
OCTOBER 11, 2011

ATTACHMENT 8
Transit Correspondence

FTA Ponders Task Force's Idea to Write New Guidance on ADA

The FTA is considering developing a circular for compliance with the ADA. The Civil Rights Task Force (CRTF) penned a 20-page report rationalizing the circular stating, that after reviewing all statutory, regulatory, and ADA Compliance policy documents that there is not easy-to-understand document that FTA grantees can readily refer to for guidance. The CRTF concluded that there is a need for a A circular that provides basic information to grantees on the baseline ADA requirements necessary for FTA compliance.

FTA Considers Removal of 'EJ' From Circular Covering Title VI

The FTA is considering separating Environmental Justice (EJ) from Title VI of the Civil Rights Act in guidance to transit agencies on nondiscrimination because of concern that the two concepts are being regarded as interchangeable, even though Title VI carries the authority of an Act of Congress while EJ is based on the differing applicability of an executive order. Title VI bars discrimination in federally funded activities on the basis of race, color, or national origin. EJ addresses the environmental impact of federally funded programs on both minority and low-income populations. In the transportation context, for example, if a transit property proposing to raise fares or cut bus service, it is advised to consider consequences for minorities (per Title VI) and for low-income individuals (per EJ).

Wider Use of Tactile Warnings Proposed for Pedestrian Paths

Expansion in use of detectable warnings (or truncated domes), the bumpy surfaces people with visual impairments feel with their feet or canes, is being envisioned for public paths used by pedestrians. These truncated-dome are becoming increasingly familiar in other places, and federal guideline writers are coming down with a rule spelling out exactly where detectable warnings should be required on pedestrian paths, including: 1) 1. Curb ramps and blended transitions at pedestrian street crossings; 2) Pedestrian refuge islands; 3) Pedestrian at-grade rail crossings not located within a street or highway; 4) Boarding platforms at transit stops for buses and rail vehicles where the edges of the boarding platform are not protected by screens or guards; and 5) Boarding and alighting areas at sidewalk or street level transit stops for rail vehicles where the side of the boarding and alighting areas facing the rail vehicles is not protected by screens or guards.

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