

# Social Services Transportation Advisory Council – SSTAC

Advisory Council to the Amador County Transportation Commission (ACTC)

2:00 p.m., Wednesday May 24, 2023-@ 117 Valley View Way Sutter Creek, CA 95685

Conference Call # (267)807-9605, access code 312875

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Calendar Year 2023 –Chair- \_\_\_\_\_ , Vice Chair- \_\_\_\_\_

## MEETING AGENDA

**Agenda:** Approval of agenda for this date. *Off agenda items must be approved by the SSTAC, pursuant to Government Code Section 54954.2*

### Elect a Chair and Vice Chair for calendar year 2023

**Public Matters Not on the Agenda:** *Discussion items only, no action to be taken. Any persons may address the council at this time on any subject within the jurisdiction of the SSTAC; however, any matter that requires action may be referred to ACTC or AT staff and/or SSTAC members for a report and recommendation for possible action at a subsequent SSTAC meeting. Please note – there is a three (3) minute limit per topic.*

### Consent Agenda Items: (No concerns or comment, approve in one motion)

1. Approval of October 19, 2022 Meeting Minutes
2. Review January 18, 2023 Meeting Minutes-*informational only, no quorum*
3. Review March 15, 2023 Meeting Minutes-*informational only, no quorum*
4. Transit Access Report Publication- *Informational only*
5. SSTAC Vacancies: Representative for youth-Open
6. Sacramento Valley Station Bus Hub-*Informational only*

### Regular Agenda Items:

7. FY 2023/24 Unmet Transit Needs Process-Continued Analysis & Recommendations
8. 2024 Regional Transportation Plan Update
9. Amador Transit General Manager/Mobility Manager Report - Maggie/April
10. SSTAC Members Information Sharing
11. Schedule Next Meeting - \_\_\_\_\_, 2023

### Adjournment

**SSTAC Members:** Mark Bennett, Crystal Enyeart, Elizabeth Thompson, Karyn Gregorius, Betty Mann, Maggie Amarant, April Miller, Stephanie Hess, Chris Kalton, Thomas Denney  
Youth Representative (open) [10 members (1 open), Quorum = 6]

# Amador County Transportation Commission (ACTC) Social Services Transportation Advisory Council (SSTAC)

Wednesday October 19, 2022

Held in person and via conference call

**Attendees:**

Appointed Members:			
X	Mark Bennett, Transit Rider	X	Betty Mann/Lesley Mace Amador Tuolumne Community Action Agency (ATCAA)
	Crystal Enyeart, Transit Rider		Chris Kalton/Nette Fox, Amador Senior Center
X	Stephanie Hess/James Burke, Amador County Behavioral Health/Katrina Ozier, Sierra Wind		OPEN - Youth Representative
X	Karyn Gregorius, The Arc of Amador	X	April Miller, Amador Transit
X	Maggie Amarant, Amador Transit (AT)		OPEN- Disabled Representative
	Elizabeth Thompson, Common Ground Senior Services		
Other Attendees:			
X	John Gedney, ACTC	X	Thomas Denney, Area 12 Agency on Aging
X	Felicia Bridges, ACTC	X	Laurie Terry, ATCAA
X	Shiferaw Jemberie, Caltrans District 10		

**Introductions were made.**

**Approval of Agenda:**

**Motion:** It was moved by Mark Bennett, seconded by April Miller and carried to approve the agenda.

**Public Matters Not on the Agenda:** None

**Consent Agenda Items (1-3):** Karyn stated Area 12 Agency may be interested in membership of the SSTAC as a representative for the disabled.

**Motion:** It was moved by Maggie Amarant, seconded by Mark Bennett and carried to approve the Consent Agenda.

**Regular Agenda Items:**

**#4. Sacramento Valley Multimodal Hub Update:** Karyn asked if there are any questions regarding the report. Mark asked what AT thinks about the potential changes displayed in this report. April stated AT had a meeting with Sacramento County Department of Transportation (SACDOT) and asked about this project, but they did not seem to know much about it, and noted they would have to check into it. April stated SACDOT commented they may discontinue the Sacramento route in 2025 if ridership does not increase. She noted they will be making more efforts to increase ridership on that route, but since the pandemic the ridership has not rebounded well. Maggie noted all transit agencies are going through the same issues regarding ridership. John stated there will be major development being purposed along SR 16 (30,000-50,000 new homes and commercial). In the environmental impact report that was approved by Sacramento County included express transit through that corridor, forcing them through

environmental mitigation, to do something with regard to transit. Karyn stated as California is still under the State of Emergency until presumably until February 28, 2023, there are still businesses and services that are on that waiver like the ARC of Amador (scheduled to restart at full capacity in December) preventing ridership to fully rebound. She noted it will be interesting to see how ridership develops in the next year with those businesses and services back up and running. April commented the Sacramento route was highly impacted by student riders that are no longer traveling for school. Maggie noted that same issue applies to the State workers that are working from home now and no longer needing that transportation either. She noted AT may provide a survey for the travelers on that route to see if other timeframes would be more applicable, and targeting new crowds may be needed.

**#5. FY 2023/24 Unmet Transit Needs Process-Draft Recommendation Chart:** John stated the definition and criteria were included in the ACTC board agenda packet last month for review. However, the board made no changes to either at this time. He stated unless there are any other changes to be made to the draft recommendation chart, these recommendations will be presented during the hearing set to take place at the board at the December 1, 2022 ACTC board meeting. John asked Maggie if the voucher program recommendation should be highlighted at the hearing. Maggie stated she may bring that up at the December meeting for discussion. She noted depending on feedback received, she may bring a staff recommendation to the board in early 2023 to use the next cycle of Low Carbon Transit Operations Program (LCTOP) grant funding for reduced or free fares. John asked if the Plymouth route, as previously discussed during conversation of the lone routes, should be added to the short-term recommendation to potentially mirror the upcountry route for DAR services. April noted at this time there is not a need for DAR service in that area, that the fixed route that currently runs there serves the current need.

**#6. Amador Transit General Manager/Mobility Manager Report:** April said there are 102 Pine Grove/Pioneer riders signed up for DAR utilizing the new upcountry expansion, with 24 just since July. She noted it acts as a whole new route and AT had to implement a DAR-3 bus to accommodate those additional riders. April added the fixed Upcountry route is now running on time again.

**#7. SSTAC Members Information Sharing:** Mark stated at the recent planning commission meeting it was approved to convert the 16 motel units at the SR 88/49 interchange (Linda Vista) to eight (8) apartments, which may create the potential for ridership at that location in the future. John noted there is another apartment complex set to be built near Walgreens. Betty stated that project has already been approved and the funding is in place for the 40-unit total (20-unit behavior health, 20-unit affordable housing) apartment complex.

Mark noted he would like to ask the planning commission when development does take place with regard to housing near Wicklow Way, that a permanent bus stop be included in the developers cost.

John stated the Amador County Unified School District (ACUSD) attended the last ACTC meeting and gave a presentation regarding the school consolidation project. He said the issues include the traffic impacts that will take place due to this project, and that no traffic study has been

performed yet to provide options of how to mitigate those impacts. John said the ACUSD noted at the ACTC meeting they will move forward with the project whether the bond passes or not, but they did state they will follow the California Environment Quality Act (CEQA) process. John said ACTC will continue to follow this item and report back.

**#8. Schedule Next Meeting:** Wednesday January 18, 2023 @ 2:00 p.m. in-person and via conference call line.

**Adjournment**

DRAFT

**Amador County Transportation Commission (ACTC)  
Social Services Transportation Advisory Council (SSTAC)**

**Wednesday January 18, 2023- Informational Minutes Only (No Quorum)**

Held in person and via conference call

**Attendees:**

Appointed Members:			
X	Mark Bennett, Transit Rider		Betty Mann/Lesley Mace Amador Tuolumne Community Action Agency (ATCAA)
	Crystal Enyeart, Transit Rider		Chris Kalton/Nette Fox, Amador Senior Center
X	Stephanie Hess/James Burke, Amador County Behavioral Health/Katrina Ozier, Sierra Wind		OPEN - Youth Representative
X	Karyn Gregorius, The Arc of Amador	X	April Miller, Amador Transit
X	Maggie Amarant, Amador Transit (AT)		OPEN- Disabled Representative
	Elizabeth Thompson, Common Ground Senior Services		
Other Attendees:			
X	John Gedney, ACTC	X	Nina Machado, First 5 Amador
X	Felicia Bridges, ACTC		
X	Paul Bauldry, Caltrans District 10		

**Introductions were made.**

**Elect a Chair and Vice Chair for Calendar Year 2023:** Members discussed potential options to bring back to the next meeting for formal approval. Those included Karyn Gregorius as chair and April Miller as Vice Chair.

**Public Matters Not on the Agenda:** Mark B. asked Maggie if SacDot stops paying for transit services to Sacramento, who would cover the cost for riders from Rancho Murieta to Sacramento. Maggie stated there would be no service provided then. April noted they do pick up approximately 4 riders from that area but the majority of people prefer to drive their own vehicles. Mark noted he saw a news broadcast about the Sacramento Multimodal Expansion moving forward. Maggie stated she saw that same broadcast and that they indicated having to relocate or renovate a nearby off ramp to accommodate the upgrade.

**Consent Agenda Items (1-4):**

#4. SSTAC Vacancies- Representative for Youth: Stephanie asked if this position had to be filled by a youth only. April replied it could be a youth or someone representing youth. Karyn stated it was the board's preference to have a high school student or someone who could talk about their transportation needs to fill this role, but since that has not happened they would accept an organization that would represent the youth as well. Stephanie stated she can bring it up at the next school site council meeting. Karyn noted the SSTAC would be willing to adjust the meetings to accommodate a representative's schedule.

**Regular Agenda Items:**

#5. **FY 2023/24 Unmet Transit Needs Process-Review Hearing Testimony/Analysis:** John stated the recommendation chart was presented to the board with consideration of researching the

feasibility of extending Dial-A-Ride in the Camanche and Plymouth areas. He continued approximately 12-14 people were in attendance at the hearing petitioning for transport from Shenandoah school to their places of employment. He noted these individuals are part of the adult education program at Argonaut High School, and due to the school site consolidation plan, the district has relocated this program to Shenandoah school in Plymouth. This has now created difficulty with regard to the student's transportation needs.

April stated she has been contacting the students/parents individually to determine the exact transportation needs, and highlighted many of those requests were for services AT already provides. She noted she has some travel training now setup with them and hopefully majority of them will be able to utilize the transit services already in place. However, with regard to transportation from the Shenandoah school, she stated AT could accommodate morning and afternoon, but not midday transport. April noted she has worked with this program in past years and is familiar with their needs. Maggie stated the Plymouth route could provide service in the morning and afternoon, but to assist with additional times AT would have to implement a DAR for that area.

John stated the commissioners suggested gifting this agency a van that AT would be putting up for auction to assist with their transportation needs. John stated if an expansion of DAR in the Plymouth area was implemented that could accommodate the individuals needs for the various times.

Karyn asked if there are requests for service to/from Plymouth through the AT dispatch service requests that could further justify the need for DAR in Plymouth. April stated she can look into it, but many of the requests of service are for lone.

John stated staff needs to perform further analysis regarding a possible expansion of DAR in Plymouth and lone and bring that back for further discussion.

**#6. Amador Transit General Manager/Mobility Manager Report:** Maggie stated the expanded DAR upcountry is performing well and ridership continues to increase. She noted the Sacramento route is also picking up as well, and added that Senator Marie Alvarado-Gil recently rode the Sacramento route to the capital.

April stated the buses now have mobile WIFI which is a great amenity to provide.

Karyn asked if AT has been impacted by the recent storms. April replied no, she stated as the buses have automatic drop down chains so they have not had issues getting where they need to in order to pick up passengers. April stated she did announce on KVGC radio free or reduced fares to those flood victims who lost their vehicles and continuing to try and spread the word that AT is here to help. She added they did help with transportation for approximately 12 families that lost their vehicles. Nina stated if there are families that still need transportation assistance, First 5 Amador does still have some vouchers available.

April highlighted the exact number of the upcountry residents that AT is currently serving with DAR (senior or disabled) is 111.

**#7. SSTAC Members Information Sharing:** Nina stated the community health event will take place on March 24<sup>th</sup> and 25<sup>th</sup> at the Amador County fairgrounds to provide medical, dental, vision services. She continued that \$15,000 was provided by the Board of Supervisors, \$15,000 from Anthem Blue Cross, \$15,000 from Health and Wellness, a grant request was sent to Jackson Rancheria Casino and Hotel, and advertising was put out in the newspaper. Maggie asked if this would become a special event annually. Nina stated yes that is the goal. She stated she will email the flyer for the event.

Stephanie stated, through behavioral health, they will be having their suicide prevention coalition meeting tomorrow to discuss the roll out of the new 988 number as the 1-800 phone number was too long. This is a 10-year plan that will eventually lead to mobile teams responding to homes for mental health crisis as opposed to sending them to the emergency room. She noted they have their steering committee meeting on March 2<sup>nd</sup>, which is a very important meeting to receive community feedback on how their funding should be allocated. Additionally, they are still pursuing 'No Place Like Home' housing development and waiting to hear back from the City of Sutter Creek regarding the approval of the site plan and the Water Agency's conditional water use agreement.

John noted there is a Call for Applications through the Caltrans Sustainable Transportation Planning Grants program with a deadline of March 9<sup>th</sup>. He noted potential examples that are eligible for this grant funding. Paul stated there will be a workshop held on January 25<sup>th</sup> to review this from 10:30-12:00 p.m.

**#8. Schedule Next Meeting:** Wednesday February 15, 2023 @ 2:00 p.m. in-person and via conference call line.

**Adjournment**

**Amador County Transportation Commission (ACTC)  
Social Services Transportation Advisory Council (SSTAC)**

**Wednesday March 15, 2023- Informational Minutes Only (No Quorum)**

Held in person and via conference call

**Attendees:**

<b>Appointed Members:</b>			
<b>X</b>	Mark Bennett, Transit Rider		Betty Mann/Lesley Mace Amador Tuolumne Community Action Agency (ATCAA)
	Crystal Enyeart, Transit Rider		Chris Kalton/Nette Fox, Amador Senior Center
	Stephanie Hess/James Burke, Amador County Behavioral Health/Katrina Ozier, Sierra Wind		<b>OPEN</b> - Youth Representative
<b>X</b>	Karyn Gregorius, The Arc of Amador	<b>X</b>	April Miller, Amador Transit
<b>X</b>	Maggie Amarant, Amador Transit (AT)		<b>OPEN</b> - Disabled Representative
	Elizabeth Thompson, Common Ground Senior Services		
<b>Other Attendees:</b>			
<b>X</b>	John Gedney, ACTC	<b>X</b>	Nina Machado, First 5 Amador
<b>X</b>	Felicia Bridges, ACTC		

**Public Matters Not on the Agenda:**

April stated she heard PG&E may take over ownership of Electra Road in the future. She also noted there was potential interest for the Kmart building from Trader Joes and WinCo, but after review it did not meet their level. Also, it appears the company that owns the Kmart building has no intention of releasing it anyway. Nina asked who retains the ownership and commented the building would be great to turn into a children’s museum. April replied it appears that an investment firm holds ownership. Mark stated regarding the Wicklow Way development adjacent to Kmart, he is unsure how the recent plan discussed will work considering there is no water established there, and if that development were to occur it would take many years to implement. April noted she heard the County will be conducting a speed survey soon. Nina stated the Healthcare event is coming up and they will be offering additional services such as bone density testing and dermatology care. She stated she spoke with Elizabeth Thompson, who said she received calls asking about transportation to this event for Saturday. Nina asked if AT has received calls of the same nature. Maggie replied no.

**Consent Agenda Items (1-4):**

**#5. SSTAC Vacancies- Representative for Youth:** Nina stated she may be interested in returning to the group as a representative for youth and will the SSTAC know.

**Regular Agenda Items:**

**#6. Sacramento Intermodal Transportation Facility Project-update:** Felicia reviewed the attachment from the Sacramento City Council which shows they recently approved the master agreement with the Department of Transportation which amended the revenue and expenditure budget of the Sacramento Intermodal Transportation Facility Project to add \$1,229,000 in additional funding to the Transit and Intercity Rail Capital Program (TIRCP) to



negotiate agreements with Downtown Railyards Ventures LLC., and for the delivery of the 5<sup>th</sup> Street Extension engineering. She noted this is informational only.

**#7. FY 2023/24 Unmet Transit Needs Process- 'Reasonable to Meet' Analysis for DAR in Plymouth-Shenandoah school Assistance/ Ione & Recommendation to the Board:** Maggie stated she is still working with Bonnie Gail- Shenandoah school, to narrow down exact needs. The group continued discussion regarding implementing DAR in Plymouth not only for the students of Shenandoah school but also for the residents within that community. More analysis will be performed and brought back to SSTAC for final review prior to the June ACTC board meeting.

**#8. 2024 Regional Transportation Plan Update:** Felicia stated at the last ACTC board meeting, they scheduled a 'special meeting' to hold a workshop for the 'Goals & Policies' of the RTP. This meeting will review what is currently included in the 2020 RTP and discuss potential changes needed for the upcoming 2024 update. She noted this is an open meeting and public comment will be accepted and encouraged. The meeting will be held on Monday March 20<sup>th</sup> at 9:00 a.m. at ACTC and the conference call line will be available for those unable to attend in person.

**#9. Amador Transit General Manager Report/Mobility Manager Report-Maggie/April:** Maggie stated Modivcare has updated their software to 'Complicore' and it has been causing difficulty. April commented Dandelion Days is this weekend and the shuttle will be running for this event. She provided copies of the shuttle schedule. April asked if anyone knows anything about the flyer display case at the bowling alley. She continued the case has an ACRA label on it but the ACRA staff did not know about it. April stated the information in that case is out of date and when she asked the bowling alley staff, they stated they do not have a key to it. Nina replied she would reach out to the ACRA team as that location may have not been updated in their list.

Mark asked if there have been any further updates regarding AT's contract with SacRT regarding the Sacramento route. Maggie stated no, the current contract is good until 2025 and beyond that is undetermined. Maggie commented regarding the SacRT contract, AT has been asked to provide bus services for a group of legislators from Sacramento to tour the flooded areas of Rancho Murieta on March 21<sup>st</sup> from 1-5pm.

**#8. Schedule Next Meeting:** Wednesday May 24<sup>th</sup>, 2023 @ 2:00 p.m. in-person and via conference call line.

### **Adjournment**

**Transit Access Report - April 28, 2023**

1 message

Letter Publications <letterpubs@cs.com>  
Reply-To: Letter Publications <letterpubs@cs.com>  
To: Letter Publications <letterpubs@cs.com>

Mon, May 15, 2023 at 10:31 AM

Dear Subscriber, this is the current issue of *Transit Access Report*.

## Transit Access Report

Accessibility and Mobility Issues in Public Transportation**Transit Access Report**

Email Edition

April 28, 2023

© 2023 Letter Publications. All rights reserved.**ELIGIBILITY PERIOD TO INCREASE TO FIVE YEARS IN L.A.**

Access Services, the ADA paratransit agency for the Los Angeles area, is planning to lengthen riders' term of eligibility in the future from three years to five years.

The change will go into effect July 1, 2024, at the start of a new contract period for eligibility certifications by an outside vendor, Access officials said. In the meantime, a five-year recertification interval is being written into a forthcoming request for proposals for the new contract. Medical Transportation Management (MTM) has the current contract.

From what we hear, MTM is just now resuming in-person evaluations for existing Access riders after limiting all recertifications to "paper reviews" during the pandemic period. In-person evaluations resumed last year for new riders.

Access officials said the increase in the length of the eligibility term is based on feedback from a community advisory committee. The committee's chairwoman said the longer period between recertifications will be "less stressful" for riders.

The Access officials are characterizing the change as an economy measure, estimating the cost savings will be between \$11 million and \$13 million over a 15-year period. Over that time, they figure, each rider would be subject to only three instead of five in-person evaluations. (Access also has an "auto renew" category for passengers whose functional abilities are considered unlikely to ever improve.)

The Access board was updated on staff planning for the new eligibility contract at a public board meeting on April 17, 2023.

The contract, same as before, will be for a three-year period plus up to two extensions of two years each. Total contract period: up to seven years.

The Access staff used 2019 statistics to illustrate the contract volume: 33,705 in-person evaluations and 21,072 paper evaluations in that pre-pandemic year.

The contract also includes a "marking and tethering" program for mobility devices used on either paratransit or fixed-route services.

**Other Transit Agencies**

Access officials noted that five-year terms of eligibility are granted in some other major paratransit systems, including OC ACCESS in neighboring Orange County, California, and Access-A-Ride in New York City. Chicago (Pace Paratransit) gives eligible riders four years between recertifications. As far as we know, three-year eligibility periods are typical around the country.

The thinking of the Federal Transit Administration on this issue seems to be evolving. Eligibility periods of one to three years used to be considered nominal (and we still see that range cited in compliance reviews). In its ADA Guidance Circular, though, FTA recognizes recertification intervals of three to five years as "a balance between the need to determine current needs and conditions and the cost of managing the recertification process."

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**RIGHTS OFFICIAL OVERRULES AMTRAK ON DOCUMENTATION**

Amtrak personnel cannot require documentation of disability from a passenger with a "clearly observable disability," a federal civil rights official has ruled.

The ruling was based on the "reasonable modification" provision of the Department of Justice's Americans With Disabilities Act regulations. It responded to a complaint filed by a passenger traveling with a wheelchair and a cane who was denied the disability fare in a transaction at a ticket window.

The decision was issued in a letter of finding sent to the passenger by Calvin Gibson, director of the Federal Railroad Administration's Office of Civil Rights.

A copy of the letter, which was dated September 16, 2022, was recently obtained by Transit Access Report from the FRA under the Freedom of Information Act.

The letter responded to a complaint arising from an intercity rail trip on October 11, 2019.

Mr. Gibson acknowledged in the letter that Amtrak requires proof of disability – such as, for example, a reduced-rate transit fare card – to qualify for Amtrak's disability discount. (The proof is supposed to be shown onboard the train.) But Gibson said ticket agents and train crews must be authorized to make a "reasonable modification" of that policy if the disability is obvious.

The FRA official observed that ADA regulations "have a distaste for requiring proof of disability." As examples, he cited rules accepting an individual's representations to purchase accessible seating (in an entertainment venue) or to support use of a service animal (in various settings). Then his analysis continued as follows:

**Here, under a strict application of Amtrak's policy concerning proof of disability to receive a discount, every individual who requests**

the discount must provide documentation. This is an understandable (albeit overly broad) requirement given that most initial ticketing for Amtrak is conducted online or over the phone, and clearly observable indicators that an individual has a disability are not visible. However, in this case, an individual with clearly observable indicators that the individual has a disability was at a ticket counter in person and was denied the discount because of a rigid application of the policy to provide documentary proof. Public entities, including Amtrak, must make reasonable modifications in policies when the modifications are necessary to afford services and advantages, unless the entity can demonstrate that making the modifications would fundamentally alter the nature of the services and advantages. As such, a Ticket Agent or train crew member involved in ticketing must be given discretion to use their observation of the passenger coupled with their training to make a reasonable modification of the requirement to strictly require documentation. Accordingly, it is my decision that Amtrak must modify its policy and training to reflect that documentation of disability should not be requested from an individual who has a clearly observable disability.

Mr. Gibson told the passenger that FRA would "continue to follow up and ensure Amtrak complies with this decision."

#### **En Route Ticket Change**

The passenger in this case (FRA Case No. 2021-0121) was traveling on Amtrak from Hartford to New York Penn Station, with a change of trains at New Haven. When her first train missed the connection, according to the letter of finding, she went to a ticket window in the New Haven station to be re-ticketed for the next Amtrak train to New York. It was there, according to the finding, that the agent refused to reissue the passenger's ticket at the disability rate. We're told the passenger boarded the train with the higher-priced ticket, then called Amtrak customer service (from the train, apparently) and got the discount restored.

The passenger also later made a complaint to Amtrak, and received an apology and a voucher for future travel.

She also filed an ADA complaint to the Department of Justice, which referred it to the Federal Railroad Administration.

Gibson said FRA asked Amtrak to respond to the complaint, and was told that Amtrak "believes the Ticket Agent had the intent to closely follow her understanding of Amtrak's guidelines on handling transfers for passengers with disabilities with discounted tickets."

Amtrak reportedly said, though, that the ticket agent's manager "verbally coached her on her approach and need to deliver greater customer service in her interactions with customers, and the need to elevate customer concerns to supervisors."

The letter of finding describes an indecorous scene that is said to have taken place at the ticket window at New Haven Union Station. Among other points, the passenger claimed the ticket agent stated that many people try to "scam" Amtrak with fake assertions of disability. The agent denied saying that.

(For a copy of the full, six-page letter of finding, send a request by email to our editor at this address: [editasst17@cs.com](mailto:editasst17@cs.com).)

In making the "reasonable modification" determination, the FRA Office of Civil Rights cited a provision of Section 35.130 of Title 28 of the Code of Federal Regulations. This is from the DOJ version of ADA rules.

Department of Transportation ADA regulations apply corresponding requirements to transit agencies.

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#### **MTA REITERATES CAVEAT ON ACCESSIBILITY FUNDING**

The atmosphere in the courtroom on April 24 was celebratory. A New York state judge was giving final approval to settlement of a case challenging inaccessibility of New York City subway stations under a local civil rights law. The same settlement already had received final approval by a federal judge earlier in the month pursuant to the Americans With Disabilities Act. Even so, attorneys for the Metropolitan Transportation Authority had just repeated a previously expressed caution that the results still depend to a certain extent on capital funding in the future.

In a document filed with the state court days before the court proceeding, they reminded the other side of "contingencies contained in the Agreement that could impact the funding and timing of subway accessibility projects."

Best case, the settlement assumes funding of at least the \$35 billion-plus in inflation-adjusted dollars that is contained in the MTA's current five-year capital plan. At or above that level, the settlement calls for spending approximately 15 percent on upgrading subway access. But in the event of a downturn, the percentage can go as low as 8 percent or in some scenarios even less.

The settlement allows 30 years for the system to reach a level at which 95 percent of the stations that were inaccessible at the time of the Agreement have wheelchair access. A published count said there are 493 stations in the system (including the Staten Island Railway), and 364 of them were inaccessible as of the time of the Agreement.

Both the federal and the state actions are now settled as class actions, applying to "all people whose disabilities make the use of stairs difficult or impossible and who require stair-free paths of travel in the New York City subway system." Attorneys for the plaintiffs reported to the federal judge and to the state judge, at respective "fairness hearings," that not a single member of the class had filed opposition to the settlement.

The cases were *De La Rosa v. MTA* in federal court and *Center for the Independence of the Disabled, New York v. MTA* in state court.

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#### **BRIEFLY...**

A federal judge found the City of Chicago in violation of the Americans With Disabilities Act for failing to provide accessible pedestrian signals at signalized intersections. The decision was rendered on March 31, 2023, in a case (Number 19-6322) brought by the American Council of the Blind of Metropolitan Chicago. The U.S. Department of Justice, which had intervened on behalf of blind and low-vision pedestrians, indicated it plans to help fashion a remedy for the ADA violations.

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# Sacramento Valley Station receives money for construction of bus hub

by: [Jeremiah Martinez](#)

Posted: Apr 26, 2023 / 05:22 PM PDT

Updated: Apr 26, 2023 / 05:22 PM PDT

SHARE    ...

(KTXL) — The city of Sacramento is going to receive funding for the development of a bus hub at the Sacramento Valley Station, the city announced in a press release on Wednesday.

The city was awarded the majority share of \$30.8 million in funding from the California State Transportation Agency's (CalSTA) "Transit and Intercity Rail Capitol Program."

The funding is expected to be used for a two-story regional bus and mobility hub at the train station, which will provide "provide regional multimodal access improvements" and expand as a "true transit center," according to the city.

"This crucial funding will advance SVS's transformation into Northern California's premier rail and transit hub," said Greg Taylor, project manager with Sacramento's Department of Public Works. "We thank CalSTA for the continued support to improve the integration of the statewide rail and bus system."

## **Sacramento once threw an 'electrical carnival' that could be seen dozens of miles away**

Construction of the bus and mobility hub is projected to have an overall cost of \$140 million including surface streets and utilities. Total cost of the entire improvement project is expect to cost over \$163 million, [according to CalSTA](#).

The bus and mobility hub project is expected to allow for regional buses, local shuttles and micro-buses, bicycles and electric vehicle parking to be within a short distance of rail services.

Officials said the transformation is expected to increase the ridership of transits and non-automobile options for single-rider trips and decrease emissions.

"Increasing Sacramento Valley Station's capacity for more climate friendly transportation options is a key strategy in our fight to reach carbon zero in Sacramento," Sacramento Mayor Darrell Steinberg said in a statement. "The improvements funded by this grant will encourage commuters or visitors to say 'yes' to leaving their car behind."

## **Nearly 1,000,000 trees to be planted in Caldor and Mosquito burn scars**

The funding comes after a 2022 grant for a new pick-up/drop-off location adjacent to a light rail station that will be relocated near the station. The city said Sacrametno Regional Transit (SacRT) is pursuing funding to relocate one of its stations.

The city said it will coordinate with SacRT for the light rail relocation project to clear way for the new bus facility.

In 2017, the Sacramento Valley Station underwent a renovation throughout federal and Measure A funds. The renovated added 25,000 square feet of mixed-use leasable space.

In 2022, the city received about \$49.9 million in funding for projects at the train station, along with regional bus route stops, a bus layor and vehicle charging facility.

Officials said the city is expected to receive federal funding for the project.

# Attachment A: ACTC 2024 RTP Update-Tentative Timeline

