Follow-Up on Recommendations from Report No.

16-02, *Audit of the City’s Paratransit Service*

Report No. 20-02, January 2020

# **Background**

This audit was conducted pursuant to Resolution 19-119, *Requesting the City Auditor to Provide an Update on the Implementation of Recommendations Made in the 2016 Audit of the City’s Paratransit Service*, which was adopted by the Honolulu City Council on August 7, 2019. The resolution requested that the Office of the City Auditor (OCA) conduct a follow-up audit to Audit of the City’s Paratransit Service, Report No. 16-02, released on March 4, 2016. Specifically, the resolution asked OCA to:

1. Report on the progress of the Department of Transportation Services (DTS) and O`ahu Transit Services (OTS), Inc., on implementation of the recommendations in Report

No. 16-02; and

1. Identify any current concerns related to the city’s paratransit service.

In addition, Section 3-502(d), Revised Charter of Honolulu, requires that the city auditor conduct follow-up audits and monitor compliance with audit recommendations by audited entities.

The *Audit of the City’s Paratransit Service, Report No. 16-02*, issued March 4, 2016, found that OTS implemented several improvements. It increased its fleet size, improved the availability of Handi-Van vehicles; increased the use of supplemental taxis; and implemented 14 of 18 recommendations listed in the Short Range Transit Operations Plan of May 2012. Despite implementing these initiatives, OTS’ Handi-Van on-time performance had declined 5 percent over the past three years; customers experienced *excessive* trip times; and paratransit operations did not fully comply with Americans with Disabilities Act (ADA) requirements.

The audit also found that requests for demand services were difficult to meet and operational deficiencies existed because OTS had not made full use of scheduling and dispatching technologies; needed to fully implement real-time scheduling; and needed to solve Mobile Data Terminal (MDT) failures that adversely impacted paratransit operations. OTS needed to operationally comply with ADA requirements related to subscription trip volume (ADA limit is 50 percent of capacity); minimize trying to provide services not required by ADA; and improve internal controls over subscriptions so demand services can be filled.

Paratransit revenues were insufficient to sustain the program services. The last fare increase occurred in 2001. Program costs totaled $40 per trip and users were charged $2 per trip. This amounted to $40 million per year in operating costs versus revenues of about $1.7 million per year. We determined that paratransit revenues could be increased. Subscription and demand user fares could be increased, and agencies, in particular, could be charged the full costs or higher fares for the service.

## **Nine recommended areas for follow-up**

Report No. 16-02 offered 17 recommendations (see Appendix A.) For purposes of this follow-up audit, we focused on 9 of 17 recommendations from the original report. They include 7 of the 17 recommendations that were *in process* or *not started*, plus 2 recommendations that were previously determined to be complete, but revisited due to their high risk and impact to the agency.

*DTS should ensure that OTS:*

1. *Complies with ADA §37.131(f), Capacity Constrains, by improving subscription management, on-time performance, trips with excessive trips times, and volume of customers travelling to agencies.*
2. *Complies with ADA §37.131(d), Trip Purpose Restrictions, by lowering the volume of agency customers or amending the practice that prioritizes agency trips over other trips.*
3. *Improves management of subscriptions by establishing formal policies, procedures, application process, and a monitoring program to ensure that subscription levels do not exceed 50% in any operating hour (unless there is excess capacity) as required by ADA.*
4. *Track, report, establish a performance benchmark, and develop an action plan to mitigate trips with excessive trips times.*
5. *Establishes a formal Customer Satisfaction/Service Quality Program to include surveying customers or convening focus groups, as appropriate, to obtain direct customer feedback.*
6. *Enforces conditional eligibility restrictions. If enforcement is deemed extraneous, DTS should re-evaluate or streamline the eligibility determination process and reduce the contract amount.*
7. *Develops a plan to reduce the number of no solution found and unscheduled trips.*
8. *Improves the use of the Trapeze computer system by putting more of its paratransit operations on real-time and eliminating the reliance on manually amending trip runs.*

*The Honolulu City Council should:*

1. *Consider amending Section 13, Article 8, ROH, Transit Management Services Contractor, to separate fixed-route and paratransit operations from the mandate that the services be provided by a single operator.*

# **Background: Audit Recommendations Status Report Fiscal Year 2017**

In May 2018, OCA issued an *Audit Recommendations Status Report Fiscal Year 2017*, Report No. 18-03. This report found that, as of April 2018, the status of the 17 recommendations made in Report No. 16-02 were:

* + 8 were completed
* 2 were resolved
* 5 were in process
* 2 were not started

# **Current Follow-Up Audit Results**

We found that of the nine recommendations evaluated for this follow-up audit, three were completed, five were in-process, and one was not started. Additionally, we identified two areas that currently impact paratransit operations. First, we found that the successful TriMet program in Portland, Oregon has the potential to bring added resources into the city’s paratransit operations. However, both city and state officials need to come together to review the program and determine its feasibility for the city. Second, we found that OTS is hampered by an ineffective communication system that sometimes prevents riders from making reservations, drops calls, and disallows voicemail complaints. These issues were caused by poor planning when OTS migrated from its legacy communication system to the city’s Cisco phone system. As a result, the city may be violating ADA requirements.

**Recommendation 1 – In Process**

**DTS should ensure that OTS complies with ADA §37.131(f), Capacity Constrains, by improving subscription management, on-time performance, trips with excessive trips times, and volume of customers travelling to agencies.**

**STATUS UPDATE**

Subscription Management – **COMPLETED**

On-Time Performance – **IN PROCESS**

OTS measures on-time performance as early to scheduled pickup time to 30 minutes after scheduled pickup time. The performance benchmark for this on-time performance is 90 percent or higher. From FY 2017 – FY 2019, OTS did not meet or exceed 90 percent:

**Exhibit 1: Handi-Van On-Time Performance FY 2017 - FY 2019**

|  |  |  |  |
| --- | --- | --- | --- |
|  | On Time: 10 minutes early to 30 minutes after scheduled pick up | Performance Benchmark | Did OTS meet performance standard of 90% or higher? |
| FY 2016-17 | 88.0% | 90% | No |
| FY 2017-18 | 89.8% | 90% | No |
| FY 2018-19 | 88.0% | 90% | No |

Source: O‘ahu Transit Services

OTS has shown improvement in on-time performance. In our 2016 audit, we reported that on-time performance between FY 2013 and FY 2015 ranged from 81.3 percent - 86.3 percent. While on-time performance has improved since 2013, OTS has not met its performance benchmark of 90 percent. We find that OTS’ effort to improve on-time performance is *in process* because of the improved statistics, but not yet *completed*.

Excessive Trip Times – **IN PROCESS**

At the time of our audit, an excessive trip time was defined as the *standard bus route +30 minutes*. At the time, we found that for a 9-month period in 2015, 4.2 percent of paratransit trips were deemed excessive.

Since then, OTS’ definition and performance standard for *excessive trip time* has evolved. In FY 2017, the definition of excessive trip time retained the comparable fixed-route +30 minutes benchmark, but also included any Handi-Van trip that was longer than one hour. The performance benchmark was that excessive trips were to comprise 5% or less of the total Handi-Van rides. In FY 2017, OTS met that benchmark with 4% of the total Handi-Van trips experiencing excessive trip times.

In FY 2018, excessive trip time was redefined as any Handi-Van trip in excess of one hour and the applicable performance benchmark was amended to comprise no more than 1 percent of all Handi- Van trips. OTS did not meet this revised benchmark in FY 2018 (1.6%) or FY 2019 (1.4%).

**Exhibit 2: Handi-Van Excessive Trip Time Performance FY 2017 - FY 2019**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | Excessive Trip Time (%) | Performance Benchmark | Definition | Did Excessive Trip Time meet its performance benchmark? |
| FY 2016-17 | 4.0% | <5% | Handi-van trips that were longer than one hour and exceeded fixed route bus travel times + 30 minutes | Yes |
| FY 2017-18 | 1.6% | 1.0% | Handi-van trips in excess of one hour | No |
| FY 2018-19 | 1.4% | 1.0% | Handi-van trips in excess of one hour | No |

Source: O‘ahu Transit Services

OTS met its performance benchmark for excessive trip times in FY 2017, but missed the mark in FY 2018 and FY 2019. Because OTS continues to evaluate how it defines and measures excessive trip times, we find that this recommendation is in process.

Volume of agency trips – **IN PROCESS**

See discussion under Recommendation 2

**NEXT STEPS**

While there has been improvement in some areas, capacity is still constrained because OTS cannot increase its fleet to meet future demand because its current facilities max out at 205 vehicles; the five-year recommendation is for OTS to have 290 vehicles in its fleet. DTS is considering three sites for expansion. The 2018 FTA Triennial Review noted that capacity constraint issues identified in 2015 were not sufficiently addressed in 2018. The 2018 review noted that DTS:

* Did not have a process for monitoring for capacity constraints;
* Did not adequately monitor OTS performance metrics and did not take immediate action to address capacity constraints; and
* Did not provide documentation to support that the data reports supplied by OTS are evaluated for compliance and what actions DTS should take when OTS is not compliant with ADA requirements.

**Recommendation 2 – In Process**

**DTS should ensure that OTS complies with ADA §37.131(d), *Trip Purpose Restrictions*, by lowering the volume of agency customers or amending the practice that prioritizes agency trips over other trips**

**STATUS UPDATE**

In our 2016 audit, we found that OTS placed a priority on agency-related trips. OTS schedulers ensured that customers travelling to a non-profit agency such as Easter Seals, Goodwill, and Lanakila were given a high priority for rides and pick-ups. Many of these agency trips were on subscriptions. The trip prioritizations resulted in unintended restrictions for demand riders and violated ADA requirements for equal paratransit service.

Furthermore, In FY 2015, we identified the top five non-profit service agencies that purchased 153,173 coupons, or paratransit rides. The city spent over $6.2 million to provide these rides. At a cost of $2 per ride, the city managed to collect only $306,346 in revenue, for a recovery rate of 4.9 percent. We found that OTS could charge agency service providers more for paratransit trips.

In an April 2018 status update, DTS noted that the department, along with human service agency partners, has been able to remove a substantial number of agency riders from the Handi-Van by helping agencies operate their own transportation service for their clients via the Agency-Provided Trips Program (APTP). In FY 2017, 165,608 trips were provided through APTP. DTS also stated that it continues to explore options and negotiate higher fares for agency trips authorized under

Ordinance 17-52.

According to OTS, the number of Handi-Van or authorized taxi service trips to human service agencies increased from 258,841 in 2013 to 319,545 in FY 2018, or a 23 percent increase.

Comparatively, the number of trips provided directly by human service agencies has also increased. In FY 2013, agencies provided 75,239 trips. In FY 2018, that number of trips provided directly by human service agencies increased to 209,635, or a 179 percent increase.

**Exhibit 3: Agency Trips FY 2013 - FY 2018**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
|  | **OTS-Provided Trips** | | **Non-OTS Provided Trips** | | **TOTAL AGENCY** |
| **Total Handi-Van and Taxi Agency Trips** | **Percent of Total Agency Trips** | **DTS Agency- Provided Trips** | **Percent of Total Agency Trips** |
| FY 2013 | 258,841 | 77.5% | 75,239 | 22.5% | 334,080 |
| FY 2014 | 254,517 | 65.1% | 136,512 | 34.9% | 391,029 |
| FY 2015 | 264,004 | 60.1% | 175,455 | 39.9% | 439,459 |
| FY 2016 | 315,202 | 66.1% | 161,915 | 33.9% | 477,117 |
| FY 2017 | 317,891 | 65.7% | 165,608 | 34.3% | 483,499 |
| FY 2018 | 319,545 | 60.4% | 209,635 | 39.6% | 529,180 |

Source: O‘ahu Transit Services

While the number of OTS-provided agency trips has increased over the years, the number of trips provided by human service agencies has increased significantly. In FY 2013, OTS provided 78 percent of human service agency trips; in FY 2018, OTS provided 60 percent of those trips. While DTS’ efforts to increase the number of trips provided directly from human service agencies is laudable, the continued upward trend in the actual number of OTS-provided trips is troubling.

OTS’ capacity growth is limited and the continued increase in the number of trips the paratransit system provides to human service agencies will likely constrain future operations.

## **HUAKAI Program will likely result in further improvements**

In July 2019, DTS implemented the HUAKAI coordinated transportation tracking application, created by the Department of Information Technology. This web-based program facilitates data collection and reporting for the city’s Human Service Transportation Coordination Program[[1]](#footnote-1). The application allows drivers to input trip data at the beginning of each trip and during passenger pickups and drop-offs. At the end of each trip, drivers are able to review and edit trip details to **ensure that the data captured is complete and accurate. The application also allows administrative** staff to input and edit data, review data for completeness and accuracy, generate reports, and export data.

In addition to upgraded reporting capabilities, tracking, and data management, HUAKAI is also saving the city approximately $15,000 month. Prior to HUAKAI, DTS paid a separate vendor $3,000 per month, per agency, for use of a proprietary data collection system. DTS hopes to be able to reprogram these funds for related uses.

**NEXT STEPS**

While the HUAKAI initiative is a positive improvement to managing agency trips, it does not affect the number of agency trips provided. OTS should continue to at reduce the volume of agency trips further. This recommendation is in process.

**Recommendation 3 – Completed**

**DTS should ensure that OTS improves management of subscriptions by establishing formal policies, procedures, application process, and a monitoring program to ensure that subscription levels do not exceed 50 percent in any operating hour (unless there is excess capacity) as required by ADA**

In the original March 2016 audit, we recommended that DTS should ensure that OTS improves management of subscriptions by establishing formal policies, procedures, application process, and monitoring program to ensure that subscription levels do not exceed 50 percent in ay operating hour (unless there is excess capacity) as required by ADA. In an April 2018 status update, DTS stated that it was working with OTS to develop a formal statement regarding subscription management policies and procedures.

We found that in August 2019, DTS Policy No. 6.03 was amended to establish more robust guidelines for OTS staff when creating and maintaining subscription trips. The policy requires schedulers to ensure that new subscriptions do not exceed more than 50 percent capacity within an hour and if space is not available, the requestor will be placed on a waiting list. More importantly, there are stricter guidelines for when a subscription can be cancelled. We spoke with an OTS scheduler who confirmed that the new policy was implemented and that it has improved subscription management and reduced the number of subscription riders.

According to OTS data, Handi-Van operations continued to experience capacity constraints in FY 2017 and FY 2018. However, OTS reported no significant capacity constraints in FY 2019.

DTS and OTS established appropriate policies and procedures for creating, maintaining, and cancelling Handi-Van subscriptions. We confirmed that scheduling staff were aware of, and applying, the policy, and that subscription rates were improving. We consider this recommendation completed.

**Recommendation 4 – Completed**

**Determine whether OTS tracks, reports, established performance benchmarks, and developed an action plan to mitigate trips with excessive trips times.**

**STATUS UPDATE**

OTS established performance benchmarks

As of June 2019, OTS reported performance 23 key performance indicators and established 19 performance benchmarks. Comparatively, in June 2016, OTS reported 16 key performance indicators and benchmarks. In its 2016 monthly reports, OTS did not formally track or report, and had no established performance benchmarks for on-time performance or excessive trip length. As of June 2019, OTS reports performance for 8 benchmark performance or length of trip. The following exhibit shows the comparison.

**Exhibit 4**

**Key Performance Indicators 2016 v. 2019**

**Oahu Transit Services - The Handi-Van**

**Monthly Performance Report For the Month Ending June 2016 Based on Preliminary Financials**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Key Performance Indicators (KPI)** | **June**  **2016** | **June**  **2015** | **Percent**  **Change** | **12 Month**  **FY2016** | **12 Month**  **FY2015** | **Percent**  **Change** |
| Total Monthly Ridership | 93,670 | 86,451 | 8.35% | 1,080,821 | 999,177 | 8.17% |
| Average Weekday Ridership | 3,628 | 3,441 | 5.44% | 3,544 | 3,335 | 6.27% |
| Unique Riders During the Period | 5,398 | 5,167 | 4.47% | 5,370 | 5,180 | 3.66% |
| Cost per Revenue Hour | $83.06 | $81.77 | 1.57% | $80.08 | $82.32 | -2.72% |
| Cost per Trip | $36.36 | $36.98 | -1.68% | $36.48 | $35.21 | 3.60% |
| Cost per Revenue Mile | $5.35 | $5.33 | 0.34% | $5.24 | $5.48 | -4.22% |
| Trips per Revenue Hour | 2.28 | 2.23 | 2.62% | 2.20 | 2.34 | -6.28% |
| Average Trip Length (In-House Lift Van) | 9.81 | 9.71 | 1.07% | 9.85 | 9.10 | 8.23% |
| Average Trip Length (Supp. Providers) | 5.45 | 6.26 | -13.00% | 5.85 | 5.54 | 5.48% |
| Percent of Trips On Time | 84.30% | 77.16% | 7.14% | 84.29% | 78.84% | 5.45% |
| No Show / Late Cancellation Rate | 6.27% | 7.22% | -0.95% | 6.64% | 7.41% | -0.76% |
| Advance Cancellation Rate | 21.86% | 19.36% | 2.50% | 20.37% | 20.61% | -0.24% |
| Missed Trip Rate | 0.40% | 0.45% | -0.05% | 0.45% | 0.69% | -0.24% |
| Complaint Rate (Complaints per 1,000 Trips) | 1.61 | 2.15 | -25.21% | 2.05 | 2.11 | -3.02% |
| Calls Answered Within 5 Minutes | 69.69% | 48.31% | 21.38% | 53.60% | 76.08% | -22.48% |
| Vehicle Availability | 84.26% | 85.89% | -1.63% | 84.97% | 85.27% | -0.29% |

**Oahu Transit Services - The Handi-Van**

**Monthly Performance Report For the Month Ending June 2019**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **Key Performance Indicators (KPI)** | **Jun 2019** | **Jun 2018** | **Percent Change** | **12 Month FY2019** | **12 Month FY2018** | **Percent Change** | Goals |
| Total Monthly Ridership | 97,923 | 95,220 | 2.84% | 1,197,533 | 1,165,731 | 2.73% |  |
| Average Weekday Ridership | 3,759 | 3,927 | -4.27% | 3,782 | 3,848 | -1.72% |  |
| Unique Riders During the Period | 5,779 | 5,723 | 0.98% | 5,810 | 5,706 | 1.83% |  |
| Cost per Revenue Hour | $91.37 | $90.19 | 1.31% | $87.92 | $87.55 | 0.42% | <=$90 |
| Cost per Trip | $40.44 | $41.45 | -2.44% | $39.69 | $39.39 | 0.76% | <=$39 |
| Cost per Revenue Mile | $6.06 | $5.87 | 3.20% | $5.88 | $5.87 | 0.17% | <=$6.20 |
| Trips per Revenue Hour | 2.26 | 2.23 | 1.37% | 2.22 | 2.24 | -0.88% | >=2.2 |
| Farebox Recovery | 4.18% | 4.57% | -0.38% | 4.30% | 4.46% | -0.16% | 8% |
| Very Early Trips (>30 Minutes) | 0.14% | 0.13% | 0.01% | 0.12% | 0.11% | 0.02% | <1% |
| Very Early Trips & Early Trips (>10 Minutes) | 2.13% | 2.37% | -0.24% | 2.14% | 1.97% | 0.17% | <2% |
| On-Time and Early Trips | 90.16% | 89.55% | 0.61% | 90.13% | 89.84% | 0.29% | >=90% |
| Early Departure or On-Time Percentage | 88.03% | 87.19% | 0.84% | 88.00% | 87.87% | 0.12% | >=90% |
| On-Time Trips (Within 0-30 Min Window) | 76.41% | 75.15% | 1.26% | 75.94% | 76.19% | -0.25% |  |
| Very Late Trips (>30 Minutes) | 0.64% | 0.89% | -0.25% | 0.78% | 0.74% | 0.03% | <1% |
| Desired Arrival Time Trip OTP (Within 45 Mins)\* | 63.44% | 58.85% | 4.59% | 61.24% | 58.42% | 2.82% | >90% |
| Comparative Trip Length Analysis | 69.89% | 72.48% | -2.59% | 68.75% | 66.18% | 2.57% | 50% |
| Excessive Trip Length | 1.32% | 1.05% | 0.27% | 1.40% | 1.62% | -0.22% | 1% |
| No Show I Late Cancellation Rate | 6.94% | 6.44% | 0.50% | 6.93% | 6.90% | 0.03% | <5% |
| Advance Cancellation Rate | 22.60% | 22.03% | 0.57% | 23.13% | 22.21% | 0.93% | <15% |
| Missed Trip Rate | 0.26% | 0.24% | 0.02% | 0.27% | 0.27% | 0.01% | <.5% |
| Complaint Rate (Complaints per 1,000 Trips) | 1.58 | 1.76 | -10.22% | 1.57 | 1.40 | 12.12% | <=1.5 |
| Calls Answered Within 5 Minutes | 43.43% | 55.88% | -12.45% | 48.07% | 75.75% | -36.54% | 95% |
| Vehicle Availability | 83.86% | 88.20% | -4.34% | 86.16% | 87.76% | -1.60% | >=80% |

\*Note: As of 3/1/2019, trips that were called ‘appointments’ will now be known as trips with a 'desired arrival time'.

Trips with a desired arrival time have also been removed from the monthly on-time performance sample and will be measured separately.

Source: O‘ahu Transit Services

By collecting and reporting key on-time and trip length data, OTS and DTS can better monitor operational performance, identify performance lapses, and take appropriate corrective action in a timely manner.

Action Plan for Excessive Trip Times

OTS established a performance benchmark and reports data related to excessive trip length. Although there is no formal plan to address excessive trip times, a consultant report noted that establishing standards, monitoring performance, and making operational adjustments based on performance data is an effective approach to addressing excessive trip times.

Since FY 2018, OTS defined an excessive trip as any Handi-Van trip in excess of one hour and the related performance benchmark is that excessive trip times should comprise no more than one percent of all Handi-Van trips.

In May 2017, DTS released its consultant report titled, *Paratransit Growth Management Study 2017*, which addressed the issue of excessive trip times. According to the consultant report, to help minimize the number of excessively long trips, transit agencies typically establish a trip-length performance standard, defined in relation to the length of comparable fixed-route trips. The FTA encourages standards that are variable and consider trip distances and associated travel times on fixed-route. FTA suggests analyzing a sample of complementary paratransit trip lengths periodically (weekly or monthly), focusing on trips longer than a certain duration (e.g., more than 45 or 60 minutes).

By monitoring and analyzing trip lengths, agencies can be aware of service issues and, if necessary, make operational adjustments to improve performance

Based on the established performance indicators and benchmarks related to timeliness, and reported data, we consider this recommendation complete.

**Recommendation 5 – Not Started**

**Determine whether OTS established a formal Customer Satisfaction/Service Quality Program to include surveying customers or convening focus groups, as appropriate, to obtain direct customer feedback**

In an April 2018 status report on this recommendation, DTS noted that DTS and OTS senior staff meet once every month with the executive leadership of the Citizens for a Fair ADA Ride[[2]](#footnote-2) (CFADAR) to discuss customer service issues and the status of ongoing efforts by the city to improve both TheBus and The Handi-Van service. DTS and OTS senior staff also participate in quarterly meetings with the CFADAR general membership to which the public at-large is also invited and at which participants are encouraged to provide comments and share their public transit service experience directly with DTS and OTS representatives.

A *Management and Performance Review of Oahu Transit Services, Inc., FY 2018 Final Report* made a similar recommendation to OTS, suggesting that the agency choose recently completed trips at random and call riders to evaluate service quality and verify reported data. Riders could also be supplied with postage-paid postcards for reporting on their experiences using the program.

In this current review OTS confirmed that it has not initiated a broad customer service survey or focus group.

**NEXT STEPS**

While CFADAR is an appropriate forum for the public to interact with OTS and DTS officials, it does not represent the broad base of riders that take Handi-Van trips. To ensure that OTS and DTS obtain broader feedback from its riders, we affirm that customer surveys or focus groups will help identify service shortcomings and provide the agencies with an opportunity to make necessary improvements.

**Recommendation 6 – In Process**

**DTS should ensure that OTS enforces conditional eligibility restrictions. If enforcement is deemed extraneous, DTS should re-evaluate or streamline the eligibility determination process and reduce the contract amount**

In an April 2018 status update, DTS commented that implementation of conditional eligibility was not being pursued due to resource limitations.

According to the May 2017 *Paratransit Growth Management Study*, conditional eligibility is a well- documented best practice for public transit agencies. The cost savings associated by trips that are taken on fixed-route instead of paratransit vehicles can be significant. The report noted that DTS and OTS, working together, could develop elements for conditional eligibility and that OTS would be responsible for implementing such a program.

As of this follow-up, DTS indicated that it had not yet required that OTS enforce conditional eligibility, but was reviewing implementation. According to DTS, the agency has started discussions to transition to an eligibility determination process with *Eligible* and *Not Eligible* as the two main outcomes, notwithstanding emergency medical and other temporary determinations.

If their analysis shows that this will result in a cost savings, then DTS will amend its in-person eligibility determination contract to reflect these distinctions.

**NEXT STEPS**

DTS is considering conditional eligibility enforcement and we consider this recommendation in-process.

**Recommendation 7 – In Process**

**Determine whether OTS developed a plan to reduce the number of *No Solution Found* and**

***Unscheduled Trips***

*No Solution Found* is the status given to customers whose paratransit trip request cannot be accommodated by real-time scheduling. The customer is offered a pick-up time from a pre- established matrix of time slots (most are on the- hour.) Schedulers will attempt to find appropriate rides up to the day prior to the scheduled trip via trip cancellations, assigning taxis, or rearranging trip runs.

An *Unscheduled Trip* is the status given to no solution found customers who could not be accommodated by OTS scheduling prior to the trip date. Dispatchers will attempt to accommodate unscheduled customers on the day of their assigned trip.

In an April 2018 status update, DTS reported that it had completed a Handi-Van growth management study that included recommendations for meeting anticipated demand. However, OTS did not establish a formal plan.

The *Paratransit Growth Management Study* issued in May 2017 identified two primary causes for *no solution found* or *unscheduled trips*:

1. Need for parameter setting refinement. The Trapeze scheduling system offers many parameters that allow accurate modelling of local transit conditions. In the absence of a high level of sophistication in-house, Handi-Van has tended to rely on periodic technical support from Trapeze staff to manage such refinements. Regular refinements to these parameters by sufficiently skilled OTS staff would allow Trapeze to automatically schedule trips as it is intended to do without subsequent manual intervention.
2. Inadequate service availability: In the absence of sufficient capacity, the scheduling system is very likely to find no solutions to a number of trip requests.

The report went on to state that while a large budget increase in FY2016 went some distance to address the capacity problem of TheHandi-Van, technical issues with the use of Trapeze have not been fully resolved.

In this current review, we found that the number of no solution found and unscheduled trips has improved. From July 2016 to June 2019, the number of no solution found trips has fluctuated, with a downward trend in the last year. In June 2017, there was a high of 26,817 no solution found trips; in May of 2019, the number dipped to a low of 7,597. Exhibit 5 shows the number of monthly no solution found trips from July 2016 to June 2019, relative to the number of total Handi-Van trips taken:

**Exhibit 5**

**Handi-Van Scheduled Trips and No Solutions Found**

**Graph that shows the number of monthly no solution found trips from July 2016 to June 2019, relative to the number of total Handi-Van trips taken.**

Source: O`ahu Transit Services

We interviewed two OTS schedulers who confirmed that the number of unscheduled and no solution found has improved. One scheduler commented that both categories have come down over the years to a more manageable number. Both categories still exist, but, generally, OTS is able to find trips by using taxis, filling spots through cancellations, or adding trips to existing runs during the day. Another scheduler confirmed that the number of have declined over the years, but still faces challenges when vans go down for repair or maintenance or staff call in sick. This affects OTS’ ability to accommodate requests and increases no solution found or unscheduled trips.

**NEXT STEPS**

While the number of no solution found and unscheduled trips have declined over the last three years, OTS has not established a performance benchmark to determine an acceptable number of no solution found or unscheduled trips. Absent a performance benchmark, OTS is unable to manage these categories into acceptable levels. Additionally, there is no formal plan to formally manage no solution found and unscheduled trips, and continued manual manipulation of Trapeze-generated trips runs w rations. We consider this recommendation in- process.

**Recommendation 8 – In Process**

**DTS should ensure that OTS improves use of the Trapeze computer system by putting more of its paratransit operations on real-time and eliminating the reliance on manually amending trip runs**

In an April 2018 status update, DTS reported that while OTS improved its use of the Trapeze computer system, it has not been able to eliminate its reliance on manually amending trip runs due to continued ridership growth that has resulted in continued capacity constraints.

The *Paratransit Growth Management Study* released in May 2017 reported that Handi-Van staff are lacking in the necessary level of expertise to make full use of the features of the Trapeze. Given this, OTS relied heavily on outside experts including Trapeze software staff members to make adjustments to the system to reflect the realities of the Honolulu environment. Most major U.S. transit systems using the Trapeze have some high level in-house expertise to accomplish this.

Because Trapeze employees are not available on a constant, on-going basis, major transit systems that use Trapeze are expected to have their own dedicated staff that is proficient in the use of Trapeze to fully apply the features of the system. In the absence of a high level of sophistication in-house, TheHandi-Van has tended to rely on periodic technical support from Trapeze staff to manage such refinements. Regular refinements to these parameters by sufficiently skilled OTS staff would allow Trapeze to automatically schedule trips as it is intended to do without subsequent manual intervention.

In this review, we confirmed that OTS schedulers are still manually reconstructing trip runs generated by Trapeze. They reported that Trapeze still constructs runs that backtrack trips and at least every other trip has a run that does not belong. Schedulers must still manually adjust the runs to be more logical. Additionally, Trapeze has provided additional training and on-site support at OTS.

**NEXT STEPS**

Despite continued collaboration with Trapeze staff and efforts to improve generating trip runs, OTS still relies on the inefficient practice of manually rearranging trips runs generated by Trapeze. OTS continues to pay for a system that cannot meet its needs and puts a strain on staff and resources.

OTS and DTS should consider an alternative vendor that can meet the needs of Honolulu’s paratransit system. We consider this recommendation in process.

**Recommendation 9 – Completed**

**Determine whether the city council amended Section 13, Article 8, ROH, to separate fixed- route and paratransit operations from the mandate that the services be provided by a single operator**

On September 6, 2017, the Honolulu City Council adopted Bill 68, CD2, which was codified into law as Ordinance 17-52. The ordinance allows the Department of Transportation Services to contract with a separate, private, nonprofit corporation to manage, operate, and maintain the city’s paratransit service. Under current law, both the fixed-route service (TheBus) and paratransit service (Handi-Van) are provided by a single non-profit operator (O`ahu Transit Service).

In our 2016 audit of the city’s paratransit system, we found that in other jurisdictions, fixed route operations are operated separately from paratransit operations. While there are benefits of consolidating fixed-route and paratransit services, there are also benefits if both services are separated. Since 2007, studies conducted by consultants on TheBus and Handi-Van have identified fixed route and paratransit operations issues such as the lack of incentives for OTS to improve paratransit operations.

**NEXT STEPS**

Although the city council adopted legislation to fully address this recommendation, we note that the Department of Transportation Services is responsible for initiating the separation of service. To date, the department has not conducted any feasibility or cost-benefit analysis for an alternate entity to operate the city’s paratransit service. The 2017 Paratransit Growth Management Study did not address this issue. We believe that DTSs should conduct a formal evaluation of separating fixed route and paratransit services as authorized under Ordinance 17-52. Honolulu’s public transportation infrastructure is about to face significant changes with the impending integration of rail service. This presents the department with an opportunity to determine whether a separate paratransit service provider will result in improved service, cost savings, or both.

# **A City and State Collaboration Could Maximize Paratransit Dollars Using Portland, Oregon’s TriMet Model**

Resolution 19-119 requested that our office identify and review current concerns related to the city’s paratransit services. One of the issues we identified that has an impact on paratransit services is the lack of coordination between the city and state to maximize federal funding for qualified paratransit trips. We found that the Department of Transportation Services and O`ahu Transit Services, Inc. have not fully maximized state or federal funds to support paratransit operations. Collaborative efforts between the city and state have not materialized. The TriMet Coordinate Transportation model used by Portland, Oregon has leveraged state and federal funds to provide additional resources for transportation services aimed at seniors and individuals with disabilities. As a result, the number of paratransit trips, including social service agency transportation, continue to increase and puts added pressure on the city’s paratransit program.

According to a DTS administrator in 2016 there was discussion between OTS and a group of state legislators to assist in a city-state collaboration, but nothing materialized. There have not been any substantive discussions since then.

TriMet, the City of Portland, Oregon’s public transportation provider, established the DD53 Program, which is an intergovernmental agreement between TriMet and State of Oregon’s Department of Human Services. The agreement provides for Title XIX Non-Medical reimbursement for paratransit trips serving designated work sites, which serve developmentally disabled clients. The Federal funds are disbursed on a per-trip rate, and TriMet pays the local match. The trip rate is calculated in accordance with the Federal Medicaid formula: (indirect costs

+ direct costs)/ estimated trips. The amount of revenue may vary depending on billing cycles, or if additional funding is allocated—which would increase the Federal rate. The following exhibit depicts how state and federal funds are leveraged in the Oregon system:

**Exhibit 6**

**TriMet Model (Portland, OR)**

Image showing the Oregon System, TriMet Model.
Net Revenue to TriMet:  $19.20 ($32 - $12.80).
Net Cost to Agency:  $0.00 (State pays for transportation).
Net Cost to State:  $0.00 (TriMet pays State Local Share).
Net Cost to Federal Centers for Medicare and Medicaid Services:  Between $19.20 (60% of cost)

Source: O‘ahu Transit Services

An OTS administrator explained that for 2019, the Federal-State matching share for Oregon is

62.56 percent federal and 37.44 percent state or local. For Hawai`i, the ratio is 53.92 percent federal and 46.08 state or local match. Under the DD53 program, neither the state nor the local operating agency pay anything for transportation. In Oregon, all of the paratransit transportation is provided by local carriers contracted by TriMet.

If properly planned, OTS estimates that the city could receive up to 54 percent of the cost of an agency trip instead of the current situation where the $2 fare accounts for about 5 percent of the trip cost. OTS attempted to discuss the TriMet model with state officials, but was unsuccessful. Implementing a similar program at OTS would require an intergovernmental agreement between the city and state.

The successful TriMet program in Portland, Oregon has the potential to bring added resources into the city’s paratransit operations. However, both city and stat me together to review the program and determine its feasibility for the city.

**NEXT STEPS**

The Honolulu City Council should adopt a resolution requesting the State Department of Human Services and the City’s Department of Transportation to form a working group tasked with evaluating the TriMet model and other opportunities to leverage state and federal funds for paratransit transportation.

# **A Poorly Planned Replacement Phone System Resulted in an Unreliable Paratransit Communications and Risks ADA Violation**

Another issue that is currently impacting the city’s paratransit operation is the inconsistent phone system used to take reservations, record complaints, and communicate with riders. In December 2018, the Department of Information Technology (DIT) migrated the Handi-Van from its legacy telephone system to the city’s Cisco phone system. However, the new system is unreliable, causes long phone wait times, drops calls, and interferes with internal OTS communications. Planning was insufficient for the implementation of the Cisco phone system. As a result, paratransit customers are unable to make timely trip reservations, which is a violation of Title 49, Section 37-131 (b) (1), Americans with Disabilities Act.

According to an OTS administrator, problems with the phone system began immediately in December 2018, when DIT migrated the Handi-Van from its legacy phone system (Avaya) to the city’s Cisco phone system. The system was minimally functional as a phone system, but, more importantly, it did not have the full capability to meet the enhanced communication needs of a paratransit system. Problems include:

* Wait times of 20-45 minutes to reach an operator;
* Reservation lines crash, preventing riders from booking rides altogether;
* OTS cannot receive cancellation notices and advise drivers who may be waiting for a cancelled ride; and
* Riders are unable to leave complaint voice messages and OTS cannot follow-up on complaints they cannot receive

Both OTS and DTS administrators confirm that the ineffective phone system was a result of poor planning by DIT. Instead of utilizing in-house planners, DIT recommended using a subcontractor to assess, configure, and build a communication system to meet OTS’ paratransit needs. Even technology support was provided by the contractor, not DIT or Cisco. DIT subsequently asked Cisco to begin troubleshooting, but Cisco has not yet figured out how to fix the system.

OTS’ phone problems violate ADA regulations. Title 49, Section 27-131 (b) (1), Transportation Services for Individuals with Disabilities (ADA), Service criteria for complementary paratransit: The entity shall make reservation service available during at least all normal business hours of the entity’s administrative offices, as well as during times, comparable to normal business hours, on a day when the entity’s offices are not open before a service day. A paratransit customer has filed a formal complaint with the U.S. Department of Transportation’s Federal Transit Administration.

A DTS administrator explained that about three years ago, OTS approached the department with a funding request of $30,000-$40,000 to upgrade its Avaya telephone system. The Director of the Department of Information Technology intervened and questioned why OTS was paying for a stand-alone communication system. The director decided that OTS could utilize the city’s existing

Cisco phone system, which would provide better service at a lower cost. As a result, OTS switched from Avaya to Cisco.

To date, DIT and Cisco have been unable to fully correct the problem. According to DTS,

OTS could restart the Avaya communication system in a relatively short period of time for approximately $250,000. DIT and Cisco now recommend that OTS revert back to its own, stand- alone phone system. The former Avaya system remains installed and operating at OTS to provide services that DIT was unable to duplicate in the Cisco system. After discussion with the city administration, DTS is now working with city purchasing to upgrade the Avaya system and transition all OTS phones back to Avaya.

**NEXT STEPS**

After nearly a year, OTS still does not have an effective, reliable telephone system to meet paratransit operational needs. DTS should n and restore reliable communication for Handi-Van operations.

**Appendix A**

**Audit Objectives, Scope, and Methodology**

The objectives of the follow-up audit were to:

* Provide a status update on the Department of Transportation Services and O`ahu Transit Services, Inc., in implementing recommendations from the Audit of the City’s Paratransit Services, Report No. 16-02;
* Assess the intergovernmental collaboration to address paratransit issues; and
* Provide a status on Handi-Van telephone system upgrade Report No. 16-02 offered 17 recommendations:

DTS should ensure that OTS:

1. Complies with ADA §37.131(f), Capacity Constraints, by improving subscription management, on-time performance, trips with excessive trip times, and volume of customers travelling to agencies;
2. Complies with ADA §37.131(d), Trip Purpose Restrictions, by lowering the volume of agency customers or amending the practice that prioritizes agency trips over other trips;
3. Develops a plan to reduce the number of no solution found and unscheduled trips;
4. Improves management of subscriptions by establishing formal policies, procedures, application process, and a monitoring program to ensure that subscription levels do not exceed 50 percent in any operating hour (unless there is excess capacity) as required by ADA;
5. Improves use of the Trapeze computer system by putting more of its paratransit operations on real-time and eliminating the reliance on manually amending trip runs;
6. Enforces the ADA minimum ¾-mile service area for Handi- Van operations;
7. Enforces conditional eligibility restrictions. If enforcement is deemed extraneous, DTS should re-evaluate or streamline the eligibility determination process and reduce the contract amount;
8. Track, report, establish a performance benchmark, and develop an action plan to mitigate trips with excessive trip times;
9. Establish a formal Customer Satisfaction/Service Quality Program to include surveying customers or convening focus groups, as appropriate, to obtain direct customer feedback;
10. Continues to expand its taxi-based resources, as appropriate, so that it has a reliable resource to supplement its Handi-Van operation;

11. Monitors and reports to DTS Mobile Data Terminals (MDT) performance until reliability issues are satisfactorily resolved, and seek reimbursements for correcting the manufacturer defects;

DTS should:

1. Establish a comprehensive paratransit plan, inclusive of a fleet management plan, with a five- year time horizon;
2. Reassess the need, scope, or frequency for annual audits of the fixed-route and paratransit system as required by §13-8.7, Revised Ordinances of Honolulu; and, as necessary, request appropriate amendments to the ordinance;
3. Consider establishing a tiered fare structure, through the rulemaking process, that charges more for agency trips, out-of-service area trips, and other premium services not required by the ADA;
4. Improve monitoring and oversight of paratransit operations by ensuring that OTS notifies the department prior to the implementation of any significant program or operational change;

The Honolulu City Council should:

1. Consider amending Revised Ordinances of Honolulu, Section 13-4.5 to increase complementary paratransit system fares and improve the cost recovery ratio; and
2. Consider amending Revised Ordinances of Honolulu, Section 13, Article 8, Transit Management separate fixed-route and paratransit operations from the mandate that the services be provided by a single operator.

# **Background: Audit Recommendations Status Report Fiscal Year 2017**

In May 2018, OCA issued an Audit Recommendations Status Report Fiscal Year 2017, Report No. 18-03. This report found that, as of April 2018, the status of the 17 recommendations made in Report No. 16-02 were:

* 8 were completed
* 2 were resolved
* 5 were in process
* 2 were not started

## **9 Recommended areas for follow-up**

For purposes of this follow-up audit, we focused on 9 of 17 recommendations from Report No. 16-02. They include 7 of the 17 recommendations that were in process or not started, plus 2 recommendations that were previously determined to be complete, but revisited due to their high risk and impact to the agency. DTS should ensure that OTS:

1. Complies with ADA §37.131(f), Capacity Constrains, by improving subscription management, on-time performance, trips with excessive trips times, and volume of customers travelling to agencies.
2. Complies with ADA §37.131(d), Trip Purpose Restrictions, by lowering the volume of agency customers or amending the practice that prioritizes agency trips over other trips.
3. Improves management of subscriptions by establishing formal policies, procedures, application process, and a monitoring program to ensure that subscription levels do not exceed 50 percent in any operating hour (unless there is excess capacity) as required by ADA.
4. Track, report, establish a performance benchmark, and develop an action plan to mitigate trips with excessive trips times.
5. Establishes a formal Customer Satisfaction/Service Quality Program to include surveying customers or convening focus groups, as appropriate, to obtain direct customer feedback.
6. Enforces conditional eligibility restrictions. If enforcement is deemed extraneous, DTS should re-evaluate or streamline the eligibility determination process and reduce the contract amount.
7. Develops a plan to reduce the number of no solution found and unscheduled trips.
8. Improves the use of the Trapeze computer system by putting more of its paratransit operations on real-time and eliminating the reliance on manually amending trip runs.

The Honolulu City Council should

1. Consider amending Section 13, Article 8, ROH, Transit Management Services Contractor, to separate fixed-route and paratransit operations from the mandate that the services be provided by a single operator.

For the nine recommendations included in this follow-up audit, we reviewed the original audit and available supporting documentation, interviewed DTS and OTS staff, and reviewed performance data from FY 2016 – FY 2019. We also reviewed applicable consultant and agency reports related to paratransit operations. We conducted site observations at OTS’ scheduling and reservations center.

For other audit topics, we reviewed applicable documents and reports, and interviewed OTS and DTS staff. We also examined relevant communications between city agencies to assess coordination. Finally, we reviewed applicable consultant and management reports.

We assessed OTS and DTS internal controls to the extent that they related to the audit objectives. During the audit we were not aware of any other investigations, audits, or other work by other agencies that may have impacted our work. In addition, we did not become aware of any possible fraud, waste, or abuse during the course of the audit or relative to the audit objectives.

We provided OTS and DTS with a report draft and discussed preliminary findings in order to identify any concerns or clarifications that may be appropriate to the report.

The audit was conducted from August 2019 to November 2019 in accordance with generally accepted government auditing standards. These standards require that we plan and perform the audit to obtain sufficient and appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

**Appendix B**

**Resolution 19-119**

See Appendix B: Resolution 19-119 (attached)

**Appendix C**

**Management Response**

See Appendix C: Management Response (attached)

1. DTS’ Human Service Transportation Coordination Program provides funding to five human service agencies to transport their clients to and from program and community activities. [↑](#footnote-ref-1)
2. Citizens for a fair ADA Ride (CFADAR) is a volunteer organization that advocates and lobbies for seniors and disabled customers of paratransit transportation on the City of Honolulu’s TheBus or TheHandi-Van [↑](#footnote-ref-2)