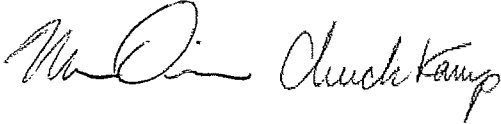


Date: June 28, 2017

From: Norman Davis and Chuck Kamp

A handwritten signature in cursive script, appearing to read "Chuck Kamp".

To: Members of the Transit & Parking Commission and the Disability Rights Commission

Subj: Three-Quarters Mile ADA Paratransit Service Boundary

As you know, Metro Transit currently provides paratransit services to ADA eligible passengers within $\frac{3}{4}$ of a mile of fixed route bus routes. This parameter is the minimum requirement as defined in the ADA law passed in 1990, and therefore is fully compliant with the ADA law. There are some service parameters where Metro has gone beyond the minimum requirement, for example, providing door-to-door service rather than curb-to-curb/origin-to-destination service, and allowing customers to be dropped off only after an attendant arrives to assist the passenger. The $\frac{3}{4}$ mile service parameter is an example where Metro has provided the minimum required level of service.

There have been requests by customers from time to time to expand the $\frac{3}{4}$ mile rule to help them or their organization access Metro's paratransit service. Typically, those requests where the person or organization wants to appeal have gone to the TPC subcommittee, ADATS, and Metro staff and DCR staff have participated in that process. About 4 of those requests have resulted in the DRC wanting to explore whether the $\frac{3}{4}$ mile rule should be expanded. Metro staff presented information about the $\frac{3}{4}$ mile rule to the DRC but sought guidance prior to participating in a second meeting when it became clear that the DRC was exploring the possibility of requesting that the rule be changed. It is understood by all that such a policy change would need to be reviewed and approved by the TPC, and that the DRC appropriately studies these kinds of issues.

City staff has met to discuss the process that should govern a review and the two of us propose the following. As background, there is a major issue impacting paratransit services over the next year resulting from the implementation of Family Care in Dane County that will affect the availability of about \$4 million in annual funding to Metro, and could impact ridership estimated to be over 100,000 paratransit rides annually. It makes sense to defer any review of the $\frac{3}{4}$ mile rule until 2018 when Family Care will go into effect. At that time a background presentation by the Metro General Manager and Assistant City Attorney for transit will be made to the DRC. We believe a protocol that will foster cooperation on this would be for the DCR Department Head and DCR Assistant City Attorney to make a presentation to the TPC before the DRC presentation.

A second factor to consider is that there is a review by the Common Council currently underway that could change the existing city transportation committee structure, so that such policy changes would be done by the proposed Transportation Policy Board, rather than the TPC. That decision is expected to be finalized in the next several months, and go into effect in 2018.

Please let us know if you have questions. We look forward to working on this together.