

Overview

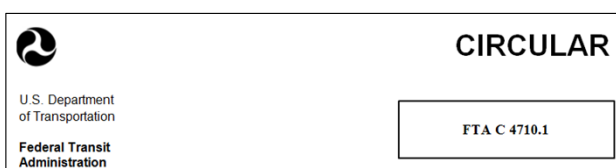
- Background
- Chapter 4 – Vehicle Acquisition and Specifications
- Chapter 5 – Equivalent Facilitation
- Chapter 11 – Other Modes
- Questions



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Circular Background

- Provides one-stop shopping
- Covers 49 CFR 27, 37, 38, 39, and Facility Standards
- Contains no new requirements
- Helps avoid oversight findings



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Circular Organization: 12 Chapters

Chapter	Topic
1	Introduction and Applicability
2	General Requirements
3	Transportation Facilities
4	VEHICLE ACQUISITION AND SPECIFICATIONS
5	EQUIVALENT FACILITATION
6	Fixed Route Service
7	Demand Responsive Service
8	Complementary Paratransit Service
9	ADA Paratransit Eligibility
10	Passenger Vessels
11	OTHER MODES
12	Oversight, Complaints, and Monitoring

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Vehicle Accessibility: General

- New Vehicles: Accessible
 - Exception: Demand-Responsive
- Used Vehicles: Accessible
 - Good-Faith Effort
 - Nationwide Search
- Remanufactured: Accessible
 - Engineering Study
- Rail and Non-Rail Vehicles



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Stand-in-the-Shoes Acquisition Requirements

- If agency uses private contractor to operate service, then it must ensure private contractor complies with ADA
 - Applies to service delivery AND vehicle acquisition
- Applicability to vehicle acquisition
 - Acquired by private entities under terms of contract
 - Acquired “in contemplation of use” for service under contract
- Use of contractor cannot diminish fleet accessibility



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Accessibility Specifications

- “Readily accessible to and usable by individuals with disabilities, including wheelchair users”
- 49 CFR Part 38
 - Subpart B: buses and vans (includes BRT)
 - Subpart C: rapid rail vehicles
 - Subpart D: light rail vehicles (includes streetcars)
 - Subpart E: commuter rail cars



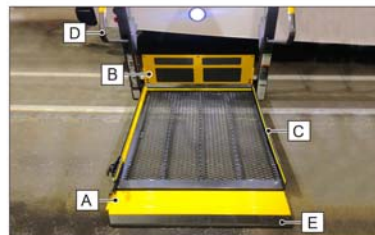
Vehicle Acquisition Checklist

- Optional checklist for buses and vans
 - Circular Attachment 4-I
- Lifts
- Ramps
- Securement area
- General vehicle specifications

FTA C 4710.1 Chapter 4 – Vehicle Acquisition Attachment		Page 4A-1
Attachment 4-1 Optional Vehicle Acquisition Checklist for Buses and Vans		
Name of Public Entity		
Fleet Number Assigned by Public Entity/Contractor (if applicable)		
Type of Vehicle: (check one)		
• Van		
• Bus (22 feet or less in length)		
• Bus (more than 22 feet in length)		
Make/Model		
Year		
Name of Person Reviewing Specifications		
Signature		
Date		

Considerations for Buses and Vans

- Lifts
 - Minimum design load
 - Minimum safety factors
- Ramps
 - Simpler design, maintenance, and operation
 - Can be manually operated if power fails



Lift Specification Elements (See § 38.23(b))

A	Outer barrier
B	Inner barrier
C	Side barrier
D	Hand rail
*	Design load and safety factors
*	Controls and interlocks
*	Emergency backup system
*	Raise and lower speeds (and control in the event of a power failure)
*	Platform dimensions
*	Transition to vehicle floor
*	Maximum platform deflection
E	Transition from ground to platform
*	Boarding direction
*	Boarding direction edge markings

*Not labeled on figure

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Considerations for Buses and Vans

- Securement systems
 - Prevent a passenger's mobility device from moving around inside the vehicle during normal vehicle operation
- Separate seat belt and shoulder harness for use by wheelchair users required
 - Not used in lieu of securement system

Securement and Passenger Restraint System



Specification Elements (See § 38.23(d))

Wheelchair securement system	
• Design loads	
A	• Placement and protection of systems
	• Accommodation of mobility devices
	• Effectiveness of securement
	(Maximum movement of mobility device when secured)
Passenger restraint system	
B	• Seat belt and shoulder harness at each securement area
	• Seat belt and shoulder harness separate from wheelchair securement system

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Considerations for Buses and Vans

- Priority seating signs
 - At least one set of forward-facing seats
 - Does not need to quote § 38.27(a) verbatim



Considerations for Rapid Rail Vehicles

- Doorway-Platform gaps
 - Depends on status of vehicle and station
 - Level boarding: no exception to use lifts, ramps, or bridge plates
- Table 4-2: Allowable gap between station platform and rapid rail vehicle

Vehicle	Station Designation	Horizontal Gap	Vertical Gap
New	New	3 inches (max.)	± 5/8 inch
New	Key or existing	3 inches (max.)	± 1 1/2 inches
Retrofitted ^[1]	New or key	4 inches (max.)	± 2 inches ^[2]

^[1] Retrofitted vehicles are vehicles in service in 1990 that were modified to meet the one-car-per-train rule.

^[2] For retrofitted vehicles, the vertical gap is measured under 50% passenger load.

Considerations for Rapid Rail Vehicles

- Priority seating
 - Does not need to quote § 38.55(a) verbatim



Federal law requires these seats be made available to seniors and persons with disabilities.

- Interior circulation
 - Sufficient to permit at least two wheelchairs or mobility aids to reach clear space areas
 - Clear space area = at least 48" x 30"



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Considerations for Rapid Rail Vehicles

- Between-Car barriers
 - Prevent, deter, or warn passengers from accidentally stepping off the platform into the gaps between cars
- Examples of BCBs
 - Pantograph gates
 - Chains
 - Motion detectors



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Considerations for Light Rail Vehicles

- Doorway-Platform gaps
 - Table 4-3: Allowable gap between platform and light rail vehicle

Vehicle	Station Designation	Horizontal Gap	Vertical Gap
New	New	3 inches (max.)	± 5/8 inch
New	Existing	3 inches (max.)	± 1 1/2 inches
New	Key	3 inches (max.) for at least one door	± 1 1/2 inches
Retrofitted ^[1]	New or key	4 inches (max.)	± 2 inches ^[2]

^[1] Retrofitted vehicles are vehicles in service in 1990 that were modified to meet the one-car-per-train rule.

^[2] For retrofitted vehicles, the vertical gap is measured under 50% passenger load.

- Boarding devices
 - Ramps, bridge plates, mini-high platforms, and car-borne or wayside lifts

Considerations for Light Rail Vehicles

- Between-Car barriers
 - Prevent, deter, or warn passengers from accidentally stepping off the platform into the gaps between cars
- Examples of BCBs
 - Pantograph gates
 - Chains
 - Motion detectors



Considerations for Light Rail Vehicles

- Priority seating
 - Does not need to quote § 38.75(a) verbatim



Federal law requires these seats be made available to seniors and persons with disabilities.

- Interior circulation
 - Sufficient to permit at least two wheelchairs or mobility aids to reach clear space areas
 - Clear space area = at least 48" x 30"



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Considerations for Commuter Rail Vehicles

- Doorway-Platform gaps
 - Table 4-4: Allowable gap between platform & commuter rail cars

Rail Car	Station Designation	Horizontal Gap	Vertical Gap
New	New	3 inches (max.)	± 5/8 inch
New	Existing	3 inches (max.)	± 1 1/2 inches
New	Key	3 inches (max.) for at least one door	± 1 1/2 inches
Retrofitted ^[1]	New or key	4 inches (max.)	± 2 inches ^[2]

^[1] Retrofitted vehicles are vehicles in service in 1990 that were modified to meet the one-car-per-train rule.

^[2] For retrofitted vehicles, the vertical gap is measured under 50% passenger load.

- Boarding devices
 - Ramps, bridge plates, mini-high platforms, and car-borne or wayside lifts

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Considerations for Commuter Rail Vehicles

- Priority seating
 - Does not need to quote § 38.105(a) verbatim



Federal law requires these seats be made available to seniors and persons with disabilities.

- Interior circulation
 - Sufficient to permit at least two wheelchairs or mobility aids to reach clear space areas
 - Clear space area = at least 48" x 30"



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Considerations for Commuter Rail Vehicles

- Between-Car barriers
 - Level boarding where cars do not have between-car bellows
 - Prevent, deter, or warn passengers from accidentally stepping off the platform into the gaps between cars
- Examples of BCBs
 - Pantograph gates
 - Chains
 - Motion detectors

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One-Car-Per-Train Accessibility

- One of the few affirmative requirements of the DOT ADA regulations
- Rail cars have longer service life
 - Need for minimum level of accessibility until replacement of older inaccessible vehicles



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Ensuring ADA Compliance of Vehicles

- Bid packages
- Public input
- Vehicle inspection



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Nontraditional Vehicles

- 49 CFR Part 38, Subpart H
- Accessibility standards for other modes
 - Automated guideway
 - High-speed rail
 - Monorail
 - Tram
- Circular Chapter 11



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Equivalent Facilitation

- Permission to depart from accessibility specifications
- Allows for innovation in accessible design
 - Not a waiver!
 - Equal or greater accessibility
- Requires formal determination by FTA
- Made on case-by-case basis

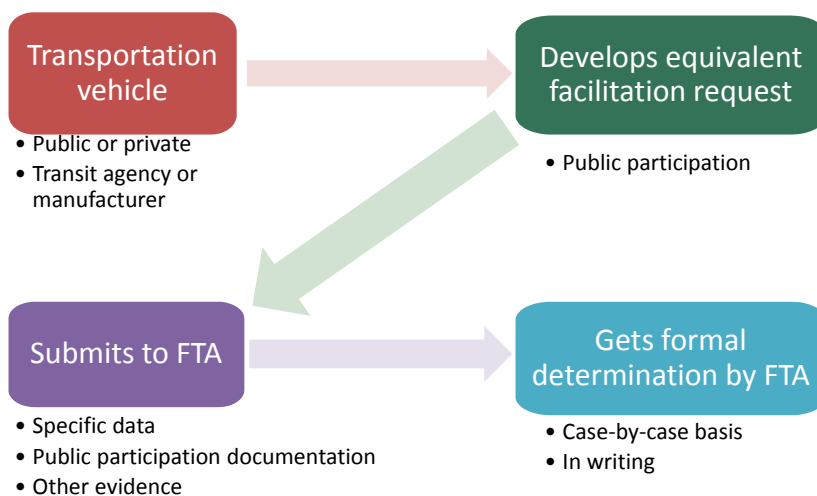


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Equivalent Facilitation for Vehicles



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Suggestions for Equivalent Facilitation Requests



Do

- Provide your actual test results
- Perform the testing with a realistic mockup and with a cross-section of potential passengers with varying types of disabilities and mobility aids
- Perform statistical analysis on a large enough sample
- Provide complete documentation of public participation
- Include all the required information

Don't

- State it is difficult to comply with the regulatory standards; inability to comply is not a basis
- Rely on evidence from another system
- Combine requests for determination of equivalent facilitation for separate issues (e.g., vehicle ramp design and platform design)
- Forget to include all information needed to make the request complete

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New Types of Vehicles & Systems

- 49 CFR Part 38, Subpart H
- New Types of Vehicles, Modes, & Services
 - DOT & Access Board must establish standards
 - 49 CFR § 38.171(c)
 - Case-by-Case
- Contact FTA Office of Civil Rights
- Circular Chapter II



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