

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
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April 9, 2014

The Honorable Mark Leno
Chair, Joint Legislative Budget Committee
California State Senate
1020 N Street, Room 553
Sacramento, CA 95814

Dear Senator Leno:

I am pleased to submit the enclosed annual report, "Americans With Disabilities Act Compliance Report For Fiscal Year 2012/13," as required by Item 2660-001-0042 of the Legislative Analyst's Office February 2011 "Supplemental Report of the 2010-11 Budget Package." The provision states, in part:

Americans With Disabilities Act (ADA) Compliance. The California Department of Transportation (Caltrans) shall report annually for three years to the fiscal and policy committees of the Legislature, and the Legislative Analyst's Office, information about the department's ADA compliance program and efforts related to the settlement of lawsuits regarding violations of the act. The first report shall be provided no later than 12 months after the final settlement has been approved by the presiding court. Two subsequent reports shall be provided annually thereafter.

The final lawsuit settlement agreement was approved in June 2010, and therefore the first two reports covered fiscal years 2010/11 and 2011/12 respectively. This third and final report covers fiscal year 2012/13 and provides an overview of Caltrans' ADA compliance program and recent changes made to the program. This report also includes the total level of ADA resources Caltrans allocated to its ADA compliance program for the past two fiscal years, the number of ADA complaints received and investigated during that time, and a summary of the capital outlay projects that have been completed to address noncompliant facilities.

Caltrans is distributing the report to the Legislature pursuant to Government Code section 9795. This report can be found at <<http://www.dot.ca.gov/reports-legislature.htm>>.

Sincerely,

A handwritten signature in blue ink, appearing to read "Malcolm Dougherty".

MALCOLM DOUGHERTY
Director

Enclosure

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April 9, 2014

Ms. Diane Boyer-Vine
Legislative Counsel
State Capitol, Room 3021
Sacramento, CA 95814

Dear Ms. Boyer-Vine:

I am pleased to submit the enclosed annual report, "Americans With Disabilities Act Compliance Report For Fiscal Year 2012/13," as required by Item 2660-001-0042 of the Legislative Analyst's Office February 2011 "Supplemental Report of the 2010-11 Budget Package." The provision states, in part:

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April 9, 2014

Mr. Gregory Schmidt
Secretary of the Senate
State Capitol, Room 3044
Sacramento, CA 95814

Dear Mr. Schmidt:

I am pleased to submit the enclosed annual report, "Americans With Disabilities Act Compliance Report For Fiscal Year 2012/13," as required by Item 2660-001-0042 of the Legislative Analyst's Office February 2011 "Supplemental Report of the 2010-11 Budget Package." The provision states, in part:

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April 9, 2014

Mr. E. Dotson Wilson
Chief Clerk of the Assembly
State Capitol, Room 3196
Sacramento, CA 95814

Dear Mr. Wilson:

I am pleased to submit the enclosed annual report, "Americans With Disabilities Act Compliance Report For Fiscal Year 2012/13," as required by Item 2660-001-0042 of the Legislative Analyst's Office February 2011 "Supplemental Report of the 2010-11 Budget Package." The provision states, in part:

Americans With Disabilities Act (ADA) Compliance. The California Department of Transportation (Caltrans) shall report annually for three years to the fiscal and policy committees of the Legislature, and the Legislative Analyst's Office, information about the department's ADA compliance program and efforts related to the settlement of lawsuits regarding violations of the act. The first report shall be provided no later than 12 months after the final settlement has been approved by the presiding court. Two subsequent reports shall be provided annually thereafter.

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April 9, 2014

Ms. Tina McGee
Legislative Analyst's Office
925 L Street, Suite 1000
Sacramento, CA 95814

Dear Ms. McGee:

I am pleased to submit the enclosed annual report, "Americans With Disabilities Act Compliance Report For Fiscal Year 2012/13," as required by Item 2660-001-0042 of the Legislative Analyst's Office February 2011 "Supplemental Report of the 2010-11 Budget Package." The provision states, in part:

Americans With Disabilities Act (ADA) Compliance. The California Department of Transportation (Caltrans) shall report annually for three years to the fiscal and policy committees of the Legislature, and the Legislative Analyst's Office, information about the department's ADA compliance program and efforts related to the settlement of lawsuits regarding violations of the act. The first report shall be provided no later than 12 months after the final settlement has been approved by the presiding court. Two subsequent reports shall be provided annually thereafter.

The final lawsuit settlement agreement was approved in June 2010, and therefore the first two reports covered fiscal years 2010/11 and 2011/12 respectively. This third and final report covers fiscal year 2012/13 and provides an overview of Caltrans' ADA compliance program and recent changes made to the program. This report also includes the total level of ADA resources Caltrans allocated to its ADA compliance program for the past two fiscal years, the number of ADA complaints received and investigated during that time, and a summary of the capital outlay projects that have been completed to address noncompliant facilities.

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MALCOLM DOUGHERTY
Director

Enclosure

CALIFORNIA DEPARTMENT OF TRANSPORTATION



**AMERICANS WITH DISABILITIES ACT
COMPLIANCE REPORT
FOR FISCAL YEAR 2012/13**

February 2014

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REQUIREMENTS OF THE LEGISLATIVE ANALYST'S OFFICE "SUPPLEMENTAL REPORT OF THE 2010-11 BUDGET PACKAGE"

Item 2660-001-0042 of the "Supplemental Report of the 2010-11 Budget Package" compiled by the Legislative Analyst's Office requires the following:¹

Americans With Disabilities Act (ADA) Compliance.² The California Department of Transportation (Caltrans) shall report annually for three years to the fiscal and policy committees of the Legislature and to the Legislative Analyst's Office information about Caltrans' ADA compliance program and efforts related to the settlement of lawsuits regarding violations of the ADA. The first report shall be provided no later than 12 months after the final settlement has been approved by the presiding court. Two subsequent reports shall be provided annually thereafter. The reports shall provide the following:

- 1. Overview of Caltrans' ADA Compliance Program.** An overview of Caltrans' ADA compliance program and how the program fulfills each of the requirements of the lawsuit settlement agreement.³
- 2. Recent Changes to Caltrans' ADA Compliance Program.** A description of recent changes made to Caltrans' ADA compliance program that have been implemented as a result of requirements or recommendations from the ongoing implementation of the lawsuit settlement agreement.
- 3. Total Resources Allocated.** The first report shall include the total level of resources Caltrans has allocated to its ADA compliance program for the preceding three fiscal years and the current year, including (a) staff resources, (b) contract resources, and (c) capital outlay or other funds. The two subsequent reports shall include the current-year estimated and past-year actual level of these resources. All three reports shall include the total level of resources Caltrans plans to allocate to the program in the budget year. Information should be broken down into major categories of work performed (such as program management, transition plan, complaints, and capital outlay). Approved and proposed budget changes should be referenced as applicable.

¹February 2011, p. 9, <http://www.lao.ca.gov/reports/2010/supp_report/supp_report_2010.pdf>, accessed January 21, 2014.

²The Americans With Disabilities Act (ADA) of 1990 (42 U.S.C. § 12101 et seq. and 47 U.S.C. § 225, Pub. L. 101-336, July 26, 1990, 104 Stat. 327, as amended by the ADA Amendments Act of 2008, Pub. L. 110-325, September 25, 2008), <<http://www.ada.gov/pubs/adastatute08.pdf>>, accessed January 21, 2014. See also <<http://www.ada.gov/pubs/ada.htm>>.

³January 2010 *Californians for Disability Rights, Inc. v. California Department of Transportation*, Case No.: C 06 5125, Settlement Agreement Re Class Action Settlement, <http://www.dot.ca.gov/hq/bep/documents/Settlement_Agreement.pdf>, accessed January 21, 2014.

4. **ADA-Related Complaints.** The first report shall include the number of ADA complaints received and investigated during the preceding three fiscal years and the estimated number of complaints in the current year. The two subsequent reports shall include the current-year estimated and past-year actual numbers of complaints.
5. **Summary of Capital Outlay Projects.** A summary of the capital outlay projects that have been completed to address noncompliant facilities.

The final lawsuit settlement agreement was approved in June 2010, and therefore the first report covered fiscal year (FY) 2010/11. The second report covered FY2011/12. This third and final report covers FY2012/13.

1. OVERVIEW OF CALTRANS' ADA COMPLIANCE PROGRAM

Caltrans owns and maintains as part of the State Highway System an estimated 4,000 miles of sidewalks along 15,000 miles of freeways and highways, approximately 12,500 bridge structures, 146 vista points, 87 safety roadside rest areas, and approximately 400 park-and-ride lots. In compliance with the ADA, Caltrans continues to improve its pedestrian infrastructure through highway construction, bridge replacement, safety roadside rest area rehabilitation, and park-and-ride lot reconstruction projects. Prior to 2010, the number and locations of ADA-compliant improvements installed or modified as part of these projects were not systematically collected and grievances and access requests were not routinely processed in a consistent and uniform manner.

Following the ADA lawsuit settlement agreement in June 2010, Caltrans has made specific changes to comply with the terms of the agreement and federal and State ADA regulations. These changes include, but are not limited to, the following:

1. Allocate \$1.1 billion from the State Highway Operation and Protection Program in annual commitments over the compliance period of thirty years to improve access on sidewalks and other pedestrian facilities.

Annual commitment levels are:

- \$25 million a year for FY2010/11 through FY2014/15
- \$35 million a year for FY2015/16 through FY2024/25
- \$40 million a year for FY2025/26 through FY2034/35
- \$45 million a year for FY2035/36 through FY2039/40

Specific information related to delivery of FY2011/12 and programming and delivery of FY2012/13 ADA-compliant projects and program costs to fulfill the annual commitment is listed in table 1 on page 7.

The ADA requires that each new construction or rehabilitation project is readily accessible to and usable by individuals with disabilities.⁴ ADA-compliant work accomplished as part of these projects is Caltrans' responsibility under federal and State ADA laws and regulations and does not count toward fulfillment of the annual commitment.

2. Accept access requests and grievances from persons with disabilities and others, and respond within specific timeframes in accordance with U.S. Department of Justice regulations and terms of the lawsuit settlement agreement.
3. Complete an annual report, at the end of the first full fiscal year and every year after, with sufficient detail to allow plaintiffs' attorneys to evaluate whether Caltrans is complying with the terms of the lawsuit settlement agreement. The annual report is due to the plaintiffs within 180 days of the end of each fiscal year.
4. For the first seven years of the compliance period, retain an outside access consultant with substantial experience in evaluating or assisting public entities in evaluating the accessibility of such programs, services, activities, and facilities regulated by title II of the ADA (42 U.S.C. § 12131 et seq.) and title 28 Code of Federal Regulations parts 35.150 and 35.151. The consultant shall review Caltrans' ADA-compliant access improvements and the annual report and shall provide an evaluation to the plaintiffs and members of the settlement class concerning Caltrans' compliance with the lawsuit settlement agreement.

2. RECENT CHANGES TO CALTRANS' ADA COMPLIANCE PROGRAM

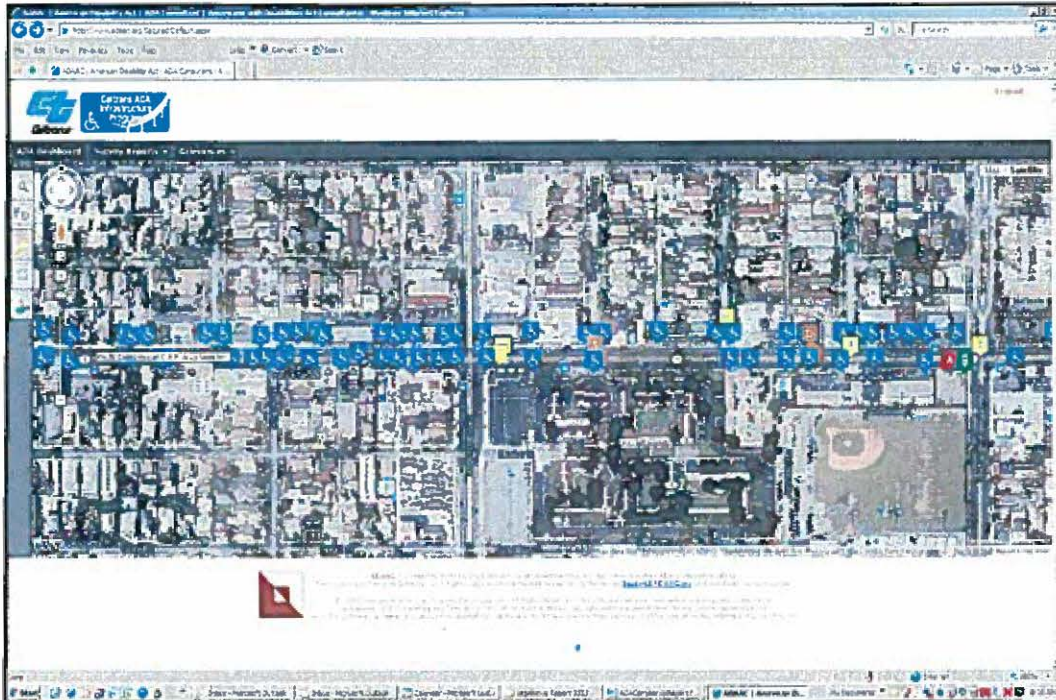
ADA Transition Plan. Title 28 Code of Federal Regulations parts 35.105 and 35.150(d) require each public entity to conduct a self-evaluation of services, policies, and practices to assess program compliance with ADA and related regulations and, in the event structural changes to existing facilities will be undertaken to achieve program accessibility, to develop a transition plan setting forth the steps necessary to complete such changes. The transition plan must identify physical obstacles that limit accessibility, describe in detail the methods that will be used to make the facilities accessible, specify the schedule for taking the steps necessary to achieve accessibility compliance, and indicate the official responsible for implementation of the plan.

Caltrans is updating its statewide ADA transportation infrastructure transition plan in phases. Phases I and II, initiated in 2009, assessed 4,000 miles of pedestrian paths, including curb ramps, driveways, sidewalks, accessible pedestrian signals, and street crossings.

⁴ADA title II regulations (28 CFR § 35, as amended by the final rule published on September 15, 2010 [56 FR 35716, July 26, 1991, as amended by Order No. 1694-93, 58 FR 17521, April 5, 1993; AG Order No. 3180-2010, 75 FR 56180, September 15, 2010; AG Order 3332-2012, 77 FR 30179, May 21, 2012]), <<http://www.ecfr.gov/cgi-bin/text-idx?SID=8ab653ae38f9c10eb2b7516ef22aac&node=28:1.0.1.1.36.4&rgn=div6>>, accessed January 21, 2014. See also <http://www.ada.gov/2010_regs.htm>.

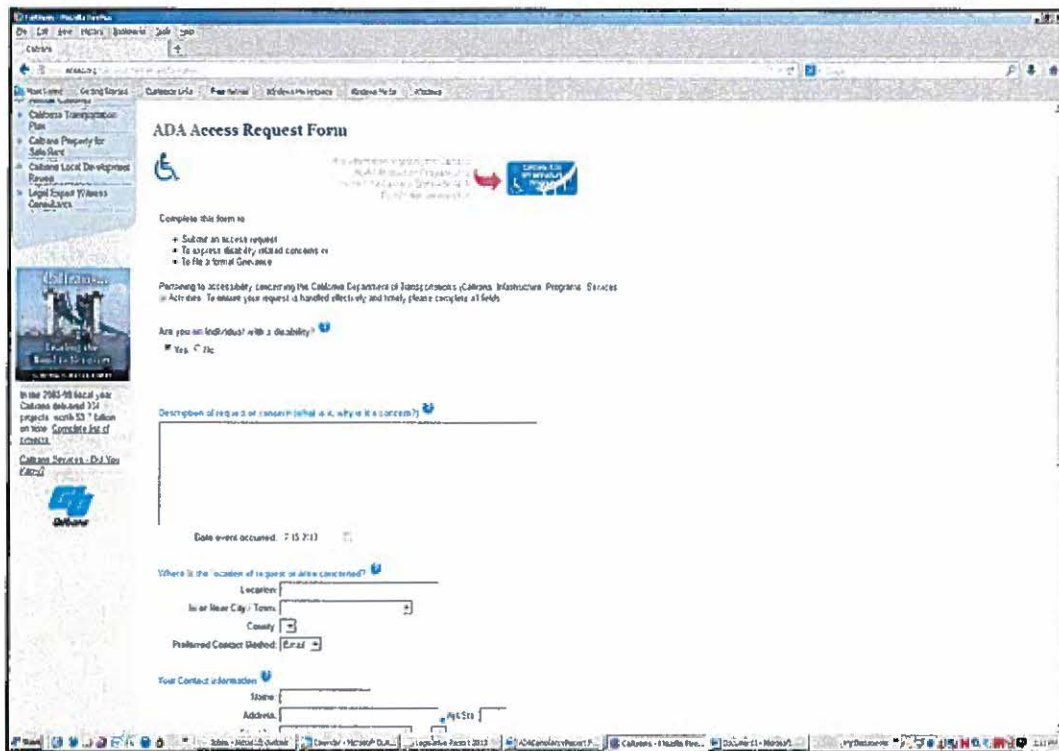
Phase III of pedestrian accessibility compliance assessments was initiated in June 2013 and includes pedestrian facilities on highway on- and offramps, park-and-ride lots, pedestrian under- and overcrossings, and safety roadside rest areas. Future infrastructure assessments will include bridge structures, buildings, and other facilities. Infrastructure assessments are funded from the State Highway Account through the Budget Change Proposal process.

Currently the Google Earth format of the transition plan is only available for internal use. A similar version for public viewing is expected to be online by July 2014. A public version of Caltrans' transition plan can be accessed at <http://www.adaac.org/secured/asset/caltrans/TransitionReport.aspx?mode=public>.



Multiple ADA Transition Plan Locations Displayed in a Google Earth Format

ADA Grievance and Intake Process. A centralized grievance and access request intake process was initiated in 2011 through a consultant contract with ADA Accrediting & Consulting. The intake process and the tools developed for its implementation have been developed and streamlined during the last two years to ensure barrier location accuracy and improved communication with requesters. Grievances and access requests can be submitted in a variety of ways, including an online intake form available at <<http://www.dot.ca.gov>> via the Caltrans ADA Access Request button and a link at <<http://www.dot.ca.gov/contactus.htm>>. The contract with this consultant is valid through FY2014/15;



Caltrans Web-Based ADA Access Request Form

ADA Infrastructure Program Staff. In order to improve communication, overall policy development, and ADA compliance throughout the organization, Caltrans is consolidating all title II responsibilities within the ADA Infrastructure Program. As part of that effort, in February 2013 Caltrans redirected the responsibility and associated resources for local agency ADA compliance reviews and the annual title II federal report from the Office of Business and Economic Opportunity to the ADA Infrastructure Program.

The additional work and responsibilities that have been redirected to the ADA Infrastructure Program have necessitated additional staffing beyond the original three positions allocated in Finance Letter #9 of February 2010 and in Budget Change Proposal #9 of November 2011. The ADA Infrastructure Program currently consists of seven staff who develop ADA policy, manage ADA-compliant projects in the State Highway Operation and Protection Program, guide district personnel in project initiation and development, compile and distribute program improvement information, manage consultant contracts, perform compliance reviews, and oversee the grievance and investigation processes.

Local Agency and Annual Federal Highway Administration ADA Compliance Reviews. The ADA sets forth specific administrative requirements and access guidelines for state and local governments to ensure equal access by persons with disabilities to all government services, programs, activities, and events.

Caltrans is required to conduct compliance reviews of local government entities who are subrecipients of funds from the Federal Highway Administration to ensure the delivery of government services, programs, and activities to the public in a nondiscriminatory manner. The mandate for these reviews is in accordance with section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794), title 23 Code of Federal Regulations part 200, title 28 Code of Federal Regulations part 35, and title II of the ADA (42 U.S.C. § 12131 et seq.).

A review includes an analysis of the local entity's compliance with the administrative requirements of ADA title II regulations. The ADA Infrastructure Program's compliance review team also conducts on-site assessments, including staff interviews, and generates a report to both the local entity and the Federal Highway Administration summarizing findings about ADA compliance. If necessary, technical assistance and resources are provided by the ADA Infrastructure Program to assist the local entity in achieving ADA compliance.

Development of an Access Advisory Committee. The ADA Infrastructure Program initiated an external Access Advisory Task Force in 2011 to provide input to the ADA Infrastructure Program about Caltrans' ADA policies and practices, project priorities, and methods of communicating with the community. In December 2012 the external Access Advisory Task Force members approved development of the external ADA Access Advisory Committee (CTAAC) and submitted nominations for new members on the CTAAC. The external Access Advisory Committee consists of thirteen members who are expected to meet four to six times during the fiscal year, with at least two face-to-face meetings.

Development of the ADA Infrastructure Program Internet Site. The Internet has become the main method of communication for persons with disabilities with their advocacy organizations and the government agencies involved in accessibility. Caltrans' ADA Web site was significantly expanded and improved in FY2012/13, providing greater Web-based access to Caltrans' ADA grievance process, accessibility guidelines and policies, the 2010 lawsuit settlement agreement, annual reports to the plaintiffs, and frequently asked questions about the ADA.

Statewide ADA Training Course. In July 2012 Caltrans' ADA Infrastructure Program launched a statewide ADA training course to educate key district personnel involved in ADA-related projects. The training included information about ADA history and laws, the 2010 lawsuit settlement agreement and requirements, federal and State guidelines, Caltrans' grievance and access request process, and the ADA transition plan database. This training has been presented to appropriate staff in all twelve Caltrans districts and is being converted to a Web-based version for future use.

3. TOTAL RESOURCES ALLOCATED

Caltrans reserved \$25 million total resources for FY2012/13 as required by the 2010 lawsuit settlement agreement and expended \$11.8 million for ADA-compliant projects and an additional \$3.4 million on program support, as listed in table 1 below.

Table 1		
RESOURCE ALLOCATIONS AND EXPENDITURES FOR ADA-COMPLIANT PROJECTS AND PROGRAM SUPPORT		
Resource Unit	FY2011/12	FY2012/13
ADA Infrastructure Program Staff (Program Management)	\$ 659,647	\$ 864,135
Caltrans District Grievance/Complaint Investigations and Project Initiation	1,095,193	842,166
Capital Outlay	11,067,665	11,771,501*
Consultant Contracts (Transition Plan/Infrastructure Assessment)	0	0
Consultant Contract (Grievance Process and Procedure)	1,598,691	1,651,309
Access Consultant Contract	63,510	80,862
Total	\$14,484,706	\$15,209,973

*Includes \$106,167 for ADA-compliant work done on Capital Preventive Maintenance projects that could be applied towards the annual commitment.

In accordance with the terms of the 2010 ADA lawsuit settlement agreement, annual expenditures falling short of the allocated annual commitment are “rolled-over” to the next fiscal year. Annual commitment allocations for the first three years of the settlement period are \$25M per year. Based on annual commitment expenditures for the three year period, Caltrans has a total of \$29.2M rolling over into FY2013/14. Caltrans has a large number of programmed projects under development and anticipates significantly higher expenditures in 2014-15 through 2016-17, which will allow Caltrans to catch up on the funding commitment by the end of 2016-17.

Budget Change Proposal #9 requested resources in FY2012/13 for the continuation of three positions and \$416,000 a year for two years, limited term, from the State Highway Account to continue to develop and implement Caltrans’ ADA Infrastructure Program. The Budget Change Proposal also included \$4 million a year from the State Highway Account for two years for consultant contracts to conduct ADA field assessments on the remainder of Caltrans’ pedestrian infrastructure for inclusion in the ADA transition plan and a one-time allocation of \$1 million from the State Highway Account to continue to respond to grievances and access requests and to conduct ADA investigations, training, and transition plan updates, for a total of \$5,416,000 in State Highway Account funds.

4. ADA-RELATED COMPLAINTS

The ADA grievance procedure is a legal process established to comply with title 28 Code of Federal Regulations part 35.107(b) and title 49 Code of Federal Regulations part 27.13(b). The grievance procedure is intended and designed to provide prompt and equitable resolution of grievances alleging noncompliance with or any action prohibited by the ADA and section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794).

Caltrans documents and investigates all grievances and access requests brought to its attention by persons with disabilities and by others. Information from the investigations is combined with engineering judgment and ADA-compliant design standards to develop appropriate resolutions for removal of access barriers. In FY2012/13 Caltrans investigated 154 ADA grievance and access request locations within its jurisdiction.

Local System ADA Complaints. In addition to grievances and access requests concerning the State Highway System, Caltrans has been tasked by the Federal Highway Administration, as part of Caltrans' stewardship responsibilities, to oversee the resolution of ADA-related complaints concerning local transportation systems. When a complaint is received in the system regarding a local agency, the local agency is provided the specifics of the complaint and the complainant is provided contact information for the appropriate staff at the local agency with whom to communicate regarding his or her grievance or access request. Failure by a local agency to resolve the complaint in a timely manner could result in loss of federal funding for that agency. The total number of complaints for the past two fiscal years is listed in table 2 below.

Table 2		
GRIEVANCES AND ACCESS REQUESTS RECEIVED ON STATE AND LOCAL SYSTEMS		
System	FY2011/12	FY2012/13
State System	169	154
Local System	51	26
Private	2	10
Nonconforming*	0	17
Total Processed	222	207
*Includes nonresponsive requesters and requests that are ADA-related. Non-ADA-related requests are redirected to the appropriate State or local agency office.		

5. SUMMARY OF CAPITAL OUTLAY PROJECTS

ADA-compliant projects that completed construction in FY2012/13 under the State Highway Operation and Protection Program are listed in table 3 below. Caltrans constructed 12 ADA-compliant projects that installed or repaired 145 ADA-compliant curb ramps, more than 1.7 miles of sidewalks, 73 accessible pedestrian signals, and 31 park-and-ride lots.

Table 3			
ADA-COMPLIANT CAPITAL OUTLAY PROJECTS SUMMARY			
Project	FY2010/11	FY2011/12	FY2012/13
Number of ADA-Compliant Projects	6	7	12
Capital Outlay Costs*	\$8,376,712	\$11,015,684	\$11,665,334
<p>*Includes capital construction and right-of-way estimates, utility relocation, environmental mitigation, and capital support costs including environmental review, preliminary engineering, surveys, right-of-way acquisition, project design, and construction inspection on ADA-compliant-only projects.</p>			

In addition to projects constructed to fulfill the requirements of the 2010 lawsuit settlement agreement, Caltrans also constructs accessibility improvements as part of its new construction, roadway rehabilitation, bridge, and traffic signal replacement projects. In FY2012/13 Caltrans constructed 363 curb ramps, 4.4 miles of sidewalk, and 432 accessible pedestrian signals.

CONCLUSION

Caltrans' ADA Compliance Report for FY2012/13 is the third and final of the three annual reports required by the Legislative Analyst's Office "Supplemental Report of the 2010-11 Budget Package" and provides an overview of Caltrans' efforts to comply with requirements of the 2010 lawsuit settlement agreement and the ADA. Caltrans is required by the 2010 lawsuit settlement agreement to prepare an annual report to the plaintiffs for the thirty-year compliance period, until FY2039/40. The first two annual reports provided to the plaintiffs included information contained in the legislative compliance reports as well as additional reporting criteria required by the 2010 lawsuit settlement agreement.

Since the inception of the ADA Infrastructure Program in 2010, Caltrans has made significant strides in bringing its pedestrian facilities into full compliance with federal and State ADA regulations. Caltrans' statewide ADA transition plan and database, as well as the grievance intake and resolution system, is state-of-art for departments of transportation and other public entities. ADA-specific technical instruction and general ADA awareness training for all personnel will continue to strengthen Caltrans' leadership role in ADA compliance for title II agencies.

Caltrans ADA Infrastructure Program Expenditures Credited Towards The ADA Settlement Agreement's Annual Commitment

Updated on: February 27, 2014

DESCRIPTION	FY 2010-2011	FY 2011-2012	FY 2012-2013	FY 2013-2014	FY 2014-2015	FY 2015-2016	FY 2016-2017	FY 2017-2018
Allocation of Annual Commitment Funds								
Annual Commitment per Settlement Agreement	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$35,000,000	\$35,000,000	\$35,000,000
"Roll over" from past FY	\$0	\$10,423,624	\$20,974,218	\$29,216,981	\$42,699,981	\$19,047,981	\$16,121,981	(\$11,988,019)
Adjusted Annual Commitment	\$25,000,000	\$35,423,624	\$45,974,218	\$54,216,981	\$67,699,981	\$54,047,981	\$51,121,981	\$23,011,981
Annual Commitment Expenditures								
Program Access Improvements								
Stand alone ADA compliant projects developed as a result of access requests	\$8,122,829	\$10,980,384	\$11,665,334	\$6,328,000	\$42,463,000	\$34,226,000	\$60,410,000	\$39,538,000
ADA compliant access improvements constructed as part of CAPM projects (up to 25 percent of the total Annual Commitment)	\$0	\$51,981	\$106,167	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Costs related to managing Caltrans' ADA Infrastructure Program and implementing ADA Program Access Improvements (HQ PS)	\$306,985	\$659,647	\$864,135	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000
Costs associated with establishing and managing the accessibility grievance procedure and access request process (ADAAC)	\$0	\$1,598,691	\$1,651,309	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000
Costs associated with managing the accessibility grievance investigation (District PS and statewide OE) charges	\$1,437,562	\$1,095,193	\$842,166	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Costs associated with managing other ADA related contracts (Training, Task Force, etc.)	\$0	\$0	\$0	\$239,000	\$489,000	\$250,000	\$0	\$0
Assessment of Caltrans' infrastructure accessibility barriers	\$4,706,000	\$0	\$0	\$2,250,000	\$3,000,000	\$750,000	\$0	\$0
Retention of an Access Consultant (SSA)	\$3,000	\$63,510	\$80,862	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Annual Commitment Adjustments from Prior Fiscal Years	\$0	\$0	\$1,547,264					
Total Annual Commitment Expenditures	\$14,576,376	\$14,449,406	\$16,757,237	\$11,517,000	\$48,652,000	\$37,926,000	\$63,110,000	\$42,238,000
Annual Commitment Adjustments								
"Roll over" to next FY Annual Commitment	\$10,423,624	\$20,974,218	\$29,216,981	\$42,699,981	\$19,047,981	\$16,121,981	(\$11,988,019)	(\$19,226,019)

Caught up to commitment

Grievance Procedure=750000
 construction training=239000
 Phase 3 Assessment=2250000
 Access Consultant=100000

Grievance Procedure=750000
 construction+design+r/w training=239000+250000
 Phase 3+4=2250000+750000
 Access Consultant=1000

Grievance=100000
 Design+r/w training=250000
 Phase 4=750000
 Access Consultant=100000

FY 2018-2019	FY 2019-2020	FY 2020-2021	FY 2021-2022	FY 2022-2023	FY 2023-2024	FY 2024-2025	FY 2025-2026	FY 2026-2027	FY 2027-2028	FY 2028-2029	FY 2029-2030
\$35,000,000	\$35,000,000	\$35,000,000	\$35,000,000	\$35,000,000	\$35,000,000	\$35,000,000	\$40,000,000	\$40,000,000	\$40,000,000	\$40,000,000	\$40,000,000
(\$19,226,019)	(\$36,826,019)	(\$54,426,019)	(\$72,026,019)	(\$89,626,019)	(\$107,226,019)	(\$124,826,019)	(\$142,426,019)	(\$104,926,019)	(\$67,426,019)	(\$29,926,019)	\$7,573,981
\$15,773,981	-\$1,826,019	-\$19,426,019	-\$37,026,019	-\$54,626,019	-\$72,226,019	-\$89,826,019	-\$102,426,019	-\$64,926,019	-\$27,426,019	\$10,073,981	\$47,573,981
\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000	\$0	\$0	\$0	\$0	\$0
\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$0	\$0	\$0	\$0	\$0
\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000
\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000
\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$52,600,000	\$52,600,000	\$52,600,000	\$52,600,000	\$52,600,000	\$52,600,000	\$52,600,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000
(\$36,826,019)	(\$54,426,019)	(\$72,026,019)	(\$89,626,019)	(\$107,226,019)	(\$124,826,019)	(\$142,426,019)	(\$104,926,019)	(\$67,426,019)	(\$29,926,019)	\$7,573,981	\$45,073,981

FY 2030-2031	FY 2031-2032	FY 2032-2033	FY 2033-2034	FY 2034-2035	FY 2035-2036	FY 2036-2037	FY 2037-2038	FY 2038-2039	FY 2039-2040
\$40,000,000	\$40,000,000	\$40,000,000	\$40,000,000	\$40,000,000	\$45,000,000	\$45,000,000	\$45,000,000	\$45,000,000	\$45,000,000
\$45,073,981	\$82,573,981	\$120,073,981	\$157,573,981	\$195,073,981	\$232,573,981	\$275,073,981	\$317,573,981	\$360,073,981	\$402,573,981
\$85,073,981	\$122,573,981	\$160,073,981	\$197,573,981	\$235,073,981	\$277,573,981	\$320,073,981	\$362,573,981	\$405,073,981	\$447,573,981
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000
\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000
\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000
\$82,573,981	\$120,073,981	\$157,573,981	\$195,073,981	\$232,573,981	\$275,073,981	\$317,573,981	\$360,073,981	\$402,573,981	\$445,073,981

Caltrans ADA Infrastructure Program Expenditures Credited Towards The ADA Settlement Agreement's Annual Commitment
 Updated on: February 27, 2014

DESCRIPTION	FY 2010-2011	FY 2011-2012	FY 2012-2013	FY 2013-2014	FY 2014-2015	FY 2015-2016	FY 2016-2017	FY 2017-2018
Allocation of Annual Commitment Funds								
Annual Commitment per Settlement Agreement	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$35,000,000	\$35,000,000	\$35,000,000
"Roll over" from past FY	\$0	\$10,423,624	\$20,974,218	\$29,216,981	\$42,699,981	\$19,047,981	\$16,121,981	(\$11,988,019)
Adjusted Annual Commitment	\$25,000,000	\$35,423,624	\$45,974,218	\$54,216,981	\$67,699,981	\$54,047,981	\$51,121,981	\$23,011,981
Annual Commitment Expenditures								
Program Access Improvements								
Stand alone ADA compliant projects developed as a result of access requests	\$8,122,829	\$10,980,384	\$11,665,334	\$6,328,000	\$42,463,000	\$34,226,000	\$60,410,000	\$39,538,000
ADA compliant access improvements constructed as part of CAPM projects (up to 25 percent of the total Annual Commitment)	\$0	\$51,981	\$106,167	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Costs related to managing Caltrans' ADA Infrastructure Program and implementing ADA Program Access Improvements (HQ PS)	\$306,985	\$659,647	\$864,135	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000
Costs associated with establishing and managing the accessibility grievance procedure and access request process (ADAAC)	\$0	\$1,598,691	\$1,651,309	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000
Costs associated with managing the accessibility grievance investigation (District PS and statewide OE) charges	\$1,437,562	\$1,095,193	\$842,166	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Costs associated with managing other ADA related contracts (Training, Task Force, etc.)	\$0	\$0	\$0	\$239,000	\$489,000	\$250,000	\$0	\$0
Assessment of Caltrans' infrastructure accessibility barriers	\$4,706,000	\$0	\$0	\$2,250,000	\$3,000,000	\$750,000	\$0	\$0
Retention of an Access Consultant (SSA)	\$3,000	\$63,510	\$80,862	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Annual Commitment Adjustments from Prior Fiscal Years	\$0	\$0	\$1,547,264					
Total Annual Commitment Expenditures	\$14,576,376	\$14,449,406	\$16,757,237	\$11,517,000	\$48,652,000	\$37,926,000	\$63,110,000	\$42,238,000
Annual Commitment Adjustments								
"Roll over" to next FY Annual Commitment	\$10,423,624	\$20,974,218	\$29,216,981	\$42,699,981	\$19,047,981	\$16,121,981	(\$11,988,019)	(\$19,226,019)

Caught up to commitment

Grievance Procedure=750000
 construction training=239000
 Phase 3 Assessment=2250000
 Access Consultant=100000
 Grievance Procedure=750000
 construction+design+r/w training=239000+250000
 Phase 3+4=2250000+750000
 Access Consultant=1000
 Grievance=100000
 Design+r/w training=250000
 Phase 4=750000
 Access Consultant=100000

FY 2018-2019	FY 2019-2020	FY 2020-2021	FY 2021-2022	FY 2022-2023	FY 2023-2024	FY 2024-2025	FY 2025-2026	FY 2026-2027	FY 2027-2028	FY 2028-2029	FY 2029-2030
\$35,000,000	\$35,000,000	\$35,000,000	\$35,000,000	\$35,000,000	\$35,000,000	\$35,000,000	\$40,000,000	\$40,000,000	\$40,000,000	\$40,000,000	\$40,000,000
(\$19,226,019)	(\$36,826,019)	(\$54,426,019)	(\$72,026,019)	(\$89,626,019)	(\$107,226,019)	(\$124,826,019)	(\$142,426,019)	(\$104,926,019)	(\$67,426,019)	(\$29,926,019)	\$7,573,981
\$15,773,981	-\$1,826,019	-\$19,426,019	-\$37,026,019	-\$54,626,019	-\$72,226,019	-\$89,826,019	-\$102,426,019	-\$64,926,019	-\$27,426,019	\$10,073,981	\$47,573,981
\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000	\$0	\$0	\$0	\$0	\$0
\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$0	\$0	\$0	\$0	\$0
\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000
\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000
\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$52,600,000	\$52,600,000	\$52,600,000	\$52,600,000	\$52,600,000	\$52,600,000	\$52,600,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000
(\$36,826,019)	(\$54,426,019)	(\$72,026,019)	(\$89,626,019)	(\$107,226,019)	(\$124,826,019)	(\$142,426,019)	(\$104,926,019)	(\$67,426,019)	(\$29,926,019)	\$7,573,981	\$45,073,981

FY 2030-2031	FY 2031-2032	FY 2032-2033	FY 2033-2034	FY 2034-2035	FY 2035-2036	FY 2036-2037	FY 2037-2038	FY 2038-2039	FY 2039-2040
\$40,000,000	\$40,000,000	\$40,000,000	\$40,000,000	\$40,000,000	\$45,000,000	\$45,000,000	\$45,000,000	\$45,000,000	\$45,000,000
\$45,073,981	\$82,573,981	\$120,073,981	\$157,573,981	\$195,073,981	\$232,573,981	\$275,073,981	\$317,573,981	\$360,073,981	\$402,573,981
\$85,073,981	\$122,573,981	\$160,073,981	\$197,573,981	\$235,073,981	\$277,573,981	\$320,073,981	\$362,573,981	\$405,073,981	\$447,573,981
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000
\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000
\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000
\$82,573,981	\$120,073,981	\$157,573,981	\$195,073,981	\$232,573,981	\$275,073,981	\$317,573,981	\$360,073,981	\$402,573,981	\$445,073,981