



U.S. Department of
Transportation

Office of the Secretary
of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590

**Review of Department of Transportation
Implementation of Accessibility Requirements,
for Domestic Policy Council, July 25, 1994**

Much has been accomplished toward achieving a barrier-free transportation system, and an environment where travelers with disabilities will be treated without discrimination.

Summary

In mass transit, accessibility improvements are appearing rapidly, in the form of bus lifts and door-to-door paratransit vans. Rail transit systems are upgrading their key stations and buying railcars with accessibility devices.

In intercity rail, one car per train will be accessible by 1995.

On the highway, interstate rest areas and all pedestrian facilities being constructed, renovated and altered with Federal aid are being brought into conformance.

Disabled air travelers can use the air transportation system with much less difficulty. Airports are far more accessible. New aircraft have features such as movable aisle armrests, special wheelchairs to permit easy movement in the cabin, and, in some cases, accessible lavatories.

The Department is developing a proposed regulation to establish accessibility requirements for over-the-road-buses.

Although marine vessels are not mentioned specifically in the ADA, the Department has initiated the research that would enable it to begin rulemaking to require vessels (ranging from ferry boats to cruise ships) and facilities to be accessible.

Highlights

Transit

Buses - Half of the nation's 52,500 transit buses operating in urbanized areas (over 50,000 population) are now lift or ramp-equipped (versus 35 percent prior to ADA). Eventually, all will be fully accessible, as new buses replace old.

Rapid Rail - Most of the 8,100 rapid rail cars in service are accessible to wheelchair users now, although they lack accessibility features for the hearing and visually impaired.

Key Stations - Of the 2679 stations in the Nation's rapid, light, and commuter rail systems, 708 have been identified as key stations, which must be made accessible. DOT has had to grant time extensions for 284 such stations on the basis of extraordinary costs. These extensions are in accordance with the ADA. Requests were denied for 115 others.

While under ADA the extended modifications may take until 2020 in some cities, the majority are expected to be completed by 2000. Some systems are already generally accessible, based on the Federal standards in place as they were built. These include systems in Miami, San Francisco (BART) and Los Angeles.

Paratransit - The ADA requires parallel paratransit service to persons with disabilities who cannot use the fixed route systems. Operators have until January 27, 1997, to comply. Of the 540 transit systems subject to the paratransit requirements, more than 100 report full compliance already and 60 percent indicate that they expect to be in full compliance by 1995. There are substantial problems nonetheless:

- It is still too early in the implementation timetable to determine whether lack of funding for paratransit will prove a major problem in transit agencies, all of which are dependent on existing Federal, state and local funds.
- The operators are concerned about the prospect that human service agencies will abandon the transportation services they have traditionally provided, forcing even more clients onto the overburdened ADA paratransit services.
- Many paratransit systems are encountering problems because they may have to deny service to able-bodied elderly patrons previously served on the basis of age, but who are no longer required to be eligible under ADA guidelines.

Costs - The ADA requires substantial cost for compliance:

- For the FY 95-99 period, annual ADA costs are expected to be \$900 million, or about 4% of all public transit costs.
- Of this, costs for paratransit are estimated to be \$700 million a year, \$600 million of which is attributable to operating costs.
- The estimated cost of compliance with the ADA transportation requirements for the transit industry between 1991 and 2000 is \$7.3 billion.

Intercity Rail

Rail Service - Amtrak's service is becoming accessible, using station-based lifts to accommodate wheelchairs moving from the platform onto the car as well as accessible features within railcars. Amtrak expects to meet the requirement of one accessible car per train by ADA's July 1995 deadline.

Stations - A more difficult problem has been the major alterations needed to bring their stations into conformance with ADA standards. The standards call for full accessibility at all Amtrak stations as soon as possible, but no later than July 2010. Amtrak has identified eight key stations, the cost of modifying which is estimated to be in excess of \$10 million. They have requested extensions on several of them.

Highways

New Facilities - All Interstate highway rest areas have long since been made accessible. Other street and highway-related facilities are covered by the DOJ's ADA Title II regulations. Whenever pedestrian facilities or bus stops and shelters are provided in conjunction with new street or highway construction, curb cuts must be included. When the provision of the curb ramps will be totally completed is uncertain.

Over the Road Buses - The Department is now engaged in rulemaking on over-the-road buses. By statute this rule is to go into effect in 1996 and 1997. This is a very difficult area, because accessibility devices are expensive, and the intercity bus industry is in fragile financial condition. This industry is a critical component of the Nation's transportation system for rural and low income passengers.

Aviation - Major new levels of accessibility had been achieved under the Air Carrier Access Act, before ADA was enacted.

Aircraft - New aircraft delivered after April 1992, depending on size, have to have such features as movable armrests, space for at least one passenger's folding wheelchair and accessible lavatories on twin-aisle aircraft.

Passengers Services - All carriers must now provide disabled passengers with assistance in boarding, deplaning, and making connections. Passengers with battery-powered wheelchairs are routinely accommodated, with few exceptions. Complaints Resolution Officials must be immediately available. Sensitivity training, and training on the proper operation of equipment for travelers with disabilities is required.

Airports - Most airports and all air carrier-operated terminals being built or altered must be made accessible (e.g.,

baggage services, signage, water fountains, bathrooms, ticket counters, and information/telecommunications devices). There must be an accessible path from the front door of the terminal to the boarding gate to all aircraft with 30 or more seats. All Federally assisted airports are generally in compliance.

Commuter Aircraft - When DOT issued its air carrier regulations in 1990, there was no safe, efficient way for passengers using wheelchairs to board and leave small commuter aircraft. A series of external lifts recently developed, however, allowed DOT to publish last September a proposed rule to jointly require commuter air carriers and airport operators to acquire lift devices or other equipment to board passengers with mobility impairments onto such aircraft by 1997.

Information Program

One of the Department's most important areas is outreach to the disabled community. We have a major information program to advise passengers of the opportunities open to them. We provide information and interpretation of our regulations to travelers with disabilities and respond to complaints about non-compliance on a continuing basis. We also provide technical assistance on the special transportation needs and technologies to meet the needs of persons with disabilities to planners, architects, designers, and providers of transportation services.

Internal DOT Activities

Since January 1992, the Department has experienced a steady increase in the number of ADA complaints. To be more responsive, at the Secretary's direction, the Department is consolidating its civil rights functions. Under the consolidation, the Regional Offices located closest to the complainant will process and investigate these complaints.

DOT is conducting a self-evaluation under Section 504 of the Rehabilitation Act to ensure that its own programs and activities are accessible. Approximately 12,000 Departmental facilities are being surveyed to discover barriers to accessibility and eliminate them. All the Department's regulations relating to licensing are being reviewed to ensure that qualified individuals with disabilities are not prevented from careers in transportation.

To commemorate the 4th anniversary of the ADA, on July 26th the Secretary is holding a meeting with leaders of most of the major disability advocacy groups, to discuss progress to date.

THE WHITE HOUSE

WASHINGTON

Carol --

Mike Lux
will be at the
DPC meeting today
to do the briefing
on the ADA event.

He mentioned to me
that he has a
health care meeting
on the Hill, which
he can be late for.

If you can work him
early on the agenda, that
would be appreciated. Stan

Peña > call

- Reorg. civil rights

- Meeting w/ div. grps
tomorrow

- ~~over~~ the road

busses @ signif.

? is coming

up

Riley

FTE's

Printed materials

Reno

- Make sure Fed. govt
comply: taping,
listening devices

Cesneros: Housing → Mentally ill
Substance abuse

July 19, 1994

MEMORANDUM FOR DOMESTIC POLICY COUNCIL

FROM: Carol H. Rasco, Assistant to the President for Domestic Policy

SUBJECT: Meeting Agenda for July 25, 1994

The Domestic Policy Council will meet for its bi-weekly meeting on Monday, July 25 from 5:30 to 6:30 p.m. in the Roosevelt Room. Please remember that due to space limitations, this meeting is for principals only or one designee if you cannot be present yourself. If there is to be a designee, please have the clearance information shared with Rosalyn Miller in my office (456-2249).

AGENDA
Domestic Policy Council
Monday, July 25, 1994
5:30-6:30 p.m.

I. Americans with Disabilities Act

Attorney General Reno
Secretary Pena
Secretary Riley

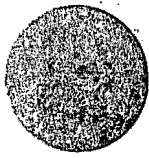
II. Legislative Updates:
Crime Bill
Health Reform

Attorney General Reno
Ira Magaziner

The next meeting will be held on Monday, August 9, 5:30-6:30 P.M. Please remember to call Rosalyn Miller at 456-2249 by the close of business Wednesday, August 3 with suggested agenda items.

cc: Leon Panetta
Mack McLarty
Phil Lader
Harold Ickes
Ricki Seidman
Mark Gearan
Christine Varney
Katie McGinty
DPC Staff

*Confirmed
7/28
a.m.
HAM*



ham

Roy: Should be
faxed 1st thing
Mon. Call
to confirm
receipt.

I need 2 cc's
for DPC mtg in
case we haven't heard.

THE WHITE HOUSE

WASHINGTON

MEMORANDUM FOR ATTORNEY GENERAL RENO
SECRETARY CISNEROS

FROM: Carol H. Rasco

SUBJ: PACT dinner discussion meeting

DATE: July 24, 1994

As we discussed a few weeks ago, my office has been trying to schedule the dinner for the six cabinet officials and myself to discuss the future of the PACT program. So far, it has been difficult to find a date suitable for a majority of the six officials.

In the meantime, I attended the highly beneficial two hour briefing recently held for the staffs of the participating departments. After that meeting I felt it would probably be very helpful if at the dinner we are trying to hold we were to include one lead staff member with each cabinet official. I would like to know if you are agreeable to that possibility. If so, my office is prepared to send out a memo to all six cabinet officials with several dates as options, and we will then try to hold the dinner within the next two to three weeks.

Please have your office call Rosalyn Miller in my office (456-2216) to let us know if you feel this will be appropriate to include the single staff member from each of the six departments. I am consulting the two of you as you first approached me about the dinner discussion.

Thank you.

THE WHITE HOUSE

WASHINGTON

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Thank you.

E X E C U T I V E O F F I C E O F T H E P R E S I D E

19-Jul-1994 12:56pm

TO: (See Below)

FROM: Rosalyn A. Miller
 Economic and Domestic Policy

SUBJECT: DPC Agenda - July 25, 1994

July 19, 1994

MEMORANDUM FOR DOMESTIC POLICY COUNCIL

FROM: Carol H. Rasco, Assistant to the President for
 Domestic Policy

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Monday, July 25, 1994
5:30-6:30 p.m.

- I. Americans with Disabilities Act Attorney General Reno
 Secretary Pena
 Secretary Riley
- II. Legislative Updates:
- | | |
|---------------|-----------------------|
| Crime Bill | Attorney General Reno |
| Health Reform | Ira Magaziner |

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cc: Leon Panetta
Mack McLarty
Phil Lader
Harold Ickes
Ricki Seidman
Mark Gearan
Christine Varney
Katie McGinty
DPC Staff

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TO: Lynn M. Margherio
TO: Michael T. Schmidt
TO: Kathryn J. Way
TO: Paul J. Weinstein, Jr
TO: Stephen C. Warnath
TO: Jennifer L. Klein
TO: Jeremy D. Benami
TO: FAX (9720-5437,Marion Berry)