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FOR

PUBLIC

COMMENT

CALIFORNIA DEPARTMENT OF TRANSPORTATION
AMERICANS WITH DISABILITIES ACT
TRANSITION PLAN

June 2021

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TRANSITION PLAN

JUNE 2021

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For comments/questions, please e-mail: **ADA_TP_Comments@dot.ca.gov**

INTRODUCTION

The California Department of Transportation (Caltrans) mission is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. To support this mission, one of Caltrans top 5 priorities is to improve the modality of its existing infrastructure. This priority is supported by the continued improvement of the current pedestrian infrastructure on the Caltrans public rights-of-way.

This Caltrans Americans with Disabilities (ADA) Transition Plan contributes to the Caltrans mission by assisting with the identification of ADA barriers and provides prioritization criterion to assist Caltrans staff with project scoping and programming. With over 56,000 curb ramps and 4,000 miles of sidewalk, Caltrans has a long term need to make existing facilities within the Caltrans rights-of-way accessible and usable for persons with disabilities as outlined by Title II of the Americans with Disabilities Act of 1990.

Caltrans is committed to bringing its entire infrastructure into compliance with state and federal ADA standards and regulations. The Caltrans ADA Transition Plan is a continually evolving document, will be available on the Caltrans Office of Civil Rights website for comment, and will be updated, as appropriate.

BACKGROUND

Section 504 of the Rehabilitation Act of 1973

Section 504 of the Rehabilitation Act of 1973 was an early US federal civil rights law offering protection for people with disabilities. It prohibits discrimination based on disability in any program or activity receiving federal financial assistance.

The Americans with Disabilities Act of 1990

The Americans with Disabilities Act of 1990 (ADA) [42 U.S.C. § 12101] is a civil rights statute that prohibits, under certain circumstances, disability based discrimination. It further expanded the provisions of Section 504 outside of programs receiving federal financial assistance. There are five separate Titles of the Act:

Title I: Employment

Title II: State and Local Government

Title III: Public Accommodation and Services

Title IV: Telecommunications

Title V: Miscellaneous Provisions

Title II of the ADA pertains to the programs, activities and services that public entities provide. Caltrans programs are covered under Title II as Caltrans is a state government agency and Section 504 as Caltrans also receives federal financial assistance. Title II provides that, "no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity." (28 CFR Part 35)

CALTRANS PROGRAMS – ADA ROLES AND RESPONSIBILITIES

The mission to provide ADA compliance is shared by several programs throughout Caltrans. The ADA Infrastructure Program, in the Office of Civil Rights, is the lead program that coordinates Caltrans overall compliance with Title II of the ADA.

ADA Infrastructure Program (ADA IP)

The ADA IP is the corporate function for Caltrans ADA related services. The ADA IP is responsible for managing Caltrans Title II requirements such as designation of ADA coordinator, establishment of grievance process and development of the Transition Plan. Additionally, the ADA IP is responsible for the statewide management of ADA infrastructure related inventory such as curb ramps and sidewalks.

<https://dot.ca.gov/programs/civil-rights>

Equal Employment Opportunity (EEO) Program

The Equal Opportunity Program and Caltrans EEO officer report directly to the Caltrans Director. The EEO program provides technical assistance regarding internal ADA and disability concerns. The EEO Program is also responsible for the administration of the ADA liaison program, which serves employees, managers, and supervisors regarding internal accessibility and disability-related concerns.

Administration Program

The Administration Program houses the Division of Business Operations, which is responsible for ADA compliance in Caltrans owned facilities.

Division of Business Operations

The Office of Statewide Office Facilities Management is responsible for ADA compliance in Caltrans owned office facilities. In 2019, a comprehensive assessment of office facilities for ADA compliance was completed. This document is available upon request from the ADA IP.

Information Technology (IT)

Caltrans IT ensures the Caltrans websites and their contents are accessible to all employees and members of the public. IT is responsible to monitor and facilitate the Caltrans websites to assure ADA compliance is met. Additionally, IT provides technical assistance in complex elements as it pertains to ADA compliance for websites, applications, and documents.

Project Delivery

Project Delivery's role is to facilitate the delivery of capital projects on the State Highway system. Project Delivery, consists of the Divisions of Design, Construction, Engineering Services, Environmental Analysis, Project Management and Right of Way and Land Surveys.

The specific roles related to ADA within Project Delivery are as follows:

Division of Design

The Division of Design is responsible for Design Information Bulletin 82, "*Pedestrian Accessibility Guidelines for Highway Projects*." This document is used as guidance for Caltrans designers regarding ADA features on highway projects. The guidance contains elements from the California Building Code, the 2010 ADA Standards and the US Access Board "*Public Rights of Way Accessibility Guidelines (PROWAG)*." DIB 82 was reviewed and accepted by the California Division of the Federal Highway Administration (FHWA) to be in compliance with the ADA and Section 504 as an accessibility design guide for the California State Highway System.

The latest version of the DIB is located at the following link:

<https://dot.ca.gov/programs/design/design-information-bulletins-dibs>

The Division of Design also provides on-going training on DIB 82 to design engineers.

Division of Right of Way and Land Surveys

The Division of Right of Way and Land Surveys developed Survey Information Bulletin 18-01, "*Americans with Disabilities Act (ADA) Surveys: Guidelines for Engineering and Construction Surveys of ADA Facilities*." The document was released in March 2018 to ensure surveyors provided detailed existing land survey conditions for design engineers to assist in the successful design of ADA compliant curb ramps and pathways. The document is located at the following link:

<https://dot.ca.gov/-/media/dot-media/programs/right-of-way/documents/ls-manual/ada-sib-18-01-attachment-a11y.pdf>

Division of Construction

The Division of Construction has developed several procedures and forms to assist the construction field staff with the inspection of pedestrian facilities. The documents include: temporary pedestrian access route (TPAR) guide and training, a permanent

pedestrian facility inspection handbook and related forms. All documents are found at the following locations:

<https://dot.ca.gov/programs/construction/training>

<https://dot.ca.gov/-/media/dot-media/programs/construction/documents/contract-administration/temporary-pedestrian-facilities-handbook-all.pdf>

<https://dot.ca.gov/programs/construction/forms>

Caltrans project compliance certification forms (CEM 5773-5773SW) were created to assist Construction field personnel and Resident Engineers with the thorough inspection of pedestrian facilities. The Resident Engineer and Project Engineer also certify that pedestrian pathways are designed and built in compliance with DIB 82.

The forms are found at the following link:

<https://dot.ca.gov/programs/construction/forms>

Division of Project Management

Project Management facilitates the efficient delivery of projects by developing processes and tools to enhance transparency and accountability. Changes in scope to ADA related projects require vetting through a project change request process that is managed and tracked by the Division of Project Management.

Caltrans Office of ADA Project Delivery

In 2019, the Caltrans ADA Project Delivery Office was formed to provide additional technical resources to Caltrans district staff to assist with the delivery of ADA projects. The ADA Project Delivery Office provides assistance and training to engineers with ADA elements from the project initiation phase through the end of project construction.

Some of the services that the ADA Project Delivery Office provides are:

Training

Provides training to the project team with best practices and lessons learned on the common issues that arise during project initiation, project development and construction phases due to improperly scoped and designed ADA projects.

Technical Assistance

Provide assistance from project initiation through the end of construction to aid in the development of ADA scope, design and construction. The ADA Project Delivery

Office provides technical assistance for engineers regarding ADA standards and provide assistance with ADA compliant design for difficult scenarios.

Review

Reviews of any ADA related documents, such as: project initiation reports, project reports, project change requests, project plans, and construction inspection checklists.

Maintenance and Operations

Division of Traffic Operations

The Division of Traffic Operations is responsible for policy related to accessible pedestrian signals. Within the Districts, Traffic Operations staff are responsible for the investigation of ADA related grievances. Traffic Operations staff work with District design and construction staff to ensure that grievances are addressed in a timely manner.

Encroachment Permits Office is also under the Division of Traffic Operations. Encroachment permits are required when an entity outside of Caltrans performs work on the state right of way. A condition of final project approval is compliance with ADA standards. The permittee is required to fill out a certification form prior to the project closure. The encroachment permit forms and applications are located at the following website:

<https://dot.ca.gov/programs/traffic-operations/ep/applicationsCaltrans>

Division of Maintenance

The Division of Maintenance preserves and maintains the California state highway system. The field maintenance offices assist with the repair of minor ADA related grievances, such as sidewalk repair or clearing of overgrown landscape that impedes an accessible path.

Planning and Modal Program

Division of Local Assistance

The Office of Guidance and Oversight ensures local agencies follow Title II of the ADA. Compliance is monitored by desk audits and local agency program audits. When ADA IP receives an ADA related grievance under a local jurisdiction, the local agency is contacted, and a copy of the grievance is sent to the Division of Local Assistance.

CALTRANS ADA TRANSITION PLAN

Transition Plan Need and Purpose

The U.S. Department of Justice's (DOJ) regulations declare that state and local governments must perform a self-evaluation of their services, programs, practices and identify barriers that may limit accessibility for people with disabilities, and develop a Transition Plan describing how they will address identified barriers.

Title 28 Code of Federal Regulations Part 35.150(d) outlines the Transition Plan requirements. If the public entity has responsibility or authority over streets, roads, or walkways, the Transition Plan shall also include a schedule for providing curb ramps and adjacent walkways on the public right of way.

In 1992, Caltrans developed a Transition Plan with public notice published in the Los Angeles Times, the Sacramento Bee and the San Francisco Chronicle. There have been several updates to the Transition Plan over the years. In 2010, an updated self-evaluation of Caltrans programs and public rights-of-way was initiated. In 2017 and 2018, Caltrans evaluated its main office facilities for ADA compliance. Caltrans continues to update its ADA related inventory on an on-going basis through its Asset Management program.

The Final Transition Plan Document will be posted on the following website:

<https://preview-dot.dot.ca.gov/programs/civil-rights/ada-transition-plan>

Transition Plan Minimum Requirements (28 CFR § 35.150[d])

An agency's Transition Plan shall, at a minimum, include the following:

Public Participation: Provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the transition plan by submitting comments.

Identification of Access Barriers: Identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities.

Methods to Make Facilities Accessible: Describe in detail the methods that will be used to make the facilities accessible.

Schedule: Specify the schedule for taking the steps necessary to achieve compliance with this section and, if the duration of the Transition Plan is longer than one year, identify steps that will be taken during each year of the transition period.

Identification of Responsible Official: Indicate the official responsible for implementation of the plan.

Public Participation

Caltrans Disability Advisory Committee (CT DAC)

Caltrans has an internal Disability Advisory Committee (CT DAC) composed of Caltrans employees. The CT DAC addresses ADA issues related to employees within the Department. A draft copy of the Transition Plan document will be distributed to the CT DAC.

Outreach Efforts

A draft copy of the Transition Plan will be posted on the Office of Civil Rights website. An e-mail address will be provided for public comments with supplemental survey questions on the draft document. The public will have a 60-day comment period on the draft document. The public will be able to submit comments through an e-mail box that is monitored by Caltrans ADA IP staff. It is planned to update the Transition Plan every three years considering any subsequent comments.

Office of Civil Rights will share the link to the draft Transition Plan with Division of Local Assistance to distribute to their local agency contacts. Office of Civil Rights will also work with Office of Public Affairs for additional distribution. The following e-mail will be used to collect public comments and will be available on the Office of Civil Rights webpage: **ADA_TP_Comments@dot.ca.gov**

Outreach to Persons with Visual Impairments

A draft copy of the Transition Plan will be provided to the California Council of the Blind for distribution to their 40 local chapters and statewide special interest associations.

Identification of Access Barriers

Barriers on Caltrans Public Rights of Way

Caltrans manages more than 50,000 miles of roadways on the State Highway System (SHS), that includes 56,000 curb ramps and more than 4,000 miles of public sidewalks.

Caltrans created the ADA Pedestrian Infrastructure Program (ADA IP) in July 2010. The main purpose the the ADA IP is to ensure Caltrans is in compliance with Title II of the

ADA. The management of the pedestrian related assets is also the responsibility of the ADA IP.

Between 2009 and 2012, consultants were utilized to perform initial field surveys of pedestrian related assets within Caltrans right-of-way. These initial surveys identified approximately 208,000 non-compliant elements/barriers within pedestrian facilities statewide. These elements include sidewalks, pedestrian pathways, curb ramps, pedestrian-activated traffic control devices, park-and-ride lots, and safety roadside rest areas.

Asset Management Role in ADA barrier identification

In 2017, Caltrans moved towards Asset Management and developed a Transportation Asset Management Plan (TAMP). The TAMP is found at the following website:

<https://dot.ca.gov/-/media/dot-media/programs/asset-management/documents/20190726-am-finalcaliforniatamp-a11y.pdf>

With the implementation of Asset Management, the inventory collected between 2009 and 2012 was re-evaluated for accuracy. It was determined that the initial inventory of non-compliant elements were not all substantiated ADA deficiencies.

Additionally, some of the non-compliant elements were corrected since the initial inventory by completed construction projects. The ADA IP is in the process of updating and revising the initial inventory. Currently, there is approximately 56,000 identified curb ramps on Caltrans right of way. This number includes compliant and non-compliant curb ramps.

The curb ramps locations are assigned latitude and longitude coordinates for eventual uploading onto a GIS platform. Upon completion of the curb ramp data verification, ADA IP will proceed with re-examining the sidewalk data and updating as needed. As these updates occur, the Transition Plan data will be updated accordingly.

Caltrans-Owned Buildings

Caltrans owns buildings across the state. The Division of Business Operations (DBO), Statewide Office Buildings Management Branch (SOBMB), is responsible for managing Caltrans owned buildings. In 2017, a consultant was hired to assess the facilities for ADA compliance. DBO is currently working with the consultant to develop ADA priorities for facility updates. During FY 19/20, DBO was able to acquire access to DACTrak, an electronic system that allows the ADA data to be viewed sorted and updated electronically. DBO plans to address ADA priorities through its annual deferred maintenance process.

Access Barriers Identified through the Caltrans ADA Grievance System

The ADA IP has a link located on the Caltrans Office of Civil Rights webpage for the public to use to report ADA access barriers.

<https://adapt.dot.ca.gov/grievance/newRequest>

These requests are monitored and initially processed through the ADA Program Tracking (ADAPT) system. Intake is handled by the ADA IP, then forwarded to the Districts for action and resolution. If the barrier is new, the barriers identified through the grievance system is added to the inventory maintained by ADA IP. To date, close to 900 access barrier locations were reported within Caltrans' right of way through the ADA grievance system. A summary of the Caltrans ADA grievance system is in Appendix A.

Methods to Make Facilities Accessible

Caltrans provides ADA accessibility related improvements through various methods: Capital projects funded by the State Highway Operation and Protection Program (SHOPP) and State Transportation Improvement Program (STIP); maintenance work, and projects constructed via permit by local agencies or private developers.

Projects include treatment strategies that correct ADA deficiencies such as missing curb ramps, steep grades on curb ramps and sidewalks, narrow pedestrian pathways, and inaccessible pedestrian push buttons. The scope of accessibility improvements includes installing curb ramps or regrading curb ramps and sidewalks; installing detectable warning surfaces; widening pedestrian pathways; removing obstructions; and installing and upgrading accessible pedestrian signals.

Capital Projects

Most access barriers are removed through the development of capital projects. All projects require a project initiation document (PID) identifying the project's scope, performance, estimated capital and support costs, and delivery schedule. Approved PIDs are then programmed in the year that Caltrans estimates the projects will be delivered.

A capital project can take anywhere from 2 to 8 years to complete project scoping, programming of the funding commitment, environmental review, right-of-way acquisition, design, and construction. The California Transportation Commission (CTC) approval is required at each phase of the Caltrans project delivery process.

Once a project receives CTC approval, the project is tracked in the Project Book.

The 10-Year Project Book is available at:

https://dot.ca.gov/-/media/dot-media/programs/asset-management/documents/2020_q3_10-yr-project-book_combined-all.pdf

More detailed Information on Caltrans project development is available at:

<https://dot.ca.gov/programs/asset-management/caltrans-project-portal>

Stand-alone ADA Access Improvement Projects in the SHOPP

ADA pedestrian infrastructure assets are addressed in new construction projects; however, Caltrans has additional requirements to implement stand-alone ADA access improvements projects as part of the settlement agreement of a 2006 lawsuit, *Californians for Disability Rights, Inc. v. California Department of Transportation* (2010), Case No.: C 03 5125. The stand-alone ADA access improvement projects are programmed in the State Highway Operation and Protection Program (SHOPP) four-year cycle.

The projects listed in the four-year SHOPP reflects the needs identified in the Caltrans State Highway System Management Plan (SHSMP) and TAMP.

The Caltrans State Highway System Management Plan (SHSMP) quantifies the rehabilitation and reconstruction needs on the state highway system for a ten-year period. Under the SHSMP "Sustainability" goal, there is a specific objective for ADA Pedestrian Infrastructure that covers ADA related improvements.

The 2019 SHSMP Is available at:

<https://dot.ca.gov/-/media/dot-media/programs/asset-management/documents/f0019647-shsmp-all.pdf>

Maintenance Work

The SHSMP also includes a five-year maintenance investment plan that addresses the maintenance needs of the state highway system. Access barriers are addressed through maintenance projects and by field maintenance crews. Field maintenance crews may be used to address simple access barriers reported in the grievance process to reduce the need to go through the Capital project process.

The work by field maintenance crews includes painting pavement marking, sign installation or relocation, and adjusting pedestrian push buttons height. This work may also include removing abrupt transitions or filling in sidewalk gaps. Other maintenance work includes the removal of protruding vegetation that restricts the clear width of the pedestrian access route and clearing debris from the base of a curb ramp.

Caltrans Freeway Maintenance Agreements with Local Agencies

Caltrans has Freeway Maintenance Agreements with local agencies delegating the maintenance of facilities, including pedestrian facilities, on Caltrans right-of-way within the jurisdiction of the local agency. These locations are the responsibility of Caltrans, but routine maintenance work is performed by the local agency. Often these freeway maintenance agreements are used at freeway interchanges, where the “above deck” pedestrian facilities are maintained by the local agency and the “below deck” facilities are maintained by Caltrans forces. These agreements are done early in the project phase and maintenance obligations are defined early.

More information on Caltrans freeway maintenance agreements is located at:

<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lapm/ch18.pdf>

Encroachment Permit Projects

Caltrans requires permittees working on the state right of way to upgrade impacted ADA facilities to current ADA standards. The permittee is required to submit a signed “Certification of Compliance with ADA”, Form TR-0405, certifying that the completed construction meets current ADA standards.

This form is located at the following link:

<https://forms.dot.ca.gov/v2Forms/servlet/FormRenderer?frmid=TR0405>

Schedule

ADA Pedestrian Facilities Constructed since July 2010

From July 2010 to June 2020, Caltrans has updated 8,835 curb ramps, 657,390 linear feet (124 miles) of sidewalk, 6,681 accessible pedestrian signals, and 31 park and ride lots.

Following charts show the annual installation of curb ramps, sidewalks and accessible pedestrian signals (APS).

Figure 1

Total Curb Ramps Delivered

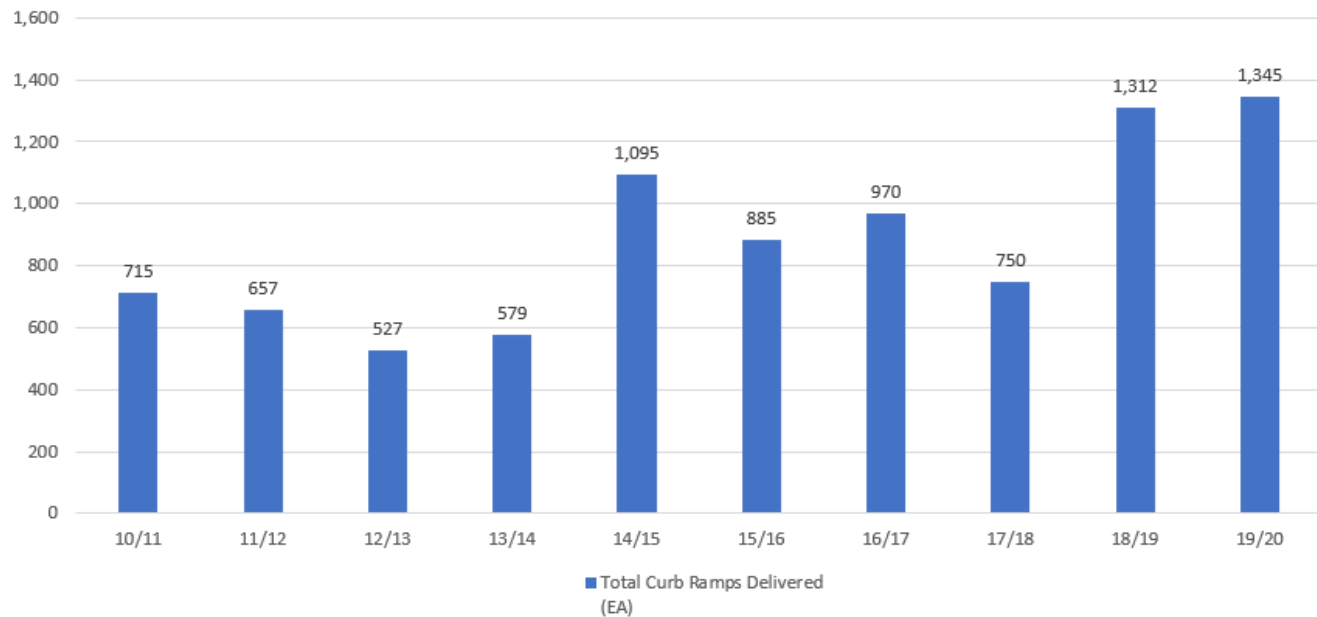


Figure 2

Total Sidewalk Delivered

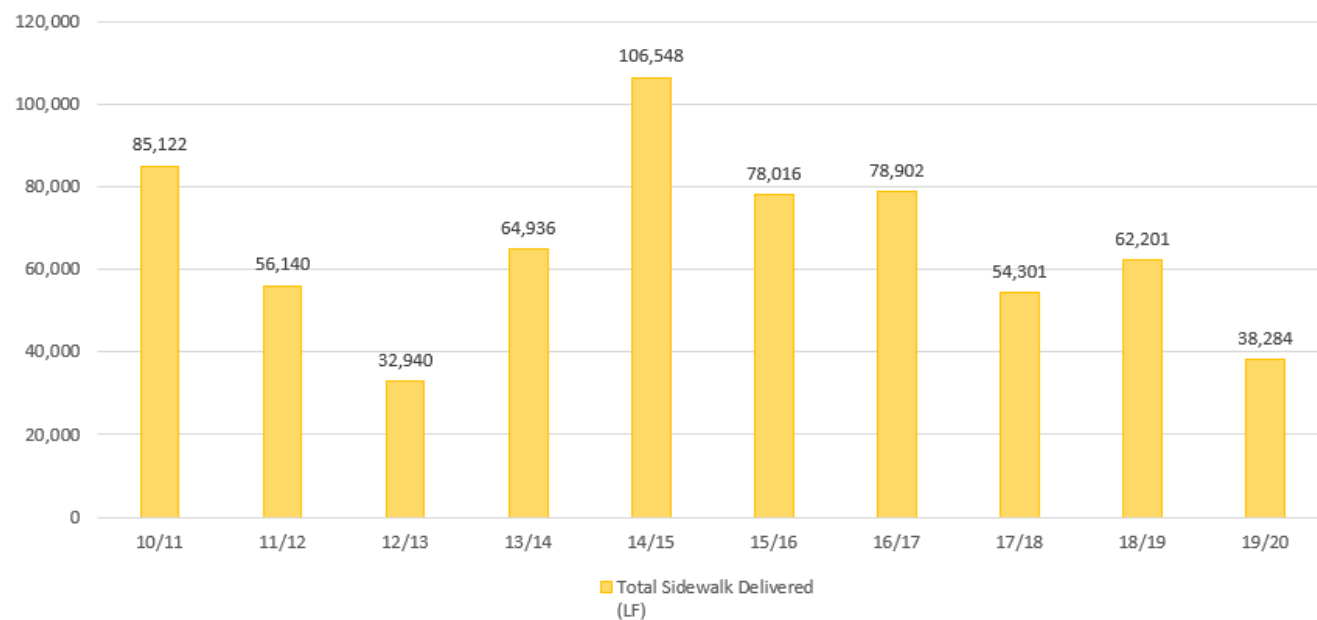
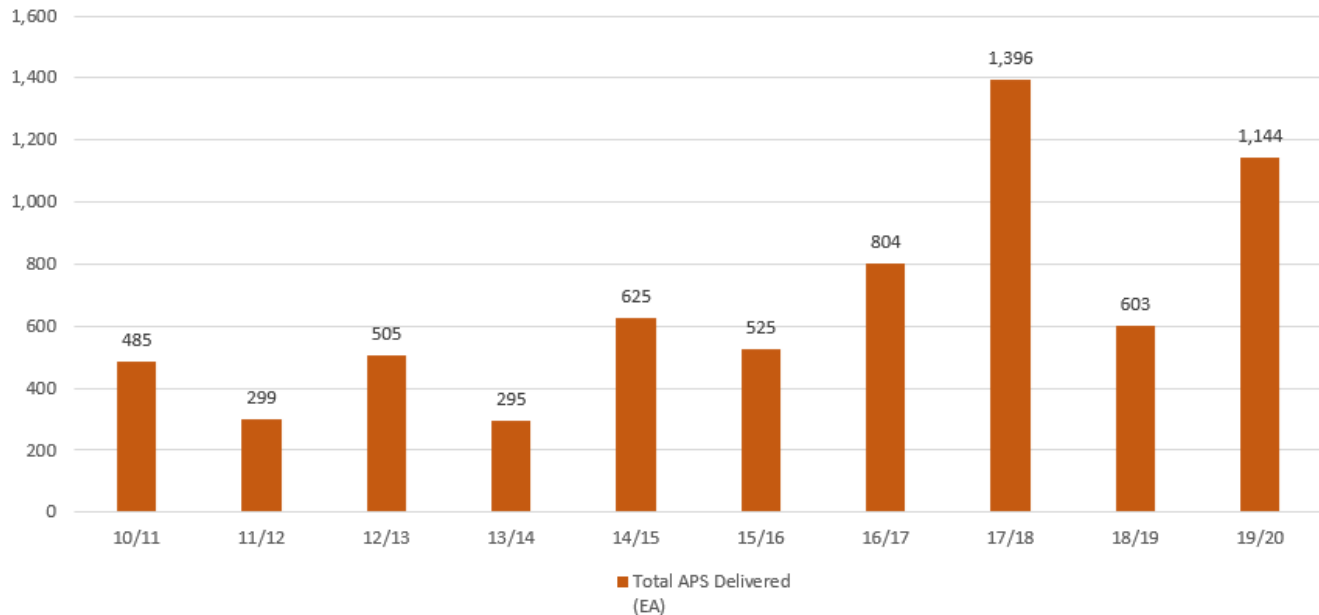


Figure 3

Total APS Delivered



Planned Barrier Removal Projects using Asset Management

In conjunction with the TAMP, Assembly Bill 515 requires the submission of the draft State Highway System Management Plan (SHSMP) to the California Transportation Commission (CTC) by February 15th and the final SHSMP to the Governor and Legislature by June 1st of odd years.

The SHSMP presents a performance-driven and integrated management plan for the State Highway System (SHS) in California. SHS needs, investments, and resulting performance projects for the 10-year period spanning July 2019 to June 2029 are presented in the SHSMP. The SHSMP is organized to align with the California Department of Transportation Strategic Management Plan.

The SHSMP integrates the maintenance, rehabilitation, and operation of the SHS into a single management plan which implements several state and federal asset management requirements with new resources from California Senate Bill 1 (SB 1). The SHSMP operationalizes the California Transportation Asset Management Plan (TAMP) by utilizing the CTC-adopted asset classes, performance measures, and performance targets as defined in California Senate Bill 486.

The SHSMP utilizes objective analysis to focus investments on measured condition and performance objectives. The historic asset-based funding approach has been

replaced by a performance-driven methodology that provides greater local flexibility to achieve multiple objectives within a single project.

The 2019 SHSMP builds on the performance driven framework introduced in 2017 and strengthens integration with the TAMP. With the updates to the SHSMP and project book, the schedule of project delivery will be adjusted at every capital improvement cycle.

Priority of Barrier Removal

The ADA IP works with the Districts to elevate the priority of barrier removal requests received in the ADAPT system.

ADA IP then recommends the District address access barrier removal in accordance with the following priorities, which follow the guidelines in Title II and are documented as follows:

1. Title II facilities
2. Transportation methods
3. Public accommodations
4. Business districts
5. Residential Areas

During the initial inventory, access barriers were assigned a severity value of low, medium, or high in accordance with the magnitude that the access barrier exceeds standards. The severity dictates the priority of the repair.

During the Project Initiation Document (PID) phase, consideration will be given to the severity of access barriers in a given corridor or location. As appropriate, project scope may be expanded to address barriers nearby, which may be barriers identified to be of a different priority.

Identification of Responsible Official

The official responsible for the implementation of this Transition Plan is:

David DeLuz, Deputy Director
California Department of Transportation
Office of Civil Rights
1823 14th Street, MS 48
Sacramento, CA 95811

APPENDIX A – CALTRANS GRIEVANCE PROCESS

Caltrans has a process for the public to report ADA access barriers on Caltrans right of way.

Access barriers may be reported by the following methods:

Online ADA Grievance Form: <https://adapt.dot.ca.gov/grievance/newRequest>

Phone: 866-810-6346

Email: ada.compliance.office@dot.ca.gov

Mail: California Department of Transportation
Attn: ADA Infrastructure Program, MS 48
1823 14th Street
Sacramento, CA 95811

APPENDIX B – TRANSITION PLAN INVENTORY DATA

Below is a sample of the transition plan curb ramp inventory data. The complete curb ramp inventory is available by request from the ADA IP.

ADA Curb Ramp Summary for SAC-99

[Complete ADA Curb Ramp Database](#) | [Current ADA Highway Design Guidelines \(June 2018\)](#) | [1991 Design Standards](#) | [2010 Design Standards](#) | [PERMANENT PEDESTRIAN FACILITIES ADA COMPLIANCE HANDBOOK](#)

Record Count: **Compliant = 0** **Planned = 0** **Verify = 0** **Deleted = 0** **Non-Compliant = 217**

 [Save to Excel](#)

Post Mile	Barrier ID	Asset Type	Cross Street	Location	Issues	Project	Phase	Street View	Grievance Case	Safe Harbor Verify?	Deleted?	RW Acq	Utility Impact	Latitude	Longitude	Remarks
0.772	1400	Curb Ramp	Boessow Rd	se corner	Width									38.25474	-121.292535	
0.772	1422	Curb Ramp	Boessow Rd	se corner	Width									38.254809	-121.292425	
0.776	1416	Curb Ramp	Boessow Rd	se corner	Width									38.253844	-121.294063	
0.776	1421	Curb Ramp	Boessow Rd	sw corner	Width									38.253745	-121.294236	
0.778	1388	Curb Ramp	Boessow Rd	sw corner	Width									38.254685	-121.292778	
0.778	1425	Curb Ramp	Boessow Rd	sw corner	Width									38.253749	-121.294287	
0.791	1407	Curb Ramp	Boessow Rd	ne corner	Width									38.255114	-121.292473	
0.793	1423	Curb Ramp	Boessow Rd	ne corner	Width									38.255121	-121.292521	
0.797	1415	Curb Ramp	Boessow Rd	nw corner	Width									38.255077	-121.292721	
0.8	1427	Curb Ramp	Boessow Rd	nw corner	Width									38.254027	-121.29447	
0.801	1393	Curb Ramp	Boessow Rd	nw corner	Protruding Object, Width									38.254074	-121.29443	
0.802	1396	Curb Ramp	Boessow Rd	ne corner	Width, Vehicular Way									38.254183	-121.294275	
0.849	1387	Curb Ramp	Boessow Rd	se corner	Width									38.255872	-121.292955	
0.852	1391	Curb Ramp	Boessow Rd	sw corner	Width									38.255793	-121.293139	
0.852	1426	Curb Ramp	Boessow Rd	se corner	Width									38.255919	-121.292944	
0.861	1418	Curb Ramp	Boessow Rd	se corner a st at 99s offramp	Width, Protruding Object									38.254982	-121.294707	
0.862	1409	Curb Ramp	Boessow Rd	sw corner a st at 99s offramp	Width									38.254912	-121.294843	
0.866	1395	Curb Ramp	Boessow Rd	a st at 99s offramp	Width									38.254942	-121.294916	

APPENDIX C – LINKS TO CALTRANS ADA POLICIES AND FORMS

Office of Civil Rights

<https://dot.ca.gov/programs/civil-rights>

ADA Infrastructure Program

<https://dot.ca.gov/programs/civil-rights/ada-infrastructure-program>

Design Information Bulletin (DIB) 82-06

<https://dot.ca.gov/programs/design/design-information-bulletins-dibs>

Survey Information Bulletin 18-01, “Americans with Disabilities Act (ADA) Surveys

<https://dot.ca.gov/-/media/dot-media/programs/right-of-way/documents/lsm-manual/ada-sib-18-01-attachment-a11y.pdf>

Division of Construction training and procedures

<https://dot.ca.gov/programs/construction/training>

<https://dot.ca.gov/-/media/dot-media/programs/construction/documents/contract-administration/temporary-pedestrian-facilities-handbook-a11y.pdf>

Construction ADA Compliance Certification forms (CEM 5773-5773SW)

<https://dot.ca.gov/programs/construction/forms>

Caltrans ADA Transition Plan

<https://preview-dot.dot.ca.gov/programs/civil-rights/ada-transition-plan>

Transportation Asset Management Plan (TAMP)

<https://dot.ca.gov/-/media/dot-media/programs/asset-management/documents/20190726-am-finalcaliforniatamp-a11y.pdf>

ADA Program Tracking (ADAPT) system

<https://dot.ca.gov/programs/civil-rights/ada-grievance>

<https://adapt.dot.ca.gov/grievance/newRequest>

ada.compliance.office@dot.ca.gov

10 Year Project Book

https://dot.ca.gov/-/media/dot-media/programs/asset-management/documents/_2020_q3_10-yr-project-book_combined-a11y.pdf

Caltrans Project Portal

<https://dot.ca.gov/programs/asset-management/caltrans-project-portal>

2019 SHSMP

<https://dot.ca.gov/-/media/dot-media/programs/asset-management/documents/f0019647-shsmp-a11y.pdf>

Caltrans Freeway Maintenance Agreements

<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lapm/ch18.pdf>

Certification of Compliance with ADA, Form TR-0405

<https://forms.dot.ca.gov/v2Forms/servlet/FormRenderer?frmId=TR0405>

Installation of Accessible Pedestrian Signals Memorandum

<https://dot.ca.gov/-/media/dot-media/programs/traffic-operations/documents/memos-letters/f0018439-12-01-clarification-memo-09-18-14-a11y.pdf>

APPENDIX D – SUMMARY OF PUBLIC COMMENTS

APPENDIX E – SETTLEMENT AGREEMENT

In August 2006, a class action lawsuit was filed against the California Department of Transportation (Caltrans), claiming violations of both Federal and State laws, principally concerning statutory provisions contained in the Americans With Disabilities Act (ADA). In June 2010, a lawsuit settlement agreement (Californians for Disability Rights, Inc. v. California Department of Transportation (2010), Case No.: C 03 5125) was entered by all parties.

This settlement agreement requires that a total of \$1.1 billion be spent over a 30-year period beginning in FY 2010/11, with annual spending increasing from \$25 million the first five FYs to \$45 million the last five FYs. Stand-alone ADA access improvement projects are programmed in the State Highway Operation and Protection Program (SHOPP) four-year cycle. SHOPP projects include treatment strategies that correct ADA-related deficiencies with curb ramps, sidewalks, driveways, and other pedestrian infrastructure.

Following graphs show the annual expenditures and completed curb ramps, sidewalks and APS up to FY 19/20.

Figure E-1, Annual Expenditure and Commitment Comparison

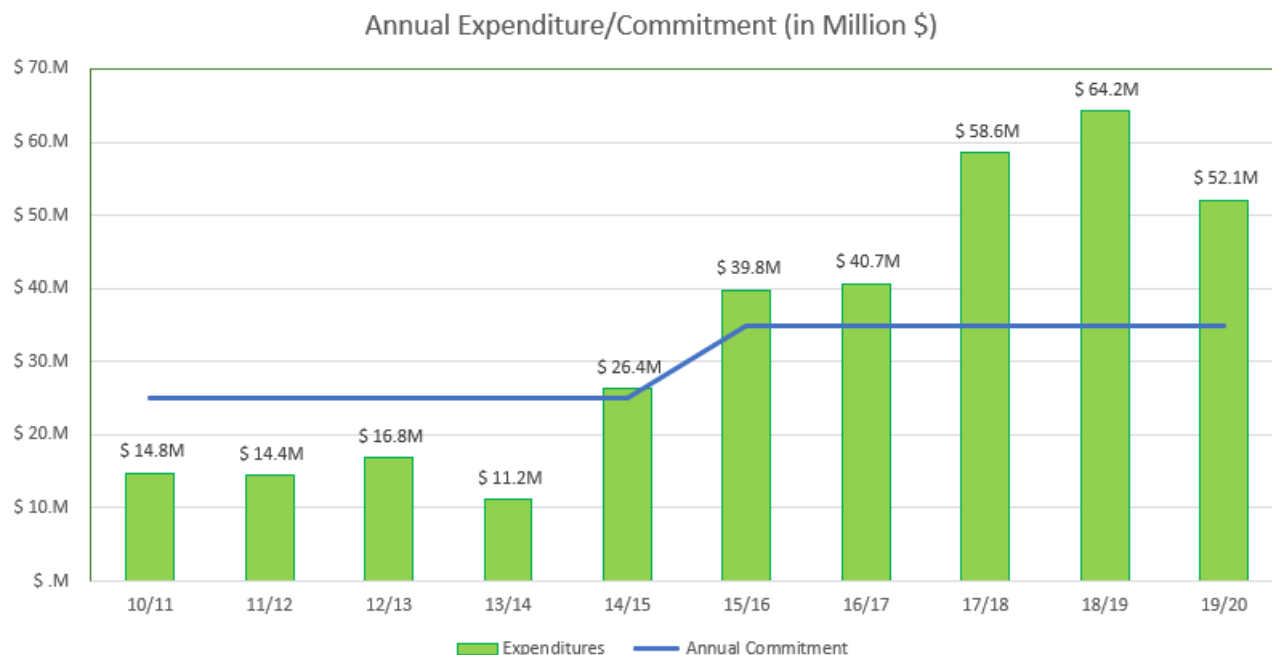


Figure E-2, Completed Curb Ramps

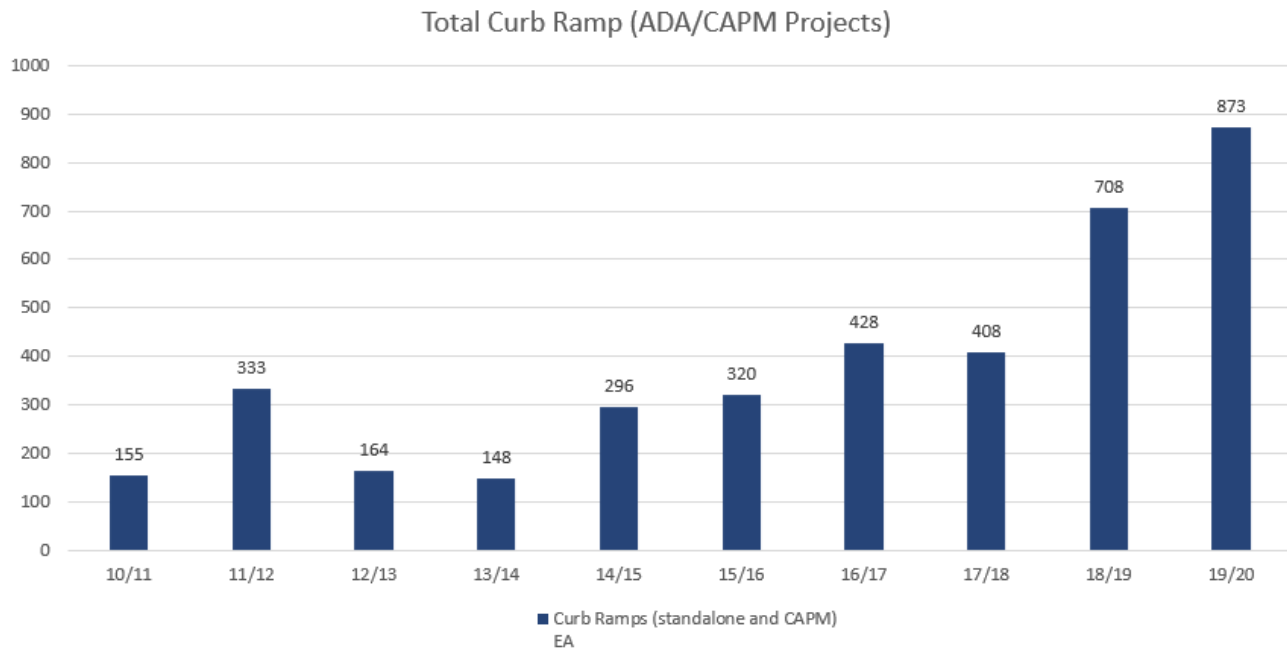


Figure E-3, Completed Sidewalks

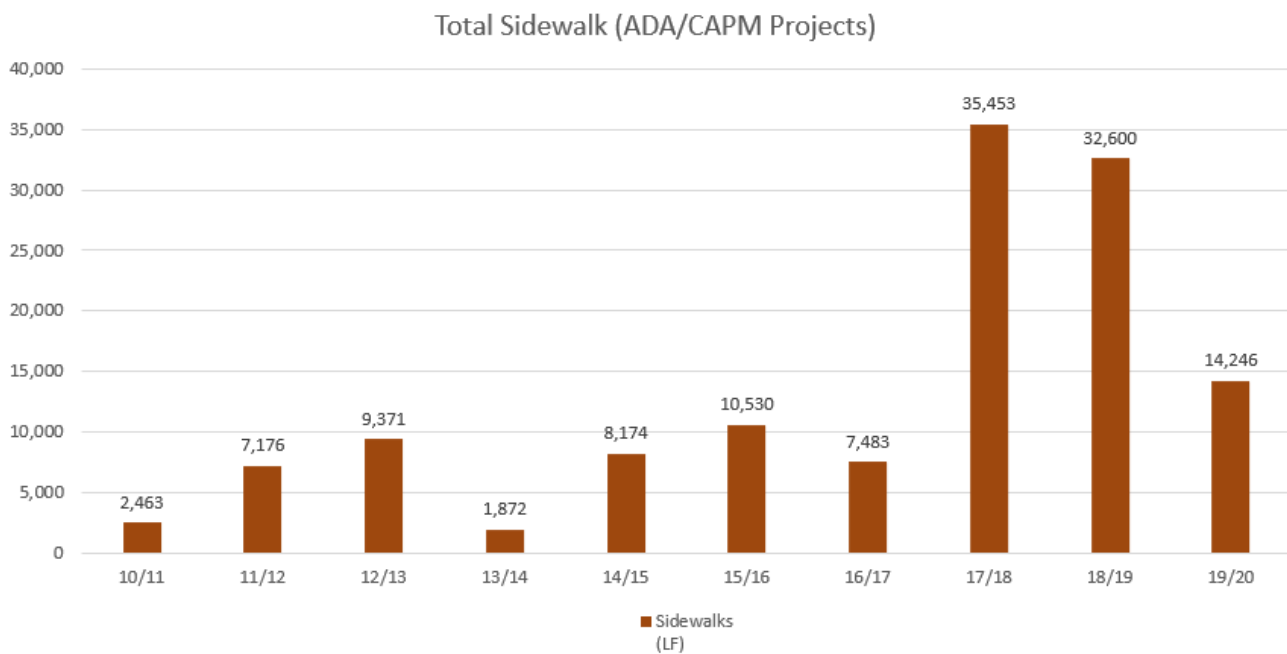


Figure E-4

