as the Kenosha Transit System continues its bus passenger waiting shelter construction program, each shelter be designed and located to be accessible to handicapped persons, including those persons with vision and hearing impairments, in accordance with the most current ANSI accessibility design standards available.

Buildings

Accessibility Assessment: No formal study based upon the ANSI design standards has been made to determine the handicap accessibility barriers in the City-owned buildings used in the opera-

tion and administration of the public transit system. The buildings include the Kenosha Transit System bus storage and maintenance garage, the Kenosha Municipal Building, the joint-use comfort station in the City of Kenosha's downtown shopping mall, and the former Waukesha County Courthouse (SEWRPC offices).

Recommendations: Based upon the above information, it is therefore recommended that:

1. In conjunction with the accessibility study recommended above for the bus passenger waiting shelter in the City, the Kenosha Transit System undertake a formal accessibility study, in 1981, of the buildings used in the operation and administration of the public transit system. These include the Kenosha Transit System bus storage and maintenance garage, the Kenosha Municipal Building, and the joint-use comfort station in the City of Kenosha's downtown shopping mall. The study should determine the extent and nature of physical barriers in and around these buildings which affect handicapped public and employee transit system accessibility, based upon current ANSI design standards. The cost for an accessibility study of the waiting shelter and buildings is estimated to be \$15,000.
2. That, based upon the findings of the study recommended above, a schedule be developed in 1981 to eliminate identified handicapped public and employee accessibility barriers.
3. That Waukesha County, at the request of the Southeastern Wisconsin Regional Planning Commission (SEWRPC), complete a study in 1981, at an estimated cost of \$3,500, to determine physical barriers in and around the former Waukesha County Courthouse which

affect handicapped public and employee accessibility and set forth an implementation schedule for making building modifications to eliminate accessibility barriers.

4. That, regardless of the implementation schedule above, Waukesha County, as the owner of the former Waukesha County Courthouse, provide an accessible building entrance and accessible toilet facilities by the end of 1981, at an estimated cost of \$30,000.

EXISTING TRANSIT SYSTEM POLICIES AND PRACTICES

As explained in Chapter I of this report, the transition plan for the City of Kenosha's federally assisted public transportation program must identify and address deficiencies in 14 specific policy and practice areas of the Kenosha Transit System program which prevent otherwise qualified handicapped persons from benefiting from the program solely on the basis of their handicap. A brief description of these policies and practices as they are presently carried out under the public transportation program was presented in the previous chapter. The following sections list the deficiencies identified in the policies and practices and the actions recommended to correct each deficient policy or practice.

Policy and Practice Deficiencies and Recommendations

1. Hiring and Employment Policies and Practices: The current efforts of the City of Kenosha to eliminate discrimination in the hiring and employment of individuals solely on the basis of handicap are considered adequate at this time to assure equal employment opportunities and affirmative action for handicapped individuals.

2. Safety and Emergency Procedures: In the description of the bus safety and emergency procedures, it was noted that the Kenosha Transit System does not require drivers to follow any specific policy or procedure in providing assistance to handicapped bus passengers. There are unanswered questions, however, regarding the safety and liability implications of a policy that would require a bus operator to leave his seat to physically assist a passenger, and concerning the effect of such a policy on the current wage rates of bus operators. A second area of issue concerns the fact that, since the entire bus fleet is currently inaccessible to wheelchair-bound handicapped persons, no policy or procedure for the transporting of wheelchair-bound individuals has been needed, and, consequently, none has been developed. Finally, no formal procedure has been established for the evacuation of passengers from a bus during an emergency.

Based upon these three identified deficiencies, the following actions are recommended:

- a. That the Kenosha Transit System conduct a study by July 1981 to determine the need for, and consequences of, the establishment of a formal policy requiring all bus drivers to provide assistance to handicapped bus patrons upon request or when the need is evident to ensure the safety of these individuals in boarding, alighting from, and moving within the bus. The findings of this study are to be reported to the advisory committee designated to monitor the implementation of the transition plan for review and recommendation.

- b. That a written procedure be developed by the Kenosha Transit System by July 1981 for the evacuation of passengers from city buses in cases of emergency. Procedures developed for this purpose should be cognizant of the mobility problems of persons with various physical handicaps.
- c. That, by July 1981 and prior to initiation of public transit service using wheelchair lift-equipped vehicles, the Kenosha Transit System develop a written procedure for transporting wheelchair-bound individuals on the new accessible equipment. The procedure should address all phases of safely transporting wheelchair-bound individuals including driver instruction on the steps to be followed in lift operation to safely provide assistance to wheelchair-bound bus patrons in boarding and alighting from the bus, and the measures required to ensure the security of the wheelchair on a moving bus.
3. Periodic Sensitivity and Safety Training for Personnel: No special training on the needs of handicapped persons, or on how to provide boarding assistance to them, is offered under the bus operator training program used by the Kenosha Transit System. The bus operator training program focuses on the technical skills required by the driver for safe operation of the bus and general passenger-driver relations. Since there is no formal policy requiring bus operators to provide assistance to handicapped bus passengers, bus operators of the transit system do not receive specialized training in recognizing or assisting bus passengers with handicaps or disabling conditions. It is therefore recommended that:
- a. Following the establishment of a formal policy on passenger assistance as discussed above:
- 1). That the Kenosha Transit System develop a bus passenger assistance training program for new bus operators which would initially include at least the following elements:
 - Recognizing basic characteristics of major disabling conditions;
 - Identification of common assistance devices used by handicapped persons;
 - Techniques for assisting elderly and handicapped passengers including: boarding and alighting procedures, fare management, and responding to passenger signals for bus stops;
 - Safety and emergency procedures; and
 - Responses to typical situations involving elderly and handicapped bus passengers.
 - 2). That at least once a year, the Kenosha Transit System provide continuing training including passenger assistance training to all bus operators.
 - 3). That all full-time bus operator training staff receive instruction in teaching passenger assistance to bus operators.
- b. Prior to initiation of service with accessible buses by July 1981, all bus operators receive instruction on the safe operation of the wheelchair lift and kneeling features on

the new buses, as well as the proper use of wheelchair tie-downs on accessible buses for securing wheelchair-bound individuals. This instruction should be incorporated into the training program for all new bus operators recommended above.

4. Accommodations for Companions or Aides of Handicapped Travelers:

The policy of the Kenosha Transit System requires aides or companions of handicapped bus patrons to pay full fare for their transportation. It is recommended that, by July 1981, the Kenosha Transit System adopt a policy which will allow a companion or aide to ride for the same half-fare in effect for elderly and handicapped persons when accompanying a handicapped bus passenger presenting a valid half-fare identification card or Medicare card during nonpeak hours.

5. Intermodal Coordination of Transportation Providers:

At the present time, the efforts of the Kenosha Transit System to achieve intermodal coordination of transportation providers are considered adequate. Problems related to handicap accessibility to other fixed-route bus operations with which the Kenosha Transit System interfaces are the result of the use of inaccessible equipment by the transit operators and not the result of the transit system's policy. As a partial remedy to this problem, it is recommended that the Kenosha Transit System give consideration to providing accessible bus service on routes which interface with the Belle Urban transit system of Racine and the two intercity bus operators, Greyhound Lines-West and Wisconsin Coach Lines, Inc., when or if accessible bus service is provided by these transit operators.

6. Coordination with Social Service Agencies that Provide or Support Transportation for Handicapped Persons:

The current efforts of the Kenosha Transit System to achieve coordination with social service agencies that provide or support transportation for handicapped persons through participating in the Kenosha Achievement Center Specialized Transportation Program are considered adequate at this time.

7. Comprehensive Marketing Considerate of the Travel Needs of Handicapped Individuals:

In developing marketing programs which are considerate of the travel needs of handicapped individuals, two areas are considered important by handicapped persons and advocacy organizations for achieving increased ridership by handicapped persons: 1) the development of a good public information program, and 2) mobility training.

The public information program for the Kenosha Transit System has been aimed primarily at dissemination of user information to the general public of the City, with limited efforts to disseminate information specifically to handicapped persons. Information necessary for transit system use, consisting of route maps and schedules, is available to handicapped persons from the drivers on each city bus or at the offices of the City of Kenosha Department of Transportation in the Kenosha Municipal Building. Handicapped persons with hearing capabilities can obtain answers to specific questions by using the telephone information service offered by the Kenosha Transit System.

Mobility training is a program of providing instruction to handicapped persons on how to use the public bus system. The purpose

of providing this training is to give handicapped nonusers of the transit system the confidence and basic information concerning fares, routes, schedules, and use of accessibility features on buses to enable them to use the public transit system. The training eliminates the need to provide many of these individuals with more costly specialized transportation service. As stated in the previous chapter, the Kenosha Transit System is participating in a mobility training program for developmentally disabled handicapped persons, through the Kenosha Achievement Center. This program provides these individuals with the necessary understanding of the routes, schedules, and fares of the public transit system to enable them to effectively use the fixed-route bus service offered by the Kenosha Transit System. Since none of the buses in the transit fleet are equipped with wheelchair lifts or kneeling features, no instruction on the use of these features has been necessary.

Based upon this information concerning the marketing efforts directed toward handicapped persons, the following actions are recommended:

- a. That the Kenosha Transit System develop a comprehensive public information program for providing information on the local bus system to elderly and handicapped persons, including a "New Rider's Kit." The kit should contain basic information on how to use the public transit system and, upon initiation of service with accessible buses, a brochure containing information on the operation and use of wheelchair lift and kneeling features on the buses, as well

as the location of accessible city bus routes and points of interest served by accessible routes.

- b. That the Kenosha Transit System ensure that each bus operator maintains an adequate supply of bus schedules on the bus at all times.
- c. That the Kenosha Transit System expand its telecommunications capabilities for providing transit system user information to handicapped individuals by purchasing teletypewriter (TTY) service at an estimated cost of \$1,000 based on 1980 constant dollars, or by contracting for services with a social service organization or institution having such capabilities.
- d. That, following the delivery of new accessible buses, the Kenosha Transit System cooperate with interested handicap social service agencies and handicapped groups in scheduling the available accessible buses for use in providing mobility training to the physically handicapped.
- e. That the Kenosha Transit System, in cooperation with the advisory committee created to monitor the implementation of the transition plan, review and, as necessary, revise printed bus schedule information for the public to make it more readable and understandable.
- f. That the Kenosha Transit System, beginning in 1981, include an estimated \$17,000 (including fringe benefits) annually--based on 1980 constant dollars--in the Kenosha Transit System operating budget to either employ directly

or contract with an agency or organization for the equivalent of one full-time, qualified staff person to provide mobility training to handicapped persons on the use of accessible Kenosha Transit System buses.

8. Leasing, Rental, Procurement, and Other Related Administrative Practices: The policies and practices of the City of Kenosha concerning leasing, rental, procurement, and other related administrative practices for the Kenosha Transit System are considered adequate at this time to ensure affirmative hiring action and equal employment opportunities for handicapped persons.
9. Involvement of Private and Public Operators of Public Transit and Paratransit in Planning for and in Providing Other Accessible Modes of Transportation and Appropriate Services: The efforts to involve private and public providers of public transit and paratransit services in planning for and providing other accessible modes of transportation and appropriate services are considered adequate at this time to promote accessible transit services.
10. Regulatory Reforms to Permit and Encourage Accessible Services: As stated in Chapter II of this report, there are no known regulatory constraints that prevent the City of Kenosha's public transportation program from achieving accessibility.
11. Management Supervision of Accessible Vehicles: As stated previously in this chapter, the Kenosha Transit System utilizes equipment which is not equipped with wheelchair lifts or kneeling features. Consequently, supervisory procedures have been

neither needed nor developed to monitor the operation of accessible equipment. As the bus fleet is supplemented or replaced with accessible equipment, and as the facilities of the public transit system are made accessible through elimination of barriers to handicapped use, supervision of the facilities and equipment will be necessary to ensure efficient and accessible transit system operation. To accomplish this, it is recommended:

- a. That, upon initiation of accessible bus service in July 1981, the Kenosha Transit System monitor the daily operation of accessible equipment on city bus routes and be prepared to respond to disruptions in service caused through the use or malfunction of accessibility features on buses assigned to each route in order to minimize the adverse effects of disruptions on accessible bus service and schedule adherence.
 - b. That all supervisory personnel of the Kenosha Transit System be trained in the operation of wheelchair lifts and kneeling features including emergency procedures for operation in case of mechanical breakdown of accessibility features on buses in service.
 - c. That upon achievement of accessibility for a particular facility, the Kenosha Transit System monitor and adequately maintain the accessibility features to ensure that the accessibility of each facility is maintained.
12. Maintenance and Security of Accessible Features: As stated in the previous chapter, the City of Kenosha's public transportation program has no formal policy con-

cerning maintenance and security of accessible features due to the lack of the features in the operation of the public transit system. Since accessible buses will be used in the operation of the transit system in the near future, and since accessibility features may be added to transit system facilities to achieve accessibility, it is recommended that:

- a. The Kenosha Transit System develop and implement by July 1981, prior to initiation of transit service with accessible equipment, a program for maintaining the operability of the wheelchair lift and kneeling features on all accessible buses. Such a program should provide for checking for operating malfunctions on a daily basis and major inspection and maintenance at regular intervals based upon vehicle usage and the manufacturer's recommendations.
- b. That the Kenosha Transit System ensure that the length of bus stops and snow removal at bus stops on accessible bus routes of the public transit system allow operation of accessibility features on city buses.
- c. That the Kenosha Transit System ensure that accessibility features installed in facilities used in the operation and administration of the public transit system are maintained in an operable condition.

13. Labor Agreements and Work Rules: There is no indication that the union labor agreement or work rules discriminate against handicapped employees. Issues of concern affecting elderly and handicapped bus patrons, however, were found in the employee work rules

which fail to address: 1) providing physical assistance to elderly and handicapped bus passengers; and 2) announcing of street names at approaching bus stops.

While bus operators are not required to physically assist any bus passenger experiencing difficulty in boarding, alighting from, or moving within a bus, operators are informed by the management that providing assistance when needed would be appreciated by the passenger. Beyond this, the transit system management and city officials have indicated that a work rule requiring bus operators to physically assist bus passengers would have significantly increased transit system operating cost implications. The increased cost would result from union demands for higher wages because the bus operator's duties and responsibilities have been expanded, and from possibly higher insurance rates because of increased transit system liability for injuries to the bus operator or to the passenger while physical assistance is being provided. Many, but not all, of the bus operators voluntarily comply with requests for passenger assistance. Similarly, bus operators are not required to routinely call out the names of streets as they approach bus stops. A practice of this nature would greatly aid bus passengers who have vision impairments. Management and city officials currently question the need for such a service when a handicapped individual is not on board the bus.

In order to address these problems and to provide better travel assistance to elderly and handicapped bus passengers, it is recommended that the management of the Kenosha Transit System and

the nonmanagement employee union representatives meet to consider the need for and the effects of modifying and expanding the existing employee work rules to provide for:

- a. The provision of physical assistance to handicapped bus passengers in boarding, alighting from, or moving within the bus whenever assistance is needed, and
- b. The announcement of street names by bus operators as they approach bus stops.

The findings and recommendations resulting from this meeting are to be reported no later than July 1981 to the advisory committee responsible for monitoring the implementation of the transition plan.

14. Appropriate Insurance Coverage:
The insurance coverage for the City of Kenosha's public transportation program is considered adequate at this time to ensure coverage of all transit system employees and passengers, regardless of handicap.

MONITORING OF TRANSITION PLAN IMPLEMENTATION

In compliance with U. S. DOT Final Rule 49 CFR Part 27, the preceding sections of this chapter have presented an analysis of the major elements of the City of Kenosha's federally assisted public transportation program for deficiencies that, either through discriminatory practices or accessibility barriers, prevent otherwise qualified handicapped persons from benefiting from the program solely on the basis of handicap. A series of actions have been recommended that must be undertaken in order to correct the identified deficiencies and achieve program accessibility in the ten-year period allowed by the Rule. During the time required to fully implement the recommendations of the transition plan and achieve program accessibility (which for the Kenosha Transit

System is until July 1987), Final Rule 49 CFR Part 27 requires the preparation of annual status reports, indicating progress in implementing and compliance with the recommendations contained in the transition plan. Final Rule 49 CFR Part 27 also requires an adequate level of citizen participation not only during the initial development of the transition plan, but also 1) at least annually during its implementation period, 2) during any period when significant changes are made in the transition plan, and 3) at the time of any request for a waiver from any obligations with respect to accessibility for handicapped persons. In order to meet these citizen participation requirements, it is recommended that the advisory committee established to aid in the development of the transition plan for the City of Kenosha's public transportation program remain active upon completion of the transition plan and meet at least annually to monitor the progress of transition plan implementation. The committee will also aid City of Kenosha and SEWRPC in the preparation of the annual status reports for submission to the U. S. DOT, UMTA.

SUMMARY

This chapter has presented an analysis of the federally assisted public transportation program for deficiencies which, through either discriminatory actions or accessibility barriers, prevent otherwise qualified handicapped persons from benefiting from the public transportation program solely on the basis of their handicap. This analysis was conducted on the major elements of the public transportation program including the operating characteristics of the transit service, the equipment and facilities used in the operation and administration of the public transit system, and the policies and practices followed by the public transit system pertaining to 14 areas of handicapped-related issues. Finally, this chapter has presented a series of actions recommended to resolve the deficiencies identified in the public transportation program so that the public transit program will achieve full accessibility by July 1987.

Chapter IV

SPECIAL EFFORTS/INTERIM SERVICE

INTRODUCTION

Section 27.97 of U. S. Department of Transportation (DOT) Final Rule 49 CFR Part 27 requires that, if the regular fixed-route bus system is not accessible by July 2, 1982, operators of public mass transportation services receiving federal financial assistance must provide an interim accessible transportation service beginning at that time. The bus fleet replacement and expansion program described in the preceding chapter indicates that the City of Kenosha does not expect to have acquired a sufficient number of new wheelchair lift-equipped buses so that, at a minimum, 50 percent of the buses operating during the peak period will be accessible to the handicapped in accordance with the provisions of U. S. DOT Final Rule 49 CFR Part 27 until July 1987. As a result, the City of Kenosha must provide an interim accessible transportation service from July 1982 until July 1987. During this period, the City of Kenosha is obligated to spend an amount equal to 2 percent of the financial assistance it receives under Section 5 of the Urban Mass Transportation Act of 1964, as amended, on the interim accessible transportation service, unless a lower level of expenditure is found to provide an adequate level of service by the advisory group participating in the design of the interim service.

Section 27.97 of the U. S. DOT Final Rule 49 CFR Part 27 also requires that from the effective date of the Rule (May 31, 1979) until July 2, 1982--the date when interim accessible transportation service must be provided--a "reasonable" level of special efforts must be made to plan and program transportation projects and project elements designed to benefit handicapped persons and achieve transit system accessi-

bility. A "reasonable" level of special efforts is defined as the average annual expenditure of funds equivalent to at least 5 percent of the Urban Mass Transportation Administration (UMTA) Section 5 funding allocation available to subsidize the operation of the regular fixed-route bus system in 1977 and 1978, and 2 percent of all UMTA Section 5 funds received for the years thereafter, at least until the regular fixed-route bus system is accessible. This special efforts requirement is in effect a continuation of a similar provision contained in the U. S. DOT rules and regulations issued on April 30, 1976, which U. S. DOT Final Rule 49 CFR Part 27 now supercedes.

Special efforts and interim service projects are to be programmed each year in the annual element of the urbanized area's transportation improvement program (TIP). Reasonable progress must also be demonstrated in implementing previously programmed projects, including those special efforts projects programmed in the annual elements of TIP's submitted to UMTA for 1977, 1978, and 1979. Once regular fixed-route bus system accessibility is achieved, however, the recipient of federal funds is under no further federal requirements to continue to fund accessible specialized transportation services.

To facilitate appropriate U. S. DOT review of this transition plan for the Kenosha Transit System, this chapter documents the special efforts that have been made and will continue to be made by the City of Kenosha until July 2, 1982, as well as the special efforts after that date to provide the interim accessible transportation service required by the aforementioned federal regulation. This documentation includes:

- 1) a brief statement of the City of

Kenosha's adopted special efforts strategy; 2) a description of the proposed interim accessible transportation service; 3) a schedule for implementing the required special efforts and interim service projects; and 4) a status report on the implementation of previously programmed special efforts projects.

STATEMENT OF SPECIAL EFFORTS STRATEGY

The special efforts strategy of the City of Kenosha is to spend an average annual dollar amount in UMTA and local (state, county, and city) funds equivalent to at least 2 percent of the total UMTA Section 5 bus-related capital and operating assistance funds received annually by the City--until the regular fixed-route bus system is accessible--on two separate special efforts projects. These two projects are: 1) the purchase of only new wheelchair lift-equipped buses until a minimum of 50 percent of the buses operating during the peak periods of bus ridership are accessible,^{1,2} and 2) the financing of a specialized transportation service for elderly and handicapped persons. Neither of these projects are in conflict with the specific special efforts recommendations for the Kenosha urbanized area contained in Southeastern Wisconsin Regional Planning Commission (SEWRPC) Planning Report No. 31, A Regional Transportation Plan for the Transportation Handicapped in Southeast-

ern Wisconsin: 1978-1982, which was completed and adopted by the Regional Planning Commission in April 1978. Elements of these two projects have been programmed for implementation in the annual elements of the TIP's for the Kenosha urbanized area which must be prepared and submitted to UMTA each year. Further information concerning the details of these two special efforts projects is presented in another section of this chapter, "Status of Special Efforts Project Implementation."

RECOMMENDED INTERIM ACCESSIBLE TRANSPORTATION SERVICE

As stated previously in this chapter, since the Kenosha Transit System does not anticipate meeting the July 2, 1982, deadline for achieving bus fleet accessibility, the City of Kenosha must provide an interim accessible transportation service from the deadline until the public transportation program achieves accessibility in 1987. During the time required to achieve accessibility, the City of Kenosha must spend annually an amount equal to 2 percent of the UMTA Section 5 funds received to support the interim accessible transportation service, unless the advisory group aiding in the development of the interim accessible service determines that a lesser amount will provide an adequate level of service. The City of Kenosha, however, is under no obligation to spend more than the 2 percent requirement.

In addition to providing the minimum funding requirement, the City of Kenosha must make every effort (within the 2 percent funding requirement) to ensure that the interim accessible service provided is designed and operated in a manner that meets specified service requirements. The requirements include the following:

1. The interim accessible service must be available within the normal service area and during the normal service hours of the fixed-route bus system.

¹Only the cost of the wheelchair lift and bus kneeling feature portion of the total bus purchase price may be considered a special efforts project expenditure.

²This project differs from the City's original strategy adopted in the fall of 1977 of retrofitting 12 buses in the Kenosha Transit System bus fleet to make all buses operating during the base periods of transit ridership accessible to the handicapped. This change in strategy occurred in 1979.

2. To the extent feasible:

- a. The interim accessible service should be comparable to the fixed-route bus service with respect to combined wait and travel time, transfer frequency, and fares.
- b. The interim accessible service should be available to all semi-ambulatory and wheelchair-bound handicapped persons.
- c. The interim accessible service should be unrestricted as to trip purpose.
- d. The interim accessible service should not utilize waiting lists that would consistently exclude handicapped persons who have qualified or registered for the service.

Interim Accessible Service Description

In Chapter III of this volume, a recommendation was made that the interim accessible service requirement be met through the continuation--and modification as necessary--of the current special efforts project. On this project, specialized transportation service is being provided to elderly and handicapped persons residing within the service area of the Kenosha Transit System by the Kenosha Achievement Center as part of a specialized elderly and handicapped transportation program. The center is a private nonprofit social service agency serving physically and mentally disabled persons. The City of Kenosha, along with the Wisconsin Department of Transportation (WisDOT), Kenosha County, and the Kenosha Achievement Center (KAC), contributes funds to support the overall operation of this specialized transportation program. Using the stated service requirements as standards for the interim accessible service, the following sections describe the operating characteristics of the Kenosha Achievement Center Elderly and Handicapped Specialized Transportation

Program which is to function as the interim accessible service until the Kenosha Transit System is accessible in 1987.

Operating Characteristics of the Specialized Transportation Service³

The Kenosha Achievement Center Elderly and Handicapped Specialized Transportation Program utilizes one 15-passenger wheelchair lift-equipped van to provide transportation services to elderly and handicapped persons in the Kenosha urbanized area.⁴ It is anticipated, however, that during the summer of 1980, a second 15-passenger wheelchair lift-equipped van will be assigned to operate full time in the urbanized area. The additional transportation service capacity provided by this second vehicle is expected to be sufficient to accommodate existing demand for specialized elderly and handicapped transportation services in the Kenosha urbanized area. The Kenosha Achievement Center provides door-to-door, 24-hour advance reservation service. The service is available 11½ hours each weekday between the hours of 8:30 a.m. and 8:00 p.m. and 12½ hours on Saturdays between the hours of 7:30 a.m. and 8:00 p.m. No service is available on Sundays or holidays. Persons eligible for this transportation service include any person 60 years of age or older and any person, regardless of age, who is

³The operating characteristics described refer only to that part of the county-wide Kenosha Achievement Center Elderly and Handicapped Specialized Transportation Program serving the Kenosha urbanized area and does not include transportation services provided exclusively for Kenosha Achievement Center clientele.

⁴The Kenosha urbanized area includes the entire Kenosha Transit System service area.

transportation handicapped.⁵ The service is available for any trip purpose on the following prioritized basis: medical, nutritional, personal business, social recreation, school, and employment. The user fare for this service is \$0.50 per ride.

The projected operating budget for the urbanized area part of the Kenosha Achievement Center's Elderly and Handicapped Specialized Transportation Program for calendar year 1980--excluding service exclusively for Kenosha Achievement Center clientele--has been set at \$69,340. For this budget amount, it is expected that there will be a total of 9,920 one-way passenger trips. Of these trips, it is estimated that approximately 2,000 (20 percent) will be made by handicapped individuals who are non-ambulatory. The average cost per trip is \$6.99. Total revenue from user fares, as projected for 1980, is \$3,174, or an average of about \$0.32 per trip,⁶ leaving a deficit for calendar year 1980 of \$66,166. The funding sources and the amounts to be furnished by each source to offset this deficit are shown in Table 6.

⁵ A transportation handicapped person is any individual who, by reason of illness, injury, age, congenital malfunction, or other permanent or temporary incapacity or disability, including those who are nonambulatory wheelchair-bound and those with semi-ambulatory capabilities, is unable without special facilities or special planning or design to utilize mass transportation facilities and services as effectively as a person who is not so affected.

⁶ Although \$0.50 per trip is the established user fare for this transportation service, no one is refused service if they cannot pay the fare. This is the reason for the difference between the established fare and average fare collected for this service.

Table 6
1980 FUNDING SOURCES
(EXCLUDING USER FARES)
FOR THE KENOSHA ACHIEVEMENT CENTER
ELDERLY AND HANDICAPPED
SPECIALIZED TRANSPORTATION PROGRAM

| Source | Amount of Funds |
|----------------------------|-----------------|
| Kenosha Transit System | |
| Federal (UMTA Section 5) | \$10,000 |
| State (WisDOT S.85.05) | 6,667 |
| City of Kenosha | 3,333 |
| Subtotal | \$20,000 |
| State of Wisconsin | |
| WisDOT S.85.05(5) | \$38,170 |
| WisDOT S.85.05(6) | 955 |
| Subtotal | \$39,125 |
| Kenosha County | \$ 3,817 |
| Kenosha Achievement Center | \$ 3,224 |
| Total | \$66,166 |

Source: SBMRPC.

Analysis and Recommendations

Table 7 shows a comparison between the operating characteristics of the Kenosha Achievement Center Elderly and Handicapped Transportation Program--which is to function as the interim accessible service until the Kenosha Transit System is accessible in 1987--and the Kenosha Transit System. The table shows three operating characteristics of the KAC's Elderly and Handicapped Specialized Transportation Program which are not considered comparable to those of the Kenosha Transit System, even though the 2 percent funding requirement is being met. These three areas are 1) the number of vehicles in service during peak periods of travel demand (2 versus 26); 2) the fare charged per ride (\$0.50 versus \$0.30); and 3) the combined wait and travel time. This difference in the combined wait and travel times is caused mainly by the lack of sufficient vehicle capacity to accommodate existing travel demand. Given the level of public funds available to finance the Kenosha Achievement Center's Elderly and Handicapped Specialized Transportation Pro-

Table 7

**COMPARISON OF THE OPERATING CHARACTERISTICS OF THE KENOSHA ACHIEVEMENT CENTER
ELDERLY AND HANDICAPPED SPECIALIZED TRANSPORTATION PROGRAM AND THE
KENOSHA TRANSIT SYSTEM WITHIN THE KENOSHA TRANSIT SYSTEM SERVICE AREA**

| Operating Characteristic | Kenosha Achievement Center Elderly and Handicapped Specialized Transportation Program | Kenosha Transit System |
|--|--|---|
| Number of Vehicles in Service During Peak Periods of Travel Demand | 2 ^a | 26 |
| Hours of Operation: Weekdays (total) Saturdays (total) Sundays and Holidays | 8:00 a.m.-8:00 p.m. (11½ hours) 7:30 a.m.-8:00 p.m. (12 hours) -- | 6:00 a.m.-7:00 p.m. (13 hours) 6:00 a.m.-7:00 p.m. (13 hours) -- |
| Type of Service | Door-to-door/24-hour advance reservation | Fixed-route/fixed-schedule-- 30-minute headways between buses |
| Eligible Users | Elderly persons, ^b transportation handicapped persons ^c | Anyone |
| Trip Purposes Served | Any, based on following priority when lack of capacity dictates: medical, nutritional, personal business, social recreation, and employment | Any |
| Fare Charged Per Ride | \$0.50 ^d | Regular fare ^e \$0.30 Students \$0.25 Elderly and handicapped \$0.10 |
| Transfer Frequency | None | One or less per trip |
| Combined Wait and Travel Time | The persons served by the KAC transportation program feel that the combined wait and travel time is comparable to, if not in some cases better than, the Kenosha Transit System. It must be noted, however, that this program does not have the vehicular capacity to serve all of the existing demand for service. It consequently requires advanced reservation and serves trips on a priority basis. Therefore, the KAC is only able to satisfy a portion of the total daily travel demand. | |

^aA second vehicle is expected to be in service beginning July 1980 which will be scheduled to operate full-time in the Kenosha urbanized area. The additional transportation service capacity provided by this second vehicle is expected to be sufficient to accommodate existing demand for specialized elderly and handicapped transportation service in the Kenosha urbanized area.

^bAny person 60 years of age or older.

^cAny person, who because of illness, injury, age, congenital malfunction or other permanent or temporary incapacity or disability, including those who are nonambulatory wheelchair-bound and those with semi-ambulatory capabilities, is unable without special facilities or special planning or design to utilize mass transportation facilities and services as effectively as a person who is not so affected.

^dNo eligible person is refused service because of an inability to pay the fare.

^eAdults and children six years of age and older.

Source: SEWRPC.

gram, the Citizens and Technical Advisory Committee involved in the preparation of this transit operator's transition plan for the City of Kenosha recommends continuing this program as the interim accessible transportation service, at least until the Kenosha Transit System is accessible in 1987. The committee further recommends that the Kenosha Transit System, beginning in 1981, increase its financial support for the Kenosha Achievement Center's Elderly and Handicapped Specialized Transportation Program by \$27,600 annually at least until 1987. This would expand the agency's capacity to serve a greater portion of the total daily travel demand. The Kenosha Achievement Center will then operate two vehicles in the transit system service area Monday through Friday from 8:30 a.m. to 4:30 p.m., one vehicle Monday through Friday from 4:30 p.m. to 8:00 p.m., and one vehicle Saturday from 7:30 a.m. to 8:00 p.m.

SPECIAL EFFORTS

STRATEGY IMPLEMENTATION SCHEDULE

Table 8 presents the City of Kenosha's special efforts/interim service strategy implementation schedule for 1977 through 1987. As shown in this schedule and in Table 5, the City of Kenosha has programmed the purchase of five new buses in 1980, six new buses in 1982, six new buses in 1984, and six new buses in 1985. All of these buses will be wheelchair lift-equipped and have a kneeling feature to assist people who have difficulty boarding and alighting from the bus. It should be noted that with the anticipated 1987 delivery of the six new buses programmed for 1985, the Kenosha Transit System will have a sufficient number of wheelchair lift-equipped buses to ensure that 50 percent of the buses--including an adequate number of spares⁷--operating during peak periods of transit ridership will be accessible.

Table 8 also indicates that \$66,166 in UMTA Section 5 funds and local funds (state, county, and city) have been programmed in 1980 to support the operation of a 24-hour advanced reservation transportation service provided by the Kenosha Achievement Center. Beginning in 1981 and continuing at least through 1987, this funding support level has been programmed to increase to \$93,766. In 1987 the Kenosha Transit System will have a sufficient number of wheelchair lift-equipped buses to ensure that 50 percent of the buses operated during the peak periods of transit ridership are accessible. As further shown in Table 8, the total average annual expenditure of UMTA and local (state, county, and city) funds on special efforts and interim accessible service projects for the 11-year period from 1978-1988 is \$75,080. This expenditure level is 7.7 percent of the average annual UMTA Section 5 funds the City of Kenosha expects to receive over the period, and exceeds the 5 percent UMTA expenditure requirement for 1978 and the 2 percent requirement for the years from 1978 until the system is accessible in 1987.

STATUS OF SPECIAL

EFFORTS PROJECT IMPLEMENTATION

Special Efforts Project

Implementation: 1977-1979

Following is a year-by-year report on the status of implementation of special efforts projects from 1977 through 1979:

- 1977 -- No special efforts projects were programmed or implemented by the City of Kenosha.
- 1978 -- Prior to the June 8, 1978, issuance of the "proposed" (504) rules concerning nondiscrimination on the basis of handicap in federally assisted programs and activities, the City of Kenosha had adopted, in the fall of 1977, the special efforts strategy of retrofitting 12 buses in the bus fleet with wheelchair lifts to make the base period bus fleet

⁷See Table 4, page 31 of Chapter III.

Table 8

SPECIAL EFFORTS STRATEGY IMPLEMENTATION SCHEDULE (1977-1987)

| Year | Project Description | Estimated Total Project Cost | Funding Source | | | UMTA Section 5 Funds Received | | | Required Expenditure | | Actual Eligible Expenditure | | Project Implementation | |
|------------------------------|---|------------------------------|----------------|---------------------------------|---|---------------------------------|---------------------------------------|----------------------------------|----------------------|------------------|-----------------------------|------------------|---------------------------------|-----------------|
| | | | Federal | Non-Federal | | Bus Capital | Operating Assistance | Total | Amount | Percent | Amount | Percent | Status | Completion Date |
| | | | | State | Local | | | | | | | | | |
| 1977 | No Projects | -- | -- | -- | -- | -- | \$300,561 | \$ 300,561 | \$29,553 | 5.0 ^m | -- | -- | -- | -- |
| 1978 | Retrofit 12 buses in Kenosha Transit System bus fleet with wheelchair lifts | \$108,000 ^d | UMTA Section 5 | -- | City of Kenosha | \$21,600 | | | | | | | Dropped | |
| | Kenosha Achievement Center Elderly and Handicapped Transportation Program (urbanized area only) | \$ 29,911 ^e | -- | WisDOT S. 85.08(5) ^h | \$24,089 | Kenosha County KAC ^k | \$ 2,677 | \$ 3,145 | | | | | Complete | 1978 |
| | Subtotal | \$137,911 | \$86,400 | \$24,089 | \$27,422 | \$ 58,812 ^l | \$384,760 | \$ 443,572 | \$32,494 | 5.0 | \$ 29,911 | 4.6 | | |
| 1979 | Kenosha Achievement Center Elderly and Handicapped Transportation Program (urbanized area only) | \$ 33,439 | Title III | \$ 2,103 | WisDOT S. 85.08(5) | \$21,890 | Kenosha County KAC | \$ 5,383 | \$ 4,063 | | | | Complete | 1979 |
| | Subtotal | \$ 33,439 | \$ 2,103 | \$21,890 | \$ 9,446 | -- | \$443,674 | \$ 443,674 | \$ 8,873 | 2.0 | \$ 33,439 | 7.5 | | |
| 1980 ^a | Purchase of Wheelchair Lifts for Five New Buses | \$ 40,000 ^f | UMTA Section 5 | -- | City of Kenosha | \$ 8,000 | | | | | | | Grant Approval Pending Underway | 1981 |
| | Kenosha Achievement Center Elderly and Handicapped Transportation Program (urbanized area only) | \$ 66,166 | UMTA Section 5 | \$10,000 | WisDOT S. 85.08(5); WisDOT S. 85.08(6) WisDOT S. 85.05 ⁱ | \$38,170 \$ 955 \$ 6,667 | Kenosha County KAC City of Kenosha | \$ 3,817 \$ 3,224 \$ 3,333 | | | | | | 1980 |
| | Subtotal | \$106,166 | \$42,000 | \$45,792 | \$18,374 | \$742,500 | \$712,915 | \$1,455,415 | \$29,108 | 2.0 | \$106,166 | 7.3 | | |
| 1981 | Kenosha Achievement Center Elderly and Handicapped Transportation Program (urbanized area only) | \$ 93,766 | UMTA Section 5 | \$23,800 | WisDOT S. 85.08(5) WisDOT S. 85.05 | \$38,170 \$15,867 | Kenosha County KAC City of Kenosha | \$ 3,817 \$ 4,179 \$ 7,933 | | | | | Scheduled | 1981 |
| | Subtotal | \$ 93,766 | \$23,800 | \$54,037 | \$15,939 | -- | \$712,915 | \$ 712,915 | \$14,258 | 2.0 | \$ 93,766 | 13.2 | | |
| 1982 | Purchase of Wheelchair Lifts ^c for Six New Buses | \$ 48,000 ^g | UMTA Section 5 | \$38,400 | City of Kenosha | \$ 9,600 | | | | | | | Scheduled | |
| | Kenosha Achievement Center Elderly and Handicapped Transportation Program (urbanized area only) | \$ 93,766 | UMTA Section 5 | \$23,800 | WisDOT S. 85.08(5) WisDOT S. 85.05 | \$38,170 \$15,867 | Kenosha County KAC City of Kenosha | \$ 3,817 \$ 4,179 \$ 7,933 | | | | | Scheduled | 1982 |
| | Subtotal | \$141,766 | \$62,200 | \$54,037 | \$25,529 | \$891,000 | \$712,915 | \$1,603,915 | \$32,078 | 2.0 | \$ 93,766 | 5.8 | | |
| 1983 | Kenosha Achievement Center Elderly and Handicapped Transportation Program (urbanized area only) | \$ 93,766 | UMTA Section 5 | \$23,800 | WisDOT S. 85.08(5) WisDOT S. 85.05 | \$38,170 \$15,867 | Kenosha County KAC City of Kenosha | \$ 3,817 \$ 4,179 \$ 7,933 | | | | | Scheduled | 1983 |
| | Subtotal | \$ 93,766 | \$23,800 | \$54,037 | \$15,939 | -- | \$712,915 | \$ 712,915 | \$14,258 | 2.0 | \$ 93,766 | 13.2 | | |
| 1984 | Purchase of Wheelchair Lifts for Six New Buses | \$ 48,000 | UMTA Section 5 | \$38,400 | City of Kenosha | \$ 9,600 | | | | | | | Scheduled | 1986 |
| | Kenosha Achievement Center Elderly and Handicapped Transportation Program (urbanized area only) | \$ 93,766 | UMTA Section 5 | \$23,800 | WisDOT S. 85.08(5) WisDOT S. 85.05 | \$38,170 \$15,867 | Kenosha County KAC City of Kenosha | \$ 3,817 \$ 4,179 \$ 7,933 | | | | | Scheduled | 1984 |
| | Subtotal | \$141,766 | \$62,200 | \$54,037 | \$25,529 | \$891,000 | \$712,915 | \$1,603,915 | \$32,078 | 2.0 | \$ 93,766 | 5.8 | | |
| 1985 | Purchase of Wheelchair Lifts for Six New Buses | \$ 48,000 | UMTA Section 5 | \$38,400 | City of Kenosha | \$ 9,600 | | | | | | | Scheduled | 1987 |
| | Kenosha Achievement Center Elderly and Handicapped Transportation Program (urbanized area only) | \$ 93,766 | UMTA Section 5 | \$23,800 | WisDOT S. 85.08(5) WisDOT S. 85.05 | \$38,170 \$15,867 | Kenosha County KAC City of Kenosha | \$ 3,817 \$ 4,179 \$ 7,933 | | | | | Scheduled | 1985 |
| | Subtotal | \$141,766 | \$62,200 | \$54,037 | \$25,529 | \$891,000 | \$712,915 | \$1,603,915 | \$32,078 | 2.0 | \$ 93,766 | 5.8 | | |
| 1986 | Kenosha Achievement Center Elderly and Handicapped Transportation Program (urbanized area only) | \$ 93,766 | UMTA Section 5 | \$23,800 | WisDOT S. 85.08(5) WisDOT S. 85.05 | \$38,170 \$15,867 | Kenosha County KAC City of Kenosha | \$ 3,817 \$ 4,179 \$ 7,933 | | | | | Scheduled | 1986 |
| | Subtotal | \$ 93,766 | \$23,800 | \$54,037 | \$15,939 | -- | \$712,915 | \$ 712,915 | \$14,258 | 2.0 | \$ 93,766 | 13.2 | | |
| 1987 | Kenosha Achievement Center Elderly and Handicapped Transportation Program (urbanized area only) | \$ 93,766 | UMTA Section 5 | \$23,800 | WisDOT S. 85.08(5) WisDOT S. 85.05 | \$38,170 \$15,867 | Kenosha County KAC City of Kenosha | \$ 3,817 \$ 4,179 \$ 7,933 | | | | | Scheduled | 1987 |
| | Subtotal | \$ 93,766 | \$23,800 | \$54,037 | \$15,939 | -- | \$712,915 | \$ 712,915 | \$14,258 | 2.0 | \$ 93,766 | 13.2 | | |
| Total Expenditures 1977-1987 | | -- | -- | -- | -- | -- | -- | \$10,306,627 | -- | -- | \$825,878 | -- | -- | -- |
| Annual Average Expenditure | | | | | | | | \$ 936,966 | -- | -- | \$ 75,080 | 7.7 ⁿ | | |

^aAll total project costs shown after 1980 are based on 1980 constant dollars.

^bAll project costs shown for Kenosha Achievement Center Elderly and Handicapped Transportation Program are net project costs less user fare revenues.

^cBeginning in 1982 and each year thereafter until the Kenosha Transit System is accessible, only the funds actually programmed for the provision of interim accessible service are considered an eligible expenditure by UMTA in meeting the 2 percent expenditure requirement.

^dTwelve lifts at \$9,000 per unit.

^eProgram began in June 1978. Costs shown are for seven months from June-December 1978.

^fFive lifts at \$8,000 per unit.

^gSix lifts at \$8,000 per unit.

^hState of Wisconsin Elderly and Handicapped Transportation Assistance Program for Counties.

ⁱState of Wisconsin Elderly and Handicapped Transportation Assistance Program for private nonprofit corporations.

^jState of Wisconsin Urban Mass Transit Operating Assistance Program.

^kKenosha Achievement Center.

^l\$166,812 less \$108,000 request for retrofit project which was dropped.

^mThe required expenditure amount for 1977 and 1978 reflects the old special efforts funding requirements of 5 percent of the UMTA Section 5 funds allocated to the urbanized area which for 1977 and 1978 was \$591,060. The required expenditure for 1979 and subsequent years reflects the current special efforts funding requirements of 2 percent of the UMTA Section 5 funds received.

ⁿDerived using total operating assistance funds allocated rather than received for years 1977 and 1978.

Source: City of Kenosha Department of Transportation and SBWRPC.

fully accessible to the handicapped. In accordance with this strategy, the City of Kenosha programmed a project to retrofit 12 buses with wheelchair lifts in the 1978 annual element of the transportation improvement program (TIP) for the Southeastern Wisconsin Region. Anticipating approval of the TIP by UMTA, the City of Kenosha prepared an UMTA Section 5 capital improvement grant application for \$166,813 in federal funds to assist with 80 percent of the cost of the wheelchair lift retrofit project and partly assist with the cost of purchasing and installing 14 bus shelters throughout the transit system service area. After receiving notification of approval of this grant in November 1978, the City of Kenosha began preparing wheelchair lift retrofit design specifications and contract bid documents, anticipating the completion of the project by spring, 1980.

Four significant developments, however, caused the City to reconsider and eventually change its adopted "special efforts" strategy prior to completing the wheelchair lift retrofit project: 1) Through discussions with manufacturers of lifts for installation in existing vehicles, it was determined that the cost per installed lift would approximate \$25,000-\$30,000 per vehicle--substantially more than the \$9,000 per vehicle cost estimate used in the original UMTA Section 5 grant application. Thus, to proceed further with this project would have necessitated obtaining a sizeable capital improvement grant amendment. 2) It was learned that the

installation of these lifts could not be performed easily on-site and each bus would have to be out of service for a minimum of 30 days and transported out of state to Illinois or as far as California to have the lift installed. With only one spare bus in a 28-bus fleet during peak periods, it would have been impossible to take a bus out of service for this length of time without leasing or purchasing additional spare vehicles. 3) The City of Kenosha learned through discussions with other transit properties throughout the country and through articles written about wheelchair lift devices "retrofitted" on existing buses, that the operating reliability of these lifts is not satisfactory. Lift maintenance costs for retrofitted vehicles can be quite high. 4) Final Rule 49 CFR Part 27, issued on May 31, 1979 (which mandates that a minimum of one-half of the buses operated during the peak period be wheelchair lift-equipped within 10 years of the July 2, 1979, effective date of the Rule) discourages retrofitting projects and favors achieving accessibility by purchasing new wheelchair lift-equipped vehicles in which the lifts are designed and installed during the construction of the bus.

For these reasons, the City of Kenosha is now pursuing a modified "special efforts" strategy beginning in 1980, of purchasing new wheelchair lift-equipped buses as part of its regular fleet replacement program. In addition, until at least one-half of the buses operated during the peak period are accessible, the

City's adopted strategy (beginning in 1980) is to also allocate funds equivalent to at least 2 percent of the federal financial assistance received under Section 5 of the Urban Mass Transportation Act of 1964, as amended, to provide an alternate accessible transportation service within the transit system service area during normal service hours. As part of this strategy, the City of Kenosha intends to--within the affordable limit of the 2 percent funds and without restriction on trip purpose--provide a service which has a combined wait and travel time, transfer frequency, and fare comparable to that of the City's fixed-route bus service and offer this alternate service to all handicapped persons who cannot use the City's public transit service.

1979 -- Because work on the bus retrofit project had been expected to continue during 1979, no new additional special efforts projects were programmed or implemented by the City of Kenosha in 1979. Even though it is not shown as a project in the 1979 TIP annual element, the Kenosha Achievement Center, utilizing a combination of Title III of the Older Americans Act of 1965 (as amended) funds and various sources of state, county, and local funds, continued to provide and expand its 24-hour advance reservation specialized transportation services (formerly only for KAC handicapped clientele) to provide transportation service to any transportation handicapped person in the County, regardless of age, and elderly people 60 years of age or older. The KAC specialized transportation service is a

countywide transportation service. The urbanized area element of this service in 1979 was available weekdays between the hours of 8:30 a.m. and 4:30 p.m. The service could be used for any purpose except school on the following prioritized basis: medical, nutritional, personal business, and social-recreation. While some trips were work-related, there was very limited capacity for this type of trip. The fare for this service is \$0.50 per ride. It is estimated that 6,312 one-way rides were made in 1979 in the Kenosha urbanized area by transportation handicapped people and elderly people who were not KAC clients. This was a 159 percent increase over the 2,438 one-way rides provided in 1978. Of the 6,312 one-way rides made in 1979, an estimated 1,470 rides were made by nonambulatory persons.

Special Efforts Project Implementation Anticipated for 1980 and 1981

Beginning in 1980 the Kenosha Transit System has programmed \$20,000 (\$10,000 UMTA Section 5; \$6,667 WisDOT S.85.05, and \$3,333 City of Kenosha). These funds will be used to expand the hours of operation of the one 15-passenger wheelchair lift-equipped van operating in the Kenosha Transit System service area from 8:30 a.m. to 8:00 p.m. weekdays and from 7:30 a.m. to 8:00 p.m. Saturdays. It is estimated that a total of 9,920 one-way rides will be made on this service in 1980. Of this total, approximately 2,000 one-way rides will probably be made by nonambulatory persons. In 1981, it is recommended that the Kenosha Transit System increase the funding level to \$47,600 (\$23,800 UMTA Section 5; \$15,867 WisDOT S.85.05; and \$7,933 City of Kenosha). These additional funds will enable the Kenosha Achievement Center to operate a second 15-passenger wheelchair lift-equipped van in the Kenosha Transit System service area Monday through Friday from 8:30 a.m. to 4:30 p.m.

Also in 1980, the City of Kenosha has programmed the purchase of five new wheelchair lift-equipped buses to be used to expand the transit system bus fleet. An estimated \$40,000 (\$32,000 UMTA Section 5 and \$8,000 City of Kenosha) of the anticipated \$742,500 total purchase price for these buses is the cost of the wheelchair lift to be included in the construction of these buses.

SUMMARY

This chapter has described the adopted special efforts/interim strategy of the City of Kenosha. The special efforts strategy consists of: 1) purchase of only new wheelchair lift-equipped fixed-route buses until a minimum of 50 percent of the buses operating during the peak periods of bus ridership are accessible, and 2) the financing of a specialized transportation service for elderly and handicapped persons.

This chapter has also described the interim accessible transportation service the City of Kenosha is required to provide since the Kenosha Transit System does not expect to achieve accessibility by July 2, 1982. It is recommended that this interim accessible service be provided by the Kenosha Achievement Center Elderly and Handicapped Specialized Transportation Program as a continuation of the current special efforts project which provides accessible, 24-hour

advance reservation transportation service to handicapped persons residing in Kenosha County.

Also presented in this chapter is the City of Kenosha's schedule for implementing its special efforts/interim service strategy. This schedule covers the period 1977-1987. The total average annual expenditure of UMTA and local funds on special efforts/interim service projects for this 11-year period is to be an estimated \$75,080 per year. This expenditure level is an annual 7.7 percent of the average annual UMTA Section 5 funds to be received by the City of Kenosha.

Finally, this chapter has reviewed the status of implementation of the special efforts projects programmed for implementation in the 1977, 1978, and 1979 annual elements of the transportation improvement program (TIP) for the Kenosha urbanized area. The only project programmed by the City during this period, a wheelchair lift retrofit project for 12 buses in the existing fleet, was dropped. However, a project (not programmed in the Kenosha urbanized area TIP) to provide 24-hour advanced reservation specialized transportation service to elderly persons 60 years of age or older and transportation handicapped persons, regardless of age, was implemented in 1978 and continued in 1979 by the Kenosha Achievement Center, a private nonprofit agency serving physically and mentally disabled persons.

Chapter V

OVERALL TRANSPORTATION SERVICE COORDINATION

INTRODUCTION

Section 27.103(c)(5) of U. S. Department of Transportation (DOT) Final Rule 49 CFR Part 27 requires that each transition plan include "(the) identification of the coordination activities to improve the efficiency and effectiveness of existing (transportation) services." Two areas of activity in efforts and achievements in coordinating the provision of transportation services being made in Kenosha County can be identified. These areas are: 1) the development of a coordinated transportation service provided through the Kenosha Achievement Center (KAC) Elderly and Handicapped Specialized Transportation Program, and 2) the work efforts of the City-County Coordinating Committee for Elderly and Handicapped Transportation. This chapter presents a description of these two transportation service coordination activities.

KENOSHA ACHIEVEMENT CENTER ELDERLY AND HANDICAPPED SPECIALIZED TRANSPORTATION PROGRAM

The Kenosha Achievement Center is a private nonprofit agency of United Cerebral Palsy of Kenosha County, Inc. The KAC provides rehabilitation training services and sheltered workshop programs for physically, mentally, and emotionally handicapped persons. An important support program of the KAC is its elderly and handicapped specialized transportation program. This transportation program began in 1967 as a service for the exclusive use of handicapped clients of the KAC. The purpose of the program at that time was to provide a convenient, accessible, and affordable means of transportation between the residences of KAC clients and KAC rehabilitation and workshop facilities in Kenosha County. The client transportation program was

instituted because residents of Kenosha County in need of sheltered workshop training programs found it difficult or impossible to participate in the programs because of a lack of transportation. Between 1967 and 1977 the KAC client transportation program grew from a program serving approximately 85 KAC clients on a regular basis in 1967 to one serving 560 clients in 1977. During this 10-year period, the transportation vehicle fleet owned and operated by the KAC increased from one vehicle in 1967 to eight vehicles in 1977, consisting of both vans and buses. This expanded vehicle fleet included one wheelchair lift-equipped, 22-passenger bus with six wheelchair tie-down positions purchased in 1973--the first such accessible public transportation vehicle in Kenosha County at the time. Funds to provide these client transportation services were and continue to be provided by the Wisconsin Department of Vocational Rehabilitation, the Wisconsin Department of Health and Social Services, and local contributions.

Expansion to Nonclient Service

In July 1977 the KAC, in cooperation with the Kenosha County Commission on Aging, expanded its specialized transportation program by implementing a transportation service project to serve nonclient elderly persons living in rural areas of Kenosha County. This project, called "Project Circuit of Care" was implemented because of: 1) an identified need for transportation among elderly persons in rural areas; 2) a mutual interest by the KAC and the Kenosha County Commission on Aging in coordinating the delivery of specialized elderly and handicapped transportation service in the County; 3) a desire by the KAC to increase vehicle fleet utilization and productivity; and 4) the availability of federal funds through

Title III of the Older Americans Act and local matching funds in the form of "in-kind" services provided by the KAC.

When Project Circuit of Care began in July 1977, the project consisted of the use of one 15-passenger nonlift-equipped van which provided free 24-hour advance reservation door-to-door transportation service for any person 60 years of age or older living in rural Kenosha County--west of IH 94. The service was available four days per week, Monday, Tuesday, Thursday, and Friday from 9:00 a.m. to 3:00 p.m. for any trip purpose except work or school in the following prioritized order: medical, nutritional, personal business, social-recreation. When a service request was received from a nonambulatory elderly person, the project made arrangements to schedule the KAC's wheelchair lift-equipped van, normally used only to provide KAC client transportation services, for such a trip. A total of 1,012 one-way trips were made by rural elderly persons under Project Circuit of Care during the six months (July through December) the service was in operation in 1977.

In 1978 the KAC continued its client transportation service program and also expanded its involvement in the provision of nonclient specialized transportation services in the County. Three significant changes in the transportation services provided under Project Circuit of Care were implemented. The changes were: 1) the user group eligible for transportation service was expanded to include any transportation handicapped person regardless of age, as well as any elderly person 60 years of age or older; 2) the days of operation were extended from four days per week (Monday, Tuesday, Thursday, and Friday) in 1977 to five days per week (Monday through Friday) in 1978; and 3) the daily hours of operation were extended from 9:00 a.m. to 3:00 p.m. (6 hours) in 1977 to 8:30 a.m. to 4:30 p.m. (8 hours) in 1978.

In June 1978 a second nonclient transportation service project, similar to Project Circuit of Care, was implemented to serve elderly and transportation handicapped persons in the Kenosha urbanized area¹ east of IH 94. This project was called "Project Accessibility." The only differences in 1978 between the operating characteristics of Project Accessibility and Project Circuit of Care were the user fare and the type of vehicle used to provide the transportation services. Under Project Accessibility, a 15-passenger wheelchair lift-equipped van² was used to provide specialized transportation service at an established user fare of \$0.50 per one-way trip.³ Under Project Circuit of Care, a 15-passenger nonwheelchair lift-equipped van⁴ continued to be used to provide free⁴ transportation services with user donations encouraged and accepted.

Funds to improve the transportation services provided under Project Circuit of Care and to implement specialized

¹The Kenosha urbanized area includes the entire Kenosha Transit System service area.

²The KAC 15-passenger wheelchair lift-equipped van is the only totally accessible vehicle available for use by any elderly or transportation handicapped person in the Kenosha urbanized area.

³Persons unable to pay the fare are not denied transportation services.

⁴No fare is charged for the transportation service provided under Project Circuit of Care since a major funding source for this project is Title III of the Older Americans Act, which does not allow an established fare to be collected.

elderly and handicapped transportation services in the Kenosha urbanized area under Project Accessibility were provided by 1) Title III of the Older Americans Act, 2) the KAC in the form of "in-kind" services and cash matching funds, 3) a new (January 1978) elderly and handicapped transportation assistance program for counties funded by the State of Wisconsin under Section 85.08(5) of the Wisconsin Statutes and administered by the Wisconsin Department of Transportation (WisDOT), 4) Kenosha County matching funds, and 5) user fares or donations.

A total of 2,438 one-way trips were made by elderly and transportation handicapped persons under Project Accessibility in the Kenosha urbanized area during the seven months (June through December) the service was in operation in 1978. In addition, a total of 2,600 one-way passenger trips were made by elderly and transportation handicapped persons residing in rural areas under Project Circuit of Care during the project's first full year of operation in 1978.

Expansion of Service Capacity

In 1979 the KAC continued both its client transportation service program and the provision of services to non-client elderly and transportation handicapped persons under Project Accessibility and Project Circuit of Care. With additional Title III funds provided through a contract with Kenosha Homemakers--Home, Health, Aid, Service, Inc., the KAC was able to further expand its nonclient elderly and transportation handicapped services by scheduling a second 15-passenger van to regularly serve nutrition sites for the elderly three days per week in the Kenosha urbanized area and two days per week in Kenosha County rural areas. Later in 1979, transportation to the nutrition sites in the Kenosha urbanized area was reduced to two days per week and increased to five days per week in rural Kenosha County to effectively serve travel demand. Five funding sources provided the financial resources to operate

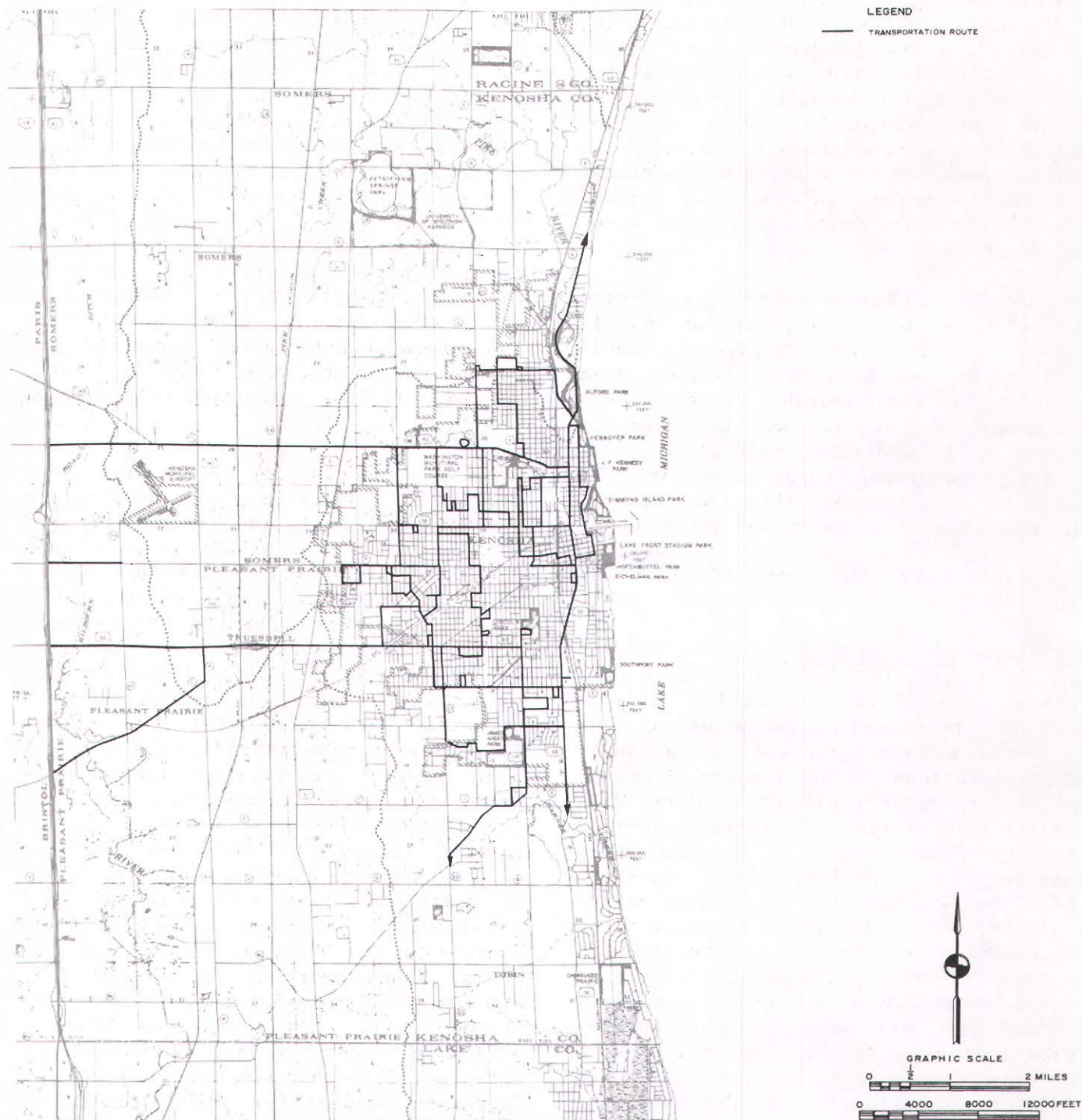
Project Accessibility and Project Circuit of Care specialized transportation services during 1979. These were: 1) Title III of the Older Americans Act; 2) KAC "in-kind" services and cash matching funds; 3) WisDOT S.85.08(5) funds; 4) Kenosha County funds; and 5) user fares or donations. The total number of one-way passenger trips provided by Project Accessibility in 1979 was 6,312 one-way passenger trips and by Project Circuit of Care in 1979 was 5,879 one-way passenger trips.

In 1980 the KAC is continuing to operate transportation service for its own clients and both Project Accessibility and Project Circuit of Care for elderly and transportation handicapped persons in Kenosha County. Maps 6 and 7 show the current (1980) transportation routes served by the KAC.

Project Accessibility began the year providing specialized transportation services to elderly and handicapped persons in the Kenosha urbanized area--east of IH 94--with one 15-passenger wheelchair lift-equipped van. In July it is anticipated that a second 15-passenger wheelchair lift-equipped van, purchased with UMTA Section 16(b)(2) funds, will be available to provide increased transportation service capacity. The project is currently providing door-to-door 24-hour advance reservation service. In April the days of operation were extended from five days per week (Monday through Friday) to six days per week (Monday through Saturday) and the hours of daily operation were extended from the previous 8:30 a.m. to 4:30 p.m. (8 hours) to 8:30 a.m. to 8:00 p.m. (11½ hours) Monday through Friday and 7:30 a.m. to 8:00 p.m. Saturdays. These improvements in the level of service available under Project Accessibility were possible because of \$20,000 in increased funding for 1980 provided by the Kenosha Transit System. The specialized transportation service provided by Project Accessibility continues to be available for any trip purpose on the following prioritized basis: medical, nutritional, personal business, social-

Map 6

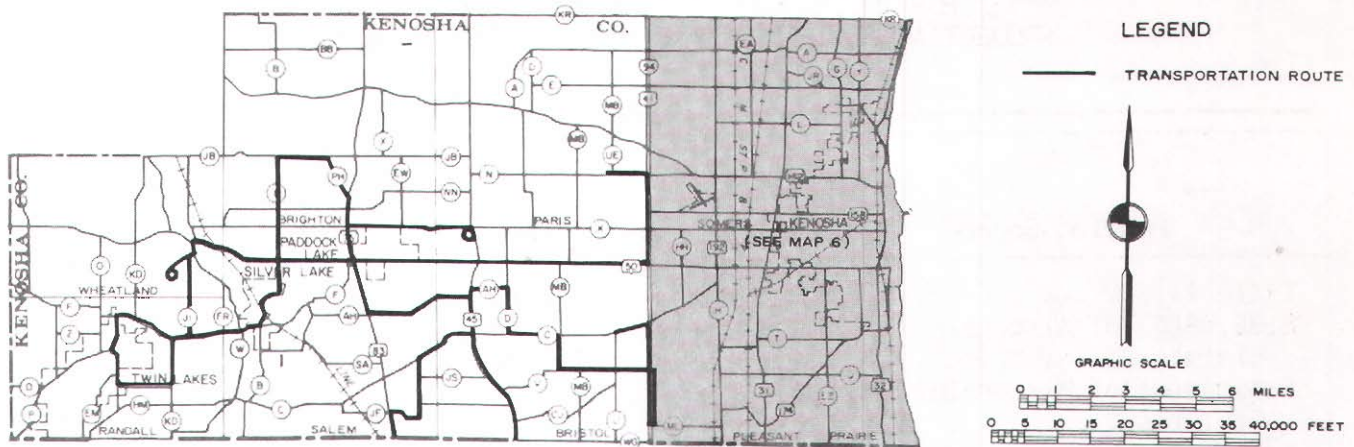
KENOSHA ACHIEVEMENT CENTER ELDERLY AND HANDICAPPED SPECIALIZED TRANSPORTATION ROUTES IN EASTERN KENOSHA COUNTY: 1980



Source: Kenosha Achievement Center.

Map 7

KENOSHA ACHIEVEMENT CENTER ELDERLY AND HANDICAPPED SPECIALIZED TRANSPORTATION ROUTES IN WESTERN KENOSHA COUNTY: 1980



Source: Kenosha Achievement Center.

recreation, school, and work. The user fare for this service is \$0.50 per trip.

Project Circuit of Care continues to provide free nonclient elderly and transportation handicapped transportation services with one 15-passenger non-wheelchair lift-equipped van on a 24-hour advance reservation door-to-door basis. The transportation service is still available five days per week (Monday through Friday) from 8:30 a.m. to 8:00 p.m. for any trip purpose except work or school-related trips. These trips are accommodated in the following prioritized order: medical, nutritional, personal business, and social-recreation. In addition, a second 15-passenger van is scheduled to transport senior citizens to rural area nutrition sites five days per week (Monday through Friday) from 10:00 a.m. to 2:30 p.m. No changes are anticipated in Project Circuit of Care during 1980. It is projected that during 1980, 9,920 one-way passenger trips will be served by Project Accessibility and 9,650 one-way passenger trips will be served by Project Circuit of Care.

Table 9 shows the combined annual project funding sources and funding levels from 1977--when Project Circuit

of Care began--through 1980 for the Kenosha Achievement Center's Project Accessibility and Project Circuit of Care. Also shown is the total dollar amount spent each year from 1977 through 1980 on client transportation services, as well as the total KAC annual transportation budgets for this period.

CITY-COUNTY COORDINATING COMMITTEE FOR ELDERLY AND HANDICAPPED TRANSPORTATION

The City-County Coordinating Committee for Elderly and Handicapped Transportation was created in the Fall of 1979. The Committee is comprised of 12 members. A list of the members of the Committee is given in Table 10.

The purposes of the Committee are: 1) to establish a flexible City/County transportation system capable of offering regular door-to-door transportation service to elderly and handicapped persons who qualify for such service because of economic, physical, or locational problems; 2) to identify and gather all available funding sources for utilization in providing transportation services; and 3) to contract with available transportation service providers and coordinate their activities to achieve the desired results.

Table 9

COMBINED ANNUAL PROJECT FUNDING SOURCES AND FUNDING LEVELS
FOR THE KENOSHA ACHIEVEMENT CENTER'S
PROJECT ACCESSIBILITY AND PROJECT CIRCUIT OF CARE
(1977-1980)

| Funding Source | Year | | | |
|---|-----------|------------------------|-----------|------------------------|
| | 1977 | 1978 | 1979 | 1980 |
| Title III. | \$ 6,868 | \$ 12,005 | \$ 26,491 | \$ 48,676 |
| S.85.08(5) of Wisconsin Statutes | -- | 20,197 ^b | 25,160 | 37,471 ^c |
| S.85.08(6) of Wisconsin Statutes | -- | -- | -- | 2,610 |
| Kenosha County | -- | 2,244 ^b | 6,208 | 3,747 |
| KAC "In-Kind". | 3,657 | 5,166 | 11,744 | 8,548 |
| Kenosha Transit System . . . | -- | -- | -- | 20,000 |
| User Fares/Donations | 232 | 1,964 | 3,368 | 5,920 |
| Subtotal of Revenue | \$ 10,757 | \$ 41,576 ^b | \$ 72,971 | \$126,972 |
| KAC Client Transportation Service Cost. | \$ 91,597 | \$ 99,445 | \$128,385 | \$ 40,265 |
| Total KAC Annual Transportation Cost ^a | \$102,354 | \$141,021 | \$201,356 | \$267,237 ^d |

^aRepresents audited amounts for 1977-1979.

^bAmount does not include \$6,339 capital improvement for lease/purchase of a 15-passenger van.

^cAmount does not include \$15,703 being used to provide sheltered employment transportation to elderly-handicapped persons included in \$140,265 KAC client transportation service costs.

^dBudget estimate.

Source: Kenosha Achievement Center and SEWRPC.

Since beginning in fall of 1979, the Committee has met six times. The activities of the Committee have included studies of specialized transportation services for elderly and handicapped persons and a survey of current and potential users of specialized transportation services for the elderly and

handicapped. Based on the results of the studies and survey, the Committee has recommended that the \$20,000 in Kenosha Transit System funds programmed in the Transit System's 1980 operating budget to assist in financing specialized transportation service for the elderly and handicapped be used to expand the

Table 10

MEMBERS OF THE CITY-COUNTY COORDINATING COMMITTEE
FOR ELDERLY AND HANDICAPPED

| | |
|--|--|
| Mr. Edward A. Jenkins, Chairman. | Director of Transportation, City of Kenosha Department of Transportation |
| Mr. Roger A. Andreoli. | Program Director, Kenosha County Comprehensive Board |
| Mr. Kevin M. Brunner | Aging Coordinator, Kenosha County Commission on Aging |
| Mr. Robert A. Doornbos | Chairman, Kenosha Transit Commission |
| Mr. Fabian J. Forbes | Senior Citizen Representative |
| Mr. John Gapanowicz. | Personnel Director, Kenosha County Department of Social Services |
| Mr. William A. Heimlich. | Planning Engineer, District 2, Wisconsin Department of Transportation |
| Mr. Bernard McAleer. | Citizen Representative |
| Mr. Eric H. Olson. | Supervisor, Kenosha County Board |
| Mr. James C. Van De Loo. | Associate Executive Director, Kenosha Achievement Center |
| Mr. Joseph Wigand. | Senior Citizen Representative |
| Mr. Lawrence E. Wroblewski. | Representative, ABLE, Inc. |

Source: City of Kenosha Department of Transportation.

transportation services provided by the Kenosha Achievement Center under Project Accessibility. As a result, in April 1980 the specialized transportation service provided under Project Accessibility was extended from: 1) five days per week (Monday through Friday) to six days per week (Monday through Saturday), and 2) 8:30 a.m. to 4:30 p.m. (8 hours) Monday through Friday to 8:30 a.m. to 8:00 p.m. (11½ hours) Monday through Friday, and 7:30 a.m. to 8:00 p.m. on Saturdays. The Committee has further recommended that the KAC include a request for funds to purchase an additional wheelchair lift-equipped 18-passenger mini-bus in its 1980 application for UMTA Section 16(b)(2) funds. This vehicle will be used to provide transportation services to elderly and trans-

portation handicapped persons in the Kenosha urbanized area under Project Accessibility.

SUMMARY

This chapter has described the development of coordinated transportation services provided through the Kenosha Achievement Center Elderly and Handicapped Specialized Transportation Program and the efforts of the City-County Coordinating Committee for Elderly and Handicapped Transportation. The local efforts being made in these transportation service coordination activities are intended to improve the overall efficiency and effectiveness of transportation services for the elderly and handicapped.

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Chapter VI

SUMMARY

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 Benefiting From Federal Financial Assistance (see Appendix A). 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 specifically requires that a transition plan be developed for each urbanized area and submitted to the Urban Mass Transportation Administration (UMTA) by July 2, 1980. The transition plan must cover all the currently nonaccessible programs and activities of each recipient of federal funds provided under the Urban Mass Transportation Act of 1964, as amended. A transition plan is a staged, multi-year planning document which describes the results of a local planning process. The plan identifies the transportation-related capital im-

provement projects and modifications to existing fixed facilities, vehicles, equipment, services, and policies and practices to be undertaken to eliminate any discrimination against handicapped persons and to facilitate the achievement of federally assisted program or activity accessibility. Necessary capital improvement projects and program modifications must be programmed for implementation in each year's element of the transportation improvement program (TIP) required for urbanized areas and satisfactory progress must be demonstrated each year toward their implementation. Recipients of funds for local public mass transportation programs who cannot achieve program accessibility by July 2, 1982, must 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 continue until the regular transportation system is accessible. Within the Kenosha urbanized area, the recipients of UMTA funds are the City of Kenosha for the Kenosha Transit System and the Kenosha Achievement Center (KAC) as a recipient of UMTA Section 16(b)(2) funds in 1979 and as a potential applicant for such funds in 1980. The Kenosha Achievement Center has used these funds to purchase capital equipment to provide specialized transportation services for elderly and handicapped persons in Kenosha County. This volume of SEWRPC Community Assistance Planning Report No. 39 has presented the transition plan for making the Kenosha Transit System accessible. Appendix D contains a "504" compliance assessment for the Kenosha Achievement Center's federally assisted specialized transportation program for elderly and handicapped persons.

TRANSITION PLAN FOR THE KENOSHA TRANSIT SYSTEM

Table 11 presents a summary of the transition plan for the Kenosha Transit System. For each of the major elements of the transit program addressed in the transition plan--transit system equipment and facilities, and policies and practices--the table summarizes the accessibility findings and recommendations for making each element of the program accessible to handicapped persons. Also shown are the estimated costs--in 1980 dollars--of implementing each recommendation and the anticipated funding sources. Specific details concerning each of these transit program elements are presented in Chapter II, "Existing Transit Program Characteristics," and Chapter III, "Transit Program Accessibility Analysis and Recommendations."

The bus fleet replacement and expansion program described in Chapter III indicates that the City of Kenosha does not expect to acquire, until 1987, enough new wheelchair lift-equipped buses to guarantee that, in accordance with U. S. DOT Final Rule 49 CFR Part 27, a minimum of 50 percent of the buses operated by the Kenosha Transit System during the peak period will be accessible to the handicapped. Consequently, the City of Kenosha must, under the aforementioned regulation, provide an interim accessible transportation service after July 2, 1982, continuing until the Kenosha Transit System achieves accessibility. It is recommended that the City of Kenosha satisfy this requirement through continued financial support of the specialized transportation services for elderly and handicapped persons being provided by the Kenosha Achievement Center under Project Accessibility. It is further recommended that, beginning in 1981, the City of Kenosha increase its financial support--as part of the total Kenosha Transit System operating budget--for Project Accessibility from \$20,000 annually to \$47,600, to enable the Kenosha Achievement Center to more adequately serve travel demand. The

additional funds will enable the KAC to operate a second 15-passenger wheelchair lift-equipped van in the transit system service area Monday through Friday from 8:30 a.m. to 4:30 p.m., one 15-passenger wheelchair lift-equipped van Monday through Friday from 4:30 p.m. to 8:00 p.m. and one from 7:30 a.m. to 8:00 p.m. on Saturdays.

SPECIAL EFFORTS STRATEGY OF THE CITY OF KENOSHA

As documented in Chapter IV, "Special Efforts/Interim Service," the City of Kenosha is financially supporting the 24-hour advance reservation door-to-door transportation service provided by the KAC under Project Accessibility to satisfy part of its adopted special efforts strategy for providing public transportation services which can be utilized by elderly and handicapped persons. The second part of the City's adopted special efforts strategy is the purchase of only wheelchair lift-equipped new buses in expanding and replacing vehicles in the bus fleet. The City of Kenosha is committed to continuing projects of this nature until one-half of the bus fleet for the Kenosha Transit System operated during the peak service hours is accessible to handicapped persons. The average annual expenditure of UMTA and local funds on eligible special efforts and interim accessible service projects over the 11-year period from 1977 to 1987 is scheduled to be \$75,080. This is equivalent to 7.7 percent of the average annual UMTA Section 5 funds the City of Kenosha expects to receive over the period.

COORDINATION OF TRANSPORTATION SERVICES FOR THE ELDERLY AND HANDICAPPED

Finally, local efforts have been made and will continue to be made to coordinate transportation services in Kenosha County through:

1. The development of a coordinated transportation service provided through the Kenosha Achievement

Table 11

TRANSITION PLAN SUMMARY FOR THE KENOSHA TRANSIT SYSTEM

| Accessibility Analysis Category | Accessibility Analysis Element | Accessibility Assessment | Recommendations | Estimated Incremental Cost ^b Attributable to Meeting Section 504 Regulations | | | |
|---|--|---|--|---|------------------------|------------------------|------------------------|
| | | | | Federal | State | Local | Total |
| Transit Service Provision | Transit System Operating Characteristics | Current operating characteristics considered non-discriminatory to handicapped persons | -- | -- | -- | -- | -- |
| Transit System Equipment and Facilities | Buses | No vehicles in existing fleet are accessible to wheelchair-bound handicapped persons | City of Kenosha to undertake staged acquisition of new wheelchair lift-equipped buses over the period 1980-1987 ^a | \$147,200 ^c | -- | \$ 36,800 ^c | \$184,000 ^c |
| | | | City of Kenosha to develop a prioritized list of bus routes for assignment of accessible buses prior to July 1981 | -- | -- | -- | -- |
| | | | City of Kenosha through the Kenosha Achievement Center to provide an interim accessible transportation service for handicapped persons who cannot use the buses of the Kenosha Transit System from July 2, 1982, until bus fleet accessibility is achieved by July 1987 | \$142,368 ^d | \$323,928 ^d | \$ 80,280 ^d | \$546,576 ^d |
| | Kenosha Transit System Bus Storage and Maintenance Garage; Kenosha Municipal Joint-use Comfort Station in Downtown Shopping Mall; and City's One Bus Passenger Waiting Shelter | Full extent of accessibility barriers currently unknown | City of Kenosha to complete a study in 1981 to identify accessibility barriers in all buildings and facilities used in the operation and administration of the Kenosha transit system, and set forth an implementation schedule for making necessary modifications | -- | -- | \$ 15,000 | \$ 15,000 |
| | | | City of Kenosha to ensure that all future bus passenger waiting shelters installed in the Kenosha Transit System service area are accessible to the handicapped | -- | -- | -- | -- |
| | Former Waukesha County Courthouse | Full extent of accessibility barriers currently unknown | At the request of SBMRPC, 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 |
| | | | Irrespective of the schedule called for above, Waukesha County to provide an accessible building entrance and toilet facilities in 1981 | -- | -- | \$ 30,000 | \$ 30,000 |
| Transit System Policies and Practices | 1. Hiring and Employment | Current policies and practices considered nondiscriminatory to handicapped persons | -- | -- | -- | -- | -- |
| | 2. Safety and Emergency Procedures | No current policy requiring bus operators to provide assistance to handicapped passengers in boarding, alighting from, or moving in bus | The Kenosha Transit System to study the need for, and consequences of, establishing a policy requiring all bus drivers to provide assistance upon request or when need is evident | -- | -- | -- | -- |
| | | | Prior to initiation of service with wheelchair lift-equipped vehicles in 1981, the Kenosha Transit System to develop a written procedure for transporting wheelchair-bound individuals | -- | -- | -- | -- |
| | | No formal procedure for evacuation of bus passengers during emergencies | The Kenosha Transit System to develop a written procedure for bus passenger evacuation by July 1981 | -- | -- | -- | -- |
| | 3. Sensitivity and Safety Training | Bus operators receive minimal bus passenger assistance training | Following establishment of a formal policy on passenger assistance recommended above, the Kenosha Transit System to: a. develop a bus passenger assistance training program for new operators b. provide continuing training, including passenger assistance training, annually to all bus operators c. provide instruction in passenger assistance training to bus operator trainers | -- | -- | -- | -- |

-continued-

Table 11
(continued)

| Accessibility Analysis Category | Accessibility Analysis Element | Accessibility Assessment | Recommendations | Estimated Incremental Cost ^b Attributable to Meeting Section 504 Regulations | | | |
|---|--|---|--|---|----------|----------|----------------------|
| | | | | Federal | State | Local | Total |
| Transit System Policies and Practices (continued) | 3. Sensitivity and Safety Training (continued) | Bus Operators receive minimal bus passenger assistance training (continued) | Prior to initiation of service with accessible buses, operators to receive instruction on safe use of accessibility features and measures for securing wheelchair-bound passengers | -- | -- | -- | -- |
| | 4. Accommodations for Companions or Aides of Handicapped Travelers | Current policy requires companions or aides to pay full fare for their transportation | The Kenosha Transit System adopt a policy to allow companions or aides of handicapped travelers to ride for the same half fare in effect for elderly and handicapped persons during nonpeak hours | | | | |
| | 5. Intermodal Coordination of Transportation Providers | Current efforts considered nondiscriminatory and adequate | The Kenosha Transit System to consider providing accessible fixed-route bus service on routes which interface with other public and private transit operators when and if the transit services are made accessible | -- | -- | -- | -- |
| | 6. Coordination with Social Service Agencies that Provide or Support Transportation for Handicapped Persons | Current efforts considered nondiscriminatory and adequate | -- | -- | -- | -- | -- |
| | 7. Comprehensive Marketing Considerate of the Travel Needs of Handicapped Persons | Need for improved public information program and mobility training | The Kenosha Transit System, in 1981, develop a comprehensive public information program for providing transit system information to potential handicapped users | -- | -- | -- | -- |
| | | | The Kenosha Transit System ensure that an adequate amount of bus schedules are on buses at all times | -- | -- | -- | -- |
| | | | The Kenosha Transit System expand its telecommunications system to include teletypewriter services for use by deaf individuals | \$ 500 | \$ 333 | \$ 167 | \$ 1,000 |
| | | | After delivery of new accessible buses, the Kenosha Transit System cooperate in scheduling the available accessible buses for use by handicapped groups for mobility training | -- | -- | -- | -- |
| | | | Kenosha Transit System to, beginning in 1981, employ or contract for the services of a mobility trainer to instruct handicapped persons in the use of buses | \$ 8,500 | \$ 5,667 | \$ 2,833 | \$ 17,000 (Annually) |
| | 8. Leasing, Rental, Procurement, and Other Related Administrative Practices | Current practices considered nondiscriminatory and adequate | -- | -- | -- | -- | -- |
| | 9. Involvement of Existing Private Public Operators of Transit and Public Paratransit in Planning for and Providing Other Accessible Transportation Modes and Appropriate Services | Current efforts considered nondiscriminatory and adequate | -- | -- | -- | -- | -- |
| | 10. Regulatory Reforms to Permit and Encourage Accessible Services | No regulatory constraints prevent achievement of accessibility | -- | -- | -- | -- | -- |

-continued-

Table 11
(continued)

| Accessibility Analysis Category | Accessibility Analysis Element | Accessibility Assessment | Recommendations | Estimated Incremental Cost ^b Attributable to Meeting Section 504 Regulations | | | |
|---|---|--|--|---|-------|-------|-------|
| | | | | Federal | State | Local | Total |
| Transit System Policies and Practices (continued) | 11. Management Supervision of Accessibility Features and Vehicles | No supervisory procedures have been needed or presently exist | The Kenosha Transit System monitor the daily operation of accessible vehicles to be able to quickly respond to disruptions in service caused by use of, or malfunction of, accessibility features on buses | -- | -- | -- | -- |
| | | | All supervisory personnel of the Kenosha Transit System be trained in the normal and emergency operation of accessibility features on buses | -- | -- | -- | -- |
| | | | The Kenosha Transit System monitor and adequately maintain accessibility features in system facilities | -- | -- | -- | -- |
| | 12. Maintenance and Security of Accessibility Features | No procedures have been needed or presently exist | The Kenosha Transit System implement by July 1981 a maintenance program for wheelchair-lift devices on buses | -- | -- | -- | -- |
| | | | The Kenosha Transit System ensure that bus stops are of adequate length and have snow removed to allow operation of accessibility features on buses | -- | -- | -- | -- |
| | | | The Kenosha Transit System ensure that accessibility features installed in system facilities are maintained in operable condition | -- | -- | -- | -- |
| | 13. Labor Agreements and Work Rules | Bus operators not required to physically assist passengers or call out street names as approaching bus stops | The Kenosha Transit System meet with employee union to consider work rules requiring bus operator to physically assist bus passengers and call out street names as approaching bus stops | -- | -- | -- | -- |
| | 14. Appropriate Insurance Coverage | Current insurance coverage considered adequate | -- | -- | -- | -- | -- |
| | | | | | | | |

^aThe schedule for achieving bus fleet accessibility for the Kenosha Transit System is as follows:

| Year of Grant Application | Year of Bus Delivery | Number of New Buses | Cumulative Accessible Fleet | Percent of Total Fleet Accessible | Percent of Peak Period Fleet Accessible |
|---------------------------|----------------------|---------------------|-----------------------------|-----------------------------------|---|
| 1980 | 1981 | 5 | 5 | 15 | 13 |
| 1982 | 1984 | 6 | 11 | 31 | 30 |
| 1984 | 1986 | 6 | 17 | 42 | 42 |
| 1985 | 1987 | 6 | 23 | 56 | 53 |

^bAll costs are presented in 1980 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.

^cCosts shown include only the costs of accessibility features for 23 buses at \$8,000 per bus.

^dCosts shown represent total costs for the years 1982-1987 (based on 1980 constant dollars) for Project Accessibility which is operated by the Kenosha Achievement Center. The Kenosha Transit System would contribute an annual amount of \$47,600 in support of the accessible 24-hour advance reservation door-to-door service provided by the project to elderly and handicapped persons residing in the Kenosha urbanized area.

Source: SBWRPC.

Center Elderly and Handicapped Specialized Transportation Program, and

2. The efforts of the City-County Coordinating Committee for Elderly and Handicapped Transportation.

These efforts are described in Chapter V, "Overall Transportation Service Coordination."

CONTINUATION OF SPECIALIZED TRANSPORTATION SERVICE AFTER TRANSIT SYSTEM ACCESSIBILITY

The information contained in this planning report was developed in accordance with the mandated handicap accessibility provisions set forth in U. S. DOT Final Rule 49 CFR Part 27. All recipients of U. S. DOT funds must comply with the Rule to maintain their continued eligibility for federal financial assistance.

This report, however, does not imply an endorsement of the provisions of the Rule. In fact, the advisory committee established to aid in the development of this transition plan, at its meeting on May 27, 1980, unanimously adopted a motion stating that accessible mainline bus service is not a practical, cost-effective method of providing the handicapped community with the same opportunity for mobility as the general public. It was the consensus of the committee that a minority of handicapped persons and those contending to be advocates for improving the mobility of handicapped persons have done a great disservice to the handicapped community. They feel that limited public financial resources which could have been used to provide increased mobility through alternative specialized transportation

services for the handicapped will be diverted to making the mainline bus system accessible. The committee believes that even after mainline bus system accessibility is achieved, many handicapped persons, because of their type of disability and conditions associated with the use of fixed-route bus service--crowds, lack of curb cuts, general terrain, and inclement weather (snow, rain, and cold)--will continue to be unable to use the Kenosha Transit System. The committee, therefore, unanimously recommends that the City of Kenosha and other public and potential funding sources continue to support some form of specialized transportation service for handicapped persons who will be unable to use the Kenosha Transit System even after system accessibility is achieved.

APPENDICES

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**Thursday
May 31, 1979**

Part II

**Department of
Transportation**

Office of the Secretary

**Nondiscrimination on the Basis of
Handicap in Federally-Assisted Programs
and Activities Receiving or Benefiting
From Federal Financial Assistance**

DEPARTMENT OF TRANSPORTATION
Office of the Secretary

49 CFR Part 27

Nondiscrimination on the Basis of Handicap in Federally-Assisted Programs and Activities Receiving or Benefitting From Federal Financial Assistance

AGENCY: Department of Transportation.

ACTION: Final Rule.

SUMMARY: This final rule implements section 504 of the Rehabilitation Act of 1973, which provides that "no otherwise qualified handicapped individual * * * 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 * * *." The rule requires recipients of financial assistance from the Department of Transportation to make their existing and future facilities and programs accessible to handicapped persons so that they can effectively use these facilities and programs. In addition, the rule prohibits employment discrimination by recipients against handicapped persons and requires recipients to make reasonable accommodations to the handicaps of otherwise qualified employees so that they may enjoy full access to employment opportunities in programs funded by the Department of Transportation.

EFFECTIVE DATE: July 2, 1979.

FOR FURTHER INFORMATION CONTACT: Robert C. Ashby, Office of the Assistant General Counsel for Regulation and Enforcement, U.S. Department of Transportation, 400 7th Street, SW., Washington, D.C. 20590. 202/426-4723.

SUPPLEMENTAL INFORMATION:

Synopsis

Introduction

Section 504 of the Rehabilitation Act of 1973 prohibits discrimination on the basis of handicap in any program receiving Federal assistance. Pursuant to Executive Order 11914, the Department of Health, Education and Welfare (HEW) issued Guidelines concerning the responsibilities of each Federal agency under section 504. In providing generally that the transportation systems which receive financial assistance from the Department of Transportation (DOT, the Department) must be accessible to the handicapped, this rule constitutes DOT's action in accordance with those Guidelines.

HEW Guidelines

In general terms, the Guidelines require that each program or activity receiving Federal financial assistance shall be operated so that, when viewed in its entirety, the program or activity is readily accessible to handicapped persons. If structural changes are necessary to achieve this accessibility, the Guidelines require such changes to be made as soon as practicable, but in no event later than three years after the effective date of this rule. If extraordinarily expensive structural changes to, or replacement of, existing facilities would be necessary to achieve program accessibility, and if other accessible modes of transportation are available, the Guidelines permit DOT to establish, by regulation, a deadline for compliance that is more than three years after the effective date of this rule.

The Guidelines also provide that new facilities and, to the maximum extent feasible, alterations to existing facilities, must be readily accessible to handicapped persons.

Finally, the Guidelines provide generally that no handicapped person shall be subjected to discrimination in employment under any program or activity receiving Federal financial assistance.

Highlights of the Rule

This rule is the result of extensive efforts on the part of DOT to design a workable program to meet the transportation needs of the handicapped population as well as the general public. It has been refined since the Notice of Proposed Rulemaking (NPRM) stage on the basis of public comment both from public hearings in five cities and in over 650 written submissions. The commenters included representatives of interested and affected organizations, including groups representing handicapped persons and state and local authorities.

The rule is designed to provide accessibility to all modes of public transportation, as required by the HEW Guidelines, as expeditiously as is feasible. The Department is convinced that the rule responds to the needs of handicapped persons in compliance with the law and in a prudent and financially responsible manner. The rule builds upon earlier Departmental efforts to enhance transportation accessibility.

Recipients are encouraged to undertake additional steps on their own initiative to provide accessibility to handicapped persons, and to seek financial assistance from DOT to carry out those steps in accordance with

existing DOT funding procedures. Nothing in these regulations is included to prevent recipients from taking these actions.

Briefly, the new rule requires that:

1. *Public transit buses*, the most widely used means of public transit, for which solicitations are issued after the effective date of the rule, must be wheelchair accessible. While the rule contemplates that Transbus will ultimately become the core of the public transit bus system, it does require that new buses before Transbus be accessible. Within ten years, half the buses used in peak hour service must be wheelchair accessible, and these buses must be utilized before inaccessible buses during off-peak hours so as to maximize the number of accessible buses in service.

2. Under existing regulations all new *rapid rail* facilities must be accessible. This rule would also require that all existing rapid rail systems be made accessible to the handicapped over time, subject only to a limited waiver provision. The rule adopts a system-wide approach to rapid rail and mandates that key stations be made accessible in 30 years if station accessibility involves extraordinary costs, with less costly changes in three years. The rule establishes specific criteria for key stations but would permit a locality to make additional stations accessible. Accessible and inaccessible rail stations would have to be linked by accessible connector service. We expect that at least one-third of the key stations should be made accessible within 12 years, at which time an evaluation of the progress toward accessibility would be made. While it is impossible to calculate with certainty the precise number of stations that would meet the key station criteria for any given system, DOT estimates that as many as 60 percent of the stations in some cities would have to be made accessible, with a national average of about 40 percent.

The key stations include stations where passenger boardings exceed average station boardings by 15 percent, transfer points on a rail line or between rail lines, end stations (unless near another accessible station), stations serving major activity centers (e.g., employment centers, hospitals), stations that are special trip generators for sizeable numbers of handicapped persons, and stations that are major interchange points with other modes of transportation.

A provision of the rule permits the local transit authority, through its Metropolitan Planning Organization

(MPO), to apply for a waiver from the accessibility requirements if it has an alternative proposal which was developed through local consultation, specifically including close coordination with handicapped persons and their organizations. A public hearing is also required. If the alternative will provide service to handicapped persons that is substantially as good as or better than the service under the requirement sought to be waived, a waiver may be granted. The principal rapid rail recipient in the five major cities with older, inaccessible systems must spend, or ensure that other Urban Mass Transportation Administration (UMTA) recipients spend, at least the equivalent of five percent of its area's funds under section 5 of the Urban Mass Transportation Act on the alternative service, if that recipient is granted a waiver.

The rule generally requires that rapid rail vehicles purchased after the effective date of the regulation must be accessible. Further, on a system basis, one vehicle per train must be accessible within three years of the effective date of the rule, whether by purchase of new cars or retrofitting of older cars. However, up to five years would be allowed if extraordinary costs are involved.

3. *Commuter rail systems* must be made accessible, also subject to a limited waiver provision. On the basis of key station criteria similar to those applied to rapid rail, all key stations must be made accessible within three years, with an extension to 30 years if station accessibility involves extraordinary costs.

On a system basis, one vehicle per train must be accessible no later than three years after the effective date of the rule, whether by replacement or retrofit, but up to 10 years is allowed if extraordinary costs are involved.

New vehicles for which solicitations are issued on or after January 1, 1983, must be accessible.

4. *Light rail* (trolley and streetcar) systems must be made accessible, also subject to a limited waiver provision. Using similar key station criteria as apply to rapid rail, all key stations must be made accessible within 20 years, with less costly changes to be made in three years.

On a system basis, within three years after the effective date (up to 20 years may be allowed if extraordinary costs are involved), half the vehicles used in peak hour service must be wheelchair accessible, and these vehicles must be utilized before inaccessible vehicles during off-peak hours so as to maximize the number of accessible vehicles in

service. New vehicles for which solicitations are issued on or after January 1, 1983, must be accessible.

5. For Federally-assisted urban mass transportation systems that will not be accessible within three years after the effective date of this rule, *interim accessible transportation* must be provided, until those systems are accessible. Subject to specified spending criteria, this interim service must be available in the normal service area during normal service hours, and must be developed in cooperation with an advisory group of local representatives of handicapped persons. The service, to the extent feasible, must meet a number of criteria as to convenience and comparability to regular mainline service. The recipient must use its best efforts to coordinate special services in the locality to meet the service standards. The recipient must spend an amount equal to two percent of its UMTA section 5 funds on the provision of interim service unless the advisory group agrees with the recipient that lower expenditures will provide an adequate level of service.

6. *New airport terminals* must be accessible with respect to general passenger flow, ticketing areas, baggage check-in and retrieval, aircraft boarding and existing, telephones, vehicular loading and unloading, parking, waiting areas, and public services. Existing air carrier airport terminals must be made accessible within three years. Airports must provide assistance incident to boarding to handicapped passengers, and for air carrier airports, lifts, ramps or other suitable devices not normally used for freight must be provided to enable wheelchair users to board or exit from aircraft.

7. *New rest area facilities* along federally assisted *highways* must be made accessible. Existing rest area facilities on Interstate highways must be made accessible within three years of the effective date. Other rest areas will be made accessible when the rest area or the adjacent highway is altered or improved with the participation of Federal funds. All crosswalks constructed with Federal financial assistance must have curb cuts or ramps. With certain exceptions, new pedestrian overpasses, underpasses, and ramps constructed with Federal financial assistance can have no gradient in excess of 10 percent.

8. Every new *railroad* station constructed with Federal financial assistance must be accessible with respect to general passenger flow, ticketing areas, baggage check-in and retrieval, boarding platforms,

telephones, vehicular loading and unloading, parking, waiting areas and public services. Existing stations must be made accessible within five years for certain stations, and within 10 years for all stations. Railroad car accessibility requirements have been coordinated with the Interstate Commerce Commission (ICC), and require one car per train to be accessible within five years.

9. The rule prohibits *employment discrimination* against the handicapped in relation to programs that receive or benefit from Federal financial assistance from DOT. In addition, Federal fund recipients are required by the rule to make reasonable accommodations to known handicaps of otherwise qualified applicants for employment unless the accommodation would impose an undue hardship upon the operation of the program.

The Department of Transportation considers this rule to be a "significant" regulatory action under the Department's policies and procedures for "Improving Government Regulations," published in the *Federal Register* on February 26, 1979 (44 FR 11034). The rule is deemed significant because there is widespread public interest in its provisions, because the rule will affect most transportation providers and users in the country, and because the rule has a significant cost impact.

Because of its economic impact, the Department has prepared a Regulatory Analysis of this regulation. The Regulatory Analysis examines the various alternatives that the Department considered in preparing this rule, considers the cost and program implications of the alternatives, and explains the Department's reasons for making the choices resulting in the final rule. A copy of the Regulatory Analysis has been placed in the docket for this rulemaking and is available for public inspection.

Background

This rule is based upon the Rehabilitation Act of 1973, Pub. L. 93-112, 29 U.S.C. 790 et seq.* Section 504 of

*On November 6, 1978, section 504 was amended by the Rehabilitation, Comprehensive Services, and Developmental Disabilities Amendments of 1978 to add coverage of any program or activity conducted by an Executive agency or the U.S. Postal Service. Since the amendment occurred after publication of the proposed rule, the specific provisions of that proposed rule were not drafted to apply to the Department's internal programs and activities. While the final rule expresses the Department's general policy concerning those programs and activities, the rule does not strictly apply to them. The Department intends to review its programs and activities to determine what actions to take to implement the amendment to section 504.

this statute states that "no otherwise qualified handicapped individual * * * 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 * * *." It is the primary legal basis for the efforts by the Department to ensure that handicapped persons are able to use transportation facilities and programs which receive financial assistance from the Department.

Section 504 provides little guidance concerning the means by which the Department should carry out its mandate. The section's legislative history is very sparse, and does not indicate, even in general terms, what the substance of the requirements of the affected agencies should be. Consequently, following the enactment of section 504, Executive Order 11914 was issued (41 FR 17871, April 28, 1976) to direct the Secretary of Health, Education, and Welfare (HEW) to establish standards, guidelines, and procedures for Federal agency implementation of section 504. The Order also directed other Federal agencies, including DOT, to issue rules consistent with the HEW standards and procedures. HEW issued its standards, guidelines and procedures (the HEW Guidelines) on January 13, 1978 (43 FR 2132). On June 8, 1978, DOT issued an NPRM to implement section 504 (43 FR 25016). The NPRM invited public comment and provided for a 90-day comment period, which was later extended 44 more days until October 20, 1978. In addition to this opportunity for submission of written comments, the Department, realizing the public interest and the complexity of the issues in this rulemaking, held public hearings in New York, Chicago, Denver, San Francisco/Oakland, and Washington, D.C.

About 650 persons and groups provided written comments to the docket, and 220 persons and groups made presentations at the public hearings. The commenters included representatives of groups of handicapped persons, transit operators, local and state governments, and many private individuals. The diversity and depth of these comments have emphasized the importance of this rulemaking for the future of this country's transportation systems and have been invaluable to the Department in making its decisions on the issues.

Analyzing the public response and revising the proposed regulation in light of the many comments has been a time-consuming task which has delayed the issuance of the rule. However, we are

convinced that this time has been well spent, and that the changes made to the rule as the result of the Department's analysis of the comments have significantly improved its provisions.

Section-by-Section Analysis

The following portion of the Supplemental Information discusses each section of the final rule. This analysis does not attempt to discuss completely each detailed provision of the regulation. Rather, the discussion pays particular attention to the differences between final rule and the NPRM and provides the Department's response to comments relevant to each section. When cost figures are used, they are expressed in 1978 dollars.

Subpart A—General

Section 27.1 Purpose. This section, about which no comments were received, is substantively unchanged from the NPRM. It simply restates the language of section 504.

Section 27.3 Applicability. This section, also unchanged from the NPRM, states that the rule applies to each recipient of DOT financial assistance and to programs and activities receiving assistance. The only comment on this section suggested that the reference to coverage of programs and activities was redundant. We do not believe that the reference is superfluous, and in any event no problems are created by its inclusion.

While DOT does not intend for this rule to apply retroactively, requirements which become effective on the effective date of this regulation, e.g., certain new construction or the issuance of solicitations for certain new vehicles, will be subject to this rule even if the construction or vehicles were part of a project or contract approved before the effective date of this part.

Section 27.5 Definitions. Several definitions were changed from the NPRM. The first change results from a provision of the Comprehensive Rehabilitation Services Amendments of 1978, which deleted from the statutory definition of a handicapped person, as it applies to employment, alcoholics or drug abusers whose use of drugs or alcohol prevents them from performing the duties of a given job or makes them a threat to property or other persons. Consequently, the definition of "qualified handicapped person" has been changed to exclude, for purposes of employment, persons subject to the 1978 amendment. This means that employers are not required to hire drug or alcohol abusers whose condition makes them unable to do the job or

makes them a threat to persons or property.

One comment pointed out that the definition of "passenger" included rail passengers but not passengers in other types of conveyances. This definition has been changed so that it includes passengers in modes other than rail.

In addition, several new terms have been added to the definitions section. In § 27.67(d) of the NPRM, the word "accessible" referred to the "ANSI standards" for purposes of the regulation. The ANSI standards which are published by ANSI, Inc., are detailed specifications for buildings and other fixed facilities designed to ensure that handicapped persons can enter and use the buildings. Because the ANSI standards do not apply to vehicles and other conveyances, a definition of "accessible" has been added to § 27.5. It provides that the term means conformity with the ANSI standards for new fixed facilities. For existing facilities, and for vehicles and other facilities to which the ANSI standards do not apply, the definition requires facilities to be able to be entered and used by handicapped persons. The ANSI standards will be a general guide to accessibility for existing facilities.

Definitions of light rail, commuter rail, and rapid rail systems have been added to the section, as have definitions of fixed route bus systems and public paratransit systems, air carrier airports, mass or public transportation, transportation improvement programs, and urbanized areas.

Because we decided (see discussion of Subpart F) to replace the designation of the Director of the Office of Environment and Safety with the general term "responsible Departmental official," the definition of "Director" has been deleted.

Numerous comments were received with respect to the definitions. One frequently made was that the definition of "handicapped person" did not spell out specifically what a "transportation handicapped person" was. Some of these comments suggested that separate definitions for "handicapped person" be developed for the transportation services and employment contexts. The Department of Transportation must generally use "handicapped person" (paragraph (1) of the definition in the rule), as that term is defined in section 504 and the HEW Guidelines. With respect to the transportation accessibility portions of the rule, the Department's interest centers on persons whose handicap results in a limited ability to use public means of transportation.

In particular, with respect to the mass transportation sections, the transportation handicapped are defined by statute. Section 12(c)(4) of the Urban Mass Transportation Act of 1964, as amended (UMT Act), defines "handicapped person" as "any individual who by reason of illness, injury, age, congenital malfunction, or other permanent or temporary incapacity or disability, including any person who is wheelchair bound or has semiambulatory capabilities, is unable without special facilities or special planning or design to utilize public transportation facilities and services effectively." UMTA's regulations contain virtually an identical definition of those who are covered (49 CFR § 609.3). The Department will construe the provisions consistently with the definition in the UMT Act to the extent feasible. However, the entire definition, which derives from the HEW Guidelines, is needed to specify the class of persons whom the rule protects from employment discrimination. Under these circumstances, a change to the definition is not necessary.

Several persons were also concerned with the inclusion of drug and alcohol abusers in this definition. Including these persons is consistent with HEW policy, and most apprehensions about their inclusion are probably addressed by the 1978 amendments discussed above. This rule does not require that alcohol and drug abusers be included among the persons eligible for elderly and handicapped half-fare programs required by DOT as a condition of receiving assistance under section 5(m) of the Urban Mass Transportation Act of 1964, as amended.

Various comments suggested that the regulation should contain additional terms, such as "violation," "comparable service," and so forth. In our view, the definitions section should be limited to basic terms and should not attempt to deal with what, in effect, are substantive questions better left to other parts of a regulation. The existing list of definitions is sufficiently comprehensive to provide the basic "building blocks" for an understanding of the substance of the regulation.

§ 27.7 Discrimination Prohibited. This section sets forth in general terms the requirements imposed upon recipients to avoid discrimination against handicapped persons. The Department's interpretation of § 27.7 on matters of accessibility to programs is set forth in Subparts C, D and E. It is those subpart that, in general, should be looked to for guidance on this subject. Compliance with those subparts satisfies the

requirements of § 27.7 on matters of program accessibility.

This section has been changed from the NPRM in two respects in response to comments. Minor editorial changes were made to subparagraph (b)(1)(vi).

In response to several comments, a new paragraph (c) has been added, incorporating the language of § 85.51(e) of the HEW Guidelines. This language requires recipients to take appropriate steps to ensure that communications with their employees, applicants, and beneficiaries are available to persons with impaired vision or hearing. These steps are likely to be relatively low capital expenditure items which can significantly facilitate the use of public transportation services by hearing and vision impaired persons and improve the employment situation of these persons.

It should be pointed out that the anti-discrimination provisions of this section and § 27.63 not only apply to discrimination between handicapped and non-handicapped persons, but also to discrimination between different classes of handicapped persons. For example, the regulation frequently requires accessibility for wheelchair users. When this standard is used, we intend that the vehicle or facility also be made accessible to persons whose handicap is not severe enough to require the use of a wheelchair (e.g., persons who use crutches or walkers).

One comment questioned the basic statement of § 27.7(a) that no handicapped person, "solely" by reason of handicap, shall be discriminated against under a DOT-assisted program. The commenter pointed out that the parallel provision of the HEW Guidelines does not use the word, "solely," and suggested that the word could lead to abuse. The word "solely" is taken directly from the language of section 504 and is equally appropriate here. Its purpose is to suggest generally that the primary focus of this rule is only upon one type of discrimination; its purpose is clearly not to limit the applicability of this rule to situations in which the discrimination focused upon is the only type of discrimination present.

A few commenters expressed concern that subparagraph (b)(3) was not sufficiently detailed or explicit to prevent denials of regular, mainline service to handicapped persons in situations where special service for handicapped persons also exists. In our view, the existing language is sufficient, and does not need to be expanded.

§ 27.9 Assurances Required. The few comments that were received on this section, and the Department's own

reconsideration of the language of the NPRM, centered on paragraphs (b) and (c), which deal with the "flow-through" of the rule's requirements to transferees of property obtained by a recipient with Federal financial assistance. Paragraph (a) has not been changed.

The purpose of paragraphs (b) and (c) is to ensure that, when a recipient sells or transfers property obtained with Federal financial assistance to another party for the same or similar purposes, the transferee will be bound by the obligations of these rules. If such provisions did not exist, it would be theoretically possible for the purpose of the regulations to be thwarted by a property transaction. The NPRM language implementing this purpose was drawn largely from the HEW implementing rules, which in turn were drawn from agency regulations implementing Title VI of the Civil Rights Act of 1964. To clarify these paragraphs, we decided to rewrite them. With one exception noted below, the rewrite is not intended to affect the substance of NPRM language.

Each of the four subparagraphs of the new paragraph (b) covers one of the types or uses of DOT financial assistance. Respectively, they are the direct transfer of real property from DOT to a recipient (e.g., the Federal Aviation Administration (FAA) gives a small rural airport it owns in Alaska to the state government), the use of Federal aid to help a recipient purchase real property (e.g., the acquisition of highway right-of-way by a state highway department), the use of Federal aid to buy personal property (e.g., the purchase of buses by a local transit authority), and use of Federal aid not involving the acquisition of property by a recipient (e.g., operating assistance to a rapid rail system). Where real property is involved, subsequent transferees of the property, as well as the recipient, are bound by the requirements of the regulations as long as the property is used for the purpose of the original Federal assistance or a similar purpose. In the case of personal property, the recipient is bound by the requirements of the regulations as long as it owns or keeps possession of the property. In addition, we have added language to the provision binding the recipient to follow these regulations as long as a transferee of personal property uses the property for a purpose directly connected with the recipient's operations. For example, if a small airport buys a snowplow with Federal aid, it continues to be bound by these regulations if it sells the snowplow to the county government and the county government, using the same

snowplow, assumes the responsibility for clearing the airport's runways of snow. Finally, assistance not used to obtain property obligates the recipient under these regulations only for so long as the assistance continues to be provided.

As one commenter noted, the NPRM did not include a provision—common to the HEW Guidelines and most Federal agency Title VI regulations—allowing the Department to reclaim the property in the event a recipient or transferee violates its obligations in cases where DOT directly conveys property to a recipient. DOT gives land away only in rare instances, to meet a particular government purpose. Therefore, we decided to delete this provision. Other means better suited to enforce the obligations of recipients and transferees, such as conciliation, administrative fund cutoffs, and other means authorized by law (e.g., court action), are, of course, still available.

§ 27.11 Remedial Action, Voluntary Action, and Compliance Planning. Subparagraph (c)(2)(3) has been changed to require recipients only to "begin to modify," rather than to "modify" as provided by the NPRM, policies or practices that do not meet the requirements of the rule within the first 180 days of its effective date. This change is intended to make clear that the modifications do not have to be completed within 180 days. The modifications must be completed within one year of the effective date of the rule, however, and this provision has been amended to so state. In addition, in response to a comment, subparagraph (c)(2)(iv) has been clarified by substituting the word "previous" for the word "modified." This change should remove any doubt that the paragraph calls on recipients to eliminate the effects of policies or practices that existed before modifications made to comply with these regulations. Also subparagraph (c)(3) now requires the submission of certain records to the head of the operating administrations only upon request. This change is intended to lessen the administrative requirements of the rule, by eliminating the NPRM's requirement that copies of these records be sent automatically to the Department.

This section drew relatively few comments. One commenter wanted to change the language of subparagraphs (a) (2) and (3) from the responsible Departmental official "may" to the responsible Departmental official "shall" take certain action. Believing that the responsible Departmental official should have discretion in his or

her actions under this section, we decided against this change. Other commenters wanted the regulations explicitly to require recipients to consult with handicapped persons, organizations, advisory committees, or the Architectural and Transportation Barriers Compliance Board. The section (subparagraph (c)(2)) already requires consultation with handicapped persons and organizations representing the handicapped. An additional organizational layer such as an advisory committee, while a step that some recipients may want to take, is not something the Department believes is appropriate to demand of all recipients. Finally, the Architectural and Transportation Barriers Compliance Board is a separate Federal organization with a different statutory mandate from that of the Department of Transportation. It would unnecessarily complicate the planning processes of recipients if the Board has to be routinely consulted in every case. However, the Department does intend to consult with the Board, which is an important resource in this area, in matters affecting its accessibility policies.

§ 27.13 Designation of Responsible Employee and Adoption of Grievance Procedure. This section is essentially unchanged from the NPRM. There were two comments of note. One asked that DOT require smaller recipients to have a grievance procedure, or at least retain the option to require such a procedure for them. The Department does not think that this step would be a good idea. Recipients with 14 or fewer employees are small enough to be able to handle most grievances informally. In keeping with the Federal policy of avoiding over-regulation, we think it appropriate to avoid imposing this kind of administrative burden on small recipients. The second comment expressed concern that this section could be interpreted to require persons to exhaust the administrative grievance procedures established by recipients before making a complaint to the Department under § 27.123. The Department encourages the settlement of local grievances by agreement of the local parties involved, and believes that recipients' grievance procedures will be a useful tool in reaching such settlements. However, persons may make written complaints to the Department under these regulations at any time.

§ 27.15 Notice. This section is also unchanged from the NPRM. Few commenters discussed this section. One asked for broader distribution of notices

under the section. The Department believes the NPRM requirements are sufficient. Another asked for a specific requirement of distribution to vision and hearing impaired people and others whose handicaps may interfere with communications. This concern is handled by the addition of the new § 27.7(c) to the rule, as well as by the language of section 27.15(e) itself.

§ 27.17 Effect of State or Local Law. This section states that the obligation to comply with this part is not obviated or affected by State or local law. It is unchanged from paragraph (a) of the NPRM. The intent of this provision is to indicate that State or local laws which limit or prohibit the eligibility of certain handicapped persons for jobs or services are not an excuse for noncompliance with this rule. Paragraph (b) of the NPRM version of this section said that the obligation to comply with the rule is not affected by the fact that employment opportunities for handicapped persons in some occupations may be relatively limited. Subpart B of the regulation adequately handles the problem of the employment of handicapped employees. Therefore, paragraph (b) appears to be unnecessary and has been deleted.

Subpart B—Employment Practices

Many commenters on the employment provisions of the NPRM had an initial concern about its scope, arguing that the definition of a handicapped person in § 27.5 of Subpart A, as it applied to employment, was overbroad. The list of impairments conferring protected status on individuals under the regulation should be pared down, in these commenters' view, particularly to exclude drug addicts and alcoholics from the definition. The definition of handicapped persons used in the NPRM is taken directly from the HEW guidelines (45 CFR 85.31). As noted in the discussion of § 27.5, this definition has been modified to take into account the 1978 amendments to the Rehabilitation Act of 1973, which should eliminate the concern of commenters about the employment of drug abusers or alcoholics. Drug abusers or alcoholics whose condition make them a threat to persons or property or renders them unable to perform their job are not required to be hired. Otherwise, the definition remains as stated in the NPRM.

We emphasize that the prohibition of discrimination against handicapped persons does not mean that people who cannot perform the duties of a job or whose employment is inconsistent with valid safety requirements must be

employed. The Department does want to ensure that organizations to which it provides financial assistance look only at the job-related qualifications of applicants and employees, and do not deny job opportunities to persons because of assumptions or stereotypes about their physical or mental condition or because they are unwilling to make reasonable accommodations to meet the needs of handicapped workers.

Section 27.31 Discrimination Prohibited. The first sentence of subparagraph (a)(1) has been changed by adding the words "for employment or an employee" after the word "applicant." This is a clarification to ensure that readers of the rule understand that present employees, as well as applicants, are covered by the prohibition of discrimination, and to distinguish these applicants from applicants for financial assistance.

A number of commenters suggested that this section include language clearly stating that recipients were not precluded from voluntarily taking "affirmative action" to overcome impediments to the employment of handicapped persons. It is not a purpose of the rule to prohibit such voluntary efforts. Therefore, subparagraph (a)(2) has been amended to state that the regulations do not prohibit the consideration of handicap as a factor in employment decisions when the purpose and effect of this consideration are to overcome or remove impediments, or the present effects of past impediments, to the employment of handicapped people.

One commenter interpreted subparagraph (a)(3) to mean that recipients' contractors (e.g., suppliers, construction contractors) were covered by the employment requirements of the regulation. The intent of this provision is simply to require that when a recipient enters into a contractual or other arrangement with organizations (e.g., labor unions or employment agencies) which directly affects the selection of employees or their working conditions, employees are still not to be subjected to discrimination. The Department does not intend through this provision to impose employment practice requirements on contractors performing work or providing supplies to recipients.

One focus of considerable commenter concern was paragraph (c), which provides that a recipient's obligation to comply with the rule with respect to employment is not affected by any inconsistent term of a collective bargaining agreement. This section is straightforward. The rule establishes certain duties (e.g., to make reasonable accommodations for handicapped

workers) which recipients must perform as conditions to receiving Federal financial assistance. Any inconsistency between this requirement and a term of a labor-management agreement does not excuse the recipient from complying with the regulations. To say otherwise would permit recipients and their unions, by collective bargaining agreement, to abridge the rights guaranteed handicapped persons by statute and regulation. While we recognize that this provision may require some adjustments to be made in some labor-management relationships, we believe that the provision is necessary to ensure that the rights of the handicapped under law and regulation are fully respected in all situations.

§ 27.33 Reasonable Accommodation. Many commenters representing the handicapped, and transit authorities, asked for the inclusion of more detail and examples in this section. The comments, collectively, evinced uncertainty about what the Department wanted "reasonable accommodation" to be and sought more definitive guidance. We understand these concerns. There are, however, literally multitudes of different recipients, job requirements and kinds of handicaps. Deciding what may constitute a "reasonable accommodation" in a given situation requires consideration of a great many variables involving the recipient, the job and the handicapped employee. Lists of examples of "reasonable accommodations" cannot do justice to this multiplicity of situations, and are likely to be misperceived as representing the sum total of what the regulation requires. Therefore, we decided to leave the final rule language as it was in the NPRM. After experience with the problems of specific recipients and handicapped employees, the Department or the operating administrations may be able to draft advisory guidance containing the kind of detail which the commenters believe to be desirable.

Considerable concern was expressed about subparagraph (b)(3), which provides that reasonable accommodation includes assigning to an alternative job with comparable pay an employee who becomes handicapped after being hired and is unable to perform his or her original duties. Some commenters said that for safety, personnel, or labor-management reasons, this requirement was impractical. The key point is that placement in an alternative position is required only with respect to "qualified" employees; the rule does not require alternative placement of a handicapped

person in a job the employee cannot perform capably or safely. The same point applies to the question of "comparable pay." An employee who is unqualified for a job at the same pay level as his pre-handicap job could be given a new job, for which he or she was qualified, that paid less than the old job. The rule does not require compensation of employees at a level above that which is appropriate for the work they are qualified to do and are doing. Nor does it require the creation of a position which is surplus to the personnel requirements of a recipient, although job restructuring may be a valid response to the needs of handicapped employees in appropriate cases.

Some groups representing handicapped persons, on the other hand, requested that alternative placement be in a position equal to or better than the employee's former job in terms of pay and responsibility. The Department does not think this would be a reasonable requirement.

Some commenters, principally groups representing the handicapped persons, objected to paragraph (c), which sets out factors for the Department to use in determining whether "undue hardship" prevents some kind of reasonable accommodation. These comments viewed this paragraph as a "loophole" in the regulation. The point of this paragraph, which DOT believes to be very important, is that this regulation should not ask a recipient to do what is impossible or unreasonable in a given situation. The regulations forbid discrimination against handicapped employees and require employers to "go the extra mile" of reasonable accommodation to make employment opportunities available. However, the regulation should not forbid employers from taking safety, costs, or operational needs into account in this process.

§ 27.35 Employment criteria. This section, which deals with employment tests and other criteria for employment, contained an editorial error which several commenters mentioned. Paragraph (b) has been corrected to read that tests when administered to an applicant for employment "or an employee" with impaired sensory, manual or speaking skills must nonetheless "accurately measure what they purport to measure," i.e., job related skills. Otherwise, this section has not been changed.

Several commenters, principally transit operators, felt that this section put them unfairly into a "guilty until proved innocent" position with respect to employment testing. The criticism is not valid. Under the section, a test or

employment criterion is not questioned so long as it does not adversely affect handicapped persons with respect to employment opportunities. If the test or criterion does have an adverse impact on handicapped persons then the employer must show that the test or criterion is job-related, i.e., actually measures or constitutes a qualification to perform the duties of the position. This process is modeled after the method by which the administrative agencies and courts determine whether an employment test or criterion which disproportionately excludes members of a minority group violates Title VII of the Civil Rights Act of 1964. In each case, the adverse impact on members of a protected group raises a rebuttable presumption of discriminatory treatment. The employer can rebut the presumption by showing that consideration of valid job-related job qualifications is responsible for the disparity in the effect of the test or criterion on the protected group and other people. Turning the presumption around—presuming that a test or criterion which has an adverse effect or excludes handicapped persons is job-related until the handicapped person or the Department shows to the contrary—would be inconsistent with this well-established and important part of equal employment opportunity law.

Two commenters raised a related issue, that of test "validation," asserting that there are no employment tests validated for use by handicapped persons. The concept of validation concerns the relationship of testing materials and job qualifications. A valid test measures an applicant's ability to perform certain duties. (See Uniform Guidelines on Employee Selection Procedures, 43 FR 38280, August 25, 1978). If a recipient's tests are valid and measure only job-related factors, and do not add measures of extraneous factors, then they are valid for blacks, whites, men, women, fully mobile people and persons confined to wheelchairs.

§ 27.37 *Preemployment Inquiries*. This section, which is fashioned after the HEW Guidelines (45 CFR 85.55), has not been changed from the NPRM. Several objections to this section were based on fears that it could impede medical examinations and inquiries that are necessary for safety and, in some cases required by other DOT regulations (e.g., 49 CFR Part 391, subpart E, relating to physical examinations for drivers employed by motor carriers). In the case of motor carrier driver positions, all applicants are required by DOT regulations to take physical examinations, and are not considered

qualified to drive unless they meet the minimum criteria specified by Part 391. If a person is not physically qualified to drive, then a recipient's failure to hire the person does not violate this part.

To clarify this point, language was added to the last sentence of paragraph (a) specifying that preemployment medical examinations required by Federal law or regulation are permitted. Other pre-hire inquiries into an applicant's ability to perform job-related functions are also permitted. In any event, an offer of employment may be conditioned on the results of a medical examination conducted before the hired employee reports for work, so long as all similarly situated employees must take such an examination.

Subpart C—Program Accessibility—General

§ 27.61 *Applicability*. Language has been added to this section to specify that the provisions of Subpart C should, where possible, be interpreted to be consistent with the provisions of Subparts D and E, which concern the specific modes of transportation receiving financial assistance from the Department. In cases of apparent conflict, however, the section provides that the standards of Subpart D and E shall prevail. This section is otherwise unchanged from the NPRM.

§ 27.63 *Discrimination Prohibited*. This section has not been changed from the NPRM.

§ 27.65 *Existing Facilities*. This section requires recipient's programs and activities to be accessible, discusses methods for achieving accessibility, sets a three-year deadline for making structural changes needed to ensure accessibility (different deadlines may be provided by subparts D or E), instructs recipients to prepare "transition plans" with respect to making structural changes, and requires recipients to make provision for informing handicapped persons of the availability of accessible facilities and services.

Several changes were made to paragraph (d) of this section. Along with a copy of their transition plans, recipients must now make available to the public a list of the persons and organizations consulted as part of the required public participation process. This addition is intended to permit the public to scrutinize the effectiveness of the recipient's efforts to involve the public, and handicapped persons and their organizations in particular, in the planning process. A new subparagraph (d)(1) adds to the required contents of the transition plan a listing of each facility required to be modified under

the regulation. Facilities must be listed even if the recipient contemplates requesting from the Department a waiver of the requirement to modify them. Other parts of the subparagraph require planning for the modification of all listed facilities in the transition plan. These requirements are intended to ensure that recipients plan to modify all facilities required to be modified by the regulations. This planning requirement ceases to apply only if a waiver is granted for a given facility.

Some commenters suggested the discussion of "program accessibility" in paragraph (a) should specify that so long as mobility through use of some of the components of an area's overall transportation system is available to handicapped persons, program accessibility has been achieved. The HEW guidelines require, and DOT's policy supports, making all modes of transportation accessible for all persons, regardless of handicap. Consequently, we did not adopt their suggestion. Another comment, asking that existing facilities not be required to be made accessible, was not adopted for the same reason.

Some comments suggested that the regulation in all instances specify that facilities and programs be "usable by" as well as "accessible to" the handicapped. This change is unnecessary. The rule's definition of "accessible" refers to the ANSI standards for new facilities and requires vehicles and existing facilities to be able to be entered and used by handicapped people. The definition of "accessible" includes the concept of "usability" and the absence of the word "usable" in some places in the regulation does not mean that a facility that handicapped persons can enter but cannot use will be in compliance.

Two commenters suggested that more examples be added to the methods of achieving program accessibility in paragraph (b). We think the existing language, particularly given the proviso calling for use of "any other methods" in appropriate situations, is broad enough. Given the applicability of the ANSI standards, specific inclusion of examples of nonstructural changes in this paragraph is unnecessary.

One commenter added that, consistent with § 84.22(d) of the HEW Guidelines, the regulations should require recipients to make nonstructural changes within 60 days. The § 84.22(d) which the commenter cites is part of HEW's own rules implementing section 504 for HEW-funded programs and is not binding on DOT. Nothing in the HEW Guidelines sets a separate

deadline for nonstructural changes. In addition, as a practical matter, we do not believe that such a short deadline is advisable.

Several comments contended that paragraph (d) should require transition plans to be submitted within 6 months, as HEW requires, rather than a year. The 6-month HEW requirement mentioned is part of HEW's Part 84 implementation rules for its own program. Its Part 85 guidelines for other agencies leave the schedule for transition plans to the discretion of each agency. In our view, a year is a reasonable time to allow most DOT recipients to plan for the often difficult and costly changes that will have to be made; for some recipients an 18-month period is allowed (see § 27.103, transition plans for rapid rail systems).

§ 27.67 New Facilities and Alterations. This section establishes general requirements for accessibility to facilities which are constructed or altered after the regulations go into effect, and applies the ANSI standards to this construction or alteration.

The Department has changed this section from the NPRM in a number of respects. As a clarification, paragraph (a) now states that facilities must be designed, constructed and "operated" in a manner so that they are accessible. This paragraph now also specifies that the accessibility requirement applies to vehicles ordered or leased after the effective date of the regulation, unless otherwise provided in Subpart D or E.

Some clarifications in paragraph (a) suggested by commenters—for example, that all components of a transportation program, train cars as well as station platform, be made accessible—are not needed because other portions of the regulation state the requirement. Objections to the proviso in paragraph (b) that alterations of facilities should be made accessible "to the maximum extent feasible" appear to be based on the assumption that this phrase dilutes the rule's mandate for accessibility. This assumption is incorrect. DOT is committed to the goal of accessibility, but wants to make clear that it is not demanding that recipients make changes which are simply not feasible (e.g., changes for which technology is not available or changes which would cause a dangerous weakening of a structure).

Paragraph (b) requires certain buildings to conform to the requirement of physical accessibility in paragraph (d). If an alteration is made to a portion of a building the accessibility of which could be improved by the manner in which the alteration is carried out, the alteration must be made in that manner.

Thus, if a doorway is being altered, the doorway must be made wide enough to accommodate wheelchairs. On the other hand, if the alteration involves ceilings, the provisions of this section do not apply because this alteration cannot be done in a way that affects the accessibility of the building.

Paragraph (b) is based on the belief that alterations present opportunities to design and construct the altered portion or item in an accessible fashion. It should be noted that paragraph (b) applies only to the altered portion or item of a fixed facility. Thus, a stair renovation to meet the ANSI standard does not impose a requirement for elevator installation since an elevator is not within the scope of the stair alteration project. Paragraph (b) does not create the obligation to install an elevator in an existing fixed facility which has no elevator. The basic requirement in paragraph (b) is simply to take the opportunities afforded by the alteration and, to the maximum extent feasible, use the alteration to make the facility accessible. Thus, normal maintenance may take place in practically all cases without generating an accessibility requirement.

In sharp contrast to paragraph (b), the sections on specific mass transportation systems (§§ 27.85–27.93) effectively do require the installation of elevators or other level change mechanisms in fixed facilities which have no elevators. However, because of the transition plan requirement applicable to those sections, all of a system's fixed facilities (for example, all stations in a rapid rail system) are examined at once and a rational phasing can occur.

A new paragraph (c), covering renovations of existing vehicles, has been added. This paragraph was § 27.97(b) of the NPRM, and was relocated from Subpart E to this section because it applies to modes other than those covered by Subpart E.

This paragraph provides that renovating efforts which prolong equipment useful life must include retrofit accessibility efforts. This paragraph recognizes that existing buses, rail cars, and other rolling stock are likely candidates for renovation and upgrading, and that such fleet maintenance investments might preclude the timely replacement of inaccessible equipment by accessible new equipment. Retrofit accessibility is not required for routine maintenance activities or for limited modifications to vehicles that are unrelated to the transportation of passengers (e.g. replacement of roofs, addition of new wheels).

Three commenters noted that some state standards (e.g., the Massachusetts Architectural Barriers regulations) may be more stringent than the ANSI standards applied by subparagraph (c). In order to comply with the rule, recipients must ensure that their facilities meet this regulation's accessibility requirements. Nothing in this regulation, however, would relieve recipients of their obligations to comply with state or local regulations which may be more stringent than the ANSI standards.

The statement "When used in this regulation, 'accessible' refers to these standards" in paragraph (d) has been deleted. Since this sentence states a definition of a term applicable throughout the regulation, it has been replaced by a substantially identical definition of "accessible" in § 27.5 in Subpart A.

The Department believes that it is probable that when the updated and revised ANSI standards are promulgated, the Department will use them as a reference to replace the current ANSI standards in this regulation. However, the Department decided to delete the statement that the new ANSI standards will be adopted from paragraph (d), because a statement of probable future action by the Department is not appropriate in the text of a rule. Also, the statement of the address from which copies of the ANSI standards are obtainable has been deleted from this paragraph; the information may be found in a footnote to the definition of "accessible" in § 27.5.

One commenter expressed concern that the portion of paragraph (d) which permitted departures from particular requirements of the ANSI standards, when equivalent access to the facility involved is provided by alternate means, might encourage recipients arbitrarily to ignore the ANSI standards. Given the wide variety of facilities and modification problems recipients will have to deal with under this regulation, we believe that it is reasonable to permit some flexibility in the choice of means to achieve accessibility. The language of paragraph (d) permits deviation from the ANSI standards only when it is "clearly evident" that equivalent access will be provided. This strong requirement, which will be backed by the Department's enforcement process, should be a sufficient safeguard against arbitrary decisions to deviate from the ANSI standards in situations in which those standards apply.

The Architectural Barriers Act of 1968, as amended (42 U.S.C. 4151 et seq.), directs the General Services Administration (GSA) to prescribe accessibility standards for the design, construction, and alteration of "buildings," a term defined in the statute. GSA has promulgated a regulation (41 CFR Subpart 101-19.6) to carry out its responsibility under the statute. New fixed facilities (e.g. transit stations) and alterations to existing fixed facilities which are funded by a grant or a loan from this Department are generally covered by that regulation.

The Department's section 504 regulation does not supersede GSA's regulation. However, § 27.67 of the section 504 regulation expresses the basic requirement of GSA's regulation, and if a recipient complies with § 27.67, it generally will have satisfied the requirements of the GSA regulation. The Department intends to administer the two regulations as consistently as possible, for we believe that the two are basically consistent.

Subpart D—Program Accessibility Requirements in Specific Operating Administration Programs: Airports, Railroads, and Highways

This subpart applies section 504 to the transportation facilities and programs receiving financial assistance from the Federal Aviation Administration (FAA), Federal Railroad Administration (FRA) and Federal Highway Administration (FHWA). In the near future, the Department will issue a notice of proposed rulemaking concerning the application of section 504 to programs receiving financial assistance from the National Highway Traffic Safety Administration. Urban mass transit programs are addressed by Subpart E.

Section 27.71 Federal Aviation Administration—Airports. The Department has made a number of substantive and editorial changes in this section. The most significant concerns the use of the term "air carrier airports," which is defined in § 27.5 to mean airports served by certificated air carriers, except those airports which are served solely by air carriers using aircraft with a passenger capacity of less than 56 persons or cargo service using solely aircraft with a payload capacity of less than 18,000 pounds. Any airport that receives Federal funds for terminal facilities is deemed to be an air carrier airport.

The portion of this section that requires boarding devices (such as lifts or ramps) that are not ordinarily used for other purposes (such as freight loading) to be reserved for the boarding

of handicapped passengers now applies only to air carrier airports. All airports receiving Federal funds must provide boarding assistance to handicapped passengers; airports that are not air carrier airports may do so with lifts, ramps and other devices that are used for other purposes, however.

These requirements replace provisions of the NPRM that limited any requirement for boarding assistance to airports enplaning more than 10,000 passengers a year. In response to comments from handicapped persons and their groups, the Department decided to require assistance incident to boarding at all airports. However, the Department also felt that at very small airports—those outside the "air carrier airport" category—it was reasonable to avoid requiring the purchase of equipment reserved for the use of handicapped persons. In the context of these very small airports, such a requirement would not be cost-effective. Therefore, subparagraphs (a)(2)(v) and (b)(2)(iv) and (v) have been amended to delete the 10,000 enplanement threshold and to insert the new requirements.

Paragraph (a) now provides that terminal facilities constructed "by or for the use of" a recipient of Federal airport aid funds must meet the enumerated accessibility standards. In the NPRM, this provision applied accessibility requirements to terminals constructed "with" Federal funds. The language of the final rule is broader. The Department believes that all terminals constructed by or for airports that receive Federal funds (e.g. for runway improvements), not only terminals actually constructed with Federal funds, should be accessible. Similar changes have also been made for other modes (e.g. intercity rail passenger service).

In paragraph (a)(2)(i), the final regulation adds the word "entrance" to ensure that handicapped persons can readily enter, as well as move around, airport terminals.

In addition to this substantive change, certain editorial changes were made throughout this section. The words "airport terminal" or "terminal" were used to replace the use of the word "station", which we felt to be confusing as applied to airports. The term "wheelchair-confined" was changed to "wheelchair users". This responded to comments that suggested that the term "wheelchair-confined" had unnecessarily negative connotations.

Three of the specific substantive requirements of the section have been changed from the NPRM. Subparagraph (a)(2)(vii), concerning the provision of teletypewriter (TTY) service, has been

rewritten. It now provides that each airport shall make available TTY service sufficient to ensure that hearing-impaired persons using TTY equipment are able to communicate readily with airline ticket agents and other personnel. The rewritten provision makes clear that it is the airport which is charged with ensuring that TTY equipment is available. If air carriers have TTY machines which are used, or shared, so as to permit TTY users to communicate readily with ticket agents and other personnel of all carriers, further action by the airport operator may be unnecessary. Where there is not now sufficient TTY capacity, the airport operator is responsible for providing this capacity, either by providing its own equipment or persuading its air carriers to do so. The FAA estimates that in order to provide the capacity required by the rule, 75 large and medium-sized airports will require an average of 4 TTYs; the 94 small airports an average of two; and the 451 smallest airports only one TTY each.

A few comments favored the provision of interpreters at airports instead of the provision of TTY equipment. The use of interpreters would not serve the principal purpose of the TTY provision, which is to provide hearing-impaired people with a substitute for the telephone in order to make reservations and ask for information. A few commenters also wanted greater detail in the provision for passenger assistance, such as requirement for special attendants to help handicapped people with baggage. In our view, the NPRM language is sufficiently explicit. Some commenters also wanted to add detail to the parking facilities provision of the section, such as a requirement of discounted fees for spaces reserved for handicapped persons. Such a requirement, in our view, is outside the scope of this rulemaking aimed at equalizing accessibility.

In response to a comment from a group representing handicapped persons, the last sentence of subparagraph (a)(2)(xi) has been rewritten to say that terminals shall have printed information in a tactile form. Airports may substitute a toll-free information telephone service for this tactile information service. Terminals must also provide information orally, in order to provide information to blind persons. Finally, the NPRM provided that guide dogs must be permitted on all certificated aircraft as well as in terminals. The requirement has been deleted with respect to aircraft for the reason that, as a requirement pertaining

to the accessibility of aircraft interiors, it was more appropriately dealt with by forthcoming rules of the Civil Aeronautics Board.

Many comments from handicapped individuals or groups representing them asked that the rule specifically require airlines to carry handicapped travelers, modify aircraft cabins for greater accessibility, and improve services to handicapped persons. The NPRM contained, and the final rule retains, requirements relating to boarding devices, ticket counters, baggage check-in and retrieval, and teletypewriters, all of which are owned and operated by the airlines at most airports. Following publication of the NPRM, representatives of the DOT, FAA, HEW, and the Civil Aeronautics Board (CAB) met to discuss the respective legal authority and responsibilities for improving the accessibility of air travel to handicapped persons. Following this meeting, the CAB determined that it had statutory authority to issue regulations governing air transportation of handicapped persons, both under section 504 of the Rehabilitation Act and under sections 404 and 411 of the Federal Aviation Act.

Recently, the CAB advised the Department that a rulemaking project was underway to implement these sections. Action by the CAB which would ensure the uniform provision of services and equipment by the airlines, needed to accomplish accessibility to air travel for handicapped persons, could obviate the need for airport operators to provide the same services directly or indirectly, through their leasing arrangements with the airlines.

Accordingly, as CAB rules become final, the Department will review the requirements presently contained, in § 27.71 to determine whether these provisions are duplicative or unnecessary, and if appropriate, will amend the rule to modify or remove such requirements.

Two commenters objected because the NPRM did not change 14 CFR 121.586 and 135.81. These regulations implement section 1111 of the Federal Aviation Act of 1958, as amended (49 U.S.C. 1511). Section 1111 provides that subject to FAA regulations, air carriers may refuse transportation to passengers when, in a carrier's opinion, transporting the passenger would or might be inimical to the safety of flight. The CFR sections cited limit the discretion of carriers under this statute and provide that special safety briefings be given to persons who require assistance in entering or leaving aircraft. Section 504 of the Rehabilitation Act does not

purport to repeal or modify section 1111, which is exclusively a safety statute.

Comments were received on a number of other specific portions of the terminal standards. Most comments on the waiting area/public space security provision supported the NPRM language, and the language has not been changed. A comment pointed out that the provision on curb cuts erroneously referred to 8.33 "degrees" rather than an incline of 8.33 "percent." The reference has been corrected. Most commenters favored the provision requiring guide dogs to be permitted to accompany their owners in terminals. One commenter thought that the provision might violate state and local health codes. Guide dogs are exempted from virtually all state and local laws or regulations banning animals from public places on health or safety grounds. This provision has not been changed.

Some commenters wanted volume controls attached to all telephones. The provision of the NPRM, which requires at least one volume controlled telephone in all public telephone centers (i.e., groups or clusters of phones) in terminals, should be sufficient to meet the needs of hearing-impaired persons. We have not adopted comments that volume controlled phones should be installed in special locations. Besides being contrary to the goal of integrated service for handicapped persons, carrying out this suggestion would cause the specially equipped phones to be available in fewer locations in the airport and therefore less convenient for hearing-impaired people. One comment suggested that the volume controlled phones be available to wheel chair users. Subparagraph (a)(2)(xii) has been amended to specify that telephones are among the public services that must be made accessible according to the ANSI standards.

The Department expects airports to ensure that these requirements for wheelchair-accessible phones and phones usable by hearing-impaired persons provide service for all handicapped people. Consequently, the wheel-chair-accessible phones should have the hearing assistance features, to serve wheelchair users who have hearing impairments.

Some comments asked whether the provisions of the rule apply to concessionaires and other tenants at airports. The requirements of the rule apply to those parts of airport facilities used by concessionaires and other tenants in the same way they apply to the parts of the airport directly under the airport operator's control. That is, terminal facilities designed or

constructed after the regulation becomes effective must be accessible, including the parts of the facility to be used by concessionaires and tenants. With respect to existing facilities, only those portions of the facilities used by tenants which are directly concerned with the provision of air transportation services (e.g. ticketing, baggage handling, or boarding areas) must be made accessible within the three-year period. However, if a terminal reconstruction results in significant renovation of space used or to be used by concessionaires (e.g. restaurants, stores), then this space must be made accessible.

§ 27.73 *Federal Railroad Administration—Railroads*. This section applies to passenger railroad service receiving Federal financial assistance through the Federal Railroad Administration (principally the National Railroad Passenger Corporation's Amtrak service). Amtrak commented extensively on the section, and other comments were received from state departments of transportation and handicapped individuals and groups representing them.

Subparagraph (a)(1)—New fixed facilities. Relatively few changes have been made to the language of the NPRM in this subparagraph. Most of these changes are purely editorial (e.g., the deletion of the words "referenced in § 27.67(c)" following "ANSI standards" in (a)(1)(i)). There were a few minor substantive changes as well. In (a)(1)(ii)(A), the first sentence was deleted as unnecessary. The subparagraph now begins by saying that "station design and construction" must permit the efficient movement of handicapped persons through the station. In (a)(1)(ii)(B), the word "wheelchair" has been deleted, causing the provision to state that the international accessibility symbol must be displayed at "accessible" entrances. The word "wheelchair" is not needed in this context. The last sentence of (a)(1)(ii)(E) now provides that when level-entry boarding is not provided, lifts, ramps or other suitable devices must be provided to facilitate entry into trains by wheelchair users. This clarifies the meaning of the provision. The provision regarding teletypewriter (TTY) service [(a)(1)(ii)(G)] for the hearing impaired was rewritten to be consistent with the parallel provision in the standards for new airports. It now provides that recipients shall make available a toll-free reservation and information number with TTY capabilities to permit hearing impaired persons using TTY equipment to readily obtain information or make reservations

for any services provided by a recipient. The intent of this requirement is that a person with TTY equipment anywhere in the country should be able to call a reservation number to make reservations for or get information about any service provided by a recipient. The parking spaces required of (a)(1)(ii)(I) has been corrected to refer to an 8.33 "percent" rather than "degree" grade. In the same provision, the term "wheelchair confined" has been changed to the term "wheelchair users." The provisions regarding telephones, station information, and public services have been changed in the same ways, and for the same reasons, as the parallel provisions of the airports section of the subpart. In addition, the language of (a)(1)(ii)(E) has been clarified. The provision now requires lifts, ramps, or other suitable devices "where level-entry boarding is not provided."

This subparagraph was not controversial, and the only comment suggesting change recommended that the reference to giving handicapped people "confidence and security in using the facility" [(a)(1)(ii)(J)] be deleted because it might lead to over-protectiveness of handicapped persons on the part of recipients. We think that this general requirement is not likely to produce any ill effects upon handicapped people, and have decided to retain it.

Subparagraph (a)(2)—Existing Facilities. This subparagraph was the most controversial part of the railroads section of the rule, and has been revised extensively in response to comments. The heart of the subparagraph, (a)(2)(ii), structural changes, has been rewritten. In the NPRM, this provision required all existing stations to be made accessible within five years of the effective date of the section. However, a recipient could request an exemption for up to ten percent of its stations which have the lowest utilization rates.

Amtrak asked for a 10-year compliance period, requested that only one station be required to conform to the regulations within any large urban area, and said that stations outside of urban areas should not have to conform if there is another station appropriately modified within 50 miles. Amtrak also questioned the utility of the provision of the NPRM permitting recipients to ask for an exemption from the accessibility requirement of up to 10 percent of its least used stations, noting that because of route restructuring proposals it is likely that stations and communities served are likely to change. Two state transportation agencies also opposed the 10 percent exemption provision, one

of which suggested that it be modified to be based on specific criteria (e.g., low utilization, high costs for modification) rather than tied to a percentage.

The final rule incorporates many of these comments. Subparagraph (a)(2)(ii) now simply states that stations shall be modified to make them accessible. A new subparagraph (a)(2)(iii) sets forth a phased timetable for achieving accessibility. This timetable establishes a system analogous to the key station concept which is used for rapid rail stations, described in Subpart E of the rule. Within five years of the effective date of the section, a recipient must make accessible at least one station in each Standard Metropolitan Statistical Area (SMSA) it serves. An SMSA is an area defined by the Bureau of Census as including a city of 50,000 or more population and its surrounding county or counties. Where there is more than one station in an SMSA, a recipient shall select the most heavily used station, in terms of passenger volume, for this first-phase modification. Within 10 years of the effective date of this section, a recipient shall make the other stations in the SMSA accessible. This provision retains the concept that all stations be made accessible. However, it permits a recipient to spread the costs of modification out over a longer period of time, while also ensuring that the most important station in an urban area will become accessible within a five-year period.

The key station concept used in the final rule also applies to rural stations. Within five years, a recipient must make accessible all stations located outside SMSAs that are not located within 50 highway miles of an accessible station. If there are two or more stations located within 50 highway miles of one another, the recipient is directed to choose the station with the highest passenger volume for the first-stage modification. Remaining stations must be modified within 10 years from the effective date of the section. Again, the intent of the rule is to spread the cost to the recipient of modifying all stations over a longer period of time, while still ensuring that key stations in rural areas are available to handicapped persons within a moderate distance.

The 10 percent exemption provision has been dropped in favor of a new waiver provision [(a)(2)(iv)]. The waiver provision permits a recipient to petition for a waiver within six years from the effective date of the section from the requirement of making any "second-stage" station (i.e. one of those stations which does not have to be modified within five years) accessible. A six-year

period is allowed because it will permit recipients and consumers at least a year after first-stage modifications have been completed to gather information and views concerning the impact of waiving the requirement of modifying second-stage stations.

In order to get a waiver for a particular station, a recipient will have to submit a written justification to the Federal Railroad Administrator. The justification must include the record of a community consultative process, including a transcript of a public hearing and consultation with handicapped persons and their organizations in the affected area. Before granting a waiver for a particular station, the Administrator and the Interstate Commerce Commission will evaluate the potential for high utilization by handicapped persons, considering, among other factors, the cost of making necessary modifications, the availability of alternative accessible service to transport handicapped persons from the affected area to accessible stations, and other factors which may be pertinent. The record of the community consultative process will also be reviewed as part of the Department decision-making process. The final decision on the petition for waiver, as provided in the NPRM, will be made jointly by representatives of FRA and the Interstate Commerce Commission. If the two agencies do not agree, the waiver request will be denied.

Amtrak also requested that it not be required to modify shops, restaurants and other facilities in stations that are not directly connected with the provision of rail transportation. The rule's provisions for railroad station concessionaires are the same as for concessionaires at airports, which do not require most concession facilities to be made accessible in existing stations. Another Amtrak proposal called for the rule to allocate costs among recipients of federal funds in proportion to the passengers each recipient serves in a jointly used facility. For example, if Amtrak, a commuter rail operation, and a rapid rail system all use the same train station, Amtrak's proposal would prorate the cost of needed modifications among the three recipients of DOT funds based on how many passengers of each entity used the station. The problem of allocating costs and allocating modification responsibilities among recipients jointly using the same facility is a difficult one. The Department of Transportation has decided to defer resolution of this problem, since it was not explicitly raised by the NPRM. We

anticipate taking action in the near future to address this problem.

Paragraph (b)—Rail Vehicles. Amtrak requested that this provision require program accessibility for rail vehicles (i.e. one accessible car per train) to be accomplished in five years rather than in three years, as proposed by the NPRM. It argued that given vehicle orders already made to manufacturers for inaccessible equipment, the three-year deadline would be very difficult and excessively costly to meet through acquisition of new vehicles, and would require the retrofiting of many old vehicles with lifts. We have accepted the five-year suggestion which is consistent with the rule's five-year deadline for key station accessibility. As a general matter, the Department believes it advisable to avoid the necessity for retrofitting old equipment wherever possible. Only two changes have been made in paragraph (b). A sentence in (b)(2)(iii), stating that if a recipient cannot meet the accessibility requirements of the provision it must either retrofit existing equipment or purchase new accessible equipment has been deleted because it is obvious. Subparagraph (b)(3) has been clarified to state that all new rail "passenger" vehicles purchased after the effective date of the section have to be accessible. There is no intention that the rule apply to non-passenger rail vehicles.

There were relatively few comments on this provision. Some commenters suggested that it would be advisable to require, when a train has an accessible coach and an accessible food service car, that the two accessible cars be adjacent to one another. This arrangement of cars in a train is a sensible idea, which Amtrak should implement where possible.

We also want to emphasize that in making restrooms accessible, and in providing services to handicapped persons generally, recipients should ensure that the dignity and privacy of handicapped persons are respected.

Paragraph (c)—Rail passenger service. There are three substantive changes in this paragraph. One concerns the notice required before "on-call" assistance will be provided to handicapped passengers. Persons requiring the service of an attendant must give 24 hours advance notice in order to receive assistance, compared to the 12 hours required by the NPRM (subparagraphs (c)(3) and (c)(8)(ii)). This change was requested by Amtrak and supported by some state transportation agencies. In our view, the longer period is more reasonable in terms of

scheduling personnel to assist handicapped persons. The necessity of notifying Amtrak an extra 12 hours in advance should not prove an unreasonable inconvenience for handicapped persons. Most people make intercity travel plans and reservations at least a day in advance in any event; requests for assistance could easily be made at the same time as reservations. For the same reasons, the advance notice for other handicapped persons requiring assistance has been lengthened from three to twelve hours ((c)(3)).

Subparagraph (c)(2), in the final sentence, provides that persons who need to travel with an attendant include those who cannot take care of "any one" of their fundamental personal needs (e.g. eating, elimination), rather than those who cannot take care of "most" of these needs, as the NPRM provided. The NPRM language might have led to uncertainty as to how many fundamental needs a person could not take care of before an attendant was required. While we agree with a commenter who pointed out that a person who needs an attendant is unlikely to travel without one, we believe this provision should be retained to clarify the obligations of recipients. Though another commenter asserted that the term "fundamental personal needs" is too ambiguous to remain in the regulation, we believe that the intent and meaning of this provision are clear enough to inform both recipients and potential passengers of their responsibilities.

The third change to this paragraph is in (c)(9), where the waiver of recipients' obligation to carry handicapped passengers has been limited to passengers using life support equipment that would depend upon the vehicle's power system. This change recognizes that failure of a vehicle power system, and the consequent failure of the life support system, could pose high risks of liability for the recipient. However, recipients should carry passengers with other kinds of life support equipment that can reasonably be carried onto and suitably placed within a passenger car.

In order to clarify the relationship between subparagraphs (c)(3) and (c)(8)(ii), the requirement of (c)(3) that recipients assist persons confined to bed or a stretcher has been deleted. Subparagraph (c)(8)(ii) is now the only provision governing the carriage of stretcher-bound or bedridden passengers.

Subparagraph (c)(13) of the NPRM, which concerned the effective date of the regulations, has been deleted. The

effective date of the intercity rail portion of the rule is now the same as for the rest of the regulation. A new (c)(13) has been added which requires recipients to provide information and training to their employees concerning the proper implementation of the regulation. This provision is designed to ensure that employees of recipients understand their obligations to handicapped passengers and meet these obligations in a well-informed and sensitive manner.

A number of other comments pertained to passenger service. Amtrak requested further elaboration of the "qualifications" of handicapped persons who could not be denied service, suggesting the addition of a criterion such as "able to travel without endangering their own and others' safety." We do not believe that such a criterion is desirable, because it would be difficult to enforce fairly and consistently. Amtrak also suggested that recipients identify in timetables where assistance is not available (e.g. flag stops, closed stations). We think this is a good idea, which Amtrak can implement without a regulatory requirement.

A state transportation agency suggested that the rule address such issues as potential liability to handicapped persons, job descriptions for persons who assist handicapped passengers, and union regulations that may affect assistance to the handicapped. We believe these issues are outside the scope of this rulemaking, and, properly speaking, are not regulatory issues at all. In addition, all these factors are likely to vary considerably among states and localities, and so are not easily susceptible to nationwide rule.

§ 27.75 Federal Highway Administration—Highways. The language of this section has been changed from that of the NPRM in three respects. The reference to § 27.67 in subparagraph (a)(1) and the final sentence of that subparagraph have been deleted, because the term "accessible" is now defined in § 27.5 for new facilities by reference to the ANSI standards. In subparagraph (a)(3)(ii), a minor substantive change has been made. The NPRM permitted exceptions to the requirement of making pedestrian overpasses, underpasses and ramps accessible where it is infeasible for mobility-limited persons to reach the facility because of "terrain" obstacles unrelated to the Federally assisted facility. To be consistent with the language of a January 23, 1979, agreement between the Federal Highway Administration (FHWA) and

the Architectural and Transportation Barriers Compliance Board (A&TBCB) on the subject of pedestrian overpasses, underpasses and ramps, we have substituted for the "terrain obstacles" the words "unusual topographical or architectural obstacles". This language points out that man-made as well as natural obstacles can preclude access to a facility and also emphasizes that, in order to except a facility from the accessibility requirement, the obstacle in question must be beyond the ordinary scope of highway engineering problems. Obstacles able to be overcome with ordinary engineering and construction effort by a state highway department should not form the basis for an exception.

Several state transportation agencies asked for clarification on whether all existing rest area facilities on Federal-aid highways, regardless of the involvement of Federal funds, are required by subparagraph (b)(1) to be made accessible. All existing rest areas on Interstate highways, where the vast majority of rest areas already are accessible, must be made accessible to the handicapped. On other roads, where the patterns of rest area placement and funding are more irregular than on the Interstates, existing rest areas will be made accessible when they are improved using Federal funds, or when the road on which the rest area is located is improved with Federal funds in the area directly in front of the rest area or in the near vicinity (roughly within a mile) of it.

The question of overpasses, underpasses, and ramps for pedestrians was the subject of more comments than any other part of this section. Comments were fairly evenly divided among those who felt that the 10 percent maximum gradient proposed by the NPRM was too steep (principally handicapped persons and groups representing them) and those who felt that a higher gradient was more reasonable (principally transportation agencies). Both concerns are valid. For wheelchair users, particularly those whose arms and upper body are not strong, wheeling a chair up a 10 percent grade, while possible, may be a laborious task. On the other hand, the length of the ramp necessary for maintaining the 8.33 percent gradient set forth in the ANSI standards means that more land may have to be acquired for the facility and that persons other than wheelchair users, unwilling to take the time to use the extended ramps, may simply cross the highway at grade, diminishing the safety advantage for which the pedestrian facility was built. The length of the ramp, in itself, may

also constitute a barrier to wheelchair users. Faced with these conflicting interests, we decided to keep the 10 percent gradient proposed by the NPRM. We believe that this is a reasonable compromise which achieves some, though not all, of the legitimate goals expressed by both groups of commenters.

DOT and FHWA will encourage state highway departments to construct pedestrian facilities with an 8.33 percent gradient whenever it is feasible. For example, where there is sufficient space, barriers (e.g., fences around Interstate highway rights-of-way) to prevent pedestrians from crossing at grade, or where there are heavy concentrations of elderly people in an area, we believe that the 8.33 percent gradient is a good idea. This policy is one which we believe it best to implement through the normal highway project planning process, however, rather than through a mandatory, across-the-board regulation.

The regulation does not require existing pedestrian facilities to be made accessible. However, the FHWA-A&TBCB agreement referred to above provides that FHWA will establish a program urging the states to create an inventory of overpasses and underpasses constructed or altered with Federal-aid funds after September 2, 1989. The states will also be urged to pinpoint overpasses and underpasses in need of modification, under criteria to be developed by FHWA and the A&TBCB. FHWA will urge each state to establish a timetable for making needed modifications.

Several commenters raised the question of the meaning of the word "constructed", in subparagraph (a)(2), which requires that all pedestrian crosswalks "constructed" with Federal financial assistance to have curb cuts. This provision expressly relies on 23 U.S.C. 402(b)(1)(F), which requires curbs "constructed or replaced" on or after July 1, 1976 to be accessible to wheelchair users and other physically handicapped persons. In other words, if there is a physical alteration or repair to an existing curb, or a new curb is put in place as a result, for example, of a project to widen a street or remodel an intersection, curb cuts are a required part of the project at crosswalks. Projects not physically affecting the curb itself—such as painting crosswalk lines over the curb—may be carried out without adding curb cuts.

Several groups representing handicapped persons and various individual commenters asked that curb cuts be required in all existing curbs on Federal-aid highways, or at least in

proximity to bus or rapid rail stops. As stated above, a specific statutory provision addresses the question of curb cuts. We believe that this provision is sufficient.

One commenter feared that the incorporation of the ANSI standards into this section might require highway departments to follow some highly unconventional engineering practices, such as having a sidewalk gradient of five percent adjoining a street with a gradient of 10 percent. We do not intend to require that sidewalk gradients differ from the gradients of the adjacent roadways.

Organizations representing the blind expressed concern over the impact upon blind people of "right turn on red" programs and what they perceive as the phasing out of audible traffic signals. These concerns were not addressed by the NPRM and are outside the scope of this rulemaking.

Subpart E—Program Accessibility Requirements in Specific Operating Administration Programs: Mass Transportation

§ 27.81 *Purpose.* The substance of this section is unchanged from the NPRM, and simply states that the subpart implements section 504 and other statutes applicable to this section. The substance of the NPRM's § 27.83, "Objective," has been merged into this Section. Section 27.85 of the NPRM, "Scope," has been deleted as unnecessary. Section 27.87 of the NPRM, "Definitions," has also been deleted. The definitions it stated have been shifted to § 27.5 in order to consolidate all definitions in one section.

There were very few comments about these introductory sections. Two comments asked for specific mention that the purpose of the regulation included consideration of the needs of the mentally ill. Mentally ill persons are covered by the general definition of handicapped, and further mention appears superfluous. Another commenter asked that the "objectives" section indicate clearly whether existing Urban Mass Transportation Administration (UMTA) regulations on the transportation of elderly and handicapped persons will be withdrawn. This rule supersedes the existing UMTA regulations (49 CFR Part 609, 49 CFR 613.204, and the appendix to 49 CFR Part 613, Subpart B, on 49 CFR 613.204), except that the requirements for Transbus remain separate from this rule (49 CFR 609, 15(a)). The appendix to 23 CFR Part 450, Subpart A, on planning for elderly and handicapped persons under the joint UMTA-Federal Highway

Administration planning regulations will be revised to reflect the requirements of this regulation. Although most of the advisory information in that appendix remains applicable, it will be revised to discuss the new section 504 regulation and the fact that some matters, such as wheelchair accessibility to fixed route bus systems, are no longer matters of local option.

§ 27.83 *Fixed Facilities for the Public* (Section 27.95 in the NPRM). The changes to this section, while considerable, are editorial in nature. Paragraphs (a), (c), (d), (e) and (f) have been deleted as repetitive of material contained in subparts A and C of the rule. The remaining provisions have been renumbered accordingly. The titles of the final rule's paragraphs (a) and (b) have been changed to reflect more accurately the contents of the paragraphs. The contents have not been changed from the NPRM, except that a reference to the ANSI standards in paragraph (b) has been changed to refer to § 27.67 rather than to the deleted paragraph (f) of the NPRM version of § 27.95.

Most comments on this portion of the NPRM concerned paragraph (a) of the NPRM, which has been deleted. The comments wanted more specificity in the statements of this paragraph's requirements in some cases, and other comments objected to the paragraph's provision for exceptions to accessibility requirements. The general material in this paragraph is clearly explained elsewhere in general sections of the rule; provisions as to exemptions are found in the program-specific portions of subpart E.

Comments on paragraphs (b) and (c) of the NPRM (paragraph (a) of the final rule) asked for greater specificity, particularly as to schedules for modification of facilities. Some commenters thought DOT should require a particular percentage of modification to be completed each year, for example. We believe that the sections are sufficiently specific as they stand. Given the diversity of modification tasks nationwide, greater specificity in this section of general application on scheduling modifications is not desirable. More specificity is provided in the sections on specific transportation modes.

There were few other comments. One commenter asked for specific mention of curb cuts. We believe those provisions requiring attention to the needs of handicapped persons in loading, unloading, and parking areas are sufficient to cover this concern.

The NPRM's § 27.97, which generally set forth the rule's requirements for vehicles, is applicable generally, not just in subpart E. Therefore, it has been deleted from its place in the NPRM and moved to subpart C.

§ 27.85 *Fixed Route Bus Systems* (Section 27.101 in the NPRM). In most communities, bus systems provide the only fixed route means of public transportation. The accessibility of bus systems to the handicapped is crucial if handicapped people in these communities are not to be denied the benefits of Federal aid to urban mass transportation. Even in cities with other modes of mass transit, the bus system—which normally has a much more comprehensive route structure than rail and other means of transportation—is a key to ensuring that handicapped people have an equitable opportunity to use transportation services.

The Department has changed this section from the NPRM in a number of ways. The first of these changes is in subparagraph (a)(1)(ii), where the definition of the accessibility of bus systems has been rewritten. The language of the NPRM—"off-peak frequency service or half of the peak service, whichever is greater, during off-peak hours as well as peak hours"—was confusing. For example, it could be interpreted to require bus systems to increase the frequency of its off-peak runs, something that the Department never meant to require. Therefore, the paragraph now provides that at least one-half of buses in peak hour service must be accessible in order to achieve program accessibility. During off-peak hours, a recipient must deploy all of its available accessible buses before it may place inaccessible buses in service.

In order to limit the need to retrofit existing buses and to permit bus systems, particularly those with newer fleets, to spread the cost of acquiring accessible buses over a longer period of time, thereby easing the short-term expenditures these systems must make, subparagraph (a)(2) has been changed to extend the outer time limit for program accessibility from 6 to 10 years. In addition, a new subparagraph (a)(3) has been added to the section, providing that nothing in the section shall require any recipient to install a lift on any bus for which a solicitation was issued after that date. Together with the 10-year period during which new accessible

buses can be purchased to make a fleet accessible by accretion, this provision will also help to limit the need to retrofit existing buses and to keep recipients' costs within reasonable bounds.

Those systems with older fleets will presumably be able to meet this standard in less than 10 years through normal bus replacement. All cities are likely to try to achieve program accessibility as quickly as possible, since § 27.97 requires the provision of interim accessible transportation during the period before program accessibility is reached. However, some systems with relatively new fleets may need the full 10 years in order to avoid large scale retrofitting of existing buses. The vast majority of commenters opposed retrofitting, raising significant questions about its cost—effectiveness and possible effects on the structural integrity of existing buses.

Given the extension to 10 years and the revised version of the program accessibility standard, the Department feels that the former provision about extending the six-year deadline "by one year for each 10 percent above the 50 percent of the buses that would have to be accessible" is unnecessary. Therefore, that provision has been deleted.

The final rule requires that all new buses for which solicitations are issued after the effective date of the part be accessible. In addition, to avoid the risk that a large number of procurement solicitations for inaccessible buses could be issued before the effective date of this regulation, UMTA intends to limit its consideration of bus grants to those that provide for accessible buses. This paragraph's requirement as they pertain to new, standard, full-size urban transit buses, will remain in effect until solicitations for those buses must use UMTA's "Transbus Procurement Requirements."

The requirement that all new buses be accessible will mean that eventually all buses will be accessible. The requirement in paragraph (a) of this section (program accessibility) that half of the peak hour bus service be accessible is a minimum level of accessibility that must be achieved within 10 years.

The bus system accessibility section of the NPRM received numerous comments. We have carefully considered these comments in writing the final rule. The comments, and our thinking in response to them, can be discussed most conveniently in terms of the following categories:

1. *Accessibility in General.* About 180 comments addressed the issue of

whether mainline bus service should be made accessible. About half these comments favored the concept of requiring accessibility. Handicapped individuals and their groups were strongly represented among the comments advocating the requirement; transit operators and state transportation agencies were heavily represented among the comments expressing the opposing view.

The comments favoring the requirement of accessibility cited the goal of incorporating handicapped people into the mainstream of society, providing independent mobility for them, permitting them to use the fruits of their tax dollars, and avoiding what they regarded as the pitfalls of "special service" paratransit (e.g. long lead times for reservations, waiting time, limitations on type and length of trips, unreliability). Opponents of the requirement asserted that the costs of accessibility are not justified by what they viewed as the small population that would probably take advantage of the services. Separate special service would do a better job for handicapped people at a lower cost, in their view, and they point to the difficulty which handicapped persons may have in getting to and from bus stops, particularly in bad weather.

The Department believes that major modes of public transportation should be made accessible. In addition, bus accessibility is a well-settled DOT policy, as evidenced by the Transbus mandate. In connection with his Transbus decision issued on May 19, 1977, Secretary of Transportation Brock Adams considered in depth the arguments for and against requiring buses to be accessible. The Secretary decided then, and in this rulemaking reaffirms, that accessibility of buses is an important part of the Department's urban mass transportation policy.

2. Costs. The costs of making bus systems accessible occasioned a great deal of comment. Many transit operators estimated that mainline accessibility would markedly increase their annual operating costs and cause them to incur heavy capital costs. For example, eight California transit systems said their annual operating costs would increase from one to 15 percent, while they would incur additional capital costs from around \$500,000 to \$16 million. Most figures that were provided simply added the costs of accessible mainline service to present costs. However, a number of comments compared the prospective costs of mainline accessible service to the prospective costs of special paratransit service. Some of these

commenters thought the costs of the two systems would be about the same, or that mainline service would cost less. The majority, however, felt that mainline service would be costlier. Summing up the views of these commenters, the American Public Transit Association (APTA) estimated that nationally, annual operating costs for mainline accessible systems would be \$300 million, versus \$159 million for "dial-a-ride" paratransit service. Some smaller transit authorities asserted that the costs inherent in the requirements of this regulation would cause them to curtail seriously or cease operations.

The Department of Transportation has looked carefully at the costs and has concluded that the costs of bus accessibility are likely to be lower than commenters suggested. Some of the difference may be explained by cost assumptions made by the commenters, who included significant sums for such matters as presumed slowing of service, increased cost for garages (based on presumed need for housing greater numbers of vehicles), increased insurance costs, need for additional personnel, additional training costs, bus stops and shelter modifications, and so forth. In the Department's view, some of these assumptions may not be well founded. The costs assigned to the items may be overstated, and it is likely that many of the costs would be incurred under alternatives other than program accessibility. With respect to cost comparisons between mainline and special services, valid comparisons are possible only if the special services involved are truly comparable (in terms of factors such as trip time, waiting time, trip purpose restrictions, hours of service, etc.) to mainline accessible service. From the comments, it was difficult to determine whether the services proposed as alternatives to mainline accessibility were truly comparable. Comments from handicapped persons about existing special services suggested that existing special services are not truly comparable.

While not denying the reality of increased costs for operators, the Department is not persuaded that the financial impact, in absolute or relative terms, is as high as some commenters assert. Nevertheless, the Department took important steps to mitigate the cost impact of the rule. The stretching out of the compliance period from six to 10 years is one example of a change that should help to mitigate costs. In addition, the provision that a bus for which a solicitation was issued on or before February 15, 1977, need not be

retrofitted with lifts will result in some capital savings for recipients. This provision, in conjunction with the longer compliance period, will probably result in very few buses having to be retrofitted with lifts in order to reach program accessibility.

The capital cost impact of this portion of the regulation will therefore consist principally of incremental costs of lift-equipped buses over the costs of inaccessible new buses. This cost appears to be within reasonable bounds. The marginal increase in operating costs is estimated to average about 1.3 percent.

3. Benefits. The principal benefit that this portion of the regulation attempts to confer is making it possible for wheelchair users to use mainline buses. A large majority of the comments relevant to this issue suggested that the provision of this benefit may not be meaningful, predicting little or no increase in the use of mainline buses by handicapped persons as the result of the rule. These commenters cited the difficulty of getting from home to the bus, given the presence of other barriers in the community, as the biggest reason for this predicted lack of ridership. Other problems mentioned were the problem of transferring to other routes when not all of the buses during peak hours were accessible, and concern by the handicapped about the safety of accessible equipment. The minority of commenters who believed that accessibility of mainline service would increase ridership alluded to such factors as likelihood of building up a handicapped ridership base when accessible service was actually provided, the probable diversion of handicapped from taxis to less expensive bus service when accessible service became available, and the assistance to bus ridership that could be provided by demand-responsive supplemental service.

Our starting point for estimating the probable benefits to be gained from accessible mainline service is the potential market to be served. The "National Survey of Transportation Handicapped Persons" (1978) performed for the Department indicated that there were about 1.5 million people who live within a half-mile of a bus stop and for whom bus steps are a barrier which would prevent them from using buses. Given the increase in the average age of the population, it is likely that the number and proportion of mobility-handicapped people will increase, because as people age, the likelihood that they may become mobility-handicapped increases. Not all these

people could get to a bus stop, given the existence of other barriers. The Department supports the removal generally of barriers to the mobility of handicapped people, but is only in a position to mandate the removal of barriers in those programs to which it provides financial assistance. However, actions are now being taken to eliminate these barriers, and these measures will enable more handicapped persons to use an accessible system.

We believe that the use of accessible bus service by handicapped people will increase over time. Given the history of almost total inaccessibility, most handicapped people probably do not think first of the city bus when they make transportation plans. It is necessary to create accessible service and educate the public about it before the significant potential market of handicapped users is likely to ride the buses in large numbers. The Department is persuaded that, under this rule, and with the cooperation of transit operators, mainline bus service can be safe, convenient, and attractive for handicapped persons.

4. *The Use of Lifts.* Pending the introduction of Transbus, the only technology for making buses accessible to handicapped people is the lift. After the effective date of the rule, recipients may issue solicitations only for accessible buses. This requirement will not be a major policy change for a number of the nation's largest bus systems, including those serving Los Angeles, Detroit, Washington, Seattle, Houston, and St. Louis, which have already decided to purchase at least some accessible new buses. Given the provisions of the final rule, it should be unnecessary in almost all cases to retrofit previously purchased buses with lifts, an expensive and technically difficult process opposed by the vast majority of commenters who discussed retrofit.

Commenters who opposed the requirement to purchase only accessible new buses focused on three main issues. They stated that the use of lifts would greatly slow bus service; that lifts are unsafe, and the presence of some handicapped persons aboard buses as the result of the use of lifts could pose a hazard in an emergency evacuation situation; and that lift technology is unreliable and lifts do not work properly. The case in point cited by exponents of this final point is the St. Louis bus system, which reports much trouble with its lift-equipped buses.

With respect to the argument that the use of lifts would greatly slow bus service, the Department is somewhat

skeptical. While there may be some slowing of service in some circumstances, this problem is not likely to be of the scope or magnitude suggested. Transit systems should, after a time, gain experience concerning the points on their routes where it is most likely that lifts will be used on a regular basis. Any regular delays of this kind can and should be worked into schedules in such a way that service disruptions or undue slowdowns of service will be minimal.

The concerns expressed about safety went first to the fit between the lift and wheelchairs—lifts might not be able to receive and "lock onto" all sizes of chairs, for example—and second to the evacuation of wheelchairs from the bus in an emergency. To the extent that the first problem exists, it can be remedied by the improvements to the design and construction of new lifts and remedial safety devices or warnings on existing lifts. With respect to emergency evacuation, recipients should develop, and train bus operators in, means of expeditiously evacuating wheelchair occupants from buses in emergencies as part of their accessibility programs and policies. We feel that seating in buses can be designed to minimize any obstruction by a wheelchair to the evacuation of other passengers. Obviously, it is desirable in any emergency evacuation situation that the evacuees be as mobile as possible, but this general statement is not a sufficient reason for keeping mobility-limited people off public conveyances.

We are aware that lifts in present use have experienced technical problems. Manufacturers of lifts commented that they were presently working to make needed improvements in lifts. In addition, we believe that a requirement for lifts will create a much stronger demand for lift equipment, which in turn will encourage companies with high engineering skills and production capacity to enter the market. The result should be the availability of good equipment at competitive prices. Moreover, the time lag before lift-equipped buses begin to arrive on the streets in response to the rule's deadline for orders means that it will be about 18 months from the effective date of this rule before the buses are delivered. This allows some additional time for the production of improved lifts. It is the Department's conclusion that lifts are a feasible solution to the problem of making buses accessible.

5. *Comments Regarding the Transbus.* Many commenters saw the docket on the NPRM as a forum to re-open the Secretary of Transportation's May 1977

decision to mandate Transbus. Comments both in favor of the Transbus mandate and against it (or asking for delay in its implementation) were received. The Transbus decision was made well before the section 504 NPRM was published, and stands independently of any of the decisions made as part of the present rulemaking. The Transbus decision is referenced in the general requirement of accessibility made by this rule, and is not subject to modification as part of this rulemaking. Regardless of the timing of the availability of Transbuses, recipients are bound by this final rule to issue solicitations only for accessible buses after the effective date of this rule.

§ 27.87 *Rapid and Commuter Rail Systems.* The NPRM's section 27.103, entitled "Fixed guideway systems accessibility," dealt with light rail systems as well as with rapid and commuter rail systems. In the final rule, light rail systems are discussed in a separate section, § 27.89. The provisions of the rapid and commuter rail portion of the rule have been extensively revised.

The new paragraph (a) provides that program accessibility in rapid and commuter rail systems is achieved when a system, when viewed in its entirety, is accessible to handicapped persons, including wheelchair users. All stations must be accessible to handicapped persons who can use steps (e.g., fully mobile blind or hearing-impaired persons); key stations must also be accessible to wheelchair users.

The rule provides that recipients must treat as key stations those stations which meet any one of several criteria. A station must be made accessible if it is (1) a transfer point on a rail line or between rail lines (e.g., where two subway lines cross), (2) a major interchange point with other modes (e.g., a rapid rail station serving an airport; a subway station adjacent to a stop serving three bus lines; this criterion does not make every rail station adjacent to a bus stop a key station, however), (3) a station at the end of a line (unless the station is close to another accessible station), (4) a station serving major activity centers (employment or government centers, institutions of higher learning, or hospitals or health care facilities), (5) a station that is a special trip generator for sizable numbers of handicapped persons (e.g., a station serving a cluster of high-rise, high-density apartment buildings with a large handicapped population), or (6) in the case of rapid rail, a station where passenger

boardings exceed average station boardings by 15 percent.

The key station concept was suggested during the comment period as an alternative to 100 percent station accessibility. Representatives of the city of New York proposed that 10 percent of the New York City rapid rail stations would be an appropriate level of key stations. These discussions focused the Department's attention on the idea of a key station approach, but further reflection and analysis showed that the service quality from a very low level of key station accessibility as proposed by New York was not adequate. For this reason, the Department has adopted criteria for determining what are key stations to ensure that heavily used stations and those that are trip generators for the handicapped will become accessible. Using these criteria, effective rail transportation service can be provided at a significantly lower cost than would be the case if all stations were required to be accessible.

For commuter rail systems, which serve less densely populated areas and which have stations spread over a wider geographic area than rapid rail systems, application of these criteria alone might well result in the exemption of so many stations that the system, viewed in its entirety, would not be accessible. Therefore, an additional criterion based on distance from other accessible stations has been imposed for commuter rail systems. This criterion would identify any station which is distant from any other accessible station as a key station. "Distant" is not defined, but our intent is that making every third station accessible would generally satisfy this criterion.

The regulation does not specify a percentage of stations that must satisfy these criteria. However, a reasonable estimate is that application of these criteria will result in a nationwide average of about 40 percent of rapid rail stations being made accessible, although this figure may be as much as 60 percent in some cities.

With respect to rail vehicles, the regulation requires all vehicles to be accessible to handicapped persons who can use steps and one vehicle per train to be accessible to wheelchair users. Paragraph (b) generally requires new rapid rail vehicles for which solicitations are issued after the effective date of the regulation to be accessible.

While 49 CFR Part 609, UMTA's regulation governing accessibility of handicapped persons to transportation, is superseded by this 504 regulation, the former §§ 609.15-609.19 should continue

to be used by recipients as guidance for determining accessibility features to be incorporated in new equipment until new guidance on what specific accessibility features are required, probably in the form of an UMTA circular, is issued. One accessibility feature in rapid rail systems—a device to close the gap between vehicle exits and station platforms in order to make entering and leaving the vehicles safe and convenient for handicapped people—is not required to be provided, if needed, until January 1, 1983. This delay is intended to permit a reasonable time for further development and testing of gap-closing devices. New commuter rail vehicles for which solicitations are issued on or after January 1, 1983, must be accessible to wheelchair users. This date was selected in order to permit a reasonable time for the development and testing of car-borne lifts which may be necessary to make cars accessible in some systems.

The regulation also requires connector service between accessible and inaccessible rapid rail stations. This service is intended to provide at least a partial substitute for the rapid rail service between stations that is unavailable because some stations are inaccessible. The connector service may be provided by regular bus routes, special bus routes, special service paratransit, or any other accessible means of transportation provided by a recipient that will transport a handicapped person from an inaccessible rapid rail station to the nearest accessible station in the person's direction of travel, or vice-versa. The connector service, together with accessible rail stations, must provide to handicapped persons a level of service reasonably comparable to that provided by the rapid rail system for a non-handicapped person.

As an indication of this comparability, the service generally should avoid requiring a handicapped person to transfer more than one time more than a non-handicapped person would to get to their destination. This is not a firm, invariable requirement, however. If service of approximately equivalent speed can be provided, variation in the number of transfers permitted may be possible.

It should be pointed out that one way to provide adequate connector service with accessible mainline buses might be route restructuring, rather than the addition of new service.

The timing of the connector service requirement parallels that of the rapid rail system program accessibility requirement. Complete connector

service must be in place within 30 years from the effective date of the regulation. Within this time period, there must be a steady build-up of connector service that is coordinated with the completion of key stations. No later than 12 years from the rule's effective date, connector service must provide effective and efficient use of key stations that have been made accessible at that time.

Subparagraph (a)(4) sets the time schedule for accomplishing program accessibility in rapid and commuter rail systems. Accessibility must be achieved as soon as practicable, but not later than 3 years after the effective date of the regulation, except that this time limit is extended to 30 years for extraordinarily expensive structural changes to, or replacement of, existing fixed facilities needed to achieve program accessibility. Changes to accommodate the needs of handicapped persons who can use steps—such as blind or hearing-impaired persons—are expected to be accomplished within three years, since these changes generally involve low-capital expenditure projects and are not "extraordinarily expensive." The Department generally considers elevators and vehicle lifts to be "extraordinarily expensive" and has selected the extended deadlines to permit adequate time for such improvements to be made.

It is the policy of the Department that the most essential key stations (about one-third of all key stations) be made accessible within the first 12 years of the program. However, the Department has decided that a 30-year period for obtaining full program accessibility is justified. This decision was made principally on the basis of the difficulty and high cost of making needed structural changes (e.g., retrofitting existing subway stations in New York City or Philadelphia with elevators).

The Department believes that it is reasonable to spread out the work and cost of these changes over a relatively extended period. However, the Department intends to ensure, through its planning and grant process, that recipients proceed with needed modifications at a reasonable rate. The regulation requires that each recipient make steady progress over the entire 30-year period, in compliance with a required transition plan. After 12 years, the Department intends to require an assessment at the national and local levels of the progress of accessibility work and its impact on ridership.

The time limit for vehicle accessibility is five years from the effective date of the regulation in rapid rail systems and 10 years for commuter rail systems for

extraordinarily expensive changes to, or replacement of, existing vehicles. Less expensive changes in rolling stock, to make the vehicles accessible to and usable by handicapped persons who can use steps, must still be made within three years.

The Department is aware, as many commenters have pointed out, that carrying out this section will be costly. The Department estimates that over the 30-year compliance period, achieving program accessibility in rapid rail systems will cost about \$1 billion. This estimate covers capital costs for fixed facilities and vehicles, incremental operating costs, and connector service which does not make any use of mainline accessible bus routes, and assumes that a national average of 40 percent of stations will be made accessible. The actual cost will be lower to the extent that cities are able to use mainline accessible bus lines for connector service, thereby saving some of the cost of a complete, separate connector service system. The 30-year compliance cost for commuter rail systems, also assuming that about 40 percent of stations are made accessible, will be about \$290 million. The 30-year compliance period will enable recipients to spread these costs over a long period, so as to make them easier to bear.

Many commenters who discussed accessibility for rapid rail systems favored accessibility. The majority of the comments from handicapped persons and their groups favored a shorter deadline for program accessibility—12 or 20 years—than the 30 year deadline chosen by the Department. The Department understands this view; handicapped people have already waited a long time for the removal of transportation barriers. The Department believes, however, that it must take care to mandate only what can be accomplished practically by recipients and by the Department. The key station concept received support in the comments both from transit operators and groups representing the handicapped.

With respect to rapid rail vehicles, two rapid rail system operators expressed concern about the vehicle/platform gap problem. This problem is addressed by the rule's provision for gap-closing devices in cars for which solicitations are issued on or after January 1, 1983. Other comments mentioned the need for some interior refitting of vehicles; the timing of this refitting will depend on its extensiveness and cost. As the rule provides, accessibility (including

interior refitting) that is not extraordinarily expensive must be accomplished within three years.

Most operators commenting on the NPRM supported a "local option" concept, in which each operator or local government would select the mix of transit services best suited to provide mobility for handicapped persons.

There is room for considerable local planning in carrying out this regulation, with respect to planning, connector service, and determination of some key stations. However, the concept of local option as expressed by many commenters is inconsistent with the assurance of providing program accessibility which section 504 and the HEW guidelines require.

As with bus systems, comments questioned the likelihood of significant use of accessible rail systems by handicapped riders. Present experience is scanty. Systems which are partly or wholly accessible, such as San Francisco's BART and Washington, D.C.'s Metro, report relatively small but growing numbers of handicapped users of their station elevators. It is reasonable to believe that these numbers will increase as more accessible buses begin to feed into the rail systems and as other barriers to the movement of handicapped people are eliminated. While it is clear that awareness of the existence of accessible transit must increase and other barriers must decrease before the full potential for handicapped ridership could be realized, it is also clear that there is a currently untapped market for transit service which accessible systems are capable of serving. It should also be pointed out that accessible systems may make the use of public transit more convenient, and consequently more attractive, for many people who are not handicapped.

The range of comments concerning commuter rail was quite similar to that concerning rapid rail. One difference concerned what most transit operators commenting regard as the unique nature of commuter rail, which runs on track also used by other rail traffic. This, the operators said, poses problems for them. Increasing the time a commuter train needs to stay at a station in order to pick up handicapped passengers may disrupt schedules for other trains. Moreover, in high-platform stations, there may be a considerably larger car/platform gap than in rapid rail stations. Also, the fact that commuter rail systems operate in areas of lower population density means that relatively few handicapped riders are likely to use accessible service.

It is probable that the number of handicapped passengers, like the number of passengers in general, is likely to be lower for commuter rail than for rapid rail. However, there are fewer public transportation options for people living in areas served by commuter rail than for people in more densely populated areas. This makes making the accessibility of commuter rail even more important for those people.

The key station provisions of the rule should improve the ratio of costs to benefits for commuter rail operations. As with other modes of transportation, however, the Department's decisions in the commuter rail area cannot be exclusively tied to cost-benefit analysis. The human value of providing accessible transit services to all persons must weigh heavily in the decision. Sophisticated traffic management techniques should permit schedules of commuter trains and freight trains which share relatively few lines to be arranged so that the commuter trains can safely pick up handicapped passengers without unduly delaying other traffic.

Commuter rail systems differ. Some have high platform stations flush with car entry level. Others have entry from ground level. Others have combinations of both. What the rule requires is accessibility, not any particular technique for achieving accessibility. If a system has mostly high platform stations flush with car entry level, it might modify its other stations along the same lines, thus obviating any need to equip its rolling stock or stations with lifts. On the other hand, so long as train entry areas are accessible to handicapped persons, a system may provide access to its vehicles with lifts and avoid modifying most platforms. Platform/train gaps could be closed by automatic equipment extending from cars or by "gangplank" devices either carried on the train or stored in the station and operated by train or station personnel. Where it is most appropriate for commuter rail vehicles to become accessible through the use of lifts, the January 1, 1983, solicitation date plus the approximately two-year period between order and delivery gives recipients and manufacturers sufficient time to develop and deploy new technology.

Other comments on the commuter rail section of the rule paralleled the rapid rail comments concerning the key station concept, the merits of accessibility as a goal, and "local option." The Department's thinking on these issues is the same as in the rapid rail area, with the exception that one of the criteria used for determining which stations are key stations in rapid rail

systems—stations boarding 15 percent more passengers than the system average—is not applicable to commuter rail systems.

§ 27.89 Light Rail Systems. This section, which treats rail (trolley) systems separately from commuter rail and rapid rail systems, is new. The general accessibility requirement for light rail systems, like that for other modes, is that a system, when viewed in its entirety, must be accessible to handicapped persons, including wheelchair users.

The requirement for station accessibility is similar to that for rapid rail. All stations must be accessible to handicapped persons who can use steps, and key stations must be accessible to wheelchair users. Key stations are generally defined by many of the same criteria used for rapid and commuter rail key stations, and the rationale for the key station concept discussed in connection with rapid and commuter rail systems applies to light rail stations as well. Relatively low-capital changes to be made to stations or vehicles are expected to be made within three years. The three-year general time limit is extended to 20 years for extraordinarily expensive structural changes to, or replacement of, existing fixed facilities and vehicles necessary to achieve program accessibility.

It is important to note that light rail vehicles stop not only at fixed-facility station, but also at street stops. We intend the key station criteria to apply only to fixed-facility stations. Street stops need not be considered as key stations, because these stops will be accessible in many cases, when lift-equipped vehicles are deployed. Street stops do not need to be changed structurally under this section. However, once light rail vehicles are equipped with lifts, it is likely that wheelchair users will be able to enter and leave the vehicles at many street stops.

The vehicle accessibility requirement for light rail is similar to that for buses. All vehicles must be accessible to handicapped persons who can use steps. At least half of the vehicles in peak-hour service must be accessible to wheelchair users.

During off-peak hours, the accessible vehicles must be used before inaccessible vehicles can be used. The discussion of the rationale for the bus accessibility requirement applies to the light rail vehicle accessibility requirement of this section. New light rail vehicles for which solicitations are issued on or after January 1, 1983, must be accessible to handicapped persons, including wheelchair users.

The final requirement of the section is that after 12 years, light rail operators must submit to the Department a report on the progress, cost and benefits of the accessibility program. As with rapid and commuter rail systems, operators are expected to make steady and reasonable progress throughout the 20-year program period toward the goal of program accessibility, with the most essential work being done first. However, until the Department's study of light and commuter rail accessibility as mandated by section 321(b) of the Surface Transportation Assistance Act of 1978, is completed, we foresee no need for movement beyond the planning phase. Section 321(b) directs the Secretary to make an evaluation of the light and commuter rail modes to determine ways of making and the desirability of making such modes accessible to handicapped persons. The Secretary is directed to report to Congress the results of this evaluation by January 30, 1980, together with his recommendations for legislation necessary to clarify or change Federal laws or provisions pertaining to light and commuter rail accessibility.

The Department estimates that the capital cost of making light rail systems accessible would be about \$47.7 million if all stations were made accessible. If the key station criteria result instead in forty percent of stations being made accessible, the capital cost would be reduced to about \$25 million.

As a number of commenters pointed out, the biggest problem in making light rail systems accessible is the present unavailability of lifts for light rail vehicles. UMTA has initiated research to assist in developing a lift for light rail vehicles. Based on present development schedules, the Department expects a prototype lift for light rail vehicles to be developed by the end of 1980. It is probable that another year will be required before a safe and reliable lift can be marketed. It is with this development timetable in mind that the Department does not require recipients to order only new vehicles that are accessible until January 1, 1983. This schedule gives reasonable leeway for development and testing before transit systems must order trolleys with lifts or other accessibility features.

Comment from groups representing handicapped persons favored the accessibility mandate for light rail systems; transit operators, while pointing out problems associated with lift costs, in several cases did not appear to oppose accessibility. Only one comment, which favored the idea, dealt with the key station concept. Some

transportation agencies requested that accessibility be a matter of complete local option but, for the same reasons discussed in connection with buses and rapid and commuter rail systems, the Department did not adopt this suggestion.

It should be pointed out that in light rail cities which also have bus systems, it is likely that the bus systems, once they are accessible and given proper routing, should in most cases be able to meet interim accessible transportation requirements until the light rail system becomes accessible.

§ 27.91 Paratransit Systems. (Section 27.105 in the NPRM). This section requires that where paratransit systems exist, they shall be operated so as to be accessible, when viewed in their entirety. Where new vehicles must be purchased or structural changes made to attain program accessibility, the purchases or changes must be made within three years from the effective date of the regulation. Automobiles may be used by transit operators or other service providers as one form of paratransit vehicle. They are accessible to many handicapped persons, including many wheelchair users. However, automobiles are not accessible to some handicapped persons (for example, persons who use battery-powered wheelchairs that cannot be folded and carried in an automobile trunk or backseat). Thus, the section requires that each paratransit system operate enough accessible paratransit vehicles to provide approximately the same measure of service to handicapped persons who need such vehicles as is provided to other persons. A higher fare may not be charged just because the handicapped person needs a vehicle with a level-change mechanism.

In paragraph (b), the requirement concerning the purchase of new vehicles has been altered somewhat from the NPRM. New vehicles purchased after the effective date of the regulation must be accessible, unless the system will continue to meet the section's general program accessibility standard even though the new vehicle or vehicles purchased are not accessible. For example, if a paratransit system has enough accessible vehicles to meet all demands for service by handicapped persons, and the requirement of generally equal service to handicapped riders is met, all new vehicles purchased for the system need not be accessible.

No part of these regulations is intended to discourage door-to-door paratransit services or programs that help handicapped travelers directly through user subsidies or other methods.

Our intent is to increase overall travel opportunities of handicapped persons by fostering program accessibility in addition to any current or planned specialized services available from a variety of sources. Recipients are encouraged but not required to provide supplemental service to handicapped persons who cannot reach transit facilities, use accessible vehicles, or travel from transit stops to their destinations.

The Department received a great many comments dealing with paratransit as a supplement or alternative to mainline accessibility for handicapped persons. The NPRM, however, did not propose anything with respect to paratransit except that paratransit systems, where they exist, must be accessible. This provision of the NPRM has been retained. Under this section of the final rule, no one is required to provide paratransit service. The cost of making the paratransit service that is provided fully accessible should not be overwhelming, given that much paratransit service is already aimed at serving handicapped persons.

Some commenters suggested the inclusion of specific varieties of paratransit service (e.g., taxis) in the definition of paratransit (which has been moved to the general definitions section, § 27.5). If, through arrangements with taxi operators, recipients are providing paratransit services by taxi, then taxis are included under this section, and the system must achieve program accessibility. Specific schemes for providing paratransit, such as transit agency subsidies of taxi fares, are not mandated by this regulation.

§ 27.93 *Systems Not Covered by §§ 27.85-27.91* (Section 27.107 of the NPRM). The substance of this provision has been changed slightly from the NPRM. The Administrator's authority has been clarified to indicate that it relates to the program accessibility requirements of this section. In addition, some service quality criteria for alternative service under subparagraph (b) have been added to ensure that it will be useful to handicapped persons.

There were a variety of comments on this section. One commenter suggested that "trackless trolleys" (e.g., electric buses using overhead wire power sources) be considered as buses rather than dealt with under this section. It is unnecessary to include trackless trolleys explicitly under the bus section. Accessibility requirements for these vehicles, which share many of the characteristics of buses and some of the characteristics of light rail vehicles, are best able to be handled under this

section, which gives the UMTA Administrator the flexibility to tailor the timing of program accessibility to the requirements of the vehicles. Trackless trolleys are a relatively rare kind of vehicle in this country; it is better to deal with them through the Administrator's discretion under this section than to attempt to fit them into a section covering another kind of vehicle.

Some commenters asked for more specific treatment of the requirements for ferry boat accessibility. Like trackless trolleys, ferries make up a rather small portion of recipients' transit programs. Under these circumstances, it was not thought advisable to prescribe specific requirements for ferries in this regulation. The general requirement of accessibility and the UMTA Administrator's discretion in applying timing requirement are suitable to the task.

§ 27.95 *Program Policies and Practices*. (Section 27.99 in the NPRM). The purpose of this section is to identify, for the use of recipients and other organizations involved in transportation planning, key areas of concern affecting the provision of services to handicapped persons. This section reflects the concept that public transportation services require more than facility and vehicle accessibility if they are to be predictably, conveniently, and safely used by handicapped travelers. This section is not intended to prescribe detailed requirements for the results of the planning process. It would be inadvisable for DOT to attempt to formulate uniform, national requirements in each of these program areas. The local planning process should have the flexibility to work out solutions that are consistent with local problems and conditions. At the same time, the identified program areas are important enough everywhere that the Department wants all recipients to deal with them in the planning process.

The activities required by this section are the responsibility of each recipient providing transportation service. Many related activities should be coordinated and conducted jointly by several recipients, MPO's, State, or other institutions. Recipients which have not already done so must start to modify their barrier-related policies and practices on the effective date of this rule. Most changes are expected to be completed while the transition plan is being prepared, as provided in § 27.11 of this part, but three years are provided because of the extent of the possible changes that recipients may identify.

Paragraph (a) has been rewritten to say that program policies and practices

that prevent systems from achieving program accessibility must be modified as soon as possible but no later than three years after the effective date of this part. This three-year period prevails over the one-year period of § 27.11(c)(2) with respect to mass transit systems.

Several policy and practice reforms merit illustration to make the meaning clear. Supplemental guidance will be issued later by UMTA, as needed.

Item 1. Safety and emergency policies and procedures should cover the routine transporting of persons with differing disabilities, so that the passengers' safety will be assured.

Item 4. Intermodal coordination should be effectively established among multiple services offered by a single recipient, between each recipient and other transit and paratransit providers, and between recipients and other transportation institutions and modes (e.g., Amtrak, highway departments).

Item 5. Coordination with agencies and institutions that provide or support transportation services on behalf of the disabled should assure effective integration of their facility locations, operations, and transportation services.

Item 6. Comprehensive marketing should be integrated with the required preparation and implementation of the transition plan. Marketing should at least provide public information about accessible transportation services.

Several specific marketing activities should be conducted and described in the transition plan, such as:

(a) An assessment of each operating recipient's management organization and resources to assure effective marketing;

(b) Examinations of the feasibility of concepts such as a local transit broker, or subsidies to users;

(c) Periodic publication of reports (at the regional or State level) describing accessible facilities and services (e.g., housing, education, commerce) and existing and planned accessible transportation services; and

(d) Establishment of mail or telephone systems that provide disabled persons with effectively the same or better information service, ticket purchase service, or other services available to the general public (e.g., TTY for hearing-impaired persons).

Item 7. New or renewed leases and rental agreements for facilities or vehicles should be restricted to vehicles and facilities the use of which is consistent with program accessibility.

Item 8. Recipients should provide for participation of existing private and public operators and public paratransit service providers to assure maximum

feasible opportunities to provide the desired services. Recipients, MPO's, and/or State or regional agencies should seek assistance in their planning from existing public and private operators. Recipients, MPO's, States, or regional agencies should maintain current inventories of existing transit or paratransit providers to assist them in their planning and to be considered in providing the services. The plan for implementing these objectives should be included in the transition plan.

Item 2. Reforms to permit and encourage accessible services should include, but not be limited to, actions which remove or modify unnecessary or inappropriate restrictions on types of taxicab service, insurance coverage, or entry-exit requirements on the providers of accessible transportation services.

The approximately 100 comments discussing this section generally favored its provisions. The bulk of these comments spoke to the 13 specific provisions of paragraph (b), suggesting that DOT mandate various specific requirements under the items. For example, some commenters asked DOT, under subparagraph (b)(2), to establish minimum standards for training of recipient personnel. DOT believes that these 13 areas are subjects of concern for the local planning process concerning which the Department's commitment to encouraging flexibility in local planning is best served by avoiding uniform nationwide standards.

Some commenters said that the section should specifically assign certain of the planning tasks to recipients, MPO's, and States, respectively, since many of the tasks seemed to fall into program areas traditionally handled by each of these entities. The Department, however, prefers to encourage flexibility in the planning process. We believe that, in each area, the various parties themselves should divide the labor as best they see fit. This approach is more satisfactory, in our view, than a uniform, national delegation of functions by DOT to different planning bodies.

Other commenters criticized the section for raising problems without suggesting how to solve them. As mentioned above, DOT believes that in order to deal with planning concerns in the context of the many and varied local conditions affecting the provision of services required by this rule, local and regional planning agencies are best served by having more discretion in the planning process.

§ 27.97. Interim Accessible Transportation (Section 27.109 in the NPRM). This section has been changed

and expanded significantly from the NPRM. The key requirement of the section is that no later than three years after the effective date of the rule, each recipient whose system has not achieved program accessibility shall provide or ensure the provision of interim accessible transportation for handicapped persons who could otherwise use the system if it were accessible. This interim transportation must continue to be provided until program accessibility is achieved.

The standards for interim accessible transportation are to be developed by the recipient in cooperation with the advisory group of representatives of handicapped persons and must be set forth in the recipient's transition plan. The advisory group should be carefully selected to be representative of the local community of handicapped persons. Subject to the funding level available under this section, which was set up to enhance the funds available for permanent accessibility, the interim accessible transportation service must be available within the recipient's normal service area and during normal service hours. To the extent feasible, the service should also be unrestricted as to trip purpose and be comparable to the recipient's mainline service with respect to combined wait and travel time, transfer frequency, and fares. The service must, to the extent feasible, be available to all handicapped persons, including those who cannot transfer from a wheelchair and those who use powered wheelchairs; waiting lists that would consistently exclude handicapped persons who have qualified or registered for the service should not exist.

The standards for interim service derive generally from illustrations of interim accessible transportation contained in Appendix A of the NPRM. Within these general standards, the precise standards for service are required to be developed by the recipient in cooperation with the local advisory group composed of representatives of local handicapped persons and their groups.

In order to ensure an adequate level of financial support for this service, a recipient must spend each year an amount equal to two percent of the financial assistance it receives under section 5 of the Urban Mass Transportation Act of 1964, as amended. If the recipient does not receive section 5 funds, then it must spend two percent of the mass transportation assistance it does receive from the Department. The Department will periodically assess the two percent requirement in light of

experience to see if it is adequate to meet the criteria for interim service. Additionally, a recipient may spend a lower amount during any year when UMTA finds that the local advisory committee of representatives of the handicapped established to work with the recipient on interim accessible transportation matters has agreed that the service provided at the lower expenditure is adequate. Expenditures to meet the two percent requirement are in addition to expenditures to make the recipient's fixed route bus system or rail system accessible.

Until these requirements are met, the annual element of the urbanized area's transportation improvement plan (TIP) must exhibit a reasonable level of effort in programming projects or project elements to benefit handicapped persons who cannot otherwise use the recipient's transportation system. Programming projects and project elements involving an expenditure equal to two percent of the urbanized area's section 5 funds (from either UMTA or other sources) will be considered a reasonable level of effort. Where it can be shown that other approaches are equally or more likely to lead to program accessibility and, where needed, to interim accessible transportation, these other approaches may also be acceptable.

In areas served by rail systems, the requirements of this section will be met if the bus system has achieved program accessibility and the bus system serves the inaccessible portions of the rail system.

The recipient, working with the MPO, is responsible for attempting to coordinate all available special services and programs in order to ensure the provision of service meeting the standards of this section. The regulation does not require the recipient to provide the required level of special services entirely on its own; the services it provides, together with the services provided by other organizations and coordinated by the recipient and the MPO, should be used in reaching the standards of this section.

In deciding what types of resources should be devoted to interim service, recipients may want to consider whether the most cost-effective approach may be to achieve program accessibility in their fixed route bus system as soon as possible.

The comments from handicapped persons, their groups, and some transit industry commenters were generally favorable with respect to the standards for interim service proposed in the Appendix to the NPRM. Consequently,

these standards were incorporated into the regulation itself, though without the stipulation, opposed by most handicapped people who commented, that recipients could make "tradeoffs" among them. The concerns of transit operators, who generally favored the "tradeoff" idea, should be lessened by the provision of the final rule that many of the standards must be met "to the extent feasible."

Some commenters favored adding additional criteria, such as equivalent comfort and amenity, but the Department felt that its set of criteria, together with the local standard setting process, would ensure that all local priorities for service were fully considered.

Transit agencies generally favored a requirement that a certain percentage of UMTA funds be spent for interim service, often as a substitute for specific service standards. Groups representing the handicapped generally opposed this idea, at least as a substitute for service standards. The regulation takes a middle ground position, establishing general standards for interim service but providing that the recipient must spend the equivalent of two percent of its section 5 funds for interim services, unless service meeting the locally set standards is provided through coordination from other sources and the local advisory group agrees that such expenditure is unnecessary. In the case of a major rapid rail system recipient which obtains a waiver of its accessibility requirements for wheelchair users, this two percent requirement is in addition to the five percent of section 5 funds it must agree to spend on alternative accessible transportation in order to obtain the waiver. In such cases, this interim service should be coordinated with the service contemplated under the waiver; a major rapid rail recipient providing an alternative system under the waiver provision where that also meets the standards set for interim service would presumably not need to spend an additional two percent of its section 5 funds on such service. The two percent requirement continues in effect until the recipient's "substantially as good as or better than" alternative service is in place.

One of the most complex issues concerning interim accessible transportation is the problem of phasing out the interim service once program accessibility is achieved. Generally speaking, transit operators feared that because of Departmental action, investment in equipment, labor-management contracts, and local

political pressures (including pressure from groups representing the handicapped), interim services, once begun, could not be easily terminated, resulting in a continuing costly and duplicative transportation system. Handicapped individuals and their groups, on the other hand, tended to fear that the provision of interim service would tend to slow down the provision of accessible mainline service and that the provision of accessible mainline service would mean the end of necessary special services, particularly for persons who would have difficulty getting to accessible mainline buses or rail vehicles.

The regulations do not require that special services initiated in or continued through the interim period be maintained after program accessibility is achieved, although the Department requires recipients to continue their coordination efforts and encourages recipients to continue to commit funds toward this service. Nor do the regulations permit recipients to delay the achievement of program accessibility because interim service is provided. Consequently, the Department does not think it necessary to impose, as some commenters requested, a special deadline for the termination of interim services. The Department recognizes that there are likely to be problems for both transit providers and consumers at the time when program accessibility is achieved. Foresight, good planning, and cooperation between transit operators and handicapped persons will be necessary to ensure that the transition from interim to accessible mainline services is smooth.

These problems are likely to emerge some years in the future, and their solutions are likely to vary greatly from area to area. Consequently, the Department believes that this rule should not attempt to propose specific solutions. For the same reason, the Department has not attempted to set forth detailed examples of "acceptable" approaches to interim accessible transportation, believing that it would be a mistake to attempt to prescribe finely-tuned solutions to the wide variety of local problems and conditions.

The costs of interim service received several comments. Because of the wide variety of possible kinds of interim service, the Department has not been able to come up with any overall estimates of interim service costs. In order to construct cost estimates, a number of assumptions about the kind and duration of service provided—assumptions that almost certainly would

not hold true on a nationwide basis—would have to be built into the estimate. However, two percent of UMTA's available section 5 funds for the current fiscal year is about \$28 million. This figure provides at least a rough idea of the annual level of expenditure that might be required.

§ 27.99 Waiver for Existing Rapid, Light, and Commuter Rail Systems. In order to establish regulations which are reasonable, flexible and responsive to local conditions, the Department has created an alternative to the accessibility requirements of §§ 27.87 and 27.89 for wheelchair users. A recipient that, on the effective date of this regulation, operates an existing inaccessible light rail, rapid rail, or commuter rail system may petition the Secretary for a waiver of its obligations under § 27.87 or § 27.89 with respect to making the existing system accessible to wheelchair users. A waiver provision contained in the NPRM (§ 27.111) has been deleted, and this waiver provision applicable to rapid, commuter and light rail has been added.

The conditions for granting a waiver request are stringent. A request may be submitted only after the MPO and handicapped persons and organizations representing handicapped persons in the community, through a consultative process, have developed arrangements for alternative service substantially as good as or better than that which would have been provided in the absence of a waiver. A public hearing at the local level is required. The recipient must submit a record of the consultative process, including the hearing transcript, to the Secretary. The recipient must also submit a completed transition plan for an accessible system. Only if there is an acceptable transition plan for an accessible system, of course, can the Secretary determine whether or not the proposed alternative service would be substantially as good as or better than accessible service. The Secretary must make this determination in order for a waiver to be granted.

The Department will review the consultative process used by the MPO for a waiver to determine whether there has been adequate participation by handicapped persons and organizations representing handicapped persons in the community. In this regard, the recipient should consider methods of fostering a more open, balanced consultative process at which a variety of viewpoints that might otherwise be unrepresented are presented. Among the methods used by the MPO might be the preparation or financing of technical analyses suggested by handicapped persons, or

making available funds to reimburse costs for handicapped persons or their representatives to participate effectively in the consultative process.

Certain recipients with existing inaccessible rapid rail systems—New York City Transit Authority, Chicago Transit Authority, Massachusetts Bay Transportation Authority, Greater Cleveland Regional Transit Authority, and Southeastern Pennsylvania Transportation Authority—are subject to an additional requirement if they are granted a waiver. They must agree to spend each year (or ensure that other UMTA recipients in the urbanized area spend) an amount equal to at least five percent of the urbanized area's capital and operating funds under section 5 of the Urban Mass Transportation Act of 1964, as amended, on the alternative service.

This five percent requirement is designed to guarantee an adequate minimum level of funding for alternative service in those cities with the largest inaccessible existing rapid rail systems. The cost of making these five systems accessible would be higher than in other systems and the cost of providing an alternative service substantially as good as or better than that which would have been provided in the absence of a waiver will probably be higher as well. It should be pointed out that the five percent figure is a floor, not a ceiling. It may be necessary for a recipient to spend more than the equivalent of five percent of its area's section 5 funds to meet the "substantially as good as or better than" standard for alternative service.

On the other hand, this requirement need not apply to relatively small rapid rail systems. It would be impractical to ask a smaller system to spend or ensure the expenditure of five percent of a large urbanized area's section 5 funds because a waiver has been granted. If a smaller system obtains a waiver, it still must make arrangements for alternative service substantially as good as or better than that which would have been provided had the system been made accessible.

The stringent requirements of this section ensure that only meritorious requests for waiver will be granted. It should be noted that the section requires that alternative services "will be" as good as or better than those which would have been provided by the waiver requirement. Recipients do not have to show that the alternative services, at the time the petition is submitted, are equivalent to the services that would have been provided when program accessibility for the rail system

in question had been achieved. Rather, the recipient must demonstrate to the Secretary's satisfaction that within the period established for program accessibility, or a shorter time established by the Secretary in his or her reasonable discretion, the appropriate level of service will be established. The required alternative service may be provided by any mode or combination of modes, including accessible mainline buses and special service paratransit.

The Department will judge whether the alternative service is adequate by looking at how the service responds to certain criteria. With respect to the service area, the system must serve at least all stations of the rail system, and it must also be available during the same hours as the accessible system would be available. There must be no restrictions on trip purposes, and fares for the same station-to-station trip must be equivalent to those that would apply if the rail system waiver were not granted. Travel aids and companions of handicapped travelers must be accommodated. Combined wait and travel time, transfer frequency and availability of the service to all handicapped persons who would be served by an accessible system must be made equivalent to the maximum feasible extent, and any differences must be explained in writing in the transition plan. Recipients are strongly encouraged to provide service in a way that allows handicapped and non-handicapped passengers to ride together.

Concerning who must be served by the alternative service, our intention is that the service be available to at least those handicapped persons who would have used the rail system if it had been made accessible but who now will not be able to use that system because of the waiver. Recipients must adopt reasonable and carefully considered methods of estimating the demand for alternative service.

Recipients should begin to provide this alternative service at the earliest possible date, but in any event no later than the date on which accessible service could reasonably have been provided at any two key stations that presented no technological or other significant barriers to completion. The alternative service should show steady improvement in quality over time to reflect the increasingly improved service that would have been offered by an accessible system.

In requesting a waiver, recipients must identify and provide satisfactory evidence from operators and from local

sources of funding that will ensure that the alternative service will in fact be available.

§ 27.101 Period After Program Accessibility.

This new section treats the question of recipients' obligations after they have achieved program accessibility in their systems. In addition to complying with other sections of this regulation, mass transit recipients must continue to use their best efforts to coordinate special services.

§ 27.103 Transition Plan. (Section 27.89 in the NPRM). The mass transportation portion of this regulation requires the various modes of urban mass transit to be made accessible to handicapped persons over periods ranging from three to 30 years. In most respects, many systems are not now accessible. Careful planning will be required in order to "get from here to there" in an expeditious and orderly way. The purpose of this section is to provide a tool—the transition plan—which will be useful to recipients, planning agencies, and the public as they decide how to achieve program accessibility.

Several important features of this section should be noted. Only one transition plan in each urbanized or nonurbanized area receiving financial assistance for mass transit must be submitted. This plan will cover all modes in areas having more than one kind of mass transit service. The plan is developed once, and covers the entire period of time leading to program accessibility. However, the plan must be refined and reappraised periodically to ensure that it continues to provide adequately for transportation facilities and services that can be used effectively by handicapped persons. In urbanized areas, the Metropolitan Planning Organization (MPO) is principally responsible for preparing the transition plan, in cooperation with State and local officials and operators of publicly owned mass transportation services. In other areas, local elected officials, in cooperation with transit operators and the State, have this responsibility.

The transition plan for areas which have existing, inaccessible rapid rail systems are due to be submitted to the Urban Mass Transportation Administration (UMTA) 18 months after the effective date of this regulation. All other transition plans are due one year from the effective date of the regulation. However, urbanized areas with inaccessible rail systems other than rapid rail may extend the one-year period to 18 months, upon an adequate

showing of need. Transition plans will be reviewed expeditiously by UMTA and approved or disapproved. The longer period allowed for the submission of transition plans in areas with existing, inaccessible rapid rail systems reflects the greater complexity of the planning process concerning such systems.

The detailed contents of the transition plan are spelled out in paragraph (c) of this section. Generally speaking, the plan must relate which facilities and equipment have to be modified to achieve program accessibility in each transportation mode, what these modifications will be in each case, what schedule will be followed to make the changes, who will be responsible for carrying out the changes, how existing services will be coordinated to improve service to handicapped persons, how much the changes will cost and where the money will come from, how the planners have involved the community in developing the planned changes, and what the planners have to say in response to substantive concerns which arose in public hearings on the plan.

Some commenters said that the content requirements and apparent purposes of the transition plan and the annual status report overlapped. The final rule distinguishes between the purpose of the transition plan as a program for achieving accessibility and the status report as principally a progress report on compliance with the schedule defined in the transition plan.

Commenters, particularly from small cities, indicated that the level of detail in the transition plan should be flexible to account for substantial variations in the magnitude and complexity of local accessibility issues. This comment is acknowledged and resolved with the addition of the concept of "appropriate level of detail" in § 27.103(b)(3). The Department clearly recognizes that the transition plan in a bus-only city of 75,000 will be much less complicated than the plan in a major metropolitan area with several modes of public transportation and numerous and complex route structures.

A number of commenters, particularly from MPOs and transit operators, questioned the respective roles of the MPO and transit operator in developing the transition plan. The respective roles of the MPO and transit operator should be determined locally through the cooperative process (though the MPO has overall "direction" of the planning effort). There is one important difference between the normal planning process and the requirements of this regulation. Section 27.103(b)(5) mandates greater

involvement of the recipients in the planning process than 23 CFR Part 450, UMTA a planning regulation.

In order to clarify the requirements of the transition plan, language had been added to § 27.103(c)(3) stating that the plan should document phasing criteria, indicate which projects or improvements are needed to meet the three-year requirements, and set appropriate benchmarks for longer-term efforts.

The largest number of commenters on the transition plan section of the NPRM addressed the deadline for submission of the plan (July 1, 1980, in the NPRM). Some commenters asked for shorter deadlines while others asked for more time. We believe that the one year or 18 month deadlines provide reasonable periods within which the local planning, decisionmaking and programming can be accomplished to produce an effective transition plan. We have also added the concept of periodic plan refinement (which is similar to that for the overall transportation planning process in 23 CFR Part 450) to allow for appropriate details to be added to the transition plan after the initial deadline (see § 27.103(d)(3)).

§ 27.105 Annual Status Report (Section 27.91 in the NPRM). This section requires the submission of information which will provide a basis for compliance determinations. Very few comments were received regarding this section. Most were supportive of the proposed section. Some, however, were concerned about the manner in which the status report would relate to the transition planning requirement of § 27.103, the compliance planning requirement of § 27.11(c)(2) and (3), and the annual element of the Transportation Improvement Program (TIP). The section has been revised to simplify and clarify the requirement for an annual status report. The principal requirement is to provide a summary of the recipient's accomplishments and activities for meeting the schedule of improvements in the area's approved transition plan.

The section also provides that the first annual transition plan shall include copies of the three compliance planning items listed in § 27.11(c)(3). Subsequent annual status reports must reflect any changes made as a result of the requirement of § 27.11(c)(2)(v) for reviewing and updating compliance planning periodically.

The compliance procedures described in Subpart F of this part provide the basic mechanism for ensuring compliance with the requirements of this part. Those procedures include on-site compliance reviews where appropriate.

UMTA will also review compliance with this part as a basis for performing planning certifications (described in 23 CFR 450.122) and program approvals (described in 23 CFR 450.320). Failure to prepare and implement transition plans and to meet accessibility requirements of this part may result in program disapproval or disapproval of applications for UMTA capital or operating assistance.

UMTA will make an annual determination of compliance with this part either in conjunction with the certification and program reviews or as status reports are transmitted to UMTA. For nonurbanized areas, a similar determination will be made as part of the application review process. A determination of compliance will be based upon a determination of satisfactory progress toward implementing the requirements of this part, including the schedules and benchmarks specified in the transition plan. This determination will provide a basis for UMTA to certify the planning process and approve projects contained in the annual element of the transportation improvement program.

§ 27.107 Community Participation. (Section 27.93 in the NPRM). This section of the NPRM has been changed in a few minor respects. Its effective implementation will depend upon the good faith actions of the parties concerned and the Department's monitoring activities. The section has been revised to include subheadings, to emphasize that the participation mechanisms shall ensure a continuing consultation process (as is emphasized in other sections of this part, e.g., compliance planning, § 27.11(c)), to indicate the need for adequate notice before a required hearing, and to emphasize that it specifically applies only to recipients whose systems are covered by Subpart E.

The intent of § 27.107 is to ensure significant involvement of those most concerned and knowledgeable about accessible transportation in the planning and implementation of such transportation. Efforts should include as many diverse interests as possible in order to assure obtaining all the information necessary to develop a viable, accessible system. The regulation lists the interests whose participation must be sought.

While as much use as possible should be made of the area's already established community participation procedures, the special nature of the accessibility programs requires a special, identifiable effort in community participation. Due to the mobility

problems of the transportation handicapped, special mechanisms may have to be developed to ensure the involvement of future consumers of the accessible services. Such mechanisms could include conference call meetings, providing special transportation to meetings, developing materials to be understood by the blind or the hard of hearing, or meetings and discussions via television with telephone responses. The section requires recipients to ensure participation by handicapped persons; this requirement, of course, can be met only when the recipient's public meetings, conferences and workshops are held in accessible buildings.

The U.S. Department of Transportation publication "Effective Citizen Participation in Transportation Planning" (1976) (DOT-FH-11-8514) and the booklet "Barrier Free Meetings: A Guide for Professional Associations" (American Association for the Advancement of Science, 1515 Massachusetts Avenue, N.W., Washington, D.C. 20005) are useful resources which agencies responsible for planning and implementation activities may wish to consult.

Many comments were received concerning this section. They were generally supportive of the section. The majority, however, suggested language to be added to assure effective participation of and consultation with handicapped persons and groups. Many commenters raised a concern regarding the term "adequate" in connection with citizen participation procedures, which was perceived as being vague and indefinite. In the context of the explanations to planners provided by this preamble, we believe this general term is sufficient and that it will not lead to abuse.

Subpart F—Enforcement

This subpart sets forth the procedures by which the Department of Transportation will enforce the requirements of the other subparts of the regulation. The enforcement procedures are closely modeled on the Department's enforcement procedures for Title VI of the Civil Rights Act of 1964, as § 85.5 of the HEW guidelines requires. While some details of the enforcement procedures of the final rule differ from those of 49 CFR Part 21, the Department's Title VI regulation, the substance of the section 504 enforcement procedures is essentially the same as that of the Title VI rule.

One change has been made throughout the regulation. The NPRM vested compliance functions in the Director of the Office of Environment

and Safety. After further study, the Department has concluded that some of these functions, particularly concerning the handling of complaints, should be vested in the Director of the Office of Civil Rights. The Office of Civil Rights handles complaints under Title VI of the Civil Rights Act of 1964 and has considerable experience in investigating and responding to complaints. Delegation of the complaint function and other enforcement functions will be made by the Secretary in an internal directive. Reflecting this future change in the Department's assignment of enforcement functions, the rule now refers to "the responsible Departmental official" rather than to any specific official.

§ 27.121 *Compliance Information.* This section requires recipients to cooperate with and assist the responsible Departmental official in compliance matters, to keep records and submit compliance reports to the official, to permit the official access to information relevant to compliance, and make information about the Department's section 504 program available to the public. It is unchanged from the NPRM. Several commenters suggested that the recordkeeping and paperwork burdens of this section were excessive. Other commenters felt that not only information about the Department's section 504 program, but also the recipients' records, should be required to be made available to the public.

The recordkeeping and reporting requirements of this section are virtually identical to those imposed on recipients by Part 21. The experience of the Department and recipients under Title VI suggests that requirements of this nature are reasonable. With respect to the public availability of information, we do not believe it is necessary to require public access to recipients' records. The performance of recipients in carrying out the most important requirements of the rule—providing accessible buses or elevators in rail stations, for example—is fully open to view. Other provisions of the rule, such as those concerning transition plans and requests for waiver, include public hearing and consultation requirements. Potential complainants are not likely to need extensive additional documentary information before filing a complaint. All relevant documentary information will become part of the record in any complaint proceeding, ensuring that it will be properly considered.

§ 27.123 *Conduct of Investigations.* With one exception, this section is unchanged from the NPRM. The change is the addition of language providing

that the responsible Departmental official will begin the enforcement process if he or she finds "reasonable cause to believe" that there is a failure to comply. This language was added to remove the possibility of confusion over the nature of the official's finding at this stage of the procedures. Experience in the Title VI program has shown that recipients frequently misunderstand letters stating that the Departmental Office of Civil Rights has determined that they are in noncompliance, incorrectly believing that a final determination has been made. This stage of the procedure is akin to a "probable cause" finding, and the additional language is intended to clarify this fact.

The statement in paragraph (d) that "the matter is resolved by informal means whenever possible" is particularly important. This regulation is compliance-oriented. When there is a failure to comply, the Department plans to work with the recipient to bring it into compliance. The conciliation process is the focus of this compliance effort. The Department fully supports the concept, expressed elsewhere in this subpart, that resort to administrative or other sanctions is warranted only when compliance cannot be secured by voluntary means.

Several commenters suggested that persons or groups outside the Department, such as local groups of handicapped persons, local governments, or the Architectural and Transportation Barriers Compliance Board, should have partial or total responsibility for conducting compliance reviews and complaint investigations. The Department believes that while all of these and other groups can play an important, informal role to ensure that recipients comply and to bring to the Department's attention any failures to comply, it is preferable to leave the official compliance review and complaint investigation functions in the Department.

One commenter asked for specific provision for pre-award reviews. The section 504 compliance status will be taken into consideration by operating elements of the Department when recipients apply for grants. In many of the Department's grant programs, recipients must satisfy the Department that they are in compliance before grants (e.g. UMTA grants for capital or operating expenses) are awarded. Under these circumstances, mandatory pre-award reviews are unnecessary. Nothing in the regulation prohibits pre-award reviews, however, and they may

be scheduled when the Department believes them to be useful.

One commenter suggested broadening this section's prohibition on retaliation and intimidation to cover retaliation for complaints filed under other laws concerning discrimination because of handicap. We believe that it is unwise to attempt to extend the jurisdiction of the Department's section 504 rules to cover violations of other authorities.

§ 27.125 Compliance Procedure. This section's administrative sanction procedure, as set forth in the NPRM, is changed in three ways. Subparagraph (b)(1)(ii) has been changed to specify that the express finding on the record of noncompliance is to be made by the Secretary. Subparagraph (b)(1)(iii), which required the Secretary to approve of fund cutoff actions, has been eliminated in view of the change to subparagraph (b)(1)(ii), which assigns to the Secretary the responsibility of taking these actions in the first place. The procedure is otherwise the same as in the NPRM.

Two commenters expressed the concern that a mechanism for ensuring speedy treatment of complaints, such as a deadline for resolving complaints or a provision for a private right of court action after a certain amount of time has passed, should be included in this section. Given the emphasis which the regulation and Department of Transportation policy places on resolving noncompliance informally, measures which have the effect of forcing the Department and recipients into a confrontation over the imposition of sanctions before the possibilities of a negotiated agreement have been exhausted appear inappropriate. For this reason, we did not adopt these comments.

Another commenter asked that this section be brought closer to Title VI procedures by involving the Secretary more directly in compliance decisions and by requiring a report to Congress similar to that provided for in Title VI matters by 49 CFR 21.13(c). The first of these comments has been adopted, and the Secretary is charged with the responsibility of making the on-the-record noncompliance finding necessary for the termination of Federal funds. The legislative report requirement, however, is present in the Title VI regulations because of a statutory requirement (42 U.S.C. 2000d-1) which has no equivalent in section 504. Therefore, it is not necessary to include this requirement in the section 504 regulation.

§ 27.127 Hearings. There were four changes to this section. The first change involves the complainant who, under the

NPRM, was made a party to the proceedings. This provision was inconsistent with Title VI procedures, in which only the Department and the applicant or recipient are parties to the informal resolution and hearing processes. In order to be consistent with Title VI procedures, and to avoid the possibility of unwieldy three-party negotiations and hearings, the complainant has been deleted as a party. The complainant will have the opportunity, as complainants presently have under Title VI, of presenting information and views to the responsible Departmental official.

The second change involved adding language to subparagraph (a)(2) to specify the procedure to be followed in cases in which an applicant or recipient has waived its right to a hearing. When the hearing is waived, the responsible Departmental official and the applicant or recipient may also place information and arguments into the record.

The other two changes were the substitution of "responsible Departmental official" for the word "Department" in paragraphs (c) and (d). This change is intended to clarify the roles of actors in the hearing process. The responsible Departmental official, as with the applicant or recipient, appears as a party in the hearing. The official's role should be distinguished from that of the "Department" which, through the decision of the Secretary, will take action on the basis of the record developed at the hearing.

Relatively few comments were made on this section. One commenter asked that the convenience of the complainant be considered in determining the location of hearings. This factor will be taken into consideration, although it need not be made part of the regulation. Another commenter suggested that the complainant and its witnesses be reimbursed for travel and expenses. Since the complainant will not be a party to the hearing, this suggestion was not adopted.

§ 27.129 Decisions and Notices. The Department has revised this section in the interests of clarity and better administrative procedure. There are two principal changes. First, administrative due process is best served where the enforcement and decision-making functions of an agency are clearly separated. Therefore, the responsible Departmental official's role is delineated as enforcement. The official initiates enforcement proceedings and participates as a party in the proceedings. The authority to decide whether to find noncompliance and impose administrative sanctions is

reserved to the Secretary. This reservation of authority prevents any confusion between the "prosecutor" and "judge" roles in this type of proceeding. Moreover, it is highly likely that any matters that are unable to be settled informally will be sufficiently important and controversial to merit direct decision by the Secretary.

Second, the NPRM permitted alternative administrative procedures to be employed. Once a hearing was convened and an administrative law judge selected, the judge could either make what is called an "initial" decision (which becomes final upon approval by the Secretary unless a party raises exceptions to it) or make what is called a "proposed" or "recommended" decision (which is a non-binding recommendation to the decisionmaker upon which the parties may comment). Each of these paths for decision contained differing procedural details. To simplify this structure, the final rule provides that the administrative law judge makes a recommended decision, upon which the responsible Departmental official and applicant or recipient may comment, and that the Secretary makes the final decision. We are considering including a similar simplification in the Department's Title VI procedures, which are currently being revised by the Department.

As a result of these alterations, paragraphs (a) and (c) have been shortened by omitting references to the "initial decision" procedure. Paragraphs (b), (d) and (e) have been rewritten to provide for decisions by the Secretary, rather than by the responsible Departmental official. Paragraph (e), which provided for approval by the Secretary of decisions by the official, is no longer needed and has been deleted.

The "subsequent proceedings" provision (paragraph (f) in the final rule) has been changed in response to several public comments. One comment recommended that the rule provide procedures to govern post-termination hearings; the rule now provides that the hearing procedures of §§ 27.127 and 27.129, with certain exceptions, apply to these hearings. Another comment noted that the NPRM, in contrast with the Title VI regulations, said that sanctions "may" rather than "shall" remain in effect while a post-termination proceeding is pending. The rule now says "shall". In addition, consistent with the clarification of the role of the Secretary, the necessity of the Secretary's approval of the restoration of funding is stated explicitly in subparagraphs (1) and (2).

In consideration of the foregoing, a new Part 27 of Title 49 is added to the Code of Federal Regulations, as set forth below.

Issued in Washington, D.C. on May 25, 1979.

Brock Adams,
Secretary of Transportation.

Appendix

Correspondence Supporting Compliance With Section 85.4(b) of the HEW Guidelines

In accordance with Section 85.4(b) of the Guidelines issued by the Department of Health, Education, and Welfare (HEW) for the implementation of Section 504 of the Rehabilitation Act of 1973, as amended, the Department of Transportation (DOT) submitted a proposed final rule with respect to Section 504 to HEW on April 2, 1979. On May 24, 1979, the Secretary of HEW advised the DOT that the DOT Section 504 final rule "complies with the HEW standards and guidelines." The April 2nd and May 24th letters are set forth below.

The Secretary of Transportation,
Washington, D.C., April 2, 1979.

Hon. Joseph A. Califano, Jr.,
Secretary of Health, Education, and Welfare,
Washington, D.C.

Dear Joe: I am forwarding to you the Department of Transportation's proposed final regulations to implement Section 504 of the Rehabilitation Act of 1973. Following your review under Section 85.4(b) of your Department's Guidelines, I will publish the final DOT regulations in the **Federal Register**.

As you know from our discussions, this document represents the culmination of an extensive public comment period and a thorough review by my staff and myself. I believe the program in these regulations will provide effective transportation service for handicapped persons in conformity with the HEW Guidelines. The program also gives local officials and citizens an important role in shaping the local response to the regulations, within the context of Federal standards that ensure that the handicapped will benefit from significantly improved service.

I firmly believe the program is a reasonable and cost-effective approach to the implementation of Section 504 for the nation's transportation systems.

Sincerely,

Brock Adams.

Enclosure

The Secretary of Health, Education, and Welfare,
Washington, D.C., May 24, 1979.

Hon. Brock Adams,
Secretary of Transportation, Washington,
D.C.

Dear Brock: I have reviewed your proposed final regulation implementing section 504 of the Rehabilitation Act of 1973. You had submitted your regulations to me on April 3, 1979, pursuant to my responsibilities under Executive Order 11914.

For the past five weeks, representatives of our Departments have discussed the difficult and complex issues raised by your regulation. I appreciate the cooperation that your Department has shown in meeting with HEW officials. Based on these discussions, a number of changes in the regulation you sent on April 3, 1979, have been agreed upon. With these changes, I now find that your Section 504 regulation complies with the HEW standards and guidelines implementing the Executive Order. Your regulation effectively resolves the unique and complex problems involved in making transportation systems in this country accessible to handicapped persons.

Once again, I congratulate you and your staff for the development of an equitable and reasonable Section 504 regulation. I believe this regulation will ensure that handicapped people in the United States will be able to use the nation's public transportation systems.

Sincerely,

Joseph A. Califano, Jr.

PART 27—NONDISCRIMINATION ON THE BASIS OF HANDICAP IN PROGRAMS AND ACTIVITIES RECEIVING OR BENEFITTING FROM FEDERAL FINANCIAL ASSISTANCE

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AUTHORITY: Sec. 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. 794; section 16(a) of the Urban Mass Transportation Act of 1964, as amended, 49 U.S.C. 1612(a); section 165(b) of the Federal-Aid Highway Act of 1973, as amended, 23 U.S.C. 142 nt.

Subpart A—General

§ 27.1 Purpose.

The purpose of this part is to carry out the intent of section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) as amended, to the end that no otherwise qualified handicapped individual in the United States shall, solely by reason of his or her 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.

§ 27.3 Applicability.

This part applies to each recipient of Federal financial assistance from the Department of Transportation and to each program or activity that receives or benefits from such assistance.

§ 27.5 Definitions.

As used in this part:

"Accessible" means (a) with respect to new facilities, (1) conforming to the minimum standards of the "American National Standard Specifications for Making Buildings and Facilities Accessible to, and Usable by, the

Physically Handicapped," (ANSI A 117.1—1961 (R 1971) published by ANSI, Inc. ("ANSI Standards"),* with respect to buildings and other fixed facilities to which ANSI standards are applicable; and (2) with respect to vehicles, other moving conveyances, or fixed facilities to which the ANSI standards do not apply, able to be entered and used by a handicapped person; (b) with respect to existing facilities, able to be entered and used by a handicapped person.

"Act" means the Rehabilitation Act of 1973, Pub. L. 93-112, as amended.

"Air Carrier Airport" means an airport serviced by a certificated air carrier unless such airport is served solely by an air carrier which provides: (1) passenger service at that airport in aircraft having a maximum passenger capacity of less than 56 passengers, or (2) cargo service in air transportation at that airport solely with aircraft having a maximum payload capacity of less than 18,000 pounds; provided, however, that if at any such airport, Federal funds are made available for terminal facilities, it shall be deemed to be an air carrier airport.

"Applicant" means one who submits an application, request, or plan to be approved by a Departmental official or by a primary recipient as a condition to eligibility for Federal financial assistance, and "application" means such an application, request, or plan.

"Closed station" means a station at which no services are provided to passengers by station attendants and at which trains make regularly scheduled stops.

"Commuter rail" means that portion of mainline railroad transportation operations which encompasses urban passenger train service for local short-distance travel between a central city and adjacent suburbs and which is characterized by multi-trip tickets, specific station-to-station fares, railroad employment practices, and usually only one or two stations in the central business district.

"Department" means the Department of Transportation.

"Discrimination" means denying handicapped persons the opportunity to participate in or benefit from any program or activity receiving Federal financial assistance.

"Facility" means all or any portion of buildings, structures, vehicles, equipment, roads, walks, parking lots, or other real or personal property or interest in such property.

"Federal financial assistance" means any grant, loan, contract (other than a procurement contract or a contract of

insurance or guaranty), or any other arrangement by which the Department provides or otherwise makes available assistance in the form of:

(a) Funds;

(b) Services of Federal personnel; or

(c) Real or personal property or any interest in, or use of such property, including:

(1) Transfers or leases of such property for less than fair market value or for reduced consideration; and

(2) Proceeds from a subsequent transfer or lease of such property if the Federal share of its fair market value is not returned to the Federal Government.

"Fixed route bus system" means a system of buses of any size which operate on a fixed route pattern on a fixed schedule.

"Flag stop" means any station which is not a regularly scheduled stop but at which trains will stop to entrain or detrain passengers only on signal or advance notice.

"Handicapped person" means (1) any person who (a) has a physical or mental impairment that substantially limits one or more major life activities, (b) has a record of such an impairment, or (c) is regarded as having such an impairment. (2) As used in this definition, the phrase:

(a) "Physical or mental impairment" means (i) any physiological disorder or condition, cosmetic disfigurement, or anatomical loss affecting one or more of the following body systems: neurological; musculoskeletal; special sense organs; respiratory, including speech organs; cardiovascular, reproductive; digestive; genito-urinary; hemic and lymphatic; skin; and endocrine; or (ii) any mental or psychological disorder, such as mental retardation, organic brain syndrome, emotional or mental illness, and specific learning disabilities. The term "physical or mental impairment" includes, but is not limited to, such diseases and conditions as orthopedic, visual, speech, and hearing impairments; cerebral palsy; epilepsy; muscular dystrophy; multiple sclerosis; cancer; heart disease; mental retardation; emotional illness; drug addiction; and alcoholism.

(b) "Major life activities" means functions such as caring for one's self, performing manual tasks, walking, seeing, hearing, speaking, breathing, learning, and working.

(c) "Has a record of such an impairment" means has a history of, or has been classified, or misclassified, as having a mental or physical impairment that substantially limits one or more major life activities.

(d) "Is regarded as having an impairment" means:

(1) Has a physical or mental impairment that does not substantially limit major life activities but that is treated by a recipient as constituting such a limitation;

(2) Has a physical or mental impairment that substantially limits major life activity only as a result of the attitudes of others toward such an impairment; or

(3) Has none of the impairments set forth in paragraph (1) of this definition, but is treated by a recipient as having such an impairment.

"Head of Operating Administration" means the head of an operating administration within the Department (United States Coast Guard, Federal Highway Administration, Federal Aviation Administration, Federal Railroad Administration, National Highway Traffic Safety Administration, Urban Mass Transportation Administration, and Research and Special Programs Administration) providing Federal financial assistance to the recipient.

"Light rail" means a streetcar-type transit vehicle railway operated on city streets, semi-private rights-of-way, or exclusive private rights-of-way.

"Mass transportation" or "public transportation" means transportation by bus, or rail, or other conveyance, either publicly or privately owned, which provides to the public general or special service (but not including school buses or charter or sightseeing service) on a regular and continuing basis.

"Open station" means a station at which passengers may make reservations and purchase tickets and where passenger assistance is available for entraining and detraining passengers on trains which make regularly scheduled stops.

"Passenger" means anyone, except a working crew member, who travels on a vehicle the service of which is governed by these regulations.

"Primary recipient" means any recipient that is authorized or required to extend Federal financial assistance from the Department to another recipient for the purpose of carrying out a program.

"Public paratransit system" means those forms of collective passenger transportation which provide shared-ride service to the general public or special categories of users on a regular and predictable basis and which do not necessarily operate on fixed schedules or over prescribed routes.

"Qualified handicapped person" means:

(1) With respect to employment, a handicapped person who, with

*Copies available from ANSI, Inc., 1430 Broadway, New York, N.Y. 10018.

reasonable accommodation and within normal safety requirements, can perform the essential functions of the job in question, but the term does not include any individual who is an alcoholic or drug abuser whose current use of alcohol or drugs prevents such person from performing the duties of the job in question or whose employment, by reason of such current alcohol or drug abuse, would constitute a direct threat to property or the safety of others; and

(2) With respect to other activities, a handicapped person who meets the essential eligibility requirements for the receipt of such services.

"Rapid rail" means a subway-type transit vehicle railway operated on exclusive private rights-of-way with high-level platform stations.

"Recipient" means any State, territory, possession, the District of Columbia, or Puerto Rico, or any political subdivision thereof, or instrumentality thereof, any public or private agency, institution, organization, or other entity, or any individual in any State, territory, possession, the District of Columbia, or Puerto Rico, to whom Federal financial assistance from the Department is extended directly or through another recipient, for any Federal program, including any successor, assignee, or transferee thereof, but such term does not include any ultimate beneficiary under any such program.

"Secretary" means the Secretary of Transportation.

"Section 504" means section 504 of the Act.

"Transportation improvement program" means a staged multiyear program of transportation improvements including an annual element.

"Urbanized area" means an area so designated by the Bureau of Census, within boundaries which shall be fixed by responsible State and local officials in cooperation with each other, subject to approval by the Secretary, and which shall at a minimum, in case of any such area, encompass the entire urbanized area within a State as designated by the Bureau of Census.

§ 27.7 Discrimination prohibited.

(a) *General.* No qualified handicapped person shall, solely by reason of his handicap, be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any program or activity that receives or benefits from Federal financial assistance administered by the Department of Transportation.

(b) *Discriminatory actions prohibited.*

(1) A recipient, in providing any aid, benefit, or service, may not, directly or through contractual, licensing, or other arrangements, on the basis of handicap:

(i) Deny a qualified handicapped person the opportunity to participate in or benefit from the aid, benefit, or service;

(ii) Afford a qualified handicapped person an opportunity to participate in or benefit from the aid, benefit, or service that is not substantially equal to that afforded persons who are not handicapped;

(iii) Provide a qualified handicapped person with an aid, benefit, or service that is not as effective in affording equal opportunity to obtain the same result, to gain the same benefit, or to reach the same level of achievement as persons who are not handicapped;

(iv) Provide different or separate aid, benefits, or services to handicapped persons or to any class of handicapped persons unless such action is necessary to provide qualified handicapped persons with aid, benefits or services that are as effective as those provided to persons who are not handicapped;

(v) Aid or perpetuate discrimination against a qualified handicapped person by providing financial or other assistance to an agency, organization, or person that discriminates on the basis of handicap in providing any aid, benefit, or service to beneficiaries of the recipient's program;

(vi) Deny a qualified handicapped person the opportunity to participate in conferences, in planning or advising recipients, applicants or would-be applicants, or

(vii) Otherwise limit a qualified handicapped person in the enjoyment of any right, privilege, advantage, or opportunity enjoyed by others receiving an aid, benefit, or service.

(2) For purposes of this part, aids, benefits, and services, to be equally effective, are not required to produce the identical result or level of achievement for handicapped and nonhandicapped persons, but must afford handicapped persons equal opportunity to obtain the same result, to gain the same benefit, or to reach the same level of achievement, in the most integrated setting that is reasonably achievable.

(3) Even if separate or different programs or activities are available to handicapped persons, a recipient may not deny a qualified handicapped person the opportunity to participate in the programs or activities that are not separate or different.

(4) A recipient may not, directly or through contractual or other

arrangements, utilize criteria or methods of administration (i) that have the effect of subjecting qualified handicapped persons to discrimination on the basis of handicap, (ii) that have the purpose or effect of defeating or substantially reducing the likelihood that handicapped persons can benefit by the objectives of the recipient's program, or (iii) that yield or perpetuate discrimination against another recipient if both recipients are subject to common administrative control or are agencies of the same State.

(5) In determining the site or location of a facility, an applicant or a recipient may not make selections (i) that have the effect of excluding handicapped persons from, denying them the benefits of, or otherwise subjecting them to discrimination under any program or activity that receives or benefits from Federal financial assistance, or (ii) that have the purpose or effect of defeating or substantially impairing the accomplishment of the objectives of the program or activity with respect to handicapped persons.

(6) As used in this section, the aid benefit, or service provided under a program or activity receiving or benefitting from Federal financial assistance includes any aid, benefit, or service provided in or through a facility that has been constructed, expanded, altered, leased or rented, or otherwise acquired, in whole or in part, with Federal financial assistance.

(c) *Communications.* Recipients shall take appropriate steps to ensure that communications with their applicants, employees, and beneficiaries are available to persons with impaired vision and hearing.

(d) *Programs limited by Federal law.* In programs authorized by Federal statute or executive order that are designed especially for the handicapped, or for a particular class of handicapped persons, the exclusion of nonhandicapped or other classes of handicapped persons is not prohibited by this part.

27.9 Assurance required.

(a) *General.* Each application for Federal financial assistance to carry out a program to which this part applies, and each application to provide a facility, shall, as a condition to approval or extension of any Federal financial assistance pursuant to the application, contain, or be accompanied by, written assurance that the program will be conducted or the facility operated in compliance with all the requirements imposed by or pursuant to this part. An applicant may incorporate these

assurances by reference in subsequent applications to the Department.

(b) *Future Effect of Assurances.* Recipients of Federal financial assistance, and transferees of property obtained by a recipient with the participation of Federal financial assistance, are bound by the recipient's assurance under the following circumstances:

(1) When Federal financial assistance is provided in the form of a conveyance of real property or an interest in real property from the Department of Transportation to a recipient, the instrument of conveyance shall include a covenant running with the land binding the recipient and subsequent transferees to comply with the requirements of this part for so long as the property is used for the purpose for which the Federal financial assistance was provided or for a similar purpose.

(2) When Federal financial assistance is used by a recipient to purchase or improve real property, the assurance provided by the recipient shall obligate the recipient to comply with the requirements of this part and require any subsequent transferee of the property, who is using the property for the purpose for which the Federal financial assistance was provided, to agree in writing to comply with the requirements of this part. The obligations of the recipient and transferees under this part shall continue in effect for as long as the property is used for the purpose for which Federal financial assistance was provided or for a similar purpose.

(3) When Federal financial assistance is provided to the recipient in the form of, or is used by the recipient to obtain, personal property, the assurance provided by the recipient shall obligate the recipient to comply with the requirements of this part for the period it retains ownership or possession of the property or the property is used by a transferee for purposes directly related to the operations of the recipient.

(4) When Federal financial assistance is used by a recipient for purposes other than to obtain property, the assurance provided shall obligate the recipient to comply with the requirements of this part for the period during which the Federal financial assistance is extended to the program.

§ 27.11 Remedial action, voluntary action and compliance planning.

(a) *Remedial action.* (1) If the responsible Departmental official finds that a qualified handicapped person has been excluded from participation in, denied the benefits of, or otherwise

subjected to discrimination under, any program or activity in violation of this part, the recipient shall take such remedial action as the responsible Departmental official deems necessary to overcome the effects of the violation.

(2) Where a recipient is found to have violated this part, and where another recipient exercises control over the recipient that has violated this part, the responsible Departmental official, where appropriate, may require either or both recipients to take remedial action.

(3) The responsible Departmental official may, where necessary to overcome the effects of a violation of this part, require a recipient to take remedial action (i) with respect to handicapped persons who are no longer participants in the recipient's program but who were participants in the program when such discrimination occurred, and (ii) with respect to handicapped persons who would have been participants in the program had the discrimination not occurred.

(b) *Voluntary action.* A recipient may take steps, in addition to any action that is required by this part, to assure the full participation in the recipient's program or activity by qualified handicapped persons.

(c) *Compliance planning.* (1) A recipient shall, within 90 days from the effective date of this part, designate and forward to the head of any operating administration providing financial assistance, with a copy to the responsible Departmental official the names, addresses, and telephone numbers of the persons responsible for evaluating the recipient's compliance with this part.

(2) A recipient shall, within 180 days from the effective date of this part, after consultation at each step in paragraphs (c)(2) (i)-(iii) of this section with interested persons, including handicapped persons and organizations representing the handicapped:

(i) Evaluate its current policies and practices for implementing these regulations, and notify the head of the operating administration of the completion of this evaluation;

(ii) Identify shortcomings in compliance and describe the methods used to remedy them;

(iii) Begin to modify, with official approval of recipient's management, any policies or practices that do not meet the requirements of this part according to a schedule or sequence that includes milestones or measures of achievement. These modifications shall be completed within one year from the effective date of this part;

(iv) Take appropriate remedial steps to eliminate the effects of any discrimination that resulted from previous policies and practices; and

(v) Establish a system for periodically reviewing and updating the evaluation.

(3) A recipient shall, for at least three years following completion of the evaluation required under paragraph (c)(2) of this section, maintain on file, make available for public inspection, and furnish upon request to the head of the operating administration:

(i) A list of the interested persons consulted;

(ii) A description of areas examined and any problems identified; and

(iii) A description of any modifications made and of any remedial steps taken.

§ 27.13 Designation of responsible employee and adoption of grievance procedures.

(a) *Designation of responsible employee.* Each recipient that employs fifteen or more persons shall, within 90 days of the effective date of this regulation, forward to the head of the operating administration that provides financial assistance to the recipient, with a copy to the responsible Departmental official, the name, address, and telephone number of at least one person designated to coordinate its efforts to comply with this part. Each such recipient shall inform the head of the operating administration of any subsequent change.

(b) *Adoption of complaint procedures.* A recipient that employs fifteen or more persons shall, within 180 days, 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 part.

§ 27.15 Notice.

(a) A recipient shall take appropriate initial and continuing steps to notify participants, beneficiaries, applicants, and employees, including those with impaired vision or hearing, and unions or professional organizations holding collective bargaining or professional agreements with the recipient, that it does not discriminate on the basis of handicap. The notification shall state, where appropriate, that the recipient does not discriminate in admission or access to, or treatment or employment in, its programs or activities. The notification shall also include an identification of the responsible employee designated pursuant to

§ 27.13(a). A recipient shall make the initial notification required by this section within 90 days of the effective date of this part. Methods of initial and continuing notification may include the posting of notices, publication in newspapers and magazines, placement of notices in recipients' publications and distribution of memoranda or other written communications.

(b) If a recipient publishes or uses recruitment materials or publications containing general information that it makes available to participants, beneficiaries, applicants, or employees, it shall include in those materials or publications a statement of the policy described in paragraph (a) of this section. A recipient may meet the requirement of this paragraph either by including appropriate inserts in existing materials and publications or by revising and reprinting the materials and publications. In either case, the addition or revision must be specially noted.

§ 27.17 Effect of State or local law.

The obligation to comply with this part is not obviated or affected by any State or local law.

§§ 27.19-29 [Reserved].

Subpart B—Employment Practices

§ 27.31 Discrimination prohibited.

(a) *General.* (1) No qualified handicapped applicant for employment, or an employee shall, on the basis of handicap, be subjected to discrimination in employment under any program or activity that receives or benefits from Federal financial assistance.

(2) A recipient shall make all decisions concerning employment under any program or activity to which this part applies in a manner assuring that discrimination on the basis of handicap does not occur. A recipient may not limit, segregate, or classify applicants for employment or employees in any way that adversely affects their opportunities or status on the basis of handicap. This part does not prohibit the consideration of handicap in decisions affecting employment if the purpose and effect of the consideration is to remove or overcome impediments or the present effects of past impediments to the employment of handicapped persons.

(3) A recipient may not enter a contractual or other relationship that subjects qualified handicapped applicants for employment or employees to discrimination prohibited by this subpart. The relationships referred to in this paragraph include relationships with employment and referral agencies, with labor unions, with organizations

providing or administering fringe benefits to employees of the recipient, or with organizations providing training and apprenticeship programs.

(b) *Specific Activities.* A recipient shall not discriminate on the basis of handicap in:

(1) Recruiting, advertising, and processing of applications for employment;

(2) Hiring, upgrading, promoting, awarding tenure, demotion, transfer, layoff, termination, right of return from layoff, and rehiring;

(3) Rates of pay or any other form of compensation and changes in compensation;

(4) Job assignments, job classifications, organizational structures; position descriptions, lines of progression, and seniority lists;

(5) Leaves of absence, sick leave, or any other leave;

(6) Fringe benefits available by virtue of employment, whether or not administered by the recipient;

(7) Selection and financial support for training, including apprenticeship, professional meetings conferences, and other related activities, and selection for leaves of absence to pursue training;

(8) Employer-sponsored activities, including social or recreational programs; and

(9) Any other term, condition, or privilege of employment.

(c) A recipient's obligation to comply with this subpart is not affected by any inconsistent term of any collective bargaining agreement to which it is a party.

§ 27.33 Reasonable accommodation.

(a) A recipient shall make reasonable accommodation to the known handicaps of an otherwise qualified applicant for employment or employee unless the recipient can demonstrate to the responsible Departmental official that the accommodation would impose an undue hardship on the operations of its program.

(b) Reasonable accommodation includes (but is not limited to):

(1) Making facilities used by employees readily accessible to and usable by handicapped persons;

(2) Job restructuring, part-time or modified work schedules, acquisition or modification of equipment, and similar actions; and

(3) The assignment of an employee who becomes handicapped and unable to perform his/her original duties to an alternative position with comparable pay.

(c) In determining, pursuant to paragraph (a) of this section, whether an

accommodation would impose an undue hardship on the operation of a recipient's program, factors to be considered include:

(1) The overall size of the recipient's program, including number of employees, number and type of facilities, and size of budget;

(2) The type of the recipient's operation, including the composition and structure of the recipient's workforce;

(3) The nature and cost of the accommodation needed; and

(4) Its effect on program accomplishments, including safety.

(d) A recipient shall not deny any employment opportunity to a qualified handicapped employee or applicant for employment if the basis for the denial is the need to make reasonable accommodations to the handicaps of the employee or applicant.

§ 27.35 Employment criteria.

(a) A recipient shall not make use of an employment test or other selection criterion that has an adverse impact or tends to have an adverse impact on handicapped persons, unless:

(1) The test score or other selection criterion, as used by the recipient, is shown to be job-related for the position in question; and

(2) Alternative job-related tests or criteria that do not have an adverse impact or do not tend to have an adverse impact on handicapped persons are shown by the recipient to be unavailable.

(b) A recipient shall select and administer tests that, when administered to an applicant for employment or an employee with impaired sensory, manual, or speaking skills, nonetheless accurately measure what they purport to measure.

§ 27.37 Preemployment inquiries.

(a) Except as provided in paragraphs (b) and (c) of this section, a recipient shall not conduct a preemployment medical examination or inquiry as to whether the applicant is a handicapped person or as to the nature or severity of a handicap. A recipient may, however, make preemployment medical examinations that are required by Federal law or regulation or inquiries into an applicant's ability to perform job-related functions.

(b) When a recipient is taking remedial action pursuant to § 27.11 (a) or (c), or when a recipient is taking affirmative action pursuant to section 505 of the Act (which relates to government procurement), the recipient may invite applicants for employment to

indicate whether and to what extent they are handicapped, provided that:

(1) The recipient makes clear that the information requested is intended for use solely in connection with the remedial action obligations or its voluntary or affirmative actions efforts; and

(2) The recipient makes clear that the information is being requested on a voluntary basis, that it will be kept confidential, that refusal to provide it will not subject the applicant or employee to any adverse treatment, and that it will be used only in accordance with this part.

(c) Nothing in this section prohibits a recipient from conditioning an offer of employment on the results of a medical examination conducted prior to the employee's entrance on duty, if:

(1) All entering employees in that category of job classification must take such an examination regardless of whether or not they are handicapped; and

(2) The results of such an examination are used only in accordance with this part.

(d) Information obtained in accordance with this section shall be collected and maintained on separate forms and treated confidentially, except that:

(1) Supervisors and managers may be informed of restrictions on the work or duties of handicapped persons and necessary accommodations;

(2) First aid and safety personnel may be informed, where appropriate, if the condition might require emergency treatment; and

(3) Government officials investigating compliance with the Act shall be provided relevant information upon request, consistent with the Privacy Act of 1974, 5 USC 552a.

§§ 27.39-59 [Reserved]

Subpart C—Program Accessibility—General

§ 27.61 Applicability.

This subpart applies to all programs of the Department of Transportation to which section 504 is applicable. Additional provisions with respect to certain specific programs of the Department are set forth in subparts D and E. The provisions of this subpart should be interpreted in a manner that will make them consistent with the provisions of subparts D and E. In the case of apparent conflict, the provisions of subparts D and E shall prevail.

§ 27.63 Discrimination prohibited.

No qualified handicapped person shall, because a recipient's facilities are inaccessible to or unusable by handicapped persons, be denied the benefits of, be excluded from participation in, or otherwise be subjected to discrimination under any program or activity to which this part applies.

§ 27.65 Existing facilities.

(a) *Program accessibility.* A recipient shall operate each program or activity to which this part applies so that, when viewed in the entirety, it is accessible to handicapped persons. This paragraph does not necessarily require a recipient to make each of its existing facilities or every part of an existing facility accessible to and usable by handicapped persons.

(b) *Methods.* A recipient may comply with the requirements of paragraph (a) of this section through such means as redesign of equipment, alteration of existing facilities and construction of new facilities in accordance with the requirements of § 27.67(d) or any other methods that result in making its program or activity accessible to handicapped persons. In choosing among available methods for meeting the requirements of paragraph (a) of this section, a recipient shall give priority to those methods that offer programs and activities to handicapped persons in the most integrated setting appropriate.

(c) *Structural changes.* Where structural changes are necessary to make programs or activities in existing facilities meet the requirements of paragraph (a) of this section, such changes shall be made as soon as practicable, but in no event later than three years after the effective date of this regulation unless otherwise provided in subpart D or E.

(d) *Transition plan.* In the event that structural changes to facilities are necessary to meet the requirements of paragraph (a) of this section, a recipient shall develop, and submit in duplicate to the cognizant operating administration providing Federal financial assistance, within one year of the effective date of this part, a transition plan listing the facilities and setting forth the steps necessary to complete such changes. The plan shall be developed with the assistance of interested persons, including handicapped persons or organizations representing handicapped persons. A copy of the transition plan and a list of the interested persons and organizations consulted shall be made available for public inspection. The plan shall, at a minimum:

(1) Identify each facility required to be modified by this part. Facilities shall be listed even though the recipient contemplates requesting a waiver of the requirement to modify the facility;

(2) Identify physical obstacles in the listed facilities that limit the accessibility of its program or activity to handicapped persons;

(3) Describe the methods that will be used to make the listed facilities accessible;

(4) Describe how and the extent to which the surrounding areas will be made accessible;

(5) Specify the schedule for taking the steps necessary to achieve overall program accessibility and, if the time period of the transition plan is longer than three years, identify steps that will be taken during each year of the transition period; and

(6) Indicate the person responsible for implementation of the plan.

(e) *Notice.* The recipient shall adopt and implement procedures to ensure that interested persons, including persons with impaired vision or hearing, can obtain information as to the existence and location of services, activities, and facilities that are accessible to and usable by handicapped persons.

27.67 New facilities and alterations.

(a) *Design and construction.* Each facility or part of a facility constructed by, on behalf of, or for the use of a recipient shall be designed, constructed, and operated in a manner so that the facility or part of the facility is accessible to and usable by handicapped persons, if the construction was commenced after the effective date of this part; with respect to vehicles, unless otherwise provided in subpart D or E, this requirement is effective for vehicles for which solicitations are issued or which are leased after the effective date of this part.

(b) *Alteration.* Each facility or part of a facility which is altered by, on behalf of, or for the use of a recipient after the effective date of this part in a manner that affects or could affect the accessibility of the facility or part of the facility shall, to the maximum extent feasible, be altered in such a manner that the altered portion of the facility is readily accessible to and usable by handicapped persons.

(c) When an existing vehicle is renovated substantially to prolong its life, the vehicle shall, to the maximum extent feasible, meet the requirements for a comparable new vehicle. Lesser renovations shall incorporate accessibility features for a comparable

new vehicle when practicable and justified by the remaining life expectancy of the vehicle.

(d) *ANSI standards.* Design, construction or alteration of fixed facilities in paragraphs (a) and (b) of this section shall 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. (ANSI A117.1-1961 (R1971)), which is incorporated by reference in this part. Departures from particular requirements of these standards by the use of other methods shall be permitted when it is clearly evident that equivalent access to the facility or part of the facility is thereby provided.

§ 27.69 [Reserved]

Subpart D—Program Accessibility Requirements in Specific Operating Administration Programs; Airports, Railroads, and Highways

§ 27.71 Federal Aviation Administration—Airports.

(a) *Fixed facilities; New terminals—*
(1) Terminal facilities designed and constructed by or for the use of a recipient of Federal financial assistance on or after the effective date of this part, the intended use of which will require it to be accessible to the public or may result in the employment therein of physically handicapped persons, shall be designed or constructed in accordance with the ANSI standards. Where there is ambiguity or contradiction between the definitions and the standards used by ANSI and the definitions and standards used in paragraph (a)(2) of this section, the ANSI terms should be interpreted in a manner that will make them consistent with the standards in paragraph (a)(2) of this section. If this cannot be done, the standards in paragraph (a)(2) of this section prevail.

(2) In addition to the ANSI standards the following standards apply to new airport terminal facilities:

(i) *Airport terminal circulation and flow.* The basic terminal design shall permit efficient entrance and movement of handicapped persons while at the same time giving consideration to their convenience, comfort, and safety. It is also essential that the design, especially concerning the location of elevators, escalators, and similar devices, minimize any extra distance that wheelchair users must travel compared to nonhandicapped persons, to reach ticket

counters, waiting areas, baggage handling areas, and boarding locations.

(ii) *International accessibility symbol.* The international accessibility symbol shall be displayed at accessible entrances to buildings that meet the ANSI standards.

(iii) *Ticketing.* The ticketing system shall be designed to provide handicapped persons with the opportunity to use the primary fare collection area to obtain ticket issuance and make fare payment.

(iv) *Baggage check-in and retrieval.* Baggage areas shall be accessible to handicapped persons. The facility shall be designed to provide for efficient handling and retrieval of baggage by all persons.

(v) *Boarding.* Each operator at an airport receiving any Federal financial assistance shall assure that adequate assistance is provided for enplaning and deplaning handicapped persons. Boarding by jetways and by passenger lounges are the preferred methods for movement of handicapped persons between terminal buildings and aircraft at air carrier airports; however, where this is not practicable, operators at air carrier airport terminals shall assure that there are lifts, ramps, or other suitable devices not normally used for movement of freight that are available for enplaning and deplaning wheelchair users.

(vi) *Telephones.* Wherever there are public telephone centers in terminals, at least one clearly marked telephone shall be equipped with a volume control or sound booster device and with a device available to handicapped persons that makes telephone communication possible for persons wearing hearing aids.

(vii) *Teletypewriter.* Each airport shall ensure that there is sufficient teletypewriter (TTY) service to permit hearing-impaired persons to communicate readily with airline ticket agents and other personnel.

(viii) *Vehicular loading and unloading areas.* Several spaces adjacent to the terminal building entrance, separated from the main flow of traffic, and clearly marked, shall be made available for the loading and unloading of handicapped passengers from motor vehicles. The spaces shall allow individuals in wheelchairs or with braces or crutches to get in and out of automobiles onto a level surface suitable for wheeling and walking.

(ix) *Parking.* In addition to the requirements in the ANSI standards the following requirements shall be met:

(A) Curb cuts or ramps with grades not exceeding 8.33 percent shall be

provided at crosswalks between park areas and the terminal;

(B) Where multi-level parking is provided, ample and clearly marked space shall be reserved for ambulatory and semi-ambulatory handicapped persons on the level nearest the ticketing and boarding portion of the terminal facilities, and

(C) In multi-level parking areas, elevators, ramps, or other devices that can accommodate wheelchair users shall be easily available.

(x) *Waiting area/public space.* As the major public area of the airport terminal facility, the environment in the waiting area/public space should give the handicapped person confidence and security in using the facility. The space shall be designed to accommodate the handicapped providing clear direction about how to use all passenger facilities.

(xi) *Airport terminal information.* Airport terminal information systems shall take into consideration the needs of handicapped persons. The primary information mode shall be visual words and letters, or symbols, using lighting and color coding. Airport terminals shall also have facilities providing information orally.

(xii) *Public services.* Public service facilities such as public toilets, drinking fountains, telephones, travelers aid and first aid medical facilities shall be designed in accordance with ANSI standards.

(b) *Fixed facilities; existing terminals—*
(1) *Structural changes.* Where structural changes are necessary to make existing air carrier terminals which are owned and operated by recipients of Federal financial assistance accessible to and usable by handicapped persons, such changes shall be made in accordance with the ANSI standards as soon as practicable, but in no event later than three years after the effective date of this part.

(2) *Ongoing renovation.* In terminals that are undergoing structural changes involving entrances, exits, interior doors, elevators, stairs, baggage areas, drinking fountains, toilets, telephones, eating places, curbs, and parking areas, recipients shall begin immediately to incorporate accessibility features.

(3) *Transition.* Where extensive structural changes to existing facilities are necessary to meet accessibility requirements, recipients shall develop a transition plan in accordance with § 27.65(d) and submit it to the Federal Aviation Administration (FAA). Transition plans are reviewed and approved or disapproved by the FAA as expeditiously as possible after they are received.

(4) *Boarding.* Each operator at an airport receiving any Federal financial assistance shall assure that adequate assistance is provided incident to enplaning and deplaning handicapped persons. Within three years from the effective date of this part, recipients operating terminals at air carrier airports that are not equipped with jetways or passenger lounges for boarding and unboarding shall assure that there are lifts, ramps, or other suitable devices, not normally used for movement of freight, are available for enplaning and deplaning wheelchair users.

(5) *Passenger services.* Recipients operating terminals at air carrier airports shall assure that there are provisions for assisting handicapped passengers upon request in movement into, out of, and within the terminal, and in the use of terminal facilities, including baggage handling.

(6) *Guide dogs.* Seeing eye and hearing guide dogs shall be permitted to accompany their owners and shall be accorded all the privileges of the passengers whom they accompany in regard to access to terminals and facilities.

§ 27.73 Federal Railroad Administration—Railroads.

(a) *Fixed facilities.* (1) New facilities—(i) Every fixed facility or part of a facility—including every station, terminal, building, or other facility—designed or constructed by or for the use of a recipient of Federal financial assistance on or after the effective date of this part, the intended use of which will require it to be accessible to the public or may result in the employment therein of physically handicapped persons, shall be designed and constructed in accordance with the ANSI standards. Where there is ambiguity or contradiction between the definitions and the standards used by ANSI and the definitions and standards used in paragraph (a)(1)(ii) of this section, the ANSI terms should be interpreted in a manner that will make them consistent with the standards in paragraph (a)(1)(ii) of this section. If this cannot be done, the standards in paragraph (a)(1)(ii) of this section will prevail.

(ii) In addition to the ANSI standards the following standards also apply to rail facilities;

(A) *Station circulation and flow.* The basic station design shall permit efficient entrance and movement of handicapped persons while at the same time giving consideration to their convenience, comfort, and safety. The

design, especially concerning the location of elevators, escalators, and similar devices, shall minimize any extra distance that wheelchair users must travel, compared to nonhandicapped persons, to such ticket counters, baggage handling areas and boarding locations.

(B) *International accessibility symbol.* The international accessibility symbol shall be displayed at accessible entrances to buildings that meet ANSI standards.

(C) *Ticketing.* The ticketing system shall be designed to provide handicapped persons with the opportunity to use the primary fare collection area to obtain ticket issuance and make fare payment.

(D) *Baggage check-in and retrieval.* Baggage areas shall be accessible to handicapped persons. The facility shall be designed to provide for efficient handling and retrieval of baggage by all persons.

(E) *Boarding platforms.* All boarding platforms that are located more than two feet above ground or present any other dangerous condition, shall be marked with a warning device consisting of a string of floor material differing in color and texture from the remaining floor surface. The design of boarding platforms shall be coordinated with the vehicle design where possible in order to minimize the gap between platform and vehicle doorway and to permit safe passage by wheelchair users and other handicapped persons. Where level entry boarding is not provided, lifts, ramps or other suitable devices shall be available to permit boarding by wheelchair users.

(F) *Telephones.* At least one clearly marked telephone shall be equipped with a volume control or sound booster device and with a device available to handicapped persons that makes telephone communication possible for persons wearing hearing aids.

(G) *Teletypewriter.* Recipients shall make available a toll-free reservation and information number with teletypewriter (TTY) capabilities, to permit hearing-impaired persons using TTY equipment to readily obtain information or make reservations for any services provided by a recipient.

(H) *Vehicular loading and unloading areas.* Several spaces adjacent to the terminal entrance separated from the main flow of traffic and clearly marked shall be made available for the boarding and exiting of handicapped persons. The spaces shall allow individuals in wheelchairs or with braces or crutches to get in and out of vehicles onto a level surface suitable for wheeling or walking.

(I) *Parking.* Where parking facilities are provided, at least two spaces shall be set aside and identified for the exclusive use of handicapped persons. Curb cuts or ramps with grades not exceeding 8.33 percent shall be provided at crosswalks between parking areas and the terminal. Where multi-level parking is provided, ample space which is clearly marked shall be reserved for handicapped persons with limited mobility on the level which is most accessible to the ticketing and boarding portion of the terminal facilities; such level change shall be by elevator, ramp, or by other devices which can accommodate wheelchair users.

(J) *Waiting area/public space.* As the major public area of the rail facility, the environment in the waiting area/public space should give the handicapped persons confidence and security in using the facility. The space shall be designed to accommodate the handicapped by providing clear directions about how to use all passenger facilities.

(K) *Station information.* Station information systems shall take into consideration the needs of handicapped persons. The primary information mode shall be visual words and letters or symbols using lighting and color coding. Stations shall also have facilities for giving information orally. Scheduling information shall be available in a tactile format or through the use of a toll-free telephone number.

(L) *Public services.* Public service facilities, such as public toilets, drinking fountains, telephones, travelers aid and first aid medical facilities, shall be designed in accordance with ANSI standards.

(2) *Existing facilities—(1) Ongoing renovation.* All recipients shall begin immediately to incorporate accessibility features in stations and terminals that are already undergoing structural changes involving entrances and exits, interior doors, elevators, stairs, baggage areas, drinking fountains, toilets, telephones, eating places, boarding platforms, curbs, and parking garages.

(ii) *Structural changes.* Existing stations shall be modified to ensure that the facilities, when viewed in their entirety, are readily accessible to and usable by handicapped persons.

(iii) *Scheduling of structural changes.* (A) Within five years from the effective date of this section, recipients shall make accessible no less than one station in each Standard Metropolitan Statistical Area (SMSA) served by the recipient. Where there is more than one station in an SMSA, recipients shall select the station with the greatest

annual passenger volume for modification within five years.

(B) Within ten years of the effective date of this section, recipients shall make accessible all other stations in each SMSA.

(C) Within five years of the effective date of this section, recipients shall make accessible stations located outside of an SMSA and not located within 50 highway miles of an accessible station. Where there are two or more stations within 50 highway miles of one another, a recipient shall select the station with the greatest annual passenger volume for modification within five years.

(D) Within ten years of the effective date of this section, recipients shall make accessible all other stations located outside of an SMSA.

(iv) *Waiver procedure.* (A) Recipients may petition the Federal Railroad Administrator for a waiver from the requirement to make a particular station accessible under § 27.73(a)(2)(iii) (B) and (D). Such petitions shall be submitted no later than six years after the effective date of this section.

(B) A request for a waiver shall be supported by a written justification to the Federal Railroad Administrator. The justification shall include a record of a community consultative process in the area served by the station for which a waiver is sought. This request shall include a transcript of a public hearing. Handicapped persons and organizations in the area concerned shall be involved in the consultative process.

(C) Factors that are applicable to the determination on a petition for waiver and the conditions that would apply to the waiver include, but are not limited to: (1) The utilization of the station; (2) the cost of making modifications to the station; (3) and the availability of alternative, accessible means of transportation for handicapped persons that meet the needs of those persons for efficient and timely service at a fare comparable to rail fare from the area served by the station to the nearest accessible station in each direction of travel.

(D) Within 30 days of the date the waiver request is filed with the FRA, representatives of the FRA will meet with representatives of the Interstate Commerce Commission (ICC) to determine if the justification is adequate. The representatives will coordinate their efforts so that any changes requested by either FRA or ICC are consistent.

(E) If no agreement can be reached by the FRA and ICC on the adequacy of the justification within 60 days from the

date the representatives first meet, the waiver request shall be denied.

(v) *Transition plan.* Where extensive changes to existing facilities are necessary to meet accessibility requirements, recipients shall develop a transition plan in accordance with § 27.65(d) and submit it, in duplicate, to the Federal Railroad Administration (FRA).

(vi) *Approval of transition plan.* (A) Transition plans are reviewed and approved or disapproved as expeditiously as possible after they are received. Within 30 days from the date the plan is filed with the FRA, representatives of the FRA meet with representatives of the ICC to determine if the plan is adequate. The representatives coordinate their efforts so that any changes requested by either the FRA or the ICC are consistent.

(B) If no agreement can be reached by the FRA and the ICC within 60 days from the date the representatives first meet, the transition plan shall be disapproved.

(vii) *Existing danger.* Every existing facility and piece of equipment shall be free of conditions which pose a danger to the life or safety of handicapped persons. Upon discovery of such conditions, the danger shall be immediately eliminated and all necessary steps taken to protect the handicapped, or a particular category of handicapped persons, from harm during the period that the facility or equipment is being made safe.

(b) *Rail vehicles.* (1) Within five years from the effective date of this part, on each passenger train:

(i) At least one coach car shall be accessible;

(ii) Where sleeping cars are provided, at least one sleeping car shall be accessible; and

(iii) At least one car in which food service is available shall be accessible to handicapped persons, or they shall be provided food service where they are seated.

In cases where the only accessible car is first class, first class seating for handicapped persons shall be provided at coach fare.

(2) In order for a passenger car to be accessible to handicapped persons, the following shall be available:

(i) Space to park and secure one or more wheelchairs to accommodate persons who wish to remain in their wheelchairs, and space to fold and store one or more wheelchairs to accommodate individuals who wish to sit in coach seats.

(ii) Accessible restrooms with wide doorways, bars to assist the individual in moving from wheelchair to toilet, low sinks, and other appropriate modifications. These restrooms should be large enough to accommodate wheelchairs.

(3) All new rail passenger vehicles for which solicitations are issued after the effective date of this part by recipients of Federal financial assistance shall be designed so as to be accessible to handicapped persons and shall display the international accessibility symbol at each entrance.

(c) *Rail passenger service.* (1) No recipient shall deny transportation to any person who meets the requirements of this regulation because that person cannot board a train without assistance, or use on-train facilities without assistance, except as provided in this regulation.

(2) Handicapped persons who require the assistance of an attendant shall not be denied transportation so long as they are accompanied by an attendant. Handicapped persons who require the service of an attendant, but who are unaccompanied, are not required under this part to be transported by the recipient. Handicapped persons requiring the assistance of an attendant shall include those who cannot take care of any one of their fundamental personal needs.

(3) All recipients at stations, except flag stops and closed stations, shall, on advance notice of 12 hours or more, provide assistance to handicapped persons, except that those handicapped persons who require the services of an attendant shall give advance notice of at least 24 hours. Such assistance shall include, but is not limited to, advance boarding and assisting handicapped persons in moving from station platform onto the train and to a seat. The recipient shall provide the same assistance to handicapped persons as they leave the train or board another train in the process of changing trains. Recipients shall provide assistance upon request to handicapped persons in the use of station facilities and in the handling of baggage.

(4) In all open stations, there shall be prominently displayed a notice stating the location of the recipient's representative or agent who is responsible for providing assistance to handicapped persons. Recipients shall publish in their schedules a notice of those closed stations and flag stops at which assistance cannot be provided to handicapped persons.

(5) Assistance to handicapped persons in the use of on-train facilities shall be provided as follows:

(i) *General assistance.* Recipients shall provide assistance to handicapped persons in moving to and from accommodations, including assistance in moving to and from wheelchairs.

(ii) *Restroom facilities.* All recipients shall, upon request, provide assistance to handicapped persons needing assistance in gaining access to rest and washroom facilities.

(iii) *Sleeping car service.* All recipients on all trains where sleeping car service is provided shall, upon request, provide assistance in gaining access to the facilities on various accommodations, such as roomette, bedroom, or compartment.

(iv) *Dining and lounge car service.* Where dining cars, food service cars, or lounge cars are inaccessible to handicapped persons, all recipients shall, upon request, provide meal, beverage, and snack service to handicapped persons needing such service in their accommodations.

(6) *Assistance with wheelchairs, crutches, walkers, and canes.* All recipients shall provide coach or sleeping car space to store, and shall assist in storing, such orthopedic aids as wheelchairs, walkers, crutches, and canes. These orthopedic aids shall be stored on the same coach or sleeping car in which the handicapped person travels.

(7) *Notice of assistance available provided in the use of on-board facilities.* All recipients shall, on all coaches, sleeping cars, dining cars, food service cars, and lounge cars, permanently display a notice stating where and from whom assistance in the use of facilities of various cars may be obtained.

(8) *Bedridden and stretcher-bound passengers.* (i) Where equipment is designed or modified to accept bedridden or stretcher-bound passengers without unreasonable delay, the recipient shall provide assistance in the boarding of bedridden or stretcher-bound persons into sleeping quarters. Accessibility to coaches for these persons is not required.

(ii) Advance notification of 24 hours or more is mandatory in order to ensure provision of assistance to bedridden or stretcher-bound passengers. For the purpose of this section, assistance need not necessarily include placing the bedridden or stretcher-bound person into the compartment.

(9) *Passengers requiring life support equipment.* Recipients shall not be required to transport persons who are

dependent upon life support equipment needing power from the vehicle.

(10) *Guide dogs.* Seeing eye dogs and hearing guide dogs shall be permitted to accompany their owners on all passenger trains, and shall be permitted in coach, sleeping, and dining cars.

(11) *Services to deaf and blind passengers.* Recipients shall provide assistance to deaf and/or blind passengers, on request, by advising them of station stops.

(12) Recipients shall notify the public that they provide services that facilitate travel by handicapped persons.

(13) Recipients shall provide training to their employees sufficient to enable them to carry out the recipients' responsibilities under this section.

§ 27.75 Federal Highway Administration—Highways.

(a) *New Facilities.*—(1) *Highway rest area facilities.* All such facilities that will be constructed with Federal financial assistance shall be designed and constructed in accordance with the ANSI standards.

(2) *Curb cuts.* All pedestrian crosswalks constructed with Federal financial assistance shall have curb cuts or ramps to accommodate persons in wheelchairs, pursuant to section 228 of the Federal-Aid Highway Act of 1973 (23 U.S.C. 402(b)(1)(F)).

(3) *Pedestrian over-passes, under-passes and ramps.* Pedestrian over-passes, under-passes and ramps, constructed with Federal financial assistance, shall be accessible to handicapped persons, including having gradients no steeper than 10 percent, unless:

(i) Alternate safe means are provided to enable mobility-limited persons to cross the roadway at that location; or

(ii) It would be infeasible for mobility-limited persons to reach the over-passes, under-passes or ramps because of unusual topographical or architectural obstacles unrelated to the federally assisted facility.

(b) *Existing Facilities.* *Rest area facilities.* Rest area facilities on Interstate highways shall be made accessible to handicapped persons, including wheelchair users, within a three-year period after the effective date of this part. Other rest area facilities shall be made accessible when Federal financial assistance is used to improve the rest area, or when the roadway adjacent to or in the near vicinity of the rest area is constructed, reconstructed or otherwise altered with Federal financial assistance.

§§ 27.77-79 [Reserved]

Subpart E—Program Accessibility, Requirements in Specific Operating Administration Programs: Mass Transportation

§ 27.81 Purpose.

The purpose of this subpart is, in addition to implementing section 504 of the Rehabilitation Act of 1973, also to implement section 16(a) of the Urban Mass Transportation Act of 1964, as amended, and section 165(b) of the Federal-Aid Highway Act of 1973, as amended. These latter statutes are designed to increase the availability to elderly and handicapped persons of mass transportation that they can effectively utilize. Section 165(b) also requires access for elderly and handicapped persons to public mass transportation facilities, equipment, and services. This subpart consolidates and revises existing Urban Mass Transportation Administration (UMTA) regulations, policies, and administrative practices implementing the above statutes.

§ 27.83 Fixed facilities for the public.

(a) *Existing fixed facilities.* Fixed facility accessibility shall be achieved by a staged sequence of fixed facility modifications, replacements, and new construction that reflects reasonable and steady progress. Changes not involving extraordinarily expensive structural changes to, or replacement of, existing facilities shall be implemented as soon as practicable but not later than three years after the effective date of this regulation. Other fixed facility accessibility changes shall be made as soon as practicable but no later than the deadlines specified in §§ 27.85-27.95.

(b) *New fixed facilities and alterations.* In addition to the requirements of § 27.67, new transit fixed facilities for the public shall incorporate such other features as are necessary to make the fixed facilities accessible to handicapped persons. Existing fixed facilities shall incorporate these same features to the extent provided by §§ 27.85-27.95. In particular among these features, the design of boarding platforms for level-entry vehicles shall be coordinated with the vehicle design in order to minimize the gap between the platform and vehicle doorway and to permit safe passage by wheelchair users and other handicapped persons. Special attention shall be given to the needs of handicapped persons in the areas of fare vending and collection systems, visual and aural information systems, telephones (wheelchair users

and persons with reduced hearing ability require certain accommodations), teletype machines to handle calls from deaf persons, vehicular loading and unloading areas, and parking areas at park-and-ride facilities.

§ 27.85 Fixed route bus systems.

(a) *Program accessibility.* (1) Program accessibility for a fixed route bus system is achieved when:

(i) The system is accessible to handicapped persons who can use steps; and

(ii) The system, when viewed in its entirety, is accessible to wheelchair users. With respect to vehicles, this requirement means that at least one-half of the peak-hour bus service must be accessible and accessible buses must be used before inaccessible buses during off-peak service.

(2) Fixed route bus systems shall achieve program accessibility as soon as practicable but no later than three years after the effective date of this regulation; provided, however, that the time limit is extended to 10 years for the extraordinarily expensive structural changes to, or replacement of, existing facilities, including vehicles, necessary to achieve program accessibility.

(3) Nothing in this section shall require any recipient to install a lift on any bus for which a solicitation was issued on or before February 15, 1977.

(b) *New vehicles.* New fixed route buses of any size for which solicitations are issued after the effective date of this part shall be accessible to handicapped persons, including wheelchair users. With respect to new, standard, full-size urban transit buses, this requirement remains in effect until such time as solicitations for those buses must use UMTA's bid package entitled "Transbus Procurement Requirements."

§ 27.87 Rapid and commuter rail systems.

(a) *Program accessibility.* Program accessibility for a rapid or a commuter rail system is achieved when the system, when viewed in its entirety, is accessible to handicapped persons, including wheelchair users. This general requirement means that:

(1) *Stations.* All stations must be accessible to handicapped persons who can use steps, and key stations must be accessible to wheelchair users.

(i) For rapid rail systems, key stations are those that are:

(A) Stations where passenger boardings exceed average station boardings by at least 15 percent;

(B) Transfer points on a rail line or between rail lines;

(C) Major interchange points with other transportation modes;

(D) End stations, unless an end station is close to another accessible station;

(E) Stations serving major activity centers of the following types: employment and government centers, institutions of higher learning, and hospitals or other health care facilities; or

(F) Stations that are special trip generators for sizeable numbers of handicapped persons.

(ii) For commuter rail systems, key stations are those that are:

(A) Transfer points on a rail line or between rail lines;

(B) Major interchange points with other transportation modes;

(C) End stations, unless an end station is close to another accessible station;

(D) Stations serving major activity centers of the following types: employment and government centers, institutions of higher learning, and hospitals or other health care facilities;

(E) Stations that are special trip generators for sizeable numbers of handicapped persons; or

(F) Stations that are distant from other accessible stations.

(2) *Vehicles.* All vehicles must be accessible to handicapped persons who can use steps, and one vehicle per train must be accessible to wheelchair users.

(3) *Connector service.* With respect to rapid rail systems, accessible connector service is provided between accessible and inaccessible stations. The connector service may be provided by regular bus service, special bus service, special service paratransit, or any other accessible means of transportation that will transport a handicapped person from the vicinity of an inaccessible rapid rail station to the vicinity of the nearest accessible station in the person's direction of travel, or vice-versa. Provision of connector service is an integral part of rapid rail program accessibility. The connector service, when combined with the key stations, must provide a level of service reasonably comparable to that provided for a nonhandicapped person.

(4) *Timing.* Rapid and commuter rail systems shall achieve program accessibility as soon as practicable but no later than three years after the effective date of this part; provided, however, that the time limit is extended to 30 years for extraordinarily expensive structural changes to, or replacement of, existing fixed facilities necessary to achieve program accessibility. Steady progress is required over that 30-year period. The time limit is extended to five years with respect to rapid rail vehicles

and 10 years with respect to commuter rail vehicles for extraordinarily expensive structural changes to, or replacement of, existing rail vehicles. Complete connector service for rapid rail systems shall be provided no later than 30 years after the effective date of this part. Over this time period, there shall be a steady build-up of the connector service that is coordinated with the completion of key stations; however, no later than 12 years from the effective date of this part, the connector service shall provide effective and efficient utilization of those key stations that have been made accessible.

(5) *Assessment.* Twelve years after the effective date of this part, rapid and commuter rail operators shall prepare a full report for the Department on what accessibility improvements have been made, what the costs have been, and what the ridership attributable to the accessibility improvements has been.

(b) *New vehicles.* New rapid rail vehicles for which solicitations are issued after the effective date of this part shall be accessible, except that gap closing devices, if determined to be necessary for accessible operation of stations or cars, are not required for vehicles for which solicitations are issued before January 1, 1983. New commuter rail vehicles for which solicitations are issued on or after January 1, 1983, shall be accessible to wheelchair users; however, new commuter rail vehicles for which solicitations are issued after the effective date of this part shall be accessible to handicapped persons who can use steps.

§ 27.89 Light rail systems.

(a) *Program accessibility.* Program accessibility for a light rail system is achieved when the system, when viewed in its entirety, is accessible to handicapped persons, including wheelchair users. This general requirement means that:

(1) *Stations.* All stations must be accessible to handicapped persons who can use steps, and key stations must be accessible to wheelchair users. Key stations are those that are:

(i) Transfer points on a rail line or between rail lines;

(ii) Major interchange points with other transportation modes;

(iii) End stations, unless an end station is close to another accessible station;

(iv) Stations serving major activity centers of the following types: employment and government centers, institutions of higher learning and

hospitals or other health care facilities; or

(v) Stations that are special trip generators for sizeable numbers of handicapped persons.

(2) *Vehicles.* Each light rail vehicle must be accessible to handicapped persons who can use steps; at least one-half of the peak-hour light rail service must be accessible to wheelchair users and accessible light rail vehicles must be used before inaccessible vehicles during off-peak service.

(3) *Timing.* Light rail systems shall achieve program accessibility as soon as practicable but no later than three years after the effective date of this part; provided, however, that the time limit is extended to 20 years for extraordinarily expensive structural changes to, or replacement of, existing fixed facilities and vehicles necessary to achieve program accessibility.

(4) *Assessment.* Twelve years after the effective date of this part, light rail operators shall prepare a full report for the Department on what accessibility improvements have been made, what the costs have been, and what the ridership attributable to the accessibility improvements has been.

(b) *New vehicles.* New light rail vehicles for which solicitations are issued on or after January 1, 1983, shall be accessible to wheelchair users; however, new light rail vehicles for which solicitations are issued after the effective date of this part shall be accessible to handicapped persons who can use steps.

§ 27.91 Paratransit systems.

(a) *General.* Each paratransit system shall be operated so that the system, when viewed in its entirety, is accessible to handicapped persons, including wheelchair users. This means that the system must operate a number of vehicles sufficient to provide generally equal service to handicapped persons who need such vehicles as is provided to other persons. Where new vehicles must be purchased or structural changes must be made to meet this requirement, the purchase or changes shall be made as soon as practicable but no later than three years after the effective date of this regulation.

(b) *New vehicles.* New paratransit vehicles for which solicitations are issued after the effective date of this part shall be accessible to handicapped persons, unless the paratransit system is and will remain in compliance with paragraph (a) of this section without the new vehicles being accessible.

§ 27.93 Systems not covered by §§ 27.85-27.91.

(a) *Scope.* This section applies to forms of mass transportation not covered by §§ 27.85-27.91 (e.g., ferry boat).

(b) *General.* (1) Program accessibility for a subject system is achieved when the system, when viewed in its entirety, is accessible to handicapped persons, including wheelchair users.

(2) Subject systems shall achieve program accessibility as soon as practicable but in no event later than three years after the effective date of this regulation, provided, however, that this period may be extended upon appeal to the Urban Mass Transportation Administrator if program accessibility can be achieved only through extraordinarily expensive structural changes to or replacement of, existing facilities, including vehicles, and if other accessible modes of transportation are available that meet the needs of handicapped persons for efficient and timely service at a fare comparable to that of the subject system in the service area of that system.

§ 27.95 Program policies and practices.

(a) Program policies and practices that prevent a system subject to this subpart from achieving program accessibility shall be modified as soon as reasonably possible but in no event later than three years after the effective date of this part. This three-year period shall prevail over the one-year period of § 27.11(c)(2).

(b) The following program policies and practices which influence the achievement of program accessibility shall, along with any other appropriate practice, be addressed in the planning process:

(1) Safety and emergency policies and procedures.

(2) Periodic sensitivity and safety training for personnel.

(3) Accommodations for companions or aides of handicapped travelers.

(4) Intermodal coordination of transportation providers.

(5) Coordination with social service agencies that provide or support transportation for handicapped persons.

(6) Comprehensive marketing considerate of handicapped persons' travel needs.

(7) Leasing, rental, procurement, and other related administrative practices.

(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.

(9) Regulatory reforms to permit and encourage accessible services.

(10) Management supervision of accessible facilities and vehicles.

(11) Maintenance and security of accessibility features.

(12) Labor agreements and work rules.

(13) Appropriate insurance coverage.

§ 27.97 Interim accessible transportation.

(a) *Period prior to interim accessible transportation.* Until the requirement of paragraph (b) of this section is met, the annual element of each urbanized area's transportation improvement program submitted to UMTA after the effective date of this part shall exhibit a reasonable level of effort in programming projects or project elements designed to benefit handicapped persons who cannot otherwise use the recipient's transportation system until it is made accessible in accordance with the requirements of this part. Reasonable progress in implementing previously programmed projects, including those programmed before the effective date of this part, shall be demonstrated by recipients. Recipients, working through the Metropolitan Planning Organization (MPO), shall use their best efforts to comply with this paragraph in a way that will support the achievement of program accessibility and make the transition to interim accessible transportation efficient and cost-effective. Recipients, working through the MPO, shall also use their best efforts to coordinate and use effectively all available special services and programs in the community. Recipients in non-urbanized areas are generally subject to the requirements of this paragraph concerning special efforts in programming and implementation.

(b) *Interim accessible transportation—(1) General.* No later than three years after the effective date of this part, each recipient whose system has not achieved program accessibility shall provide or assure the provision of interim accessible transportation for handicapped persons who could otherwise use the system if it had been made accessible. Such transportation shall be provided until program accessibility has been achieved. An area's fixed route bus system will satisfy this requirement for a rail system if the bus system has achieved program accessibility and if the bus system serves the inaccessible portions of that rail system.

(2) *Standards and expenditures.* (i) The standards for interim accessible transportation shall be developed in cooperation with an advisory group of representatives of local handicapped persons and groups and be set forth in

the transition plan. During the period for interim accessible transportation, the recipient shall be obligated to spend annually an amount equal to two percent of the financial assistance it receives under section 5 of the Urban Mass Transportation Act of 1964, as amended, on such transportation, provided that a lower amount may be spent during any year when UMTA finds that the local advisory group had agreed with the recipient that expenditures at a lower level will provide an adequate level of service. If a recipient does not receive financial assistance under section 5, its obligation shall be an amount equal to two percent of the annual financial assistance it receives for mass transportation from the Department, with the same provision concerning lower expenditures. The recipient is not obligated to spend more on interim accessible transportation than the amount specified in this paragraph.

(ii) Subject to the expenditure limitation of paragraph (b)(2)(i) of this section, interim accessible transportation shall be available within the recipient's normal service area and during normal service hours and, to the extent feasible, meet the following requirements: there shall be no restrictions on trip purpose; combined wait and travel time, transfer frequency, and fares shall be comparable to that of the regular fixed-route system; service shall be available to all handicapped persons who could otherwise use the system if it had been made accessible, including wheelchair users who cannot transfer from a wheelchair and those who use powered wheelchairs; and 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.

(3) *Coordination of existing services.* The recipient, working through the MPO, shall use its best efforts to coordinate and use effectively all available special services and programs in the community in order to ensure the provision of service that meets the standards of paragraph (b)(2)(ii) of this section. Such services and programs may reduce the recipient's expenditure obligation under paragraph (b)(2)(i) of this section if, in accordance with that paragraph, the handicapped advisory committee agrees that the full level of expenditure is not necessary.

§ 27.99 Waiver for existing rapid, commuter, and light rail systems.

A recipient that operates a rapid rail, commuter rail, or light rail system in

existence on the effective date of this part may, through the MPO for the area or areas concerned, petition the Secretary for a waiver of any of its obligations under § 27.87 or § 27.89 with respect to accessibility for handicapped persons. Waiver requests may only be submitted after the MPO and handicapped persons and organizations representing handicapped persons in the community, through a consultative process, have developed arrangements for alternative service substantially as good as or better than that which would have been provided absent a waiver. Petitions shall be supported by a record of the community consultative process, including a transcript of a public hearing with notice and consultation with handicapped persons and organizations representing handicapped persons, and a complete transition plan for an accessible system. The Secretary may grant such a petition in his or her discretion, provided that the Secretary determines that local alternative service to handicapped persons will be substantially as good as or better than that which would have been provided by the waived requirement of this subpart. If the petition is for the major rapid rail system in New York, Chicago, Philadelphia, Boston or Cleveland (those systems currently operated by the New York City Transit Authority, the Chicago Transit Authority, the Southeastern Pennsylvania Transportation Authority, the Massachusetts Bay Transportation Authority, and the Greater Cleveland Regional Transit Authority) and the waiver is granted, the petitioner shall spend, or shall ensure that other UMTA recipients in the urbanized area spend, on an annual basis, at least an amount equal to five percent of the urbanized area's funds under section 5 of the Urban Mass Transportation Act of 1964, as amended, on this alternative service. For the purposes of the five percent measurement, "urbanized area" refers to the portion of an urbanized area located in one state.

§ 27.101 Period after program accessibility.

Following the achievement of program accessibility, all recipients whose systems are covered by this subpart shall continue to work with the MPO concerned to coordinate special services for handicapped persons.

§ 27.103 Transition plan.

(a) *General.* A transition plan shall be prepared for each urbanized and non-urbanized area receiving financial assistance from the Department for mass transportation. The transition plan

is a document which describes the results of planning for program accessibility and defines a staged, multi-year program. The purpose of the plan is to identify the transportation improvements and policies needed to achieve program accessibility and to provide interim accessible transportation prior to the achievement of program accessibility in compliance with this part. The requirements of § 27.65(d) apply to transition plans prepared under this section unless they conflict with the requirements of this section, in which case the requirements of this section shall prevail.

(b) *Planning process.* (1) The urban transportation planning process of each urbanized and non-urbanized area receiving financial assistance from the Department for mass transportation shall include the development and periodic reappraisal and refinement of a transition plan which is an outgrowth of ongoing activities to plan public mass transportation facilities and services that can effectively be utilized by elderly and handicapped persons pursuant to 23 CFR 450.120(a)(5).

(2) The transition plan shall cover the entire period required to achieve program accessibility.

(3) The level of detail in the transition plan shall be appropriate for the size of the urban area, the complexity of its mass transportation system and the scheduling of its accessibility improvements.

(4) The development and periodic reappraisal and refinement of the transition plan shall:

(i) In urbanized areas, be done under the direction of the Metropolitan Planning Organization (MPO) in cooperation with State and local officials and operators of publicly owned mass transportation services in conformance with 23 CFR 450.306(a) and (b);

(ii) In non-urbanized areas, be done under the direction of local elected officials in cooperation with transit operators and the State; and

(iii) Be performed with community participation required by § 27.107.

(5) The transition plan shall be endorsed by the MPO in urbanized areas pursuant to 23 CFR 450.112(b) and shall be endorsed by the recipients responsible for implementing improvements and policies specified in the transition plan, with the recipient endorsement required only for the portions of the plan which affect each such recipient.

(c) *Plan content.* The transition plan shall include:

(1) Identification of public transportation vehicles, fixed facilities, services, policies, and procedures that do not meet the program accessibility requirements of this part;

(2) Identification by system and recipient of the improvements and policies required for bringing them into conformance with this part, including any required interim accessible transportation; the plan should indicate how interim accessible transportation service levels and fares were determined;

(3) Establishment of priorities among the improvements, reasonable implementation schedules, and system accessibility benchmarks (the plan should document phasing criteria, identify which projects are necessary to meet three-year requirements, and set appropriate benchmarks for longer-term efforts);

(4) Assignment of responsibility among public transportation service providers for the implementation of improvements and policies;

(5) Identification of coordination activities to improve the efficiency and effectiveness of existing services;

(6) Estimation of total costs and identification of sources of funding for implementing the improvements in the plan;

(7) Description of community participation in the development of the transition plan; and

(8) Identification of responses to substantive concerns raised during public hearings on the plan.

(d) *Timing.* (1) Transition plans shall be transmitted, in duplicate, for approval to UMTA as soon as practicable but not later than one year from the effective date of this part, except that for urbanized areas with inaccessible rapid rail systems, the plan shall be transmitted not later than 18 months after the effective date of this part. Upon request and an adequate showing of need, the one-year period may be extended to 18 months for urbanized areas with inaccessible rail systems other than rapid rail.

(2) Transition plans will be reviewed and approved or disapproved by UMTA as expeditiously as possible after they are received.

(3) The transition plan shall periodically be reappraised and refined, particularly to add details of accessibility improvements as their scheduled implementation dates are approached. Amendments to the plan resulting from reappraisals or refinements shall be submitted in the same manner as the original plan, with

community participation and UMTA approval.

(e) *Transportation improvement program.* Annual elements of transportation improvement programs submitted for UMTA approval shall be consistent with the requirements of this part and with the local transition plan, once that plan has been approved by UMTA.

§ 27.105 Annual status report.

(a) In order to provide a basis upon which a determination of compliance can be made, each recipient of UMTA assistance (or MPO on its behalf), beginning in the year following submission of the transition plan, shall provide an annual status report on its compliance with this part. The report shall provide a summary of the recipient's accomplishments and activities for meeting the schedule of improvements in the area's approved transition plan.

(b) The first annual status report shall include a copy of the three compliance planning items listed in § 27.11(c)(3). Subsequent annual status reports shall reflect any changes made as a result of the requirement of § 27.11(c)(2)(v) for periodically reviewing and updating the compliance planning.

§ 27.107 Community participation.

(a) *General.* This section applies to recipients whose systems are covered by subpart E. Community involvement, particularly by handicapped persons or organizations representing handicapped persons, during the development of the transition plan and at least annually during its implementation, during significant changes in the transition plan, and at the time of any request for waiver is required.

(b) *Participation.* Agencies performing the planning, programming, and implementation activities required by this subpart shall use adequate citizen participation mechanisms or procedures during those activities. The mechanisms shall ensure continuing consultation, from initial planning through implementation, with handicapped persons, advocacy organizations of handicapped persons (where available), public and private social service agencies, public and private operators of existing transportation for handicapped persons, public and private transportation operators, and other interested and concerned persons.

(c) *Hearing.* A public hearing, with adequate notice, shall be held on the proposed transition plan and on significant changes to the plan, and a written response shall be provided for

substantive concerns raised during the hearing. This response shall indicate whether the plan has been or will be changed to accommodate the concerns and the rationale for changing or not changing the plan.

§§ 27.109-119 [Reserved]

Subpart F—Enforcement

§ 27.121 Compliance information.

(a) *Cooperation and assistance.* The responsible Departmental official, to the fullest extent practicable, seeks the cooperation of recipients in securing compliance with this part and provides assistance and guidance to recipients to help them comply with this part.

(b) *Compliance reports.* Each recipient shall keep on file for one year all complaints of noncompliance received. A record of all such complaints, which may be in summary form, shall be kept for five years. Each recipient shall keep such other records and submit to the responsible Departmental official or his/her designee timely, complete, and accurate compliance reports at such times, and in such form, and containing such information as the responsible Department official may prescribe. In the case of any program under which a primary recipient extends Federal financial assistance to any other recipient, the other recipient shall also submit compliance reports to the primary recipient so as to enable the primary recipient to prepare its report.

(c) *Access to sources of information.* Each recipient shall permit access by the responsible Departmental official or his/her designee during normal business hours to books, records, accounts, and other sources of information, and to facilities that are pertinent to compliance with this part. Where required information is in the exclusive possession of another agency or person who fails or refuses to furnish the information, the recipient shall so certify in its report and describe the efforts made to obtain the information. Considerations of privacy or confidentiality do not bar the Department from evaluating or seeking to enforce compliance with this part. Information of a confidential nature obtained in connection with compliance evaluation or enforcement is not disclosed by the Department, except in formal enforcement proceedings, where necessary, or where otherwise required by law.

(d) *Information to beneficiaries and participants.* Each recipient shall make available to participants, beneficiaries, and other interested persons such

information regarding the provisions of this regulation and its application to the program for which the recipient receives Federal financial assistance, and make such information available to them in such manner, as the responsible Departmental official finds necessary to apprise them of the protections against discrimination provided by the Act and this part.

§ 27.123 Conduct of investigations.

(a) *Periodic compliance reviews.* The responsible Departmental official or his/her designee, from time to time, reviews the practices of recipients to determine whether they are complying with this part.

(b) *Complaints.* Any person who believes himself/herself or any specific class of individuals to be harmed by failure to comply with this part may, personally or through a representative, file a written complaint with the responsible Departmental official. A Complaint must be filed not later than 180 days from the date of the alleged discrimination, unless the time for filing is extended by the responsible Departmental official or his/her designee.

(c) *Investigations.* The responsible Departmental official or his/her designee makes a prompt investigation whenever a compliance review, report, complaint, or any other information indicates a possible failure to comply with this part. The investigation includes, where appropriate, a review of the pertinent practices and policies of the recipient, and the circumstances under which the possible noncompliance with this part occurred.

(d) *Resolution of matters.* (1) If, after an investigation pursuant to paragraph (c) of this section, the responsible Departmental official finds reasonable cause to believe that there is a failure to comply with this part, the responsible Departmental official will inform the recipient. The matter is resolved by informal means whenever possible. If the responsible Departmental official determines that the matter cannot be resolved by informal means, action is taken as provided in § 27.125.

(2) If an investigation does not warrant action pursuant to paragraph (d)(1) of this section, the responsible Departmental official or his/her designee so informs the recipient and the complainant, if any, in writing.

(e) *Intimidating and retaliatory acts prohibited.* No employee or contractor of a recipient shall intimidate, threaten, coerce, or discriminate against any individual for the purpose of interfering with any right or privilege secured by

section 504 of the Act or this part, or because the individual has made a complaint, testified, assisted, or participated in any manner in an investigation, hearing, or proceeding, under this part. The identity of complainants is kept confidential at their election during the conduct of any investigation, hearing or proceeding under this part. However, when such confidentiality is likely to hinder the investigation, the complainant will be advised for the purpose of waiving the privilege.

§ 27.125 Compliance procedure.

(a) *General.* If there is reasonable cause for the responsible Departmental official to believe that there is a failure to comply with any provision of this part that cannot be corrected by informal means, the responsible Departmental official may recommend suspension or termination of, or refusal to grant or to continue Federal financial assistance, or take any other steps authorized by law. Such other steps may include, but are not limited to:

(1) A referral to the Department of Justice with a recommendation that appropriate proceedings be brought to enforce any rights of the United States under any law of the United States (including other titles of the Act), or any assurance or other contractual undertaking; and

(2) Any applicable proceeding under State or local law.

(b) *Refusal of Federal financial assistance.* (1) No order suspending, terminating, or refusing to grant or continue Federal financial assistance becomes effective until:

(i) The responsible Departmental official has advised the applicant or recipient of its failure to comply and has determined that compliance cannot be secured by voluntary means; and

(ii) There has been an express finding by the Secretary on the record, after opportunity for hearing, of a failure by the applicant or recipient to comply with a requirement imposed by or pursuant to this part.

(2) Any action to suspend, terminate, or refuse to grant or to continue Federal financial assistance is limited to the particular recipient who has failed to comply, and is limited in its effect to the particular program, or part thereof, in which noncompliance has been found.

(c) *Other means authorized by law.* No other action is taken until:

(1) The responsible Departmental official has determined that compliance cannot be secured by voluntary means;

(2) The recipient or other person has been notified by the responsible

Departmental official of its failure to comply and of the proposed action;

(3) The expiration of at least 10 days from the mailing of such notice to the recipient or other person. During this period, additional efforts are made to persuade the recipient or other person to comply with the regulations and to take such corrective action as may be appropriate.

§ 27.127 Hearings.

(a) *Opportunity for hearing.* Whenever an opportunity for a hearing is required by § 27.125(b), reasonable notice is given by the responsible Departmental official by registered or certified mail, return receipt requested, to the affected applicant or recipient. This notice advises the applicant or recipient of the action proposed to be taken, the specific provision under which the proposed action is to be taken, and the matters of fact or law asserted as the basis for this action, and either:

(1) Fixes a date not less than 20 days after the date of such notice within which the applicant or recipient may request a hearing; or

(2) Advises the applicant or recipient that the matter in question has been set for hearing at a stated place and time.

The time and place shall be reasonable and subject to change for cause. The complainant, if any, also is advised of the time and place of the hearing. An applicant or recipient may waive a hearing and submit written information and argument for the record. The failure of an applicant or recipient to request a hearing constitutes a waiver of the right to a hearing under section 504 of the Act and § 27.125(b), and consent to the making of a decision on the basis of such information as may be part of the record.

(b) If the applicant or recipient waives its opportunity for a hearing, the responsible Departmental official shall notify the applicant or recipient that it has the opportunity to submit written information and argument for the record. The responsible Departmental official may also place written information and argument into the record.

(c) *Time and place of hearing.* Hearings are held at the office of the Department in Washington, D.C., at a time fixed by the responsible Departmental official unless he/she determines that the convenience of the applicant or recipient or of the Department requires that another place be selected. Hearings are held before an Administrative Law Judge designated in accordance with 5 U.S.C. 3105 and 3344

(section 11 of the Administrative Procedure Act).

(d) *Right to counsel.* In all proceedings under this section, the applicant or recipient and the responsible Departmental official have the right to be represented by counsel.

(e) *Procedures, evidence and record.*

(1) The hearing, decision, and any administrative review thereof are conducted in conformity with sections 554 through 557 of Title 5 of the United States Code, and in accordance with such rules of procedure as are proper (and not inconsistent with this section) relating to the conduct of the hearing, giving notice subsequent to those provided for in paragraph (a) of this section, taking testimony, exhibits, arguments and briefs, requests for findings, and other related matters. The responsible Departmental official and the applicant or recipient are entitled to introduce all relevant evidence on the issues as stated in the notice for hearing or as determined by the officer conducting the hearing. Any person (other than a government employee considered to be on official business) who, having been invited or requested to appear and testify as a witness on the government's behalf, attends at a time and place scheduled for a hearing provided for by this part may be reimbursed for his/her travel and actual expenses in an amount not to exceed the amount payable under the standardized travel regulations applicable to a government employee traveling on official business.

(2) Technical rules of evidence do not apply to hearings conducted pursuant to this part, but rules or principles designed to assure production of the most credible evidence available and to subject testimony to cross examination are applied where reasonably necessary by the Administrative Law Judge conducting the hearing. The Administrative Law Judge may exclude irrelevant, immaterial, or unduly repetitious evidence. All documents and other evidence offered or taken for the record are open to examination by the parties and opportunity is given to refute facts and arguments advanced by either side. A transcript is made of the oral evidence except to the extent the substance thereof is stipulated for the record. All decisions are based on the hearing record and written findings shall be made.

(e) *Consolidation or joint hearings.* In cases in which the same or related facts are asserted to constitute noncompliance with this regulation with respect to two or more programs to which this part applies, or

noncompliance with this part and the regulations of one or more other Federal departments or agencies issued under section 504 of the Act, the responsible Departmental official may, in agreement with such other departments or agencies, where applicable, provide for consolidated or joint hearings. Final decisions in such cases, insofar as this regulation is concerned, are made in accordance with § 27.129.

§ 27.129 Decisions and notices.

(a) *Decisions by Administrative Law Judge.* After the hearing, the Administrative Law Judge certifies the entire record including his recommended findings and proposed decision to the Secretary for a final decision. A copy of the certification is mailed to the applicant or recipient and to the complainant, if any. The responsible Departmental official and the applicant or recipient may submit written arguments to the Secretary concerning the Administrative Law Judge's recommended findings and proposed decision.

(b) *Final decision by the Secretary.* When the record is certified to the Secretary by the Administrative Law Judge, the Secretary reviews the record and accepts, rejects, or modifies the Administrative Law Judge's recommended findings and proposed decision, stating the reasons therefor.

(c) *Decisions if hearing is waived.* Whenever a hearing pursuant to § 27.125(b) is waived, the Secretary makes his/her final decision on the record, stating the reasons therefor.

(d) *Rulings required.* Each decision of the Administrative Law Judge or the Secretary contains a ruling on each finding or conclusion presented and specifies any failures to comply with this part.

(e) *Content of orders.* The final decision may provide for suspension or termination, or refusal to grant or continue Federal financial assistance, in whole or in part, under the program involved. The decision may contain such terms, conditions, and other provisions as are consistent with and will effectuate the purposes of the Act and this part, including provisions designed to assure that no Federal financial assistance will thereafter be extended unless and until the recipient corrects its noncompliance and satisfies the Secretary that it will fully comply with this part.

(f) *Subsequent proceedings.* (1) An applicant or recipient adversely affected by an order issued under paragraph (e) of this section is restored to full eligibility to receive Federal financial

assistance if it satisfies the terms and conditions of that order or if it brings itself into compliance with this part and provides reasonable assurance that it will fully comply with this part.

(2) Any applicant or recipient adversely affected by an order entered pursuant to paragraph (e) of this section may, at any time, request the responsible Departmental official to restore its eligibility, to receive Federal financial assistance. Any request must be supported by information showing that the applicant or recipient has met the requirements of subparagraph (1) of this paragraph. If the responsible Departmental official determines that those requirements have been satisfied, he/she may restore such eligibility, subject to the approval of the Secretary.

(3) If the responsible Departmental official denies any such request, the applicant or recipient may submit a request, in writing, for a hearing specifying why it believes the responsible Departmental official should restore it to full eligibility. It is thereupon given a prompt hearing, with a decision on the record. The applicant or recipient is restored to eligibility if it demonstrates to the satisfaction of the Secretary at the hearing that it satisfied the requirements of paragraph (f)(1) of this section.

(4) The hearing procedures of § 27.127(b)-(c) and paragraphs (a)-(d) of this section apply to hearings held under subparagraph (3) of this paragraph.

(5) While proceedings under this paragraph are pending, the sanctions imposed by the order issued under paragraph (e) of this section shall remain in effect.

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Appendix B

504 COMPLIANCE ASSESSMENT FOR 1979 RECIPIENTS AND 1980 POTENTIAL RECIPIENTS OF UMTA 16(b)(2) FUNDS IN THE KENOSHA URBANIZED AREA

INTRODUCTION

Section 16(b)(2) of the Urban Mass Transportation Act of 1964 as amended authorizes the Secretary of the U. S. Department of Transportation (DOT) to make grants to private nonprofit corporations and associations for the specific purpose of assisting them in providing transportation services to elderly and handicapped persons. Pursuant to this Section, a 16(b)(2) grant and/or loan program exists which is administered by the Urban Mass Transportation Administration (UMTA)--an agency of the U. S. Department of Transportation. Through this program, private nonprofit corporations can receive federal funds equivalent to 80 percent of the cost of purchasing capital equipment such as vans, buses, and radios to be used in providing transportation services for elderly and handicapped persons. Since 16(b)(2) is a federally funded program, any agency that received 16(b)(2) funds in 1979 or is a potential applicant for 16(b)(2) funds in 1980 must be in compliance with the provisions and intent of U. S. DOT Final Rule 49 CFR Part 27, Nondiscrimination on the Basis of Handicap in Federally Assisted Programs and Activities Receiving or Benefiting from Federal Financial Assistance, which became effective July 2, 1979.

To make a finding of compliance, an assessment must be made under the direction of the metropolitan planning organization to determine: 1) that the transportation-related services, policies, or practices of an agency receiving or seeking to receive UMTA Section 16(b)(2) funds do not discriminate against persons on the basis of handicap; and 2) that the facilities, vehicles, and equipment used in the conduct of a federally assisted elderly and/or handicapped transportation service are

accessible to the handicapped, including those persons who are nonambulatory wheelchair-bound and those persons with vision and hearing impairments. Agencies which are not in compliance with the handicapped nondiscrimination provisions of U. S. DOT Final Rule 49 CFR Part 27 and which wish to be eligible to receive UMTA Section 16(b)(2) funds must develop a transition plan which sets forth the projects to be implemented and the actions to be taken to eliminate handicapped discrimination and program accessibility barriers as soon as possible, but no later than July 2, 1982. The exception to this provision is that, where extraordinary expenditures are required, a recipient of UMTA Section 16(b)(2) funds may have until July 2, 1989, to achieve complete program accessibility if an interim accessible transportation service is provided after July 2, 1982, and continued until such time as program accessibility is achieved.

1979 RECIPIENTS AND 1980 POTENTIAL RECIPIENTS OF UMTA 16(b)(2) FUNDS

Within the Kenosha urbanized area, there was one private nonprofit agency recipient of UMTA Section 16(b)(2) funds in 1979. The Kenosha Achievement Center (KAC) received UMTA Section 16(b)(2) funds in 1979 from 1978 federal fiscal year funds to purchase one 15-passenger van, one 28-passenger wheelchair lift-equipped bus with one wheelchair tie-down location, and two 40-passenger wheelchair lift-equipped buses with one wheelchair tie-down location each. The total cost of this van/bus purchase project was \$84,642. Of this amount, \$67,714, or 80 percent of the total purchase price, was funded with federal monies available under UMTA Section 16(b)(2), and \$16,928, or 20 percent, was funded with funds from a State of Wisconsin elderly and handicapped trans-

portation assistance program for private nonprofit agencies provided under Section 85.08(6) of the Wisconsin Statutes. The KAC is also the only known potential private nonprofit agency recipient of UMTA Section 16(b)(2) funds in 1980. The KAC is in the process of completing and submitting a grant application for a total of \$106,221--\$84,977 in UMTA Section 16(b)(2) funds (80 percent) and \$21,244 in state funds available under Section 85.08(6) of the Wisconsin Statutes (20 percent)--to purchase:

One 19-passenger nonyellow school bus with a wheelchair lift;

Two 11-passenger vans with wheelchair lifts; and

One 16-passenger van.

As both an existing and a potential recipient of UMTA Section 16(b)(2) funds, the KAC must be assessed to determine if it is in compliance with the provisions and intent of U. S. DOT Final Rule 49 CFR Part 27.

AGENCY ASSESSMENT OF NONDISCRIMINATION AND HANDICAPPED ACCESSIBILITY

The KAC has been contacted by mail by the Wisconsin Department of Transportation, the agency responsible for administering the UMTA Section 16(b)(2) program in the state. The purpose for making this contact was to inform the KAC of the provisions and intent of U. S. DOT Final Rule 49 CFR Part 27 and obtain information which could be used to determine that the KAC was in compliance with the Rule. Through this contact, the KAC was asked to respond to the following list of eight program policy-related questions, two facility-related questions, and three vehicle-related questions.

Program Policy-Related Questions

1. Do your safety and emergency procedures take into account the

special needs of handicapped persons?

2. Do your personnel receive sensitivity training to better understand the needs of the handicapped?
3. Do you have a policy for accommodating companions (or aides) of handicapped passengers?
4. Are your marketing efforts considerate of the needs of the handicapped?
5. Is your organization committed to a maintenance program which keeps lifts and other equipment in good operating condition?
6. Do you make special efforts to see that handicapped passengers feel safe?
7. Do your work rules or labor agreements allow for variation to accommodate handicapped employees?
8. Does your agency maintain full liability coverage?

Program Facility-Related Questions

1. Does each program you operate allow for participation by the handicapped?
2. Are your administrative offices accessible to the handicapped?

Program Vehicle-Related Questions

1. Do you currently operate a number of vehicles sufficient to provide generally equal service to handicapped persons (who need accessible vehicles) as is provided to other persons?
2. If this application is funded, will you operate a number of vehicles sufficient to provide generally equal service to handi-

capped persons (who need accessible vehicles) as is provided to other persons?

3. Are your services to persons with handicaps such as blindness or deafness equivalent to or better than your services to others?

In addition to providing responses to the above list of questions, the KAC was requested to provide an inventory of its existing vehicle fleet--specifically identifying the number of vehicles in its fleet which are wheelchair lift-equipped. This information was requested to ensure that the KAC has sufficient accessible vehicular capacity to provide

the same level of transportation service to elderly and handicapped persons including those who are nonambulatory wheelchair-bound. Table B-1 presents a summary of the KAC's responses to the information requested by the Wisconsin Department of Transportation.

Accessibility Assessment Finding

The SEWRPC has reviewed the information provided by the KAC and has found that the KAC is in substantial compliance with the provisions and intent of U. S. DOT Final Rule 49 CFR Part 27 and, therefore, should be eligible to receive federal funds under the UMTA Section 16(b)(2) program to support the continuation of its transportation programs for elderly and handicapped persons.

Table B-1

SUMMARY OF FINDINGS OF SECTION 504 COMPLIANCE
CONCERNING THE KENOSHA ACHIEVEMENT CENTER

| Areas of Section 504 Assessment ^a | Response |
|---|----------|
| Policies | |
| 1. Do your safety and emergency procedures take into account the special needs of handicapped persons? | Yes |
| 2. Do your personnel receive sensitivity training to better understand the needs of the handicapped? | Yes |
| 3. Do you have a policy for accommodating companions (or aides) of handicapped passengers? | Yes |
| 4. Are your marketing efforts considerate of the needs of the handicapped? | Yes |
| 5. Is your organization committed to a maintenance program which keeps lifts and other equipment in good operating condition? | Yes |
| 6. Do you make special efforts to see that handicapped passengers feel safe? | Yes |
| 7. Do your work rules or labor agreements allow for variation to accommodate handicapped employees? | Yes |
| 8. Does your agency maintain full liability coverage? | Yes |
| Facilities | |
| 1. Does each program you operate allow for participation by the handicapped? | Yes |
| 2. Are your administrative offices accessible to the handicapped? | Yes |

Table B-1 (continued)

SUMMARY OF FINDINGS OF SECTION 504 COMPLIANCE
CONCERNING THE KENOSHA ACHIEVEMENT CENTER

| Areas of Section 504 Assessment ^a | Response |
|---|-----------------|
| Vehicles | |
| 1. Do you currently operate a number of vehicles sufficient to provide generally equal service to handicapped persons (who need accessible vehicles) as is provided to other persons? | |
| Nonambulatory receive better service than ambulatory. | |
| Nonambulatory receive same service as ambulatory. | X |
| Nonambulatory receive worse service than ambulatory. | |
| 2. If this application is funded, will you operate a number of vehicles sufficient to provide generally equal service to handicapped persons (who need accessible vehicles) as provided to other persons? | |
| Nonambulatory will receive better service than ambulatory. | |
| Nonambulatory will receive same service as ambulatory. | X |
| Nonambulatory will receive worse service than ambulatory. | |
| 3. Are your services to persons with handicaps such as blindness or deafness equivalent to or better than your services to others? | No ^b |
| Current Fleet Size | |
| Number of nonaccessible vehicles. . . . | 5 |
| Number of accessible vehicles | 10 |
| Total | 15 ^c |

Table B-1 (continued)

SUMMARY OF FINDINGS OF SECTION 504 COMPLIANCE
CONCERNING THE KENOSHA ACHIEVEMENT CENTER

| Areas of Section 504 Assessment ^a | Response |
|---|----------|
| Anticipated Vehicle Request | |
| Fleet replacement | 3 |
| Fleet Expansion | 1 |
| Total | 4 |
| Number of vehicles being requested with lifts. | 3 |

^aAll of the programs of the Kenosha Achievement Center are, by their nature, targeted to provide service to the handicapped population.

^bInferiority, if any, is due to fewer hours of available accessible transportation services to the handicapped and insufficient number of vehicles. Remedy will be through extension of hours and increase in number of available vehicles through coordinated efforts of City/County Committee on Coordination of Elderly and Handicapped Transportation.

^cIncludes five fleet replacement and three fleet expansion vehicles currently on order.

Source: Wisconsin Department of Transportation and SEWRPC.

Appendix C

TRANSCRIPT OF THE PUBLIC HEARING ON THE
PUBLIC TRANSIT SYSTEM ACCESSIBILITY PLAN FOR THE
KENOSHA URBANIZED AREA AND RELATED MATERIALS

STATE OF WISCONSIN

KENOSHA COUNTY

In Re:

PUBLIC HEARING ON TRANSIT SERVICE
PLANNING FOR HANDICAPPED PERSONS
IN THE KENOSHA URBANIZED AREA

The above-entitled matter was heard on the 19th day of
June, 1980, commencing at 1:30 o'clock in the afternoon, at
the Kenosha Municipal Office Bldg., Room 200B, Kenosha,
Wisconsin.

APPEARANCES:

FRANK J. MARRELLI, Chairman, Transition Plan Committee

JAMES MARSHO, Senior Engineer, SEWRPC

DONALD R. MARTINSON, Chief Transportation Engineer, SEWRPC

EDWARD A. JENKINS, Director, Kenosha Department of
Transportation

JAMES VAN DeLOO, Kenosha Achievement Center

ROGER ANDREOLI, Comp Board

1 MR. MARRELLI: Should we get this meeting
2 started? I'd like to welcome all of you to this SEWRPC
3 meeting for public hearing on Section 504 for the buses.
4 I am Frank Marrelli, chairman of this committee, and the
5 purpose of the hearing is to receive comments from the
6 public on the recommendation of a transit plan, to present
7 a summary of the proposal on the 504 transition plan for
8 making the Kenosha Transit System accessible to the handi-
9 capped persons.

10 I'd like to introduce our staff. First of all, we
11 have Ed Jenkins over here, Don Martinson from SEWRPC, Jim
12 Marsho from SEWRPC, Jim Van DeLoo from the Kenosha Achieve-
13 ment Center, Roger Andreoli from Social Services.

14 MR. ANDREOLI: Comp Board.

15 MR. MARRELLI: Did all the people here sign
16 the attendance sheet? Okay. And everybody here have a copy
17 of this green sheet? Speakers with prepared statements are
18 requested to leave copies of the statement with the court
19 reporter after making their statement concerning the plan.
20 Written comments will also be accepted if received within
21 five days after the hearing.

22 MR. MARSHO: At this time, what we would
23 propose to do is to summarize the information presented in
24 the summary chapter. Under the provisions of a U. S.
25 Department of Transportation rule entitled Nondiscrimination

1 on the Basis of Handicap in Federally Assisted Programs
2 and Activities Receiving or Benefiting From Federal
3 Financial Assistance, issued May 31, 1979, all recipients
4 of U. S. DOT funds must make their federally assisted
5 transportation programs accessible to handicapped persons,
6 including those persons who are non-ambulatory wheelchair
7 bound and those persons with vision and hearing impair-
8 ments.

9 For recipients of U. S. DOT funds being used for public
10 transportation programs in particular, the provisions of
11 the rule require that any existing services, policies or
12 practices of these programs which discriminate against
13 handicapped persons must be changed or eliminated and that
14 projects must be planned, programmed and implemented to
15 make the equipment and facilities used in federally
16 assisted public transportation programs such as buses,
17 bus shelters and other transit-system related buildings
18 accessible to the handicapped by removing physical
19 barriers which make it difficult or impossible for handi-
20 capped persons to use these facilities and equipment.

21 The rule also provides that any recipient of federal
22 funds whose program is not currently accessible to the
23 handicapped and who cannot achieve accessibility by July 2,
24 1980, must prepare a transition plan identifying the
25 projects which will be undertaken each year until the

1 program is accessible.

2 The rule provides for no alternative but to make the
3 program accessible as soon as practicable, that is, no
4 alternative program or service can be considered for
5 implementation as a substitute except on an interim basis
6 until program accessibility is achieved.

7 Within the Kenosha urbanized area, there are presently
8 two recipients of federal funds affected by this rule, the
9 Kenosha Transit System and the Kenosha Achievement Center.
10 The Kenosha Transit System is affected by this rule
11 because the City receives federal funds to support the
12 operation of its bus system. The Kenosha Achievement
13 Center is affected by this rule because it has applied
14 for and received vehicles purchased with federal funds
15 which are used to provide transportation services to
16 elderly and handicapped persons throughout Kenosha County.

17 Now, because these two agencies receive these federal
18 funds, a handicapped accessibility assessment must be
19 made of their programs. The accessibility assessment of
20 the Kenosha Achievement Center's elderly and handicapped
21 transportation program was undertaken cooperatively by the
22 Southeastern Wisconsin Regional Planning Commission, the
23 Wisconsin Department of Transportation, and the Kenosha
24 Achievement Center, and this assessment has produced the
25 finding by the Regional Planning Commission that the

1 Kenosha Achievement Center's elderly and handicapped
2 transportation programs are currently in substantial
3 compliance with the provisions and intent of the U. S.
4 Department of Transportation rule and, therefore, should
5 be considered to be continued eligible to received federal
6 funds under the Urban Mass Transportation Assistance Act
7 of 1964, as amended, Section 16(b)(2).

8 When we transmit the transition plan document to the
9 federal government next month, included in that document
10 will be an Appendix B, which you do not have in front of
11 you, which is the accessibility assessment findings for
12 the Kenosha Achievement Center. And as I indicated, our
13 assessment is that their programs are in substantial
14 compliance, that is, they are accessible to the handi-
15 capped and handicapped persons are able to use the program.

16 A similar handicapped accessibility assessment of the
17 Kenosha Transit System was undertaken cooperatively by
18 the Southeastern Regional Planning Commission, the City of
19 Kenosha Department of Transportation, and the Citizens'
20 Technical Advisory Committee on transit service planning
21 for handicapped persons in the Kenosha urbanized area.

22 This assessment determined that in accordance with
23 the provisions set forth in the final rule, the Kenosha
24 Transit System is not at the present time in full accessi-
25 bility compliance with all of the provisions of the rule.

1 Therefore, to bring the Kenosha Transit System into com-
2 pliance, a transition plan has been prepared for the
3 Kenosha Transit System. That plan is in this document.
4 Chapter 6 of that document is a summary of the entire
5 plan. The transition plan identifies the major projects
6 which are recommended to be undertaken each year by the
7 City of Kenosha to make its public transportation program
8 accessible to the handicapped. Major projects contained
9 in the plan include the undertaking of formal accessibility
10 studies for the facilities used by the Kenosha Transit
11 System, including transit system buildings, bus passenger
12 waiting shelters, to determine the nature and extent of
13 existing barriers to handicapped participation in the
14 public transportation program and to establish a schedule
15 for modifying the facilities to remove any such barriers.
16 The plan also describes a broad range of relatively minor,
17 but to handicapped persons significant, changes in existing
18 transit system policies and practices and the institution
19 of new policies and practices, all intended to make it
20 possible for handicapped persons to effectively use the
21 Kenosha Transit System as it becomes accessible.

22 Finally, the plan calls for the achievement of bus
23 fleet accessibility for the Kenosha Transit System through
24 the purchase of new buses equipped with accessible options,
25 including wheelchair lift devices and a bus kneeling feature.

1 Purchase of the equipment for the Kenosha Transit System
2 to achieve accessibility in 50 percent of the buses used
3 in operating the system during the peak periods of transit
4 ridership has been staged to occur over a 7-year period
5 beginning in 1981. Under this staged plan, the Kenosha
6 Transit System will not have purchased enough buses to
7 meet the federal accessibility requirement until July,
8 1987. In compliance with the current U. S. Department of
9 Transportation rule, the City of Kenosha will, therefore,
10 continue to fund the operation of a 24-hour advanced
11 reservation specialized transportation service provided by
12 the Kenosha Achievement Center to handicapped persons
13 residing within the Kenosha urbanized area until at least
14 July, 1987, when the fixed route bus system achieves
15 accessibility.

16 In addition, the Advisory Committee involved in the
17 preparation of the Kenosha Transit System Transition Plan
18 has recommended that the City of Kenosha in recognition of
19 the inability of mainline accessible bus service to
20 totally serve the mobility needs of the area's handicapped
21 population, voluntarily continue to financially support
22 some form of specialized transportation service for elderly
23 and handicapped persons even after transit system accessi-
24 bility is achieved.

25 That is a summary of the recommendations contained in

1 the plan. The specific detailed recommendations are con-
2 tained in Table 6-1 in the green summary sheet. I did not
3 go through each one in specific detail. In your review
4 personally as you look at the report, if there are any
5 comments that you wish to make or if you wish to address
6 yourself to any of these, we are now open to receiving
7 comments and opinions in support of the document.

8 MR. MARRELLI: Before we take comments,
9 I'd like to introduce the committee that was on this
10 advisory staff. And if you're here, raise your hand or
11 stand up or say hi or something.

12 Betty Anderson, citizen member; Roger Andreoli, Comp
13 Board; Kurt Bauer, Executive Director of SEWRPC; Cliff
14 Briggs, Manager, Kenosha Ambulance Service; Kevin Bauer,
15 Aging Coordinator, Department of Aging, Kenosha County;
16 Dick Selner, citizen member; Robert Deoornbos, Chairman,
17 Kenosha Transit Commission; Dennis Filipelli, Executive
18 Director of Developmental Disabilities Social Service
19 Center; Fabian Forbes, citizen member; John Hartz,
20 Director of Bureau of Transit, Wisconsin Department of
21 Transportation; Edward Jenkins, Department of Transportation,
22 City of Kenosha; Alan Kasprzak, Community Development
23 officer, Wisconsin Department of Health and Social Services;
24 Wayne Koessel, Supervisor, Kenosha County Board of Super-
25 visors; Wayne Lindquist, Alderman; Frank Marrelli, citizen

1 member; Bernie MacAleer, member, Kenosha Transit Com-
2 mission; Alford Niefert, Manager, Jelco of Wisconsin,
3 Incorporated; Mary Plunkett, Deputy Director, Department
4 of Social Services, Kenosha County; Harold Schaufel,
5 Division of Vocational Rehabilitation of Wisconsin;
6 Harvey Shebesta, District Director of Wisconsin Department
7 of Transportation; Edith Simons, citizen member; James
8 Van DeLoo, Assistant Executive Director at the Kenosha
9 Achievement Center; Larry Wroblewski, citizen member.

10 At this time, we'd like to open up comments from the
11 public and, before you give your comments, we'd like you
12 to state your name and address.

13 ALICE COX: Alice Cox, 812 - 65th Street.
14 I called Special Transportation at the Achievement Center
15 and they said that they weren't going to provide bus
16 service to Brookside because they had their own Brookmobile,
17 but they said they would take my mother this week to her
18 home and Brookside does not take them to their private
19 homes. They won't do it. And I would like to know what
20 you're going to do about that?

21 MR. ANDREOLI: Can you explain the problem,
22 ma'am?

23 ALICE COX: Yes. You didn't understand
24 it?

25 MR. ANDREOLI: I'm not sure I understood it.

1 I want to be sure.

2 ALICE COX: Well, when I called on the
3 phone, they said they were told by their supervisor not to
4 take any more calls for transportation to Brookside.

5 MR. ANDREOLI: To or from Brookside?

6 ALICE COX: From Brookside to their
7 homes between the hours of 8:30, I think is when they
8 start, to 4:30 because Brookside has a Brookmobile and
9 they can bring them home. But Brookside will not bring
10 them to their private homes. They will take them to the
11 doctor or shopping or something like that, but not to their
12 homes.

13 MR. VAN DeLOO: I don't think any decisions
14 like that would be made without my knowledge. They're
15 all run past myself, and I'm not aware of any such
16 decision. The problem is overutilization. The problem is
17 questioning whether nursing homes should be served. Racine
18 does not serve nursing homes, so I would have to know more
19 of the problem. It might have been that the full day was
20 scheduled. But there is no policy statement that we will
21 not serve nursing homes. Somebody might have indirectly
22 said that, and I will check that out. The bigger problem
23 will remain, the schedule is getting filled almost a week
24 in advance.

25 MR. ANDREOLI: Can you tell me the purpose

1 or the nature of the reason why she was leaving Brookside?

2 ALICE COX: Yes, to visit her home.

3 MR. ANDREOLI: Just to visit her home?

4 ALICE COX: Yes. She's 95 years old.

5 MR. ANDREOLI: Okay.

6 FRED JACOBSEN: Fred Jacobsen, Brookside. I
7 called the Achievement Center this morning, Jim, to check
8 on a time. I had an appointment for 10:00 o'clock Monday
9 morning, and they told me I couldn't use the van from the
10 Achievement Center because Brookside's got their own
11 vehicle.

12 MR. VAN DeLOO: All I can say is I will check
13 this out. When people are called and having their trip
14 changed, it's because there are priorities. And if some-
15 body calls in for a medical trip, we sometimes will call
16 people and say, "Your reservation has to be postponed
17 because there is a medical trip." And that takes priority
18 by reason of the grant. I can't explain or understand
19 someone's decision that Brookside will not be served. It
20 might be a decision that has to be made, but I'm not aware
21 that it was made.

22 ALICE COX: Why? Those people have a
23 right to go home just as well as people have a right to go
24 and eat someplace.

25 MR. VAN DeLOO: I feel uncomfortable that I

have to answer all these questions.

MR. ANDREOLI: Mr. Chairman, if I may?

MR. MARRELLI: Yes, go ahead.

MR. ANDREOLI: I can appreciate what you're saying, ma'am. I can appreciate what's being asked.

Brookside does have some resources and that makes it rather unique. And I have a question why they're not providing medical services to and from their doctor as part of their Brookmobile, and that's a question I have. But even past that, again, you're dealing with limited resources, and there are a lot of nice things that should go on and we should be able to do for people, but I don't think anyone here would say, "My trip home is more important than someone else's medical needs," in terms of their health care. And that's the reality of limited resources. It becomes a priority kind of thing. So you may be making a request which is not a high priority request as opposed to someone else's medical needs and that's why it's not done. I'm not saying that's the case what you're referring to, but in reference to your question, "Why can't we have these things," because we don't have all the dollars in the world to deal with and you're dealing with limited resources at this point. I'm not saying that makes it right, but that's just a point of life.

MR. MARSHO: I should point out that the

1 plan recommendation number one, that as the Kenosha
2 Transit System becomes wheelchair lift equipped and has a
3 kneeling feature on the bus, obviously the bus system will
4 become more accessible and that provides an alternative
5 for the people to use instead of the Kenosha Achievement
6 Center. And, secondly, the plan also recommends that in
7 1981, that the amount of money that the city contributes
8 to the Kenosha Achievement Center should be increased from--
9 Ed, is it \$20,000 to \$46,500 next year?--to give the Kenosha
10 Achievement Center additional financial resources to pro-
11 vide additional transportation services for people who
12 will need them. That won't solve the entire problem, again,
13 but the plan recognizes the problem and is attempting to
14 address it.

15 MR. MARRELLI: Yes, sir.

16 HARRY HARESHON: Harry Hareshon, Brookside.

17 I am president of the Residents' Council there and all the
18 complaints should go through the Residents' Council. If she
19 has a complaint, she should get in touch with the
20 Residents' Council and we take it up at the meeting. And
21 as for that bus, I rode with them a couple of weeks ago
22 with patients to the doctors from 1:30 and we didn't get
23 back till 4:30. Dentists here, hospital here, doctor
24 there. And I don't see how they'd have time with their
25 little bus. It only holds four wheelchairs and three would

1 have to stay in it. There's taxi service out there.

2 ALICE COX: She can't. She has to be in
3 a wheelchair.

4 MR. MARRELLI: Do you have other questions
5 on the floor?

6 RONALD ZINGLE: Mr. Chairman, Ronald Zingle,
7 2401 - 18th Street. On the corner of 18th and 24th Avenue,
8 there is no bus stop there. I had the problem here about
9 three weeks ago Tuesday. I was going to the barbershop
10 in the morning because I had an appointment in the after-
11 noon, and the bus driver was not at fault. He stopped
12 within 10 feet of where he was supposed to, but there's
13 no bus sign there on the corner, so the people just get
14 on at the crosswalk. But I imagine that the bus driver
15 seen the white cane, stayed 10 feet or more away from me
16 when he stopped, and me not being able to see couldn't tell
17 whether it was a bus or a delivery truck, and I was there
18 alone. So not knowing, I stood there for a while and the
19 bus went on. So a lady come up just a short while later
20 and said, "Ronald, are you waiting for a bus?" And I said,
21 "Yes, ma'am." And she said, "You just missed one." And I
22 said, "I didn't see it." And I figure he was thinking I
23 was crossing the street, so there should be a bus stop
24 sign on 18th Street and 24th Avenue and there should be a
25 shelter there because there is 103 apartments in that

1 building and it's for the elderly.

2 MR. MARRELLI: Mr. Jenkins, he is speaking
3 of Villa Nova.

4 MR. JENKINS: Well, there soon will be a
5 bus shelter there with a bus stop right at the curb.

6 MR. MARRELLI: Any other questions?

7 ELMA DANIELS: Elma Daniels. I think this
8 is already an old question. When are the bus shelters
9 going up like at the Achievement Center, et cetera?

10 MR. JENKINS: The bids for the concrete
11 work were just sent out, accepted, and within the next
12 week you're going to start seeing some shelters go up.

13 LARRY WROBLEWSKI: Larry Wroblewski, 4036 - 5th
14 Avenue. I'd like to have this or similar language included
15 into the plan: that the use of lifting devices should not
16 be limited to wheelchairs. Anyone who has some incapacity
17 that greatly hampers their boarding the bus in a near-
18 normal manner and who can safely be accommodated should be
19 permitted to utilize the lift.

20 MR. MARRELLI: Do we have more questions on
21 the floor?

22 ELDA ADRIAN: Elda Adrian, 6608 - 49th
23 Avenue. I understand that in Milwaukee they have had the
24 wheelchair lifts installed on some of their buses, and I
25 also understand that they are not doing well and not kept

1 up in working order and working condition, which slows
2 down much of the traffic flow. I'm sure that, likewise,
3 knowing human nature, that will happen in Kenosha if we
4 have these bus lifts installed on the public transportation.
5 Preferably to put our taxpayers' money into the public
6 transportation, I really think that we ought to put our
7 money more into the van from the Achievement Center and
8 provide more person-to-person assistance in the vans which
9 would accommodate more of the handicapped people than on
10 the public transportation. Why should we be paying more
11 tax money when another alternative would be much better?

12 ARLENE MOLDER: Arlene Molder, 8753 - 35th
13 Avenue. I was going to speak on the same lines as Elda.
14 I was wondering when these buses are equipped, will there
15 be this door-to-door service available in addition to
16 public transportation like in the winter months? Right
17 now, I have my own transportation, so I don't need public
18 transportation, but I'm speaking for someone else in a
19 wheelchair. Will there be other transportation available
20 for us that cannot ride the bus in the wintertime because
21 of the snow?

22 MR. MARSHO: If I could respond to that.
23 Jim Marsho, Regional Planning Commission. The committee in
24 the transportation plan is recommending the continuation
25 of specialized transportation service after the Kenosha

1 Transit System becomes accessible. However, as far as
2 federal requirements for such a service, once the Kenosha
3 Transit System becomes accessible, there are none at the
4 present time. They only require that the Kenosha Transit
5 System be made accessible and that until such time as it
6 is an alternative service must be provided. If a special-
7 ized service is to continue to operate, that would have
8 to be left up to the local unit of government, local dis-
9 cretion. There would be no jeopardy of the loss of federal
10 funds if the city were to stop supporting the Kenosha
11 Achievement Center as there currently is now. That's the
12 way the current rule exists. It exists that way partly
13 because the handicapped community had demanded accessible
14 public buses and the federal government is attempting to
15 comply with that through the regulations that they have
16 issued, but they are not demanding that you provide both
17 types of services, just that the system becomes accessible.
18 Beyond that, it would be up to the local unit of government.
19 They encourage them to continue to provide other types of
20 accessible services, but they will not demand it as a
21 requirement for continued federal funding.

22 MR. JENKINS: Ed Jenkins with Kenosha
23 Transit. To continue that, that's the current law. And
24 the current law is subject to change over the 10-year span
25 that they're talking about, so our plans call for reaching

1 accessible levels in seven years, having a combination of
2 demand responsive services as performed by Kenosha Achieve-
3 ment Center. What will happen in that 7-year period with
4 the law, we don't know. I guess the input from people
5 like yourselves to our legislators will dictate whether
6 or not there is continuation or some change in their
7 present language.

8 EDITH SIMONS: Edith Simons, 5522 - 45th
9 Avenue, Kenosha. I would like to read you a copy of the
10 letter of the Mayor of Madison, Wisconsin, to Neil Gold-
11 schmidt, Secretary, U.S. Department of Transportation.
12 It's the only copy I have, so I'd like to ask if it can be
13 copied and I can have mine back. Can that be done?

14 MR. MARRELLI: Yes.

15 EDITH SIMONS: It tells about the solution
16 that Madison chose to follow. The Madison Transportation
17 Department presently subsidizes four door-to-door vehicles
18 and plans to have eighteen by 1985, because they felt the
19 lift requirement was not serving handicapped people
20 especially during the winter in our climate. And so I
21 wanted to submit this, and I have a question to ask you.
22 I want to know if you know what percentage of their money
23 they use to provide this service?

24 MR. MARSHO: No, I don't.

25 EDITH SIMONS: Well, the amendment only asks

1 for 3 percent and the August '76 regulation required 5.
2 And this was interesting to me, but it doesn't give
3 complete information.

4 MR. MARSHO: I can tell you that Milwaukee
5 County is currently spending about a million dollars on
6 its specialized service. It's called a User Side Subsidy
7 Program for Handicapped People. Eligible users are those
8 in wheelchairs or those who are blind or who walk with
9 walkers or canes. They're planning this year to serve
10 about 128,000 trips for about a million dollars in public
11 funds. Madison is somewhat smaller. That might give you
12 some idea how much money Madison could conceivably need to
13 spend to satisfy its needs.

14 EDITH SIMONS: Do you know what Milwaukee
15 is spending of their transportation money?

16 MR. MARSHO: I don't have the report
17 with me that would have that information in it, but it's
18 substantially more than the 3 or 5 percent that you're
19 referring to.

20 EDITH SIMONS: I would think that Madison's
21 situation would call for more than 5 percent, also. I
22 don't know. If you want this, fine, but I would like to
23 have it copied and get my copy back.

24 MR. MARSHO: Okay.

25 ALICE COX: I'd like to ask a question

1 of Mr. Jenkins. How many wheelchairs will there be room
2 for on these buses?

3 MR. JENKINS: Normally, the standard that
4 they usually use is one wheelchair position on each bus.

5 ALICE COX: Well, then are they going to
6 pass up the other wheelchair fellow after he's been sitting
7 there for a half hour?

8 MR. JENKINS: If they have no way to
9 secure him, that would be one of the problems. I don't
10 envision that happening too often in Kenosha. However,
11 it doesn't seem to have affected large city operations
12 like St. Louis or Milwaukee with their numbers of buses.

13 MR. MARSHO: I might point out as some
14 additional information, Milwaukee is going to as part of
15 their plan consider implementing as a demonstration the
16 installation of two wheelchair lift positions on a bus on
17 a particular bus route, a heavily used bus route by handi-
18 capped people to see whether the particular problem you
19 are referring to could be alleviated. Right now, they
20 don't have the kind of demand that would warrant more than
21 one position on each bus. But they feel that some handi-
22 capped people say that they travel in pairs, two people in
23 a wheelchair want to travel together. They wouldn't use
24 the same bus, and that might be some of the reasons why
25 current people in wheelchairs aren't using the existing

1 bus system, and that perhaps if there were more wheelchair
2 procurement places on the buses that more people would
3 use them. So Milwaukee is probably during the course of
4 this transition plan going to be implementing a demon-
5 stration project where on one heavily used route there will
6 be more than one wheelchair securement device to see
7 whether that will increase the riding. So if that's the
8 case, it could conceivably happen in other communities as
9 well.

10 MR. ANDREOLI: I think one of the things I'd
11 like to comment on, these are very real problems that you
12 are presenting at this time. However, they're not insur-
13 mountable problems. They really are not insurmountable
14 problems and they're the kind of problems when the time
15 comes and the buses are operating and you have a demand,
16 say, for two wheelchair spots on a particular bus, I think
17 these needs will become known and I think the City Transit
18 can become flexible when it comes to serving people. It
19 may mean at a particular time of day that there is going
20 to be a demand for two spots on one bus and, if that's the
21 case, then a particular bus may be put in service with two
22 spots and it covers that particular route. But Mr.
23 Jenkins can solicit that kind of information once you start
24 getting the equipment in and you want to start running the
25 program, you start to get an idea of what the needs are and,

1 if a specialized bus might be needed at that point in
2 time, maybe that's exactly what will go out to cover that
3 route. But they're not insurmountable problems. They are
4 problems, okay, but I think when you think about a city
5 the size of Kenosha and the number of buses you're talking
6 about for the various routes, that two physically handi-
7 capped people in wheelchairs going out at the same time,
8 I think you consider there is a possibility that they could
9 be wanting to be on the same bus route, on the same bus at
10 the same time, but it's not a great likelihood especially
11 when cities like St. Louis haven't had that problem. And
12 how many more buses and routes have they got and so on?
13 But they are not insurmountable problems.

14 MR. MARRELLI: I'd like to make a comment
15 on this. I'd like to see the buses have two places for
16 wheelchairs. I think handicapped people in wheelchairs
17 do travel together more. I would think that before the
18 buses in Kenosha start running we could have two lifts--I
19 mean two spots for people in wheelchairs. Is that possible?

20 MR. JENKINS: It's possible.

21 MR. MARRELLI: I really can't see that.

22 MR. ANDREOLI: You could accomplish some of
23 those things very easily by pulling off a seat and putting
24 in another spot. But why do that if you can take a few
25 minutes and try and get an idea at the time you have your

1 buses in the community when would you travel, along what
2 routes would you travel, and what times of the day would
3 you travel, and perhaps you might find that some people
4 might travel the same time, and then do it. You can always
5 go to two. You can go to three.

6 MR. MARRELLI: But the other way you could
7 still stay at two and not take that seat out at a lesser
8 cost to pull that seat out.

9 MR. JENKINS: It really wouldn't take a
10 lot to convert one spot, even after the buses are
11 delivered. That isn't a major problem.

12 MR. MARRELLI: With the hooks in the floor
13 and that stuff too?

14 MR. JENKINS: Yes.

15 MR. VAN DeLOO: We might speak of our own
16 bus. Through the eight buses we are getting through
17 UMTA, Urban Mass Transportation Act, two of the last seven
18 will be lift equipped. We have ordered all our buses with
19 one wheelchair procurement. The only idea is to get
20 experience how much space is needed. It's simple. We
21 have done it for the last five years. We had the chair
22 back in when we don't need it. It's not costly and it's
23 cost efficient, and that's what the name of transportation
24 is all about, cost efficiency. So I would think the City
25 Transit could do the same thing with their city buses, but

1 do it on the basis of experience and need.

2 MR. MARRELLI: I just wanted to make sure
3 it would be done if the need was there.

4 MR. JENKINS: I would think we could be
5 more flexible than a large city could.

6 RONALD ZINGLE: Ronald Zingle, 2408 - 18th
7 Street. I was at a meeting for the blind and that's come
8 under discussion at our meeting up there at Milwaukee.
9 And they said that in order for the bus to get up to the
10 curb, they were totally against the lift altogether
11 because in the wintertime they don't work, especially in
12 the winter like a year ago last winter. And in order for
13 the bus to get up to the curb directly driving up to it,
14 in order to put the chair on the bus, they would have to
15 eliminate one to two parking spaces which would normally
16 park up to the bus stop or up to the yellow line where the
17 bus is supposed to be pulling in, in order to put the lift
18 in and get up to the curb, they'd have to eliminate one to
19 two parking spaces beyond the bus or the bus would have to
20 pull out into the intersection and back up. And for the
21 amount of people that were riding the bus in Milwaukee--
22 I don't know--I heard it was as many as five, but when I
23 talked to people I find out there was only one fellow that
24 worked full time and one fellow that worked part time. And
25 I think it's an awful expenditure to be putting them buses

1 if the things aren't going to be used. I spoke to a fellow
2 that's in a chair. He is at the gas station where I do
3 business. I spoke to him Tuesday, and he said for 50 cents
4 he gets a vehicle to come and pick him up, took him to the
5 nursing home to visit his mother, and picked him up again
6 and took him back home. And in order to put it on the city
7 buses, I think it would be a terrific expense to put it on
8 that many buses just to make as an experiment if it isn't
9 going to be used. I think what we should look into is
10 how many chairs are going to be using these buses before
11 we start haggling around how much money is going to be
12 spent on the fleet for something that probably will be
13 removed and have seats put in in the end anyhow.

14 And then another thing, if it takes five minutes or
15 more to load or unload a person, it also throws the buses
16 off schedule. Now, I figure maybe there's a few minutes
17 allocated, you know, but in the wintertime you know a bus
18 normally runs a few minutes late because of the weather
19 conditions and the amount of snow that we have. And then
20 you put the lift in there, they aren't going to travel in
21 the snow in the wintertime, anyhow. Thank you. I think
22 what we got here is a kind of a deal like a mortician that
23 got when he died on the tombstone was the epitaph, "I made
24 many good deals in my life, but I went in the hole on this
25 one."

BILL LaPALM:

Bill LaPalm. At Brookside

1 the bus don't even stop for even walkers if they're not out
2 there waiting. It goes right on by.

3 MR. JENKINS: Let's put it this way, Bill.
4 They're not supposed to. They're supposed to be stopping
5 and we'll find out about that.

6 BILL LaPALM: They should allocate that
7 time for stopping.

8 LARRY WROBLEWSKI: Larry Wroblewski again. I
9 am one of those who are opposed to the granting of fixed
10 bus routes, although I know a great many people in the
11 handicapped community are for the system and lobby for it.
12 There's no use sitting here and saying a lot of words.
13 The best bet is to sit down, write a letter to every person
14 we can think of in Washington, be it the president, bus
15 boy or whatever, and let our feelings be known. We do
16 need an alternative system to the fixed route system, and
17 we can't have one that will service our needs for a reason-
18 able cost. You were talking about buses before with one
19 position, two positions and so forth. The EH Handicapped
20 System in Madison has a mix of units. Several of the
21 units are six units for wheelchairs and I think eleven or
22 twelve sitting persons, and they seem to service the town
23 very adequately. The units at the time I was there, which
24 was just two years ago, were British Leland motorcoaches
25 and they were rather inexpensive. I think the major

1 drawback was the suspension system because you do have
2 some rather rough terrain on the Madison roads and that
3 was about the only thing that was wrong with them. They
4 had a superior lift on them, much more than anything I have
5 seen around this community, and one of the best features
6 was it had a locking device for the wheels. It had a strap
7 in front of you so you couldn't fall forward and it was
8 segmented so that when it hit terrain that was uneven it
9 adjusted to the terrain. If I remember, at the time I did
10 question the driver and he said those particular units cost
11 them 27 1/2 thousand dollars, which seems to be a rather
12 small amount of money in comparison to what a large scale
13 bus would cost or even two vans. I'm sure that if we sit
14 down and write them in Washington, maybe we could get this
15 rule overturned because whatever we do we're now forced to
16 be in compliance with what the federal regulation is.
17 That's it.

18 MR. MARRELLI: Do we have any other questions?

19 MR. VAN DeLOO: I would just like to make a
20 couple comments, and I guess with an admission that the
21 Kenosha Achievement Center has been more in the transpor-
22 tation of handicapped than anyone in the community, and I
23 guess for that reason I have a little bias for what the
24 Achievement Center has done. I think we should admit that
25 this document is making some tremendous gains. It's the

1 beginning of a whole working relationship with City
2 Transit and the Kenosha Achievement Center. I don't know
3 what this says to the ambulance service because KAC is
4 singled out as an agency for the City Transit to contract
5 with. And I can't speak to the capacity or the potential
6 of the Achievement Center to do all these things, but this
7 document speaks of real significant gains and I think we
8 must admit this. At the same time, what Mr. Andreoli said,
9 no matter how many gains we make, it's not going to serve
10 all the needs. There's always going to be limitations
11 with which to work. There is always going to be a limited
12 number of vehicles. There is going to be a limited number
13 of trips you can make. KAC has tried to be cost efficient,
14 that is, provide as many trips to as many people as you
15 can, and it exceeds a national average right now, even
16 though you see the van going around with one or two people
17 in it. While the Kenosha Achievement Center is beginning
18 to contract with City Transit or City Transit contract with
19 the Kenosha Achievement Center, I think we have to see this
20 as a community effort and it's not the Achievement Center's
21 problem. The Achievement Center has historically done
22 everything it can to provide specialized transportation
23 services. It bought eight vehicles through federal grants
24 and asking for eight more. The City mayor and the County
25 Board chairperson have originated a committee who has been

1 given the responsibility to establish a plan, a policy and
2 procedures, and that committee will have to have the
3 responsibility to make some decisions that the Kenosha
4 Achievement Center should not make. For instance, we been
5 told to ask people whether they are medical assistance
6 eligible, whether they carry a Medicare or Medicaid card.
7 We will not do that. We will not do that because that is
8 a demeaning experience to ask, "Are you on welfare?" We
9 have a better feel for people than that. But if this
10 committee tells us it has to be done and there is a card
11 carrying identification that says a person is eligible,
12 that's a different thing. We have been told by certain
13 people: Do not serve the nursing homes. Kenosha Achieve-
14 ment Center, we have said, will not make those kinds of
15 decisions. Kenosha Achievement Center should not set
16 policy for the community. It's a provider. It's an
17 advocate for the handicapped. It will provide the
18 services, but we have gotten too big and we are serving
19 the general public, handicapped and elderly. Those
20 policy statements must come from government, from that
21 coordinating committee. Some of it is contained in this
22 document. This document also recommends that this com-
23 mittee implement policy statements. It has been told to
24 us: Don't serve anyone but the non-ambulatory. We will
25 not make those kinds of decisions. The committee in this

1 community will have to set the guidelines from the need
2 assessment, from the utilizations, what have you. So the
3 Kenosha Achievement Center will continue to provide the
4 services as best it can. It will not reach all the needs.
5 It's physically impossible and economically impossible,
6 but I think we are on the stages of a much greater expansion
7 of the services to the elderly and handicapped. And I will
8 go on record as being an individual extremely opposed to
9 lift equipping City Transit buses. I have fought this
10 from day one, and I don't think the climate here nor the
11 experience across the community warrants it, as Mr. Jenkins
12 said. There is no choice. The feds have made a law in
13 response to handicapped and elderly making noises. The
14 noises went to Washington, the feds came up with laws that
15 said: do it. And so we have to comply to it. I resist
16 that as being a fiscally feasible plan and a logical plan.
17 And so I will advocate that City Transit--and I appreciate
18 the language that SEWRPC put in the strength of Chapter 6.
19 It was put there quite strongly. When City Transit is
20 accessible, which means 50 percent of its vehicles lift
21 equipped, it continue to provide door-to-door demand
22 response service.

23 I would also like it to be on record that I wish some
24 people from City Finance were here, is that the City could
25 bring a lot of dollars into the community for transportation

1 for elderly and handicapped by a minimal amount of increased
2 taxes for the City. Increased budgets, taxes still have
3 to come from somewhere.

4 There is a recommendation that we have a mobility
5 trainer hired by the City or the City contract with a
6 human service agency to make available to all of the
7 elderly and handicapped in the community a mobility
8 trainer. It will cost the City, this document points out,
9 something like two and a half thousand dollars. The
10 federal and state governments will put in the remainder.
11 And so I will advocate to the City that they strongly
12 consider the expansion of services door-to-door because
13 the responsibility fiscally on the community will not be
14 that great. I am speaking to a conservative community,
15 fiscally.

16 (APPLAUSE)

17 RONALD ZINGLE: In response to this gentle-
18 man here not wanting to humiliate anybody asking for their
19 Medicare card, this card here is a card that is given by
20 the bus system in Milwaukee with your picture on it, and
21 for a quarter and this bus ticket, identification, why,
22 you get on the bus and you go wherever you want to go and
23 get transfers and whatnot for the sum of a quarter. Then,
24 on the other hand, they have a card also. Now, a friend
25 of mine was up there last weekend. And he has a card and

1 he calls a cab, gives the cab driver his card. The cab
2 driver writes down the number and his name and for the sum
3 of one dollar and 25 cents for each additional blind
4 passenger you can go anyplace in the city. Now, these are
5 some of the things that probably you gentlemen don't know
6 or do know and just didn't come to mind at the time, but
7 I do know that for a quarter and transfer and everything
8 else, why, that's very cheap transportation. Then on the
9 other hand, you got this card for a dollar where you can
10 go anyplace. So, you see, they have many other outlets
11 that we don't have in Kenosha.

12 MR. VAN DeLOO: May I just respond to your
13 enthusiasm over people paying 50 cents for that trip? In
14 Milwaukee, you're very familiar with the system. As Mr.
15 Marsho pointed out, it's costing a million dollars to
16 provide that User Side Subsidy. We had someone down from
17 Madison to chair with our committee, and there is not a
18 good experience in this state save maybe one place where
19 User Side Subsidy is providing a cost efficient service.
20 The trip that that man is paying or woman is paying 50
21 cents in Milwaukee is probably costing \$18 to \$24. We know
22 that for a fact. I will quote just Kenosha. The trip
23 that our people are paying 50 cents for in this city is
24 costing \$6.99 to provide, and so the individual that is
25 paying 50 cents for that trip should not get all excited

1 about that, that they are financing the city specialized
2 transportation. It's costing \$6.99 per trip is what it's
3 costing now. And Mr. Jenkins can confirm that the dime or
4 the quarter or whatever the fare is--I don't use City
5 Transit--is not covering the costs of providing that trip.
6 What is it? Your budget is fantastic and what is raised
7 through revenues is a small amount. The federal and state
8 government puts in the subsidies. That's what I was saying
9 before is let's have city government use more of its
10 dollars as seed money and bring in much larger amounts of
11 dollars into the city through federal and state because
12 that cost is always going to be expensive when you go
13 door-to-door, and it's been proven that vans operated by
14 human service agencies are always less expensive than
15 taxis and ambulance services. That's a proven fact. It's
16 costly and it goes back to what Mr. Andreoli said and I
17 said, we'll never be able to meet all of the needs. There
18 are not that many dollars and all of us have to buy into
19 that. Those of us who want to provide the service to you
20 who need the service, we have to have some give and take
21 with limitations.

22 MR. ZINGLE: I realize that subsidizing
23 comes from somewhere and Milwaukee is pretty much on the
24 ball in getting their monies from the federal government
25 instead of milking the local people, and I do understand

1 that at 10 cents per ride that if Mr. Jenkins filled a bus
2 with forty people on the far end of the run on the north
3 side at a dime per person and run that bus just to downtown
4 and unloaded them, he'd be in the hole in fuel and driver's
5 wages alone. I realize that. Because we are blind and
6 can't see the figures on the blackboard doesn't make us
7 dummies. Thank you.

8 MR. MARRELLI: Any other questions?

9 DON MOEHRKE: Don Moehrke, 7517 - 16th
10 Avenue. I would like to see, you know, door-to-door
11 service expand for people because I'm a student at the
12 University of Wisconsin-Parkside and I have to take a cab
13 to and from the school all the time and that's costing like
14 \$80 a week even though DVR reimburses it. It would be
15 very much easier to use the van for like a dollar a day
16 instead of like \$16 a day.

17 MR. VAN DeLOO: If I may respond, we tried
18 to negotiate with DVR to do this, and they are presently
19 spending about \$15,000 to \$18,000 on five students to go
20 to Parkside which I'm sure KAC could do for about \$6,000.
21 DVR has its problems and they're trying to untangle what
22 their priorities and responsibilities are to transporting
23 their clientele to schools and to employment.

24 Now, the DVR local office has a new supervisor and
25 we're re-raising the whole issue with him and he is taking

1 it to his state office, but you're pointing out a very good
2 suggestion which would be very cost efficient. I also am
3 very sympathetic to the taximan who hears he's going to
4 lose your \$80 a week, but not too sympathetic that I would
5 prevent the transportation system from effecting that
6 service.

7 DON MOEHRKE: Maybe the taximan would be
8 sympathetic, but he wouldn't have to lift me in and out of
9 the car and still he'd have more time to pick up more
10 people, though, too.

11 MR. MARRELLI: I'd like to make a comment
12 on the DVR, also. I'm on the State Consumer Board for the
13 southeastern part of the state of Wisconsin, and the six
14 people that are on this board are considering this option
15 to divert their bucks that they're spending out to buying
16 vans and taking that money and using it in such organi-
17 zations as the Kenosha Achievement Center or things like
18 that, but it's not working and there's a strong possibility
19 in a year or so maybe this might happen.

20 Edith, did you have a question?

21 EDITH SIMONS: I was just wondering, before
22 you said \$6.99 per trip, right? Is that what you said?

23 MR. VAN DeLOO: Yes.

24 EDITH SIMONS: Did that mean per person per
25 trip?

1 MR. VAN DeLOO: Per trip is per person.

2 EDITH SIMONS: Sometimes the vehicles take
3 more than---

4 MR. VAN DeLOO: Yes to your question. You
5 arrive at that unit rate by dividing the cost of all the
6 users, persons, passengers, into the total cost to operate,
7 so it makes no difference whether two or three are in the
8 van. It's a figure you get at the end of a month or three
9 months or the end of the year.

10 EDITH SIMONS: Okay.

11 MR. MARRELLI: Any other questions?

12 ELDA ADRIAN: I would like to know if there
13 has been something done with the unions--I speak strictly
14 for the blind--as far as letting them know where they are
15 on the bus route when they're riding with the bus, if the
16 bus driver can call out some major stops to give the rider
17 some indication as to where they're at in the city?

18 MR. JENKINS: There hasn't been a driver
19 meeting concerning that, Elda, but it's a part of the total
20 package in trying to address all the needs of the handi-
21 capped to go into an instructional program.

22 MR. MARRELLI: Any other questions? Edith?

23 EDITH SIMONS: Mr. Jenkins, I'd like to know
24 about how many calls you get from the public?

25 MR. JENKINS: How many calls?

1 EDITH SIMONS: How many people call in for
2 information to your office?

3 MR. JENKINS: I would say that in the course
4 of a day we handle several hundred calls a day for bus
5 route information.

6 EDITH SIMONS: Several hundred. Well, in
7 that case, are you making plans to have a TTY in your
8 office?

9 MR. JENKINS: We have no plans for putting
10 a TTY in our office. No, right now we haven't.

11 EDITH SIMONS: Shouldn't that come before
12 compliance?

13 MR. JENKINS: We have a staffing problem
14 that has to be complete before we can expand on that.

15 EDITH SIMONS: But that's part of 504
16 compliance.

17 MR. ANDREOLI: Mr. Chairman, in response to
18 Edith's comments, yes, I believe it's part of 504 require-
19 ments. I think it's in the plan. However--Edith knows
20 this, for those who don't know this--there is an answering
21 service that is available for deaf persons who do have a
22 TTY and wish to communicate with other people in the
23 community. That is available to them.

24 EDITH SIMONS: About the answering service,
25 that is correct, but the answering service goes from year

1 to year depending on whether they get funding or not. And
2 right now we're very fortunate. We may have more answering
3 service in this part of the country than most people have,
4 even in the larger cities. So I'm keeping my fingers
5 crossed, but that is a yearly thing depending on funding.

6 MR. ANDREOLI: Mr. Chairman, the idea of
7 funding is something that you have to be concerned about
8 when you're dealing with a TTY. A person that operates a
9 TTY is very familiar with how much time it takes to
10 communicate a call and it really is not cost efficient to
11 have a TTY--that's my opinion--in every office of govern-
12 ment to take the calls that come in. An answering service
13 can accomplish, I think, that need. I'd rather see an
14 answering service with the capabilities of several TTY's
15 rather than TTY's all over the place because it does take
16 a great deal of time and it does not make secretarial
17 person's time cost efficient if you were to spread these
18 throughout government. I think the important thing is
19 there is the opportunity for the person to communicate and
20 communicate on an immediate fashion, and where it's located
21 I think is besides the point. The fact that they have the
22 ability to communicate, that they have questions regarding
23 transportation, they can get to the transportation depart-
24 ment without having to show up in person and write some-
25 thing out or type something out. And I love Edith very

1 dearly, and you can put that in the record, and I know how
2 hard she has worked at TTY's and I try to be very suppor-
3 tive of her.

4 EDITH WIMONS: I agree with you that it
5 would be silly and wasteful to have TTY's in every agency
6 office in a small town. But I am wondering if we should
7 continue to have--if the TTY services should always have to
8 look for money. Would each agency be able to contribute a
9 sum of money to continue the TTY service?

10 MR. ANDREOLI: I think it's a problem, the
11 funding for the TTY service. If necessary, the idea of
12 people helping to pay for that I think is not unfeasible.
13 It's something that can be worked out if existing funding
14 sources were to have to be cut back for some reason, but
15 I promise you, Edith, that there will be a TTY next year
16 and the year after that and the year after that.

17 EDITH SIMONS: Just don't die, Roger.

18 MR. ANDREOLI: I hope not.

19 (DISCUSSION OFF THE RECORD EXPLAINING THE DEFINITION OF
20 TTY TO AN UNIDENTIFIED GENTLEMAN)

21 FRED JACOBSEN: I have got a written state-
22 ment from my roommate who cannot be here this afternoon.
23 He's out of town. My name is Fred Jacobsen, Brookside,
24 and my room partner is Charles Upham, Brookside. Ladies
25 and gentleman, I am a handicapped who has an interest in

1 improving transportation for the handicapped so they will
2 have a more pleasant life in society. One provision is
3 religion life of his choice. Second is recreation, movies,
4 parties, sports events, concerts and et cetera.

5 The service is now limited for handicaps and elderly.
6 The transportation for evening service is too short of
7 time because you have to curb your activities to be picked
8 up at the limited time of the service. Without more
9 vehicles or units, it is impossible to give service and to
10 serve the city and county. I would like to see the
11 service go to 10:00 p.m. on weekends. Yours truly,
12 Charles Upham.

13 MR. MARRELLI: Is there any more comments?
14 If there are no more comments, I would like to thank
15 everybody for coming and have a motion to adjourn the
16 meeting.

17 MR. ANDREOLI: So moved.

18 MR. JENKINS: Second.

19 (THEREUPON, THE MEETING WAS CONCLUDED AT 2:55 P.M.)
20
21
22
23
24
25

Exhibit 1

ATTENDANCE RECORD
PUBLIC HEARING ON PUBLIC TRANSIT SYSTEM ACCESSIBILITY PLAN
FOR THE KENOSHA URBANIZED AREA

Kenosha Municipal Office Building
June 19, 1980

Committee Members

| | |
|--------------------------------|---|
| Frank J. Marrelli, Chairman | Citizen Member |
| Elda M. Adrian | Citizen Member |
| Betty J. Anderson | Citizen Member |
| Roger A. Andreoli | Program Director, Kenosha County Comprehensive Board |
| Edward A. Jenkins | Director of Transportation, City of Kenosha |
| Edith C. Simons | Citizen Member |
| James C. Van De Loo | Assistant Executive Director, Kenosha Achievement Center |
| Lawrence E. Wroblewski | Citizen Member |

Press

| | |
|-----------------|---------------------|
| Dianna Dettaven | <u>Kenosha News</u> |
|-----------------|---------------------|

SEWRPC Staff

| | |
|---------------------|-------------------------------|
| James A. Marsho | Senior Engineer |
| Donald R. Martinson | Chief Transportation Engineer |

Attendees

| | |
|-------------------|---|
| Russell Adrian | 6608 49th Avenue, Kenosha |
| Anne S. Bitven | Brookside Care Center, 3506 Washington Road, Kenosha |
| Robert O. Brankow | 6516 20th Avenue, Kenosha |
| Ed Chromik | 5800 3rd Avenue, Kenosha |
| Eleanor Collins | 1505 Monroe Street, Racine |
| Alice Cox | 812 65th Street, Kenosha |
| Gruyard Daniels | 5500 52nd Avenue, Kenosha |
| Warren Harris | 7530 19th Avenue, Kenosha |
| Harry A. Harrison | Brookside Care Center, 3506 Washington Road, Kenosha |
| Susan Hoffman | Kenosha Homemaker/Home Health Aide Service, Inc., 910 59th Street, Kenosha |

Attendees (continued)

Fred M. Jacobson

William Lapalm

Joan Long

Clara M. Minkey

Don R. Moehrke

Arlene Mulder

Richard L. Ohlrich

Joyce A. Otto

Sara Safago

Doris M. Stika

Lucille Thomsen

Roland A. Zinkel

Brookside Care Center, 3506 Washington
Road, Kenosha

Brookside Care Center, 3506 Washington
Road, Kenosha

4106 29th Avenue, Kenosha

3538 14th Avenue, Kenosha

7517 16th Avenue, Kenosha

8751 35th Avenue, Kenosha

Brookside Care Center, 3506 Washington
Road, Kenosha

4224 5th Avenue, Kenosha

6305 27th Avenue, Kenosha

922 48th Street, Kenosha

7530 19th Avenue, Kenosha

2401 18th Street, Kenosha

Exhibit 2

LEGAL NOTICE OF PUBLIC HEARING

NOTICE OF PUBLIC INFORMATIONAL MEETING AND HEARING
IN THE MATTER OF THE TRANSIT OPERATOR TRANSITION PLAN FOR THE
KENOSHA URBANIZED AREA

A public informational meeting and hearing on the Transit Operator Transition Plan for the Kenosha Urbanized Area will be held by the Technical and Citizens Advisory Committee on Transit Service Planning for Handicapped Persons in the Kenosha Urbanized Area in Room 200-B of the City of Kenosha Municipal Building, 625-52nd Street, Kenosha, Wisconsin, Thursday, June 19, 1980, at 1:30 p.m. The City of Kenosha Municipal Building is accessible to the handicapped. Parking will be available for attendees in the Municipal Building parking lot. An interpreter will be present to assist the hearing impaired.

The Transit Operator Transition Plan is a document, prepared under the requirement of the U. S. Department of Transportation Final Rule 49 CFR Part 27, which identifies the transportation-related capital improvement projects and modifications to existing fixed facilities, vehicles, equipment, services, policies, and practices needed to be undertaken to eliminate any existing discrimination against handicapped persons and to facilitate the achievement of federally assisted program or activity accessibility.

Interested persons may attend and present concise, relevant oral or written statements concerning the plan and whether the plan identifies and addresses all accessibility barriers to the use of the Kenosha Transit System by handicapped persons.

Copies of the draft report will be available for public inspection and copying during business hours beginning June 6, 1980, at:

The City of Kenosha Municipal Building, Room 104

625-52nd Street, Kenosha, Wisconsin

The Kenosha Achievement Center

1218-79th Street, Kenosha, Wisconsin

The Kenosha County Clerk's Office

912-56th Street, Kenosha, Wisconsin

The Somers Town Hall

County Trunk Highway E, Kenosha, Wisconsin

The Pleasant Prairie Municipal Building

9915-39th Avenue, Kenosha, Wisconsin

The Southeastern Wisconsin Regional Planning Commission, Room 305

916 N. East Avenue, Waukesha, Wisconsin

A tape-recorded copy of a summary of the plan document is available for the visually impaired at the City of Kenosha Municipal Building, Room 104.

Written comments regarding the plan, if postmarked within five calendar days of the public hearing, will be included as a part of the hearing record. Mail to Edward A. Jenkins, Director, Department of Transportation, Room 104, 625-52nd Street, Kenosha, Wisconsin, 53140.

Technical and Citizens Advisory Committee
on Transit Service Planning for Handicapped
Persons in the Kenosha Urbanized Area

By Frank J. Marrelli, Chairman

The foregoing public hearing notice was sent to all members of the Advisory Committee involved in preparation of the transit system accessibility plan, the members of the City of Kenosha Common Council, the members of the Kenosha Transit Commission, and the following interested persons and organizations and media outlets:

The Honorable John J. Mauer
State Senator
7900 Cooper Road
Kenosha, Wisconsin 53142

The Honorable Joseph F. Andrea
State Representative
2405 - 45th Street
Kenosha, Wisconsin 53140

The Honorable Eugene J. Dorff
State Representative
8045 - 19th Avenue
Kenosha, Wisconsin 53140

The Honorable Mary K. Wagner
State Representative
Route 1, Box 591
Salem, Wisconsin 53168

Emil Ruffalo, Supervisor
Kenosha County
5113 - 24th Avenue
Kenosha, Wisconsin 53140

Walter S. Rutkowski, Supervisor
Kenosha County
3005 - 22nd Avenue
Kenosha, Wisconsin 53140

Charles B. Short, Supervisor
Kenosha County
2714 - 128th Street
Kenosha, Wisconsin 53140

Charles Labanowsky, Supervisor
Kenosha County
3707 Roosevelt Road
Kenosha, Wisconsin 53140

Waldemar Lange, Supervisor
Kenosha County
6032 - 32nd Avenue
Kenosha, Wisconsin 53140

Richard Lindgren, Supervisor
Kenosha County
7024 - 40th Avenue
Kenosha, Wisconsin 53140

Peter R. Marshall, Supervisor
Kenosha County
6626 - 21st Avenue
Kenosha, Wisconsin 53140

Lawrence V. Negri, Supervisor
Kenosha County
5912 - 38th Avenue
Kenosha, Wisconsin 53140

Eunice F. Boyer, Supervisor
Kenosha County
6127 - 5th Avenue
Kenosha, Wisconsin 53140

Charles Huck, Supervisor
Kenosha County
1091 Sheridan Road
Kenosha, Wisconsin 53140

Wayne E. Koessl, Supervisor
Kenosha County
912 - 56th Street
Kenosha, Wisconsin 53140

Donald M. Metten, Supervisor
Kenosha County
4402 - 6th Avenue
Kenosha, Wisconsin 53140

James Amendola, Supervisor
Kenosha County
2019 - 57th Street
Kenosha, Wisconsin 53140

Eugene M. Bilotti, Supervisor
Kenosha County
4506 - 23rd Avenue
Kenosha, Wisconsin 53140

Angelo Capriotti, Supervisor
Kenosha County
4700 - 17th Avenue
Kenosha, Wisconsin 53140

George J. Hanson, Supervisor
Kenosha County
7124 - 27th Avenue
Kenosha, Wisconsin 53140

David D. Holtze, Sr.
Supervisor
Kenosha County
1881 - 22nd Avenue
Kenosha, Wisconsin 53140

Walter H. Johnson, Supervisor
Kenosha County
4220 - 45th Street
Kenosha, Wisconsin 53140

Arthur Jones, Supervisor
Kenosha County
7212 - 7th Avenue
Kenosha, Wisconsin 53140

C. Tom Wood, Chairman
Town of Pleasant Prairie
9915 - 39th Avenue
Kenosha, Wisconsin 53140

Richard J. Lindl, Chairman
Town of Somers
970 Green Bay Road
Kenosha, Wisconsin 53142

Francis J. Pitts
SEWRPC Commissioner
Kenosha County
2566 Lincoln Road
Kenosha, Wisconsin 53140

James L. Fonk, Supervisor
Kenosha County
10710 - 88th Street
Kenosha, Wisconsin 53142

Clara M. Minkey
3538 - 14th Avenue
Kenosha, Wisconsin 53140

Eleanor Collins
1505 Monroe Avenue
Racine, Wisconsin 53405

Racine/Kenosha Teletypewriter
Committee
c/o Edith Simon
5522 - 41st Avenue
Kenosha, Wisconsin 53142

Senior AIDES Program
5516 - 10th Avenue
Kenosha, Wisconsin 53140

Seniors in Community Service
Urban League
1607 - 65th Street
Kenosha, Wisconsin 53140

Abolish Barriers to Lifetime
Efficiency
9001 - 24th Avenue
Kenosha, Wisconsin 53140

Kenosha Achievement Center
1218 - 79th Street
Kenosha, Wisconsin 53140

Kenosha County Multiple
Sclerosis Society
4810 Harding Road
Kenosha, Wisconsin 53142

Kenosha Homemaker/Home Health Aide
Service, Inc.
910 - 59th Street
Kenosha, Wisconsin 53140

Kenosha Senior Citizen Center
2717 - 67th Street
Kenosha, Wisconsin 53140

Kenosha Unified School District No. 1
Department of Special Education
1801 - 41st Place
Kenosha, Wisconsin 53140

Muscular Dystrophy Association
of America
1119 - 60th Street
Kenosha, Wisconsin 53140

Racine/Kenosha Community
Action Agency
6755 - 14th Avenue
Kenosha, Wisconsin 53140

Jim Meyers, City Editor
Kenosha News
713-717 - 58th Street
Kenosha, Wisconsin 53140

Joseph A. Schackelman, Publisher
Labor News
1008 - 56th Street
Kenosha, Wisconsin 53140

Gary Zinke, Regional Editor
Community Newspapers, Inc.
640 Ryan Road
Oak Creek, Wisconsin 53154

Bill Berra, News Director
WLIP
Kenosha, Wisconsin 53141

Donn Edmark, News Director
WRJN
4201 Victory Avenue
Racine, Wisconsin 53405

Gary D. Vaillancourt
General Manager
WGTD
3520 - 30th Avenue
Kenosha, Wisconsin 53140

News Director
WKZN FM
2700 Sheridan Road
Zion, Illinois 60099

**NOTICE OF PUBLIC
INFORMATIONAL MEETING
AND HEARING IN THE MATTER
OF THE TRANSIT OPERATOR
TRANSITION PLAN FOR THE
KENOSHA URBANIZED AREA**

A public informational meeting and hearing on the Transit Operator Transition Plan for the Kenosha Urbanized Area will be held by the Technical and Citizens Advisory Committee on Transit Service Planning for Handicapped Persons in the Kenosha Urbanized Area in Room 200-B of the City of Kenosha Municipal Building, 625 52nd Street, Kenosha, Wisconsin, Thursday, June 19, 1980, at 1:30 p.m. The City of Kenosha Municipal Building is accessible to the handicapped. Parking will be available for attendees in the Municipal Building parking lot. An interpreter will be present to assist the hearing impaired.

The Transit Operator Transition Plan is a document, prepared under the requirement of the U.S. Department of Transportation Final Rule 49 CFR Part 27, which identifies the transportation-related capital improvement projects and modifications to existing fixed facilities, vehicles, equipment, services, policies and practices needed to be undertaken to eliminate any existing discrimination against handicapped persons and to facilitate the achievement of federally assisted program or activity accessibility.

Interested persons may attend and present concise, relevant oral or written statements concerning the plan and whether the plan identifies and addresses all accessibility barriers to the use of the Kenosha Transit System by handicapped persons.

Copies of the draft report will be available for public inspection and copying during business hours beginning June 6, 1980, at:
The City of Kenosha
Municipal Building, Room 104
625 52nd Street
Kenosha, Wisconsin

The Kenosha Achievement Center
1218 79th Street
Kenosha, Wisconsin

The Kenosha County Clerk's Office
912-56th St.
Kenosha, Wisconsin

The Somers Town Hall
County Trunk Highway E
Kenosha, Wisconsin

The Pleasant Prairie
Municipal Building
9915 39th Avenue
Kenosha, Wisconsin

The Southeastern Wisconsin
Regional Planning Commission,
Room 305
916 N. East Avenue
Waukesha, Wisconsin

A tape-recorded copy of a summary of the plan document is available for the visually impaired at the City of Kenosha Municipal Building, Room 104.

Written comments regarding the plan, if postmarked within five calendar days of the public hearing, will be included as a part of the hearing record. Mail to Edward A. Jenkins, Director, Department of Transportation, Room 104, 625-52nd Street, Kenosha, Wisconsin 53140.

Technical and Citizens Advisory Committee
on Transit Service Planning for
Handicapped
Persons in the Kenosha Urbanized
Area
by Frank J. Marrelli, Chairman
June 9th

THE KENOSHA NEWS
June 9, 1980

Exhibit 3

NEWSPAPER ARTICLE PERTAINING TO PUBLIC HEARING

Great America bus service rolls

By DENNIS A. SHOOK
Staff Writer

Bus service to Great America started for the summer today. The Transit Commission set departure times at its Wednesday meeting.

The buses will leave Kenosha at 7:25 a.m., 8:30 a.m., 9:40 a.m., 10:50 a.m., 1:30 p.m., 2:40 p.m., 4:05 p.m. and 5:45 p.m.

It takes the buses 13 minutes to reach the state line, where an Illinois bus will take passengers on the final 27-minute trip to the amusement park.

Ed Jenkins, transportation director, said that the Robinson Bus Co. will initiate the Illinois service. The city will meet with the Regional Transportation Authority, which operates the Waukegan-North Chicago line, to ask it to supply the service as it did last year. The RTA has been reconsidering a decision to drop the connection and Jenkins said that the city would prefer to deal with a transit company.

Fares for the Kenosha bus are 40 cents for one way. Riders must have exact change. Tickets for the Illinois

connection can be purchased for 75 cents for one way in Kenosha.

Jenkins also told the commission that a public hearing has been set for the Southeastern Wisconsin Regional Planning Commission's transit plan for the elderly and handicapped. That session is set for Thursday, June 19, at 1:30 p.m. in 200B of the Municipal Building.

He said that acceptance of the total document is being sought from the the handicapped community and the City Council to allow for a July filing for federal funding.

In other action, the Commission reported a slight decrease in ridership rates due to the cutback in accepting charters because of the new half-hour service; agreed to provide bus service to the new Shopko store to be constructed at 52nd Street and 52nd Avenue, and announced the commission reappointments of Bernard McAleer and Donald Taske, and the replacement of Robert Doornbos with Esther Grimes. Doornbos had served the maximum length of time on the commission.

THE KENOSHA NEWS
June 5, 1980

Exhibit 4

CORRESPONDENCE PERTAINING TO PUBLIC HEARING

Ladies and Gentlemen:

I am a handicap, who has a interest of improving transportation for the handicap. So they will have a more pleasant life in socially:

a. Religion Life of their choice
b. Recreation;

1. Movies
2. Parties
3. Sport events
4. Concerts and etc.

The service is now limited for handicaps and elderly. The transportation for evening service is too short of time, because you have to curb your activity short to use the service as it now stands. The transportation is limited, because there is only one unit this area. Without more units it is impossible, to give service to serve both city and county. I would like to see the service, to go to 10:00 p.m. on weekends.

Yours truly,
Charles Upham