

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
2150 Webster Street, Oakland, CA 94612, P.O. Box 12688, Oakland, CA 94604-
2688
510-464-6000

NOTICE OF MEETING AND AGENDA
BART ACCESSIBILITY TASK FORCE (BATF)
May 23, 2024
2:00 p.m.

A regular meeting of the BART Accessibility Task Force (BATF) will be held on Thursday, May 23, 2024, starting at 2:00 p.m. to 4:30 pm. The meeting will be held at East Bay Paratransit's location at 1750 Broadway, Oakland, California 94612, 1st Floor conference room. The facility is served by public transportation. The nearest BART Station is the 19th Street BART Station and there are multiple AC Transit routes to the meeting site.

Please note that this meeting will be held in person in the East Bay Paratransit, 1st Floor conference room, Oakland, CA 94612 with an option for public participation via teleconference.

Presentation materials will be available via Legistar at <https://bart.legistar.com>

You may attend the Committee Meeting in person or join the Committee Meeting via Zoom by calling 1-833-548-0282 and entering access code **836 2532 0546**; logging in to Zoom.com and entering access code **836 2532 0546**; or typing the following Zoom link into your web browser:
<https://us06web.zoom.us/j/83625320546>

If you wish to make a public comment:

- 1) Submit written comments via email to evanloo@bart.gov, using "public comment" as the subject line. Your comment will be provided to the Committee and will become a permanent part of the file. Please submit your comments as far in advance as possible. Emailed comments must be received before 12:00 p.m. on **May 23, 2024**, in order to be included in the record.
- 2) Appear in person and request to make a public comment.

Call 1-833-548-0282, enter access code **836 2532 0546**, dial *9 to raise your hand when you wish to speak, and dial *6 to unmute when you are requested to speak; log in to Zoom.com, enter access code **836 2532 0546**, and use the raise hand

feature; or join the Committee Meeting via the Zoom link (<https://us06web.zoom.us/j/83625320546>) and use the raise hand feature.

Public comment is limited to two (2) minutes per person.

Please refrain from wearing scented products (perfume, cologne, after-shave, etc.) to these meetings, as there may be people in attendance susceptible to environmental illnesses.

BART provides services/accommodations upon request to persons with disabilities and individuals who are limited English proficient who wish to address Committee matters. A request must be made within one and five days in advance of Board/Committee meetings, depending on the service requested. Please contact the Office of the District Secretary at (510) 464-6083 for information.

Meeting Location

East Bay Paratransit, 1750 Broadway, Oakland, CA 94612
1st Floor Conference Room

1. Roll call of BATF members. (Information) 5 minutes
Self-Introductions: Staff and Guests.
2. Public comment. (Information)
An opportunity for members of the public to comment on items not on the Agenda.
Public comment is limited to two (2) minutes per person
3. Approval of April 25, 2024 meeting minutes. (Information/Action) 5 minutes
4. BART Fiscal Year 25 & Fiscal Year 26 budget update. 15 minutes
(Information/Action)
5. Elevator out-of-service updates. (Information) 15 minutes
 - Out-of-service elevator sign posted at BART stations
 - Elevator outage options for all 50 BART stations posted on BART.gov
6. Discuss potential changes to the BATF By-Laws. 30 minutes
(Information/Action)
7. Member announcements. (Information) 5 minutes
8. Staff announcements. (Information) 5 minutes
9. Chairperson announcements. (Information) 5 minutes
10. Future agenda topics – Member suggest topics. 5 minutes
Next meeting scheduled: June 27, 2024
11. Adjournment.

BATF

Approval of
April 25, 2024
Meeting minutes

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AGENDA 3

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
2150 Webster Street, P.O. Box 12688, Oakland, CA 94604-2688

BART ACCESSIBILITY TASK FORCE
Committee Meeting **DRAFT** Minutes
April 25, 2024

1. Roll Call of Members:

1. Anita Ortega
2. Annie Koruga (Vice-Chair) -ABSENT
3. Bruce Yow
4. Catherine Callahan
5. Christine Arseneault
6. Clarence R. Fischer
7. Danny Kodmur
8. Daveed Mandell
9. Don Queen
10. Emily Witkin
11. Herb Hastings
12. Hillary Brown
13. Janice Armigo Brown (2nd Vice-Chair)
14. Roland Wong (Chair)
15. VACANT
16. VACANT
17. VACANT
18. VACANT

Quorum of seven (7) in-person BATF members. Christine Arseneault and Herb Hastings attended their first appointed meeting. Roland Wong and Janice Armigo Brown used their first out of two, “Just Cause.”

BART Customer Access and Accessibility Department Staff:

Elena Van Loo
Ryan Greene-Roesel
Bob Franklin

BART Director (s), BART Staff, Speakers, and members of the public:

Director Robert Raburn
Leonardo Pica (BART Staff)

Brian Bentley (BART Staff)
Jumana Nabti (BART Staff)
Josephine Mitchell (Captioner)
Sarah Hill (Captioner)
Jerry Grace (Guest)
Sara Desumala (Guest)
Sam Buman (Guest)
Roger Acuna (Guest)

2. Public Comments

Sara Desumala mentioned she was sorry she was not able to attend “Ride to History, the Final Run of the First Fleet BART Train.”

Sam Buman introduced himself and expressed his interest in becoming a BATF member.

3. Approval of March 28, 2024 meeting minutes

Herb Hastings moved approval of the March 28, 2024 meeting minutes. Hillary Brown second the motion.

- Motion passes with ten (10) in favor, zero (0) against, and zero (0) abstention

4. New color priority seat pilot program in the BART trains

Leonardo Pica and Brian Bentley presented on the agenda item.

Leonardo Pica showed previous BART seat colors in the Legacy Fleet trains which were originally brown and then changed to a dark blue color. He mentioned BART seats used be all in one color throughout the train. In 2018 the seats to the left of each door were changed to a mustard yellow color to differentiate these seats as priority seats to remind riders that these seats are for those who need them.

He showed a couple of pictures of the current chartreuse colored priority seats in the Fleet of Future (FOF).

He addressed some issues with the current seats:

- Easily dirtied
- Difficult to clean
- High replacement rate due to appearance

- Manufacturer difficulties keeping up with maintenance rates

He shared that BART will test six (6) cars with the new color priority seats and will look forward to hearing feedback from BATF members and the public from surveys and other criteria.

He went over the how the pilot priority seats will look like. The seatback color will be the same blue as non-priority seats but will contain the same imagery as the priority seat signage (icons of passengers with wheelchairs, people with canes, and pregnant women).

Leonardo Pica mentioned the bottom seats will be the same solid blue color as the non-priority seats.

He went over the benefits of the new pilot priority seats:

- Redundant imagery of priority seat decal reinforcing that these are priority seats
- Imagery is printed onto the fabric and is permanent
- Reduction in inventory, leading to easier replacement of damaged seats.

Leonardo Pica listed the pilot evaluation criteria:

- Do passengers understand the differentiation of these seats, to indicate priority for seniors and people with disabilities?
- Are the seats easier to clean?
- Is the long-term appearance better?

Herb Hastings asked if the priority seats should have the same contracting images for the back seat and the bottom of the seat. Leonardo Pica mentioned it will be costly to have the same imagery for the back and bottom of the seat. He also mentioned that having the bottom seat be the same blue colors as non-priority seats will be easier to maintain. He also mentioned the bottom seats tends to get dirtier and vandalized faster than the back seats.

Clarence R. Fischer was pleased with the contrast color in the Fleet of the Future (FOF) and with the pilot priority seats. He liked the contrast seatback with the white logo images compared to the lighter blue logo images. He thought the blue logo images blend with the darker blue and looks more like the non-priority seats.

Emily Witkin would like to keep the light lime-green colored seats. She thinks the current seats are more visible and thinks the pilot seats are not.

Catherine Callahan asked what line will the pilot priority seats be on. Leonardo Pica mentioned he will email Elena Van Loo when there is a confirmed date when the pilot priority seats will be installed.

Jerry Grace asked if the pilot priority seats will be the same vinyl seats as the non-priority seats and Leonardo Pica confirmed all seats, including priority seats, are the same vinyl seats.

Leonardo Pica added the priority seating signs behind the priority seats will remain the same.

5. Regional mapping and wayfinding project update

Jumana Nabti presented on the agenda item:

- What is wayfinding
 - Project context, schedule, and status: accessibility & equity
- Core project elements
 - New regional network identity, signage, and digital wayfinding
- Next steps
 - Prototype installation and public evaluation plan

She mentioned wayfinding includes identity, directional signage, accessibility, maps, information, schedules, and digital tools.

Part of the transit transformation action plan is what is wayfinding:

1. Fares and payment
 - Simpler, consistent, and equitable fare and payment options
2. Customer Information
 - Make transit easier to navigate and more convenient
3. Transit Network
 - Transit services managed as a unified, efficient, and reliable network
4. Accessibility
 - Transit services for older adults, people with disabilities, and those with lower income are coordinated efficiently
5. Funding
 - Use existing resources more effectively and secure new, dedicated revenue to meet fundings needs

Project goals & schedule is part of what is wayfinding:

- Make transit journeys easier to understand to retain existing and attract new riders
 - Better information for customers

- Dependable, predictable, and familiar
- Better operations for transit providers
 - Standard wayfinding parts, applications, and guidelines
- Better outcomes for the region
 - Health, equity, sustainability, and economic vitality

Jumana Nabti went over the four (4) different phases:

- Phase 1 & 2 (has been completed)
 - Project development, harmonization, business case
 - User research and outreach, regional map prototype, business case, map examples and tier development
- Phase 3 (funded and current phase)
 - System development
 - Regional standards, prototype, pilot projects, new mapping database
- Phase 4 (unfunded)
 - Full implementation
 - Expand new wayfinding system regionwide

Jumana Nabti focused on accessibility and equity, saying, “Accessibility is a cornerstone of the new wayfinding system.”

- Project engagement with Equity Priority Communities (EPCs)
 - Four “co-creation,” workshops held in spring of 2023 including
 - Individuals with travel-limiting disabilities
 - People of color
 - Seniors
 - Individuals with low income
 - Individuals with proficiency in English

She identified the key needs:

- Better path directions to help riders find stops and destination nearby
- More prominent bus route numbers and braille/tactile information at stops
- Information on available services at facilities such as restroom and elevators
- Digital should not replace print information

She went over the different types of color palettes, modal icons (trains, buses, ferries), hierarchy of information, new types of signages, and extended digital wayfinding, like a QR code.

She went over the next step with prototype installation and evaluation, as well as the schedule for 2024.

Herb Hasting requested that Jumana bring in some of the wayfinding signs for BATF members and members of the public to experience. Jumana Nabti mentioned she will look into this.

Daveed Mandell asked how wayfinding works for people who have low vision or are blind. Jumani Nabti mentioned they are working on tactile signs, QR codes that will link to wayfinding assistance, and tactile guideways.

Daveed Mandell was a bit confused why the prototype installation is in Santa Rosa instead in San Francisco or the South Bay, San Jose area.

6. Discuss applications for the Metropolitan Transportation Commission (MTC) Regional Mapping and Wayfinding Project Accessibility Working Group

Jumana Nabti announced that MTC is looking for applicants to join a new advisory committee, Accessibility Working Group for Metropolitan Transportation Commission's Regional Mapping and Wayfinding Project.

She mentioned the purpose of this new advisory committee is to provide a space for transit customers with disabilities to share their lived experience with the project team and to help evaluate prototype and pilot wayfinding signage/materials through an accessibility lens.

7. Discuss potential changes to the BATF By-Laws

Roland Wong led the agenda item.

Roland read out loud, Potential changes to the BATF By-Laws:

1. Reduce New Membership Requirements

- Current Requirement: Attend 3 of 4 consecutive meetings
- Proposed Requirement: Attend 2 of 3 consecutive meetings
 - Goal: Speed up new membership process

2. Reduce Member Attendance Requirements

- Current Rule: Members may miss 4 meetings per year
- Proposed Change: Increase number of allowable absences, if excused for illness or other valid reasons
 - Goal: To avoid long process of becoming a member again if terminated for absences

3. Term Limits for Officers

- Current Role: No term limits on Officer positions
- Proposed Change: Place a limit on term for Officer roles
 - Goal: Gives more members an opportunity to serve as committee leaders

4. Placing Items on Agendas

- Current Role: The Chair shall schedule items on the agenda in consultation with the staff liaison
- Proposed Change: Clarify how items are placed on the agenda
 - Goal: Clarify how Chair, Members, and Staff place items on the agenda

Members agreed to have rough draft of the BATF By-Laws with the proposal changes for review and potentially approving the changes. Members expressed it will be easier to see the changes and have better understanding.

8. Debrief of the accessible Next Generation Fare Gate at West Oakland BART Station from March 28, 2024 open house

Roland Wong led the agenda item.

Herb Hastings mentioned the open house was successful. He mentioned he liked that the Next Generation Faregates are nice and tall and added the accessible faregates may be a concern with the sensors and may welcome piggyback riders.

Bruce Yow expressed concerns with fare evasion with the new Next Generation Faregates.

Clarence R. Fischer stated he was not at the open-house and suggested having another open-house.

Daveed Mandell was concerned that the Next Generation Faregates are not friendly for people who are blind or have low vision.

Roland Wong asked which prototype faregate will be used as new Next Generation Faregates are being installed. Director Robert Raburn confirmed the plexiglass with the metal framing.

9. Member announcements

No member announcements.

10. Staff announcements

Elena Van Loo congratulated Christine Arseneault and Herb Hastings on being appointed by the BART Board of Directors.

11. Chairperson announcements

Roland Wong was thankful that he was able to officiate the meeting via hybrid.

12. Agenda Topics – Member Suggest Topics

- South Hayward BART Station repairs – Update
- Restrooms Closures
 - Weekends
 - Members want to know why
- BART Brochures update
 - Online only
 - needs updating, out of date
- Printed scheduled trains
 - online only
 - would like paper version
- Tactile path
 - Braille
 - near elevators, escalators, etc.
- Next Generation Faregate
 - Focused on the sensors

13. Adjournment

The meeting adjourned at 4:21 pm until the next regularly scheduled meeting, Thursday, May 23, 2024 at 2pm.

BATF

BART FY 25 & FY 26
budget update

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AGENDA 4



Fiscal Year 2025 and Fiscal Year 2026 Two-Year Budget Public Hearing

BART Board of Directors

May 23, 2024



FY25 & FY26 Operating Budget – Executive Summary

In FY25 & FY26, BART will continue to deliver reliable, safe, frequent service with a focus on delivering the best possible ridership experience

At the same time, BART is confronting an extremely challenging fiscal environment

- No permanent operating revenue stability
- Facing cost pressures in multiple areas
- Pursuing new revenues

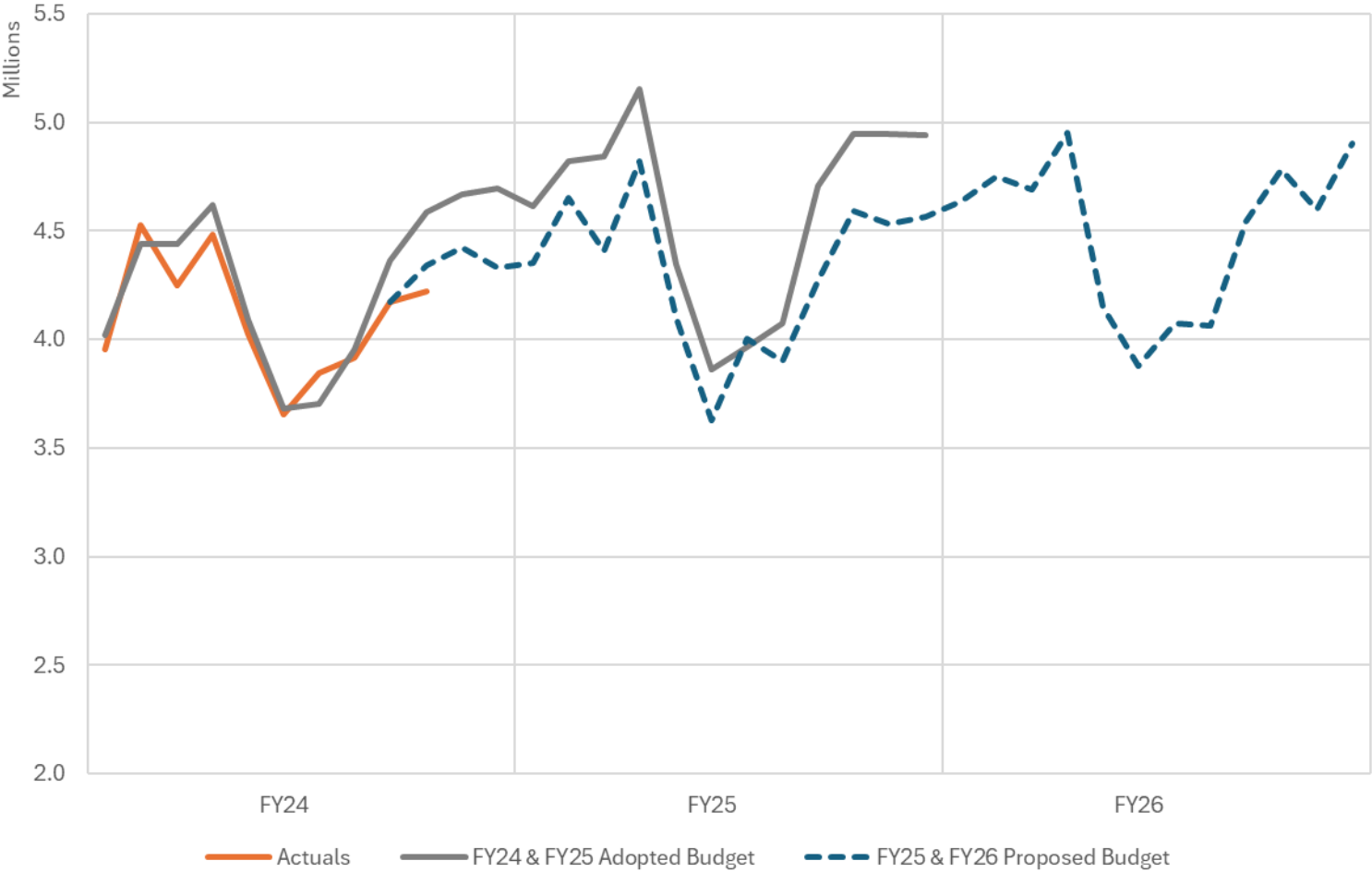
FY25 & FY26 Operating Budget

SOURCES & USES	FY24	FY25			FY26		
(\$Millions)	Adopted	Proposed	Change		Proposed	Change	
			\$	%		\$	%
Operating Revenue	264.2	297.5	33.4	13%	309.9	12.4	4%
Financial Assistance	469.2	500.3	31.1	7%	510.7	10.4	2%
<i>Total Sources</i>	<i>733.4</i>	<i>797.8</i>	<i>64.5</i>	<i>9%</i>	<i>820.6</i>	<i>22.8</i>	<i>3%</i>
Operating Expense	933.5	1,033.9	100.3	11%	1,043.1	9.2	1%
Debt Service & Allocations	150.6	92.2	(58.4)	(39%)	107.0	14.8	16%
<i>Total Uses</i>	<i>1,084.1</i>	<i>1,126.1</i>	<i>41.9</i>	<i>4%</i>	<i>1,150.1</i>	<i>24.0</i>	<i>2%</i>
Net Result Before Emergency Assistance	(350.8)	(328.2)	(22.5)	4%	(329.5)	1.2	0%
Emergency Assistance	350.8	328.2	(22.5)	4%	294.0	(34.2)	(10%)
Net Result After Emergency Assistance	0.0	0.0	0.0	0%	(35.4)	(35.4)	

- The following slides show detail on each category in above chart

Ridership Forecast Update

FY24 Ridership Actuals and Projected



- Ridership was on budget through first half of FY24
- Began falling below budget expectations starting in February
- FY25 & FY26 forecast updated using actual ridership February - April



FY25 & FY26 Operating Revenue

Total Traditional Sources	FY24	FY25			FY26		
(\$Millions)	Adopted	Proposed	Change		Proposed	Change	
			\$	%		\$	%
Operating Revenue							
Rail Passenger Revenue	225.0	235.1	10.2	5%	258.0	22.8	10%
ADA Passenger Revenue	0.5	0.6	0.1	22%	0.6	0.0	5%
Parking Revenue	14.8	16.5	1.6	11%	16.0	(0.5)	(3%)
Other Operating Revenue	23.9	45.3	21.4	90%	35.3	(10.0)	(22%)
Operating Revenue	264.2	297.5	33.4	13%	309.9	12.4	4%

- FY25 & FY26 fare and parking revenue based on ridership forecast and assumes inflation-based fare increases
- ‘Other Operating Revenue’ projection in FY25 & FY26 budget period is based on cash flow projection for investment income

FY25 & FY26 Financial Assistance

FINANCIAL ASSISTANCE	FY24	FY25			FY26		
(\$Millions)	Adopted	Proposed	Change		Proposed	Change	
			\$	%		\$	%
Sales Tax Proceeds	319.8	320.3	0.5	0%	327.9	7.6	2%
Property Tax Proceeds	61.2	64.3	3.1	5%	65.9	1.6	2%
VTA Financial Assistance	34.7	35.2	0.4	1%	34.6	(0.6)	(2%)
State Transit Assistance	23.5	48.8	25.3	107%	49.3	0.6	1%
Low Carbon Funding Programs	16.8	17.0	0.2	1%	17.8	0.8	5%
Local & Other Assistance	13.1	14.8	1.6	12%	15.2	0.4	3%
Total – Financial Assistance	469.2	500.3	31.1	7%	510.7	10.4	2%

- Sales Tax proceeds forecasts based on economic info & revised guidance from sales tax auditor
- Property tax reflects county estimates
- State Transit Assistance budget is based on MTC’s fund estimate
- Low Carbon Fuel Standard revenues (part of Low Carbon Funding Programs) stabilizing after several years of declining credit sales due to market conditions

FY25 & FY26 Labor Expense

LABOR & BENEFITS	FY24	FY25		FY26			
(\$Millions)	Adopted	Proposed	Change		Proposed	Change	
			\$	%		\$	%
Wages	513.6	528.4	14.8	3%	543.8	15.4	3%
Overtime	76.8	77.0	0.2	0%	78.6	1.5	2%
CalPERS Pension	148.7	160.5	11.8	8%	160.1	(0.4)	0%
Active Employee Medical Insurance	84.8	89.2	4.4	5%	90.1	0.9	1%
Retiree Medical	44.9	45.6	0.7	2%	46.2	0.7	1%
Workers' Compensation	20.7	21.5	0.8	4%	21.5	0.0	0%
Other Labor and Benefits*	27.1	29.8	2.7	10%	30.3	0.4	1%
Subtotal – Gross Labor	916.5	951.9	35.4	4%	970.4	18.5	2%
Capital Reimbursement Wages	(128.7)	(96.1)	32.5	(25%)	(98.3)	(2.2)	2%
Capital Fringe	(63.5)	(55.1)	8.4	(13%)	(55.0)	0.1	0%
Capital Overtime	(23.9)	(20.0)	3.9	(16%)	(20.4)	(0.4)	2%
Subtotal – Reimbursements	(216.0)	(171.3)	44.8	(21%)	(173.7)	(2.4)	1%
Net – Labor & Benefits	700.5	780.6	80.1	11%	796.7	16.1	2%

*Other labor and Benefits includes Vision, Dental, Medicare, Life Insurance, Disability, Unemployment, Meal and Uniform Allowances, and Temp Help

- Budgeted wages increase in accordance with Collective Bargaining Agreements (CBAs)
- Most benefit costs dictated by outside entities or projected by independent third- party experts
- Capital Reimbursements decrease due to Maintenance Dept funding conversions, which reflect actual charging patterns and District needs for mostly-filled existing positions

FY25 & FY26 Non-Labor Expense

NON LABOR	FY24	FY25			FY26		
(\$Millions)	Adopted	Proposed	Change		Proposed	Change	
			\$	%		\$	%
Clipper, Ticket Sales & Bank Fees	10.1	15.1	5.0	50%	7.3	(7.7)	(51%)
Insurance	9.9	10.9	1.0	10%	9.9	(1.0)	(9%)
Materials & Supplies	47.5	50.9	3.5	7%	50.4	(0.5)	(1%)
Professional & Technical Fees	50.4	50.8	0.4	1%	50.6	(0.2)	0%
Repairs & Maintenance	11.2	12.2	1.0	9%	12.2	0.0	0%
Rent	3.9	4.0	0.0	1%	5.0	1.0	25%
Power	59.0	61.6	2.6	4%	65.0	3.4	5%
ADA Paratransit	18.8	22.5	3.7	20%	23.0	0.5	2%
Purchased Transportation	7.9	8.6	0.7	8%	8.6	0.0	0%
Utilities	9.1	9.1	0.0	0%	9.1	0.0	0%
Other Miscellaneous	5.3	7.5	2.3	43%	5.2	(2.3)	(31%)
Total – Non Labor	233.0	253.2	20.2	9%	246.3	(6.9)	(3%)

- FY25 Non-Labor ongoing increases primarily in Traction Power and Paratransit, reflecting anticipated cost increases
- One-time cost increases for Clipper 2 (C2) transition, Board election costs, inventory write offs, and insurance

FY25 & FY26 Debt Service & Allocations

DEBT SERVICE & ALLOCATIONS	FY24	FY25		FY26			
(\$Millions)	Adopted	Proposed	Change		Proposed	Change	
			\$	%		\$	%
Debt Service	60.1	60.2	0.0	0%	60.2	0.0	0%
Capital Reinvestment	38.6	29.1	(9.6)	(25%)	43.9	14.8	51%
Priority Capital Projects/Programs	50.0	0.0	(50.0)	(100%)	0.0	0.0	0%
Other	1.9	3.0	1.1	60%	3.0	0.0	0%
Sustainability	0.0	0.0	0.0	0%	0.0	0.0	0%
Pension	0.0	0.0	0.0	0%	0.0	0.0	0%
Total – Debt Service & Allocations	150.6	92.2	(58.4)	(39%)	107.0	14.8	16%

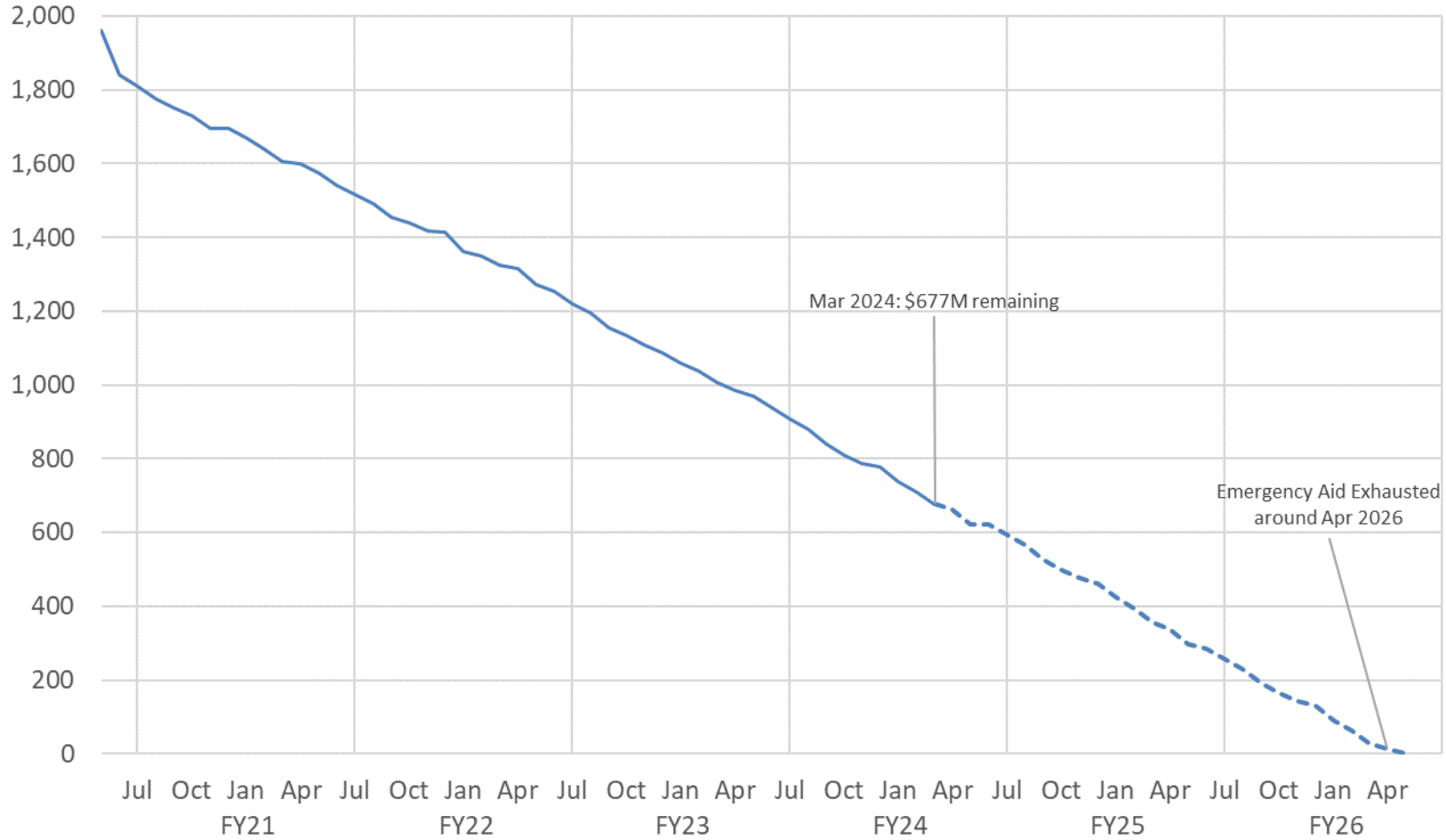
- FY25 & FY26 Art Program funding (\$50K) moved from Non-Labor to Capital Reinvestment Allocation
- Shifted ~\$10M of Capital Reinvestment allocations from FY25 to FY26 due to timing of SB125 payments
- Priority Capital deferred in FY25 and FY26 based on anticipated project cashflow needs
- Other allocations increase in financing a loan program from Pacific Gas & Electric (PG&E) called on bill financing

Five-Year Outlook

(\$Millions)	FY25 Proposed	FY26 Proposed	FY27 Forecast	FY28 Forecast	FY29 Forecast
Operating Revenues	298	310	323	342	361
Financial Assistance	500	511	513	529	546
Total Regular Revenues	798	821	836	871	907
Operating Expense	1,034	1,043	1,085	1,112	1,147
Debt Service & Allocations	92	107	136	136	115
Total Uses	1,126	1,150	1,221	1,248	1,262
<i>Operating Result</i>	<i>(328)</i>	<i>(329)</i>	<i>(385)</i>	<i>(377)</i>	<i>(355)</i>
Federal Emergency Assistance	270	0	0	0	0
State/Regional Emergency Assistance	58	294	0	0	0
Total Net Result	0	(35)	(385)	(377)	(355)

Projected Fiscal Runway

Emergency Aid Expenditure Forecast (\$M)



- Forecast includes \$352M of anticipated State (SB125) and Regional Assistance
- Emergency Aid still expected to be exhausted around April 2026
- First \$300M+ annual deficit is projected in FY27
- Permanent operating revenue source unlikely before FY28



FY25 & FY26 Capital Budget: Sources & Uses

(\$Millions)	FY25 Proposed	FY26 Proposed
BART	41.2	19.8
Measure RR	288.1	273.8
Seismic GO Bond	0.0	0.0
Local	100.7	54.0
MTC	400.8	228.2
State	105.6	260.8
FTA CIG	166.0	102.0
Federal	125.0	106.6
Total Sources	1,227.5	1,045.3
Seismic Programs	12.0	0.0
System Support	10.0	14.5
Electrical and Mechanical	31.2	15.5
System Development	34.4	22.1
Shops, Yards, and Facilities	38.7	95.4
Track and Structures	103.2	96.5
Traction Power	132.0	106.6
Train Control and Communications	153.0	198.7
Stations	183.0	116.1
Rail Cars	529.9	379.8
Total Uses	1,227.5	1,045.3
Total Net Result	0.0	0.0

Timeline and Next Steps



March 31

April 11

April 25

May 9

May 23

June 13

FY25 & FY26
Preliminary
Budget Memo
(PBM) released

FY25 & FY26
Preliminary Budget
Overview

FY25 & FY26
Capital Budget
Overview

FY25 & FY26 Budget
Sources & Uses, Rail
Service Plan

FY24 Q3 Financial
Report

Public Hearing on
FY25 & FY26
Budget

Draft Capital
Investment Plan

Prop 4/Gann
Amendment

FY25 & FY26
Budget
Adoption



BATF

Elevator out-of-service updates

- Out-of-service elevator sign posted at BART stations
- Elevator outage options for all BART stations posted under BART.gov

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AGENDA 5



Elevator Out-of-Service Update

BART Accessibility Task Force 5-23-24



Agenda

- Example out of service signage from other jurisdictions
- Types of accessible alternatives at BART
- Proposed sample signs for BART
- Discussion/feedback/next steps

Example Elevator Alternatives

Peer Agencies

New York City



Alternate Accessible Travel Information

If this elevator is out of service:

Take a Riverdale-bound Bx1 or
Kingsbridge Heights-bound Bx2 bus
(Grand Concourse and E Tremont Av) to
Grand Concourse and E Kingsbridge Rd.

Then, proceed to Kingsbridge Rd **B D**
station.

Subway and bus service may vary by time of day.
For the most updated service status,
visit mta.info or use the MTA app.

For the most updated equipment status, or to report
an elevator out of service, use the MTA app or scan
the QR code on this sign to visit mta.info/elevators.



Include the elevator number: EL-509
Street level at Tremont Av **B D**.



Elevator Outage



Customer Service

8a.m.–6p.m. Monday–Friday
1-888-889-6368 / TTY 711



Servicio al Cliente 客户服务
dịch vụ khách hàng 고객 서비스
Serbisyo sa Customer Обслуживание клиентов

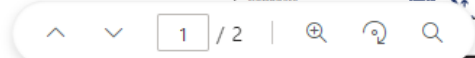
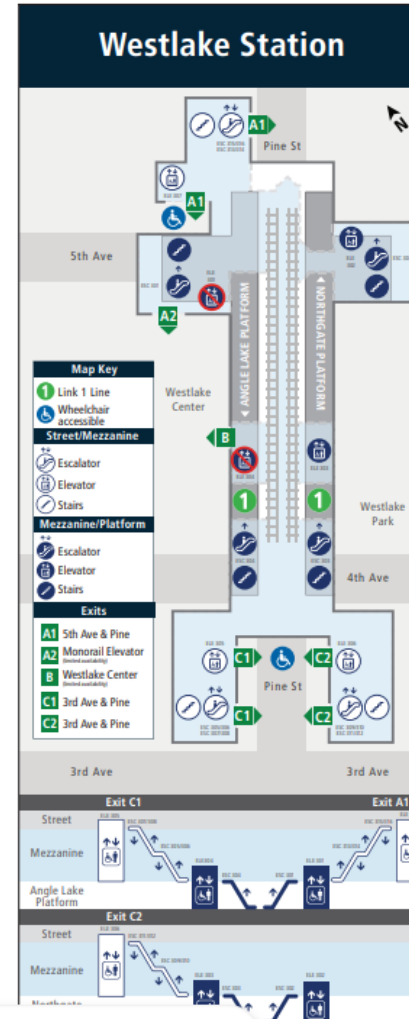
Angle Lake-bound platform elevators are inaccessible.



TO RIDE LINK 1 LINE

To Angle Lake, riders requiring elevator service must go to another station.

1. Take the elevator down to the Northgate platform.
2. Ride the 1 Line to Capitol Hill Station.
3. At Capitol Hill Station, board the 1 Line toward Angle Lake.



See something wrong? Text/call security (206) 398-5268



Toronto

Accessible Alternatives

If this elevator is out of service:

To access **2** Subway and concourse

Board **505** Dundas to Lansdowne Avenue. Transfer to **47** Lansdowne northbound to access **2** Subway.

Dundas West - 851L Street (12-2012)

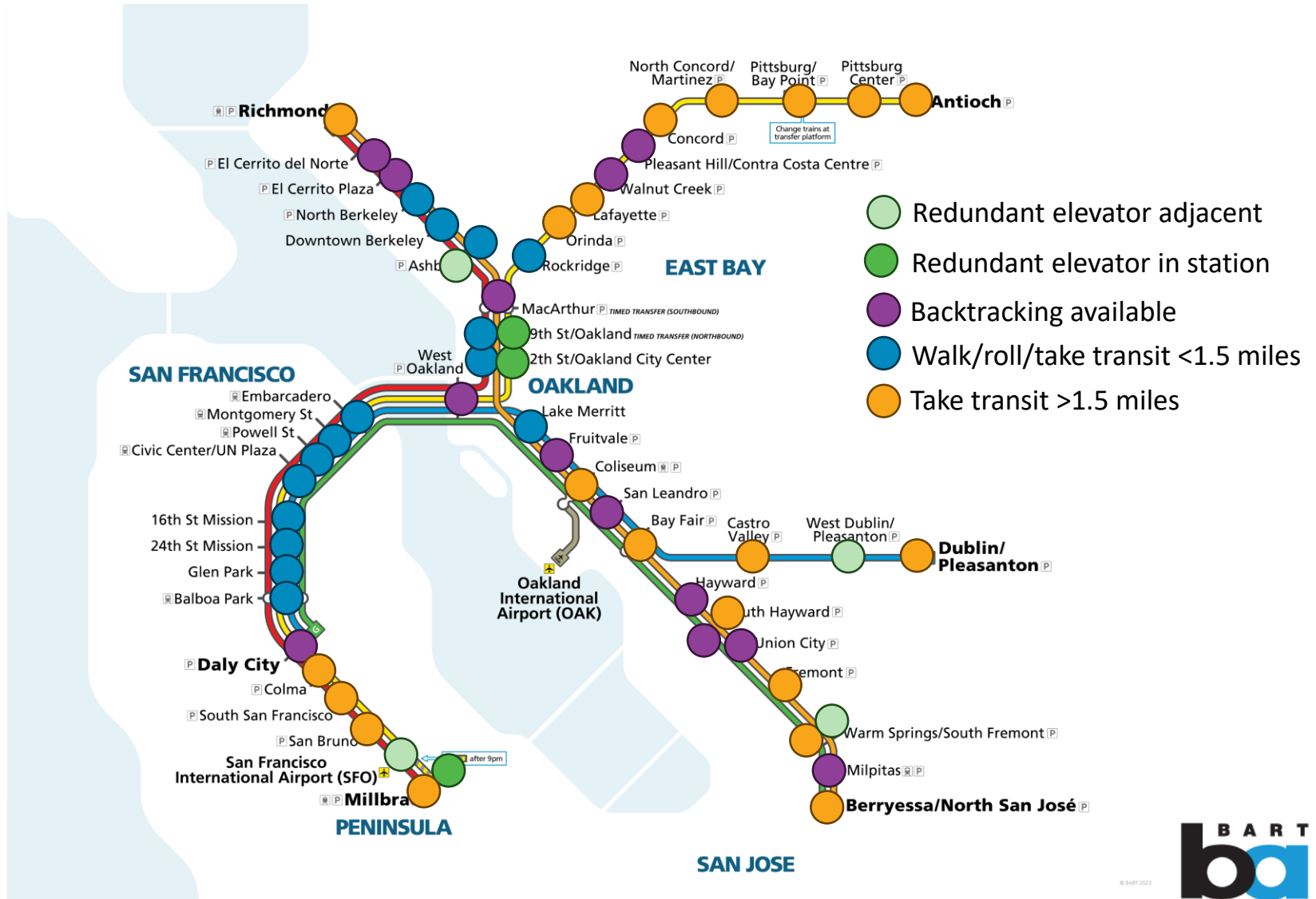


Types of Accessible Alternatives

Types of Accessible Alternatives

1. Redundant elevator adjacent. Example: Ashby
2. Redundant elevator elsewhere in station. Example: 12th Street
3. Backtracking available. Example: Hayward
4. Walk/roll/take transit <1.5 miles. Example: Embarcadero
5. Take transit >1.5 miles. Example: North Concord

Types of Accessible Alternatives - BART



Sample Draft Signs

New signage proposal

Temporary signs

- Post on elevator door when elevator is down

Additional permanent signs

- Instructional signs at elevators with an attractive alternative:
 - Redundant elevator elsewhere in station
 - Backtracking available
 - Walk/roll/take transit <1.5 miles
- Otherwise, customer to contact station agent for assistance
- Start with three station pilot (Hayward, Downtown Berkeley, 12th Street)



This elevator is out of service.

For alternative accessible options,
and real-time elevator status alerts
visit: **bart.gov/elevators**



We apologize for the inconvenience.
Our crews are working to fix it
as soon as possible.

Revised Elevator Status Page (Pending)

Elevator Status

Current Elevator Service Alerts

Station*	Location	Reason	Est. Return
12th St. Oakland City Center	Street - Convention Center	Evaluating	04/20/2024
Bay Fair	Platform	Repair	04/18/2024

**Click the station name for accessible alternatives for each station elevator*

Planned Elevator Service Advisories

Bay Fair Station elevator out of service April 15 through April 19, 2024	Read More
Passenger Bulletin: Accessible Fare Gate Replacement at Civic Center Station	Read More



Accessible Alternatives – Website Example



Bay Area
Rapid Transit

SCHEDULES

STATIONS

USING BART

FARES

NEWS

[Home](#) | [Stations](#) | [12th St. Oakland City Center](#) | [BART Elevator Locations And Accessible Path For 12th St. Oakland City Center](#)

Elevator Outage Options

In case of an [elevator outage](#), use the following options or contact the station agent for assistance. Agents can arrange a ride to a different station in an [accessible van](#) if needed.

STREET ELEVATOR (14TH STREET/OGAWA PLAZA)

- **Can't enter station:** Take the alternative street elevator located between 11th and 12th Street on Broadway (0.2 miles).
- **Can't exit station:** Take the alternative street elevator located at the opposite end of the station (11th/12th Street exit).

STREET ELEVATOR (11TH STREET/CONVENTION CENTER)

- **Can't enter station:** Take the alternative street elevator located on Broadway at 14th Street/Ogawa Plaza (0.2 miles).
- **Can't exit station:** Take the alternative street elevator located at the opposite end of the station (Ogawa plaza exit).

PLATFORM ELEVATOR

- **Can't enter station:** Walk, roll, or take [AC Transit](#) 0.3 miles to access the 19th Street station street elevator at 1750 Broadway (between 17th St. and 19th St.).
- **Can't exit station:** Continue on BART to exit at another station. The closest station is 19th St. Oakland (0.3 miles)





Accessible Alternatives to this Elevator

If this elevator is out of service use
alternative street elevator located at
14th Street/Ogawa plaza.



For more information and options,
push button to call agent or visit
bart.gov/elevators.





Accessible Alternatives to this Elevator

If this elevator is out of service, walk, roll, or use AC Transit 0.3 miles to the 19th Street Station elevator at 1750 Broadway.



For more information and options,
push button to call agent or visit
bart.gov/elevators.





Accessible Alternatives to this Elevator

If this elevator is out of service,
continue on to Bayfair. Cross to
opposite platform and return to
Hayward on BART.



For more information and options,
push button to call agent or visit
bart.gov/elevators.





Accessible Alternatives to this Elevator

If this elevator is out of service,
use elevator on opposite platform.
Take BART to Bayfair and board
desired train.



For more information and options,
push button to call agent or visit
bart.gov/elevators.



Discussion/Next Steps

Discussion

- Signage content and level of detail
- Proposal regarding where to post permanent signage
- Other

Next steps

- Pilot signage at three stations
- Develop permanent sign specifications and placement for remaining stations
- Fabricate permanent signs and install at remaining stations

BATF

Discuss potential
changes to the BATF
By Laws

—

AGENDA 6

Discuss Potential Changes to the BATF By-Laws

Agenda item #06

- 1. Shorten the time to recruit new BATF members** - Make it easier to fill vacancies

Current language:

Out of **four** consecutive meetings, an interested applicant must attend **three** and then apply for membership.

Proposed language:

*Out of **three** consecutive meetings, an interested applicant must attend **two** and then apply for membership.*

- 2. Reduce Member Attendance Requirements** - in case members become sick:

Current Language

A member's appointment to the BATF shall be terminated upon a determination by the BATF that a member has missed **four** regular meetings in a calendar year. Because it is important that all views be represented at meetings, there is no provision for excused absences.

Proposed Language:

*A member's appointment to the BATF shall be terminated upon a determination by the BATF that a member has missed **five** regular meetings in a calendar year. Because it is important that all views be represented at meetings, there is no provision for excused absences.*

- 3. Term Limits for Officers** - Give more members a chance to serve as committee leaders.

Current language:

Term of Office: The officers of the BATF shall serve for one year or until the next election is held.

Proposed language:

*Term of Office: The officers of the BATF shall serve for one year or until the next election is held. **Officers shall serve for no more than 2 consecutive terms in the same office, unless no other member is interested in serving in that role. After a one-year break, members may serve in any officer role again.***

4. Placing Items on Agendas - Clarify how items are placed on the agenda.

Current language:

Members may contact the chair to have items put on the agenda. Also, each meeting agenda shall have an item when members may ask to put items on future agendas.

The Chair shall schedule items on the agenda in consultation with the staff liaison. Staff shall be responsible for distributing the final agenda and preparing or compiling the associated agenda materials for each meeting.

Proposed language:

Each meeting agenda shall have an item when Officers and BATF members may ask to put items on future agendas. The BATF staff liaison shall be responsible to work with BATF Officers, BATF members and BART departments to schedule items on the agenda, prepare the agenda, compile the associated agenda materials and distribute the final agenda for each meeting.