

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)

September 25, 2025

2:00 p.m.

A regular meeting of the BART Accessibility Task Force (BATF) will be held on Thursday, September 25, 2025, starting at 2:00 p.m. to 4:30 p.m. 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 **854 9602 4212** logging in to Zoom.com and entering access code **854 9602 4212**; or typing the following Zoom link into your web browser:
<https://us06web.zoom.us/j/85496024212>

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 **September 23, 2025**, in order to be included in the record.
- 2) Appear in person and request to make a public comment.
- 3) Call 1-833-548-0282, enter access code **854 9602 4212**, 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 **854 9602 4212** , and use the raise hand feature; or join the Committee Meeting via the Zoom link, <https://us06web.zoom.us/j/85496024212> , 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 the July 24, 2025 Meeting Minutes. 10 minutes
(Information/Action)
4. Senate Bill 63 Update. (Information) 15 minutes
5. Bay Fair Pedestrian Tunnel Accessible Ramp Concept. 30 minutes
(Information)
6. Nominations and Elections for Chair, Vice-Chair, and 20 minutes
2nd Vice-Chair. (Information/Action)
7. Member Announcements. (Information) 5 minutes
8. Staff Announcements. (Information) 5 minutes
9. Chairperson Announcements. (Information) 5 minutes
10. Future Agenda Topics – Members Suggest Topics. 5 minutes
Next Meeting Scheduled: October 23, 2025 – Thursday
11. Adjournment.



Approval of the July 24, 2025 Meeting Minutes

BATF

September 25, 2025

Agenda 3

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

BART ACCESSIBILITY TASK FORCE

DRAFT Committee Meeting Minutes

July 24, 2025

1. Roll Call of Members:

1. Anita Ortega
2. Bruce Yow
3. Catherine Callahan (2nd Vice-Chair)
4. Clarence R. Fischer
5. Danny Kodmur
6. Daveed Mandell
7. Emily Witkin - ABSENT
8. Herb Hastings (Chair)
9. Hillary Brown
10. Janice Armigo Brown
11. Janien Harrison
12. Joshua Saunders
13. Roland Wong
14. Sam Buman
15. Shana Ray
16. VACANT
17. VACANT
18. VACANT

Quorum of eight (8) in-person appointed BATF members.

BART Customer Access and Accessibility Department Staff:

Elena Van Loo
Ryan Greene-Roesel
Kevin McDonald

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

Ahmad Rassai (BART staff)
Sarah Worth O'Brien (Guest)
Sara Desumala (Guest)
Jerry Grace (Guest)

Mussie Gebri (Guest)
Masooma Afgan (Guest)
Dorene Giacomini (Guest)

2. Public Comments

Mussie Gebri introduced himself and voiced interest in returning as an appointed BATF member.

3. Approval of May 22, 2025 meeting minutes

Clarence R. Fischer moved approval of the March 27, 2025, meeting minutes. Hillary Brown second the motion.

- Motion passes with twelve (12) in favor, zero (0) opposed, and one (1) abstention.

4. Tactile walking surface indicators for wayfinding

Sarah Worth O'Brien presented on the agenda item. The full presentation was included in the BATF July's 2025 agenda package.

The committee discussed the item. A few concerns and suggestions were provided:

- Roland Wong mentioned that some curb cuts do not have colors that stand out and that he finds it challenging to see the depth of these curb cuts, which usually have yellow markings to help indicate how deep they are.
- Clarence R. Fischer voiced concerns about accessible pathways with the bike warning indicator locations when crossing to get to a bus stop and when crossing the street. It is confusing to determine where you are located, whether you reached the other side of the street, or whether you have reached a middle area where there is a traffic lane on both sides.
- Joshua Saunders believed that tactile wayfinding could be a very helpful tool to create accessible tactile pathways to the faregates.
- Mussie Gebri mentioned in the past, using the Clipper Card to go through the old faregate doorways was easier, but now the Clipper Card doesn't always work and makes it more difficult to go through the new faregate doorways. He suggested having staff available to assist with the Clipper Card when going through faregates and this would be part of wayfinding efforts.

- Mussie Gebri mentioned that the train does not always align with where the train doors open to enter the train.

5. Accessibility Improvement Program update

Ahmad Rassai (AR) presented on the agenda item. The full presentation was included in the BATF July's 2025 agenda package.

The committee discussed the item. A few concerns and suggestions were provided:

- Danny Kodmur mentioned the importance of ensuring the correct slopes on ramps.
- Janice Armigo Brown suggested that call boxes should be made accessible for those with hearing impairments by adding a hearing loop component.
- Janice Armigo Brown mentioned that not all trains display the hearing loop logo.
- Herb Hastings asked about the status of door markings at the platform level that indicate where wheelchairs can enter the train.
- Mussie Gebri asked about the trip planner on the BART app and wanted to know how to make it more accessible for people who are deaf, hearing impaired, visual impairment, or people who are blind.

6. Second quarter: BART's compiled and analyzed customer complaints related to accessibility

Elena Van Loo and Kevin McDonald presented on the agenda item. The full presentation was included in the BATF July's 2025 agenda package.

Elena Van Loo mentioned that quarters that have been reported so far are numbered Q1 and Q2, which is based on the calendar year, January to December 2025, rather than the Fiscal Year, July 2024 to June 2025.

The committee discussed the item. A few concerns were raised:

- Roland Wong mentioned that some stations need better lighting, and he will report when there is a lighting issue in the stations.

- Herb Hastings stated that in future quarterly reports, he would like to see a comparison of the current versus previous quarterly complaints.
- Catherine Callahan suggested when there are two elevators at a BART station, BART should note which elevator is out and inform riders that there is a second option to use the second elevator under the BART's elevator status.
- Dorene Giacomini asked if it is possible to have a drop-down option for accessibility complaints in the online form. Elena Van Loo mentioned she will reach out and see if this can be added to the online Customer Service complaint form.

7. Member announcements

Hillary Brown informed the committee that the Community Advisory Council is looking for applicants and have extended the application deadline to October of 2025.

Roland Wong shared that there will be a celebration to celebrate thirty-five (35) years of the American with Disabilities Act (ADA) in San Francisco on July 26, 2025.

Clarence R. Fischer voiced concerns that AC Transit will undergo significant service changes as part of its Realign Project and asked whether these changes would be reflected in BART's website, station signage, and trip planning tools. Ryan Greene-Roesel indicated she would confirm the process.

Sam Buman mentioned that when any BATF meeting gets cancelled, he would like to understand the reason behind the cancellation.

8. Staff announcements

Elena Van Loo mentioned that July 26, 2025, marks the thirty-fifth anniversary of the Americans with Disabilities Act (ADA).

Elena Van Loo shared that the final, approved minutes for the month from the BART Accessibility Task Force are posted on the BART website, <https://www.bart.gov/about/bod/advisory/accessibility>.

Kevin McDonald shared that staff is still planning to test the new faregate tones and will inform BATF members and invite them to visit the piloted stations to listen to the tones at the faregates and give feedback.

Kevin McDonald informed BATF members about BART's process for recording the BATF meeting minutes and stated that staff listens to recorded meetings and writes down the main points and summarizes what was discussed for each agenda item.

9. Chairperson announcements

Herb Hastings shared that he is a member of the Contra Costa Transportation Planning Council. He also shared that he has remained involved with the new Clipper 2.0 project.

10. Future agenda items – member suggest topics

- Assisting people with low vision or people who are blind in finding the faregates

11. Adjournment

Clarence R. Fischer moved to adjourn the July 24, 2025, meeting and Daveed Mandell second the motion. The meeting adjourned at 4:27 pm until the next regularly scheduled meeting, Thursday, August 28, 2025.



Senate Bill 63 Update

BATF

September 25, 2025

Agenda 3



California Senate Bill 63 (Wiener and Arreguín) BART Accessibility Task Force – September 25, 2025

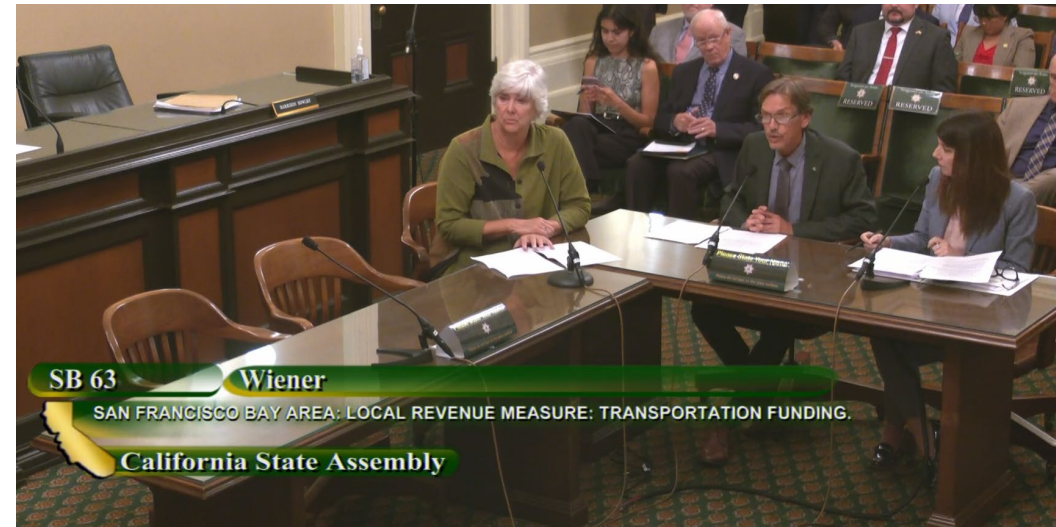


California Senate Bill 63

- In April, the BART Board of Directors took a Support position on California Senate Bill (SB) 63, authored by Senators Scott Wiener (D-San Francisco) and Jesse Arreguín (D-Berkeley).
- SB 63 would authorize a regional transportation funding measure on the November 2026 ballot.
- SB 63 passed the Assembly (46-20) on September 12 and earned final passage in the Senate (29-8) on September 13.



Deputy General Manager Michael Jones speaks at a press conference announcing SB 63 on March 24. Also pictured are bill authors Sen. Jesse Arreguín (far left) and Sen. Scott Wiener (far right).



Director Raburn testifies in support of SB 63 at the Assembly Revenue & Taxation Committee on July 14. Also pictured are MTC Chair Sue Noack (left) and bill co-author Assemblymember Catherine Stefani (D-San Francisco, right).

Revenue Measure Framework

Revenue Mechanism: Sales Tax

Geography: Five Counties (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara)

Rates: One-half (1/2) cent in Alameda, Contra Costa, San Mateo, and Santa Clara and one (1) cent in San Francisco

Duration: 14 Years (Q4 of FY 2027 - FY 2040)

Operator Funding Targets (Annually)

Operator Recipients	FY 2031\$
BART	\$330M
Muni	\$170M
Caltrain	\$75M
AC Transit	\$51M
Alameda County Small Bus Operators (Livermore Amador Valley Transit Authority (LAVTA), Union City Transit)	\$5.25M
Contra Costa County Small Bus Operators (County Connection, WestCat, TriDelta Transit)	\$15.75M
SF Bay Ferry	\$7M
Golden Gate Transit	\$1M

Note: Allocations for small bus operators will be determined by county transportation entity on an annual basis.

Revenue Measure Expenditures

- Revenue allocations to eligible entities and programs are expressed as percentages of each county's revenue generation.
- BART shall receive the following percentages of revenue generated in each county:
 - 64.70% of revenues generated in Alameda County
 - 58.59% of revenues generated in Contra Costa County
 - 29.14% of revenues generated in the City and County of San Francisco
 - 26.64% of revenues generated in San Mateo County

Rider-Focused Transit Improvements: \$46.4M

- Fare programs (\$25.78M): To MTC for Clipper START discount program and free/discounted transfers.
- Accessibility (\$10.31M): Investments in streamlined paratransit eligibility and cross-jurisdictional paratransit.
- Transit Priority and Navigation (\$10.31M): Mapping and wayfinding upgrades at intermodal hubs and strategic transit priority investments.

County Return-to-Source Funding

County Transportation Entities	FY 2031\$
Santa Clara Valley Transportation Authority	\$264M
San Mateo County Transit District	\$49M
Contra Costa Transportation Authority	\$27M
Alameda County Transportation Commission	\$10M
San Francisco County Transportation Authority	\$0M

County funds must be used for public transportation expenses and cannot be withheld by the Transportation Revenue Measure District (TRMD) or the Metropolitan Transportation Commission (MTC).

Financial Efficiency Review

- The Metropolitan Transportation Commission (MTC) shall hire a third-party consultant to conduct a two-part efficiency review of BART, AC Transit, Caltrain, and Muni.
- First part will be conducted before the election and the second part after the election, if the measure passes.
- An oversight committee is established with a representative from MTC, four operator representatives, four public transit experts, a representative each from the California State Transportation Agency (CalSTA) and the Department of Finance (DOF) as ex officio, nonvoting members.
- Operators shall submit draft implementation plans for efficiency and cost-savings to the oversight committee for review, approval, or recommended revisions.
- MTC shall review implementation work and is authorized to withhold funding for noncompliance.

Accountability Structure

- MTC shall establish ad hoc adjudication committees for BART, AC Transit, Caltrain, and Muni, consisting of two commissioners each from the counties contributing revenue to that operator.
- A participating county transportation entity or Board of Supervisors may submit a petition once a year to a committee if they believe there are operator deficiencies or inconsistencies within their county.
- If it is determined there is a breach of standards, a committee may recommend that up to 3.5% of allocated funds be withheld from the subject operator.
- If after 90 days there is still no corrective action, a committee may recommend that up to an additional 3.5% of funding be withheld.
- Funding is withheld until a committee votes to release it, following a specified process.
- If MTC is still in possession of withheld funds at the end of the measure, they shall reallocate funds to support public transit expenses within the counties that the operator serves.

BART Financial Outlook

Five-Year Projection	FY26	FY27	FY28	FY29	FY30	FY31
Regular Sources	837	843	875	903	935	966
Regular Uses	1,152	1,218	1,251	1,266	1,292	1,312
SB 125 Emergency Assistance	315	0	0	0	0	0
Net Result	0	-376	-376	-363	-357	-346
SB 63 Sales Tax Proceeds (SB 63 Expenditure Plan Target)	0	77	312	317	323	330
Net Result with SB 63	0	-299	-64	-46	-34	-16

- SB 63 allocation to BART based on a % of revenue collected – could be higher or lower than forecast
- SB 63 authorizes one quarter of revenue collection in FY27; \$299M deficit forecast remains in that year
- ~\$64M deficit forecast in FY28 – more budget solutions needed
- Deficit projections after FY27 depend on rates of cost growth, ridership recovery, CPI-based fare increase policy, and sales tax

Look Ahead

- Governor Newsom must sign or veto SB 63 by October 12, or the bill will become law without his signature.
- SB 63 will take effect on January 1, 2026.
- Regional revenue measure could be placed on the ballot either through action by the newly formed Public Transit Revenue Measure District (PTRMD) or via a citizen initiative.
- Measure would need a 2/3 vote across the five counties of the district if placed by the PTRMD or a simple majority if placed via citizen initiative.
- SB 63 authorizes a measure to be placed only on the November 2026 ballot.





Bay Fair Pedestrian
Tunnel Accessible
Ramp Concept

BATF

September 25, 2025

Agenda 5



Bay Fair Station

A-Line, Station A50
Concourse Level: January 16, 2016
Platform Level: April 23, 2016
Exterior: February 28, 2016
Last Modification: July 13, 2016
Next Update: TBD

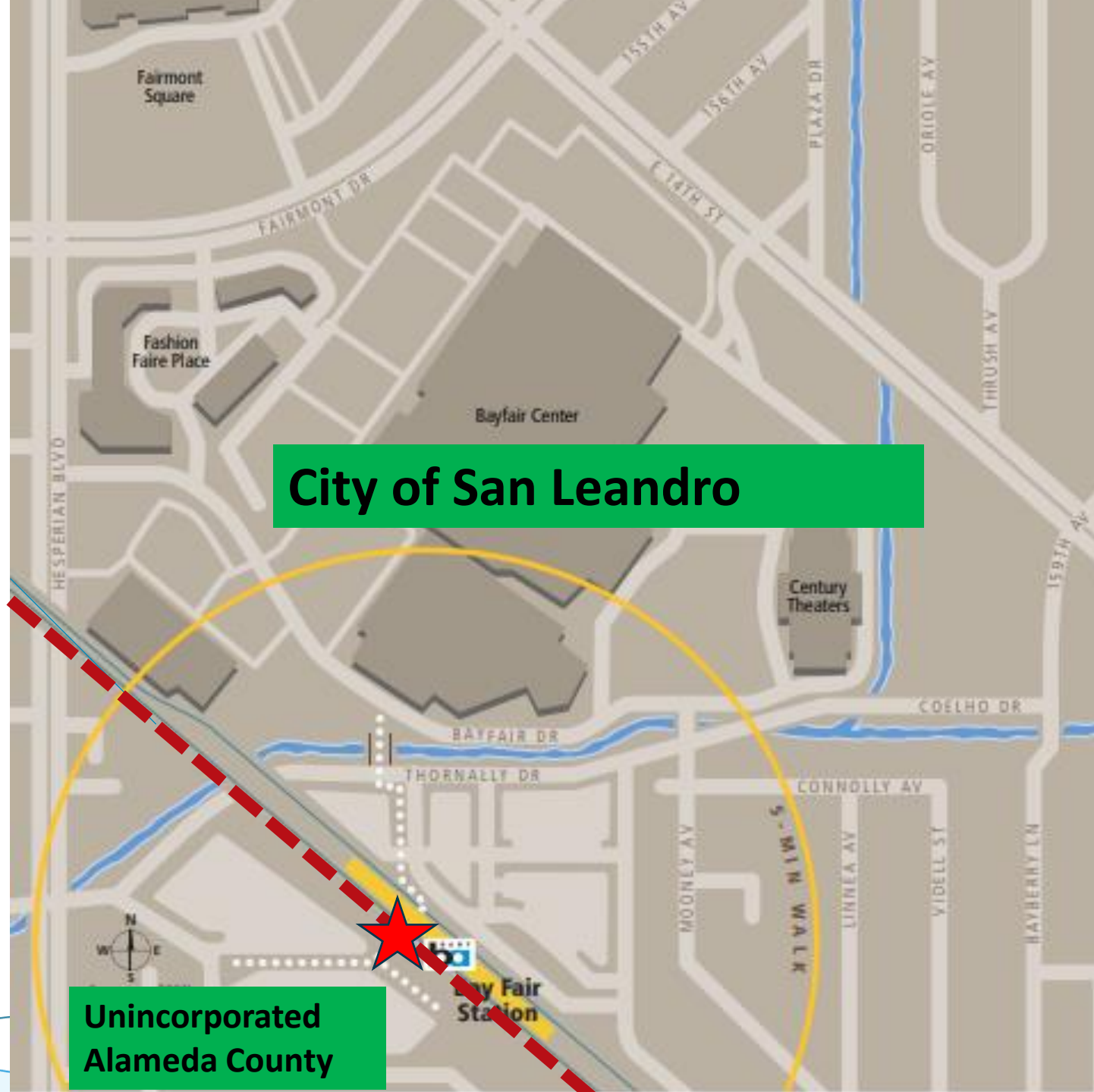
► Bay Fair Pedestrian Tunnel Accessible Ramp Design Concepts

BART Accessibility Task Force (BATF)

September 25, 2025

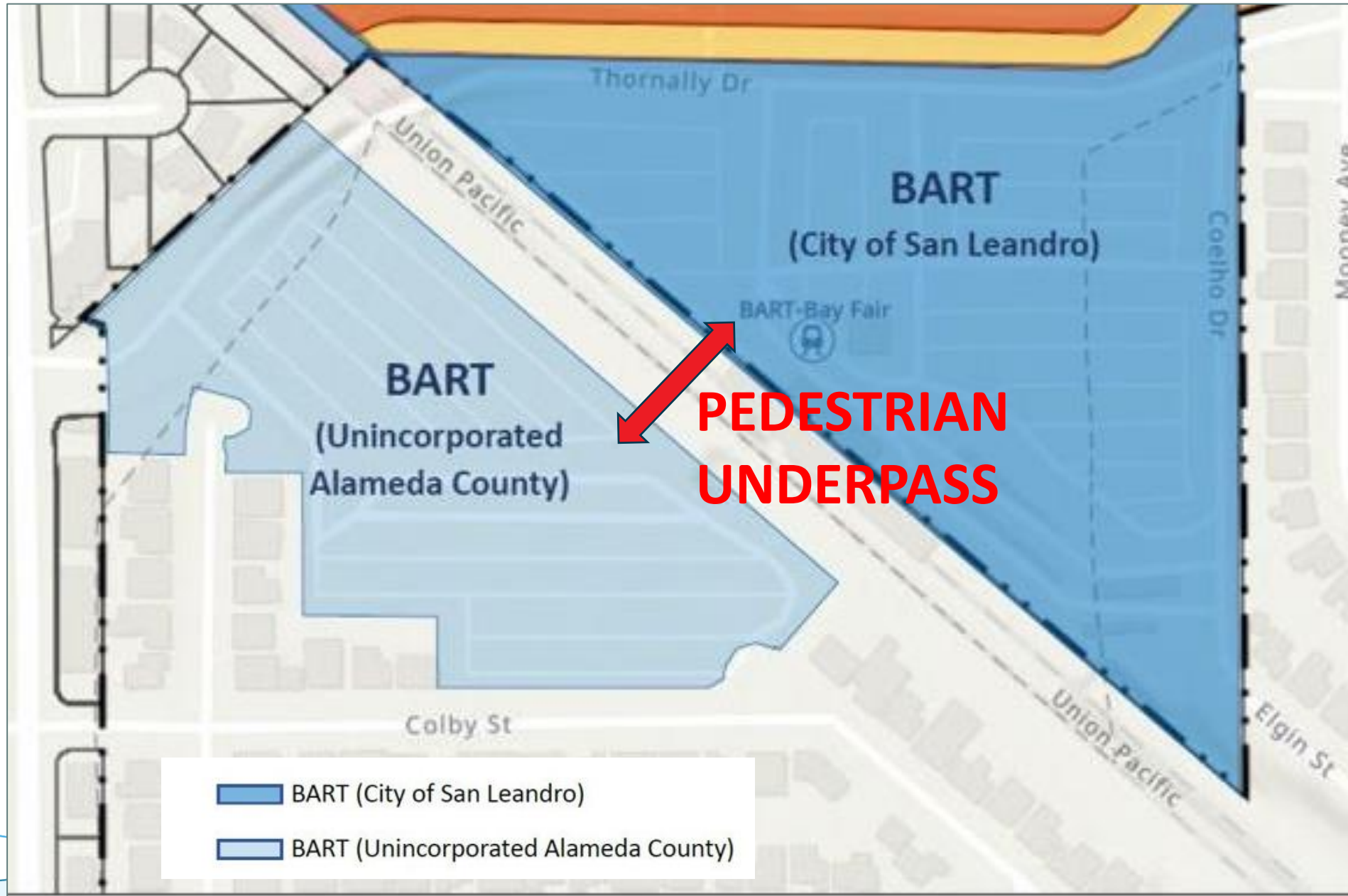


Bay Fair Station Area Map



Unincorporated
Alameda County

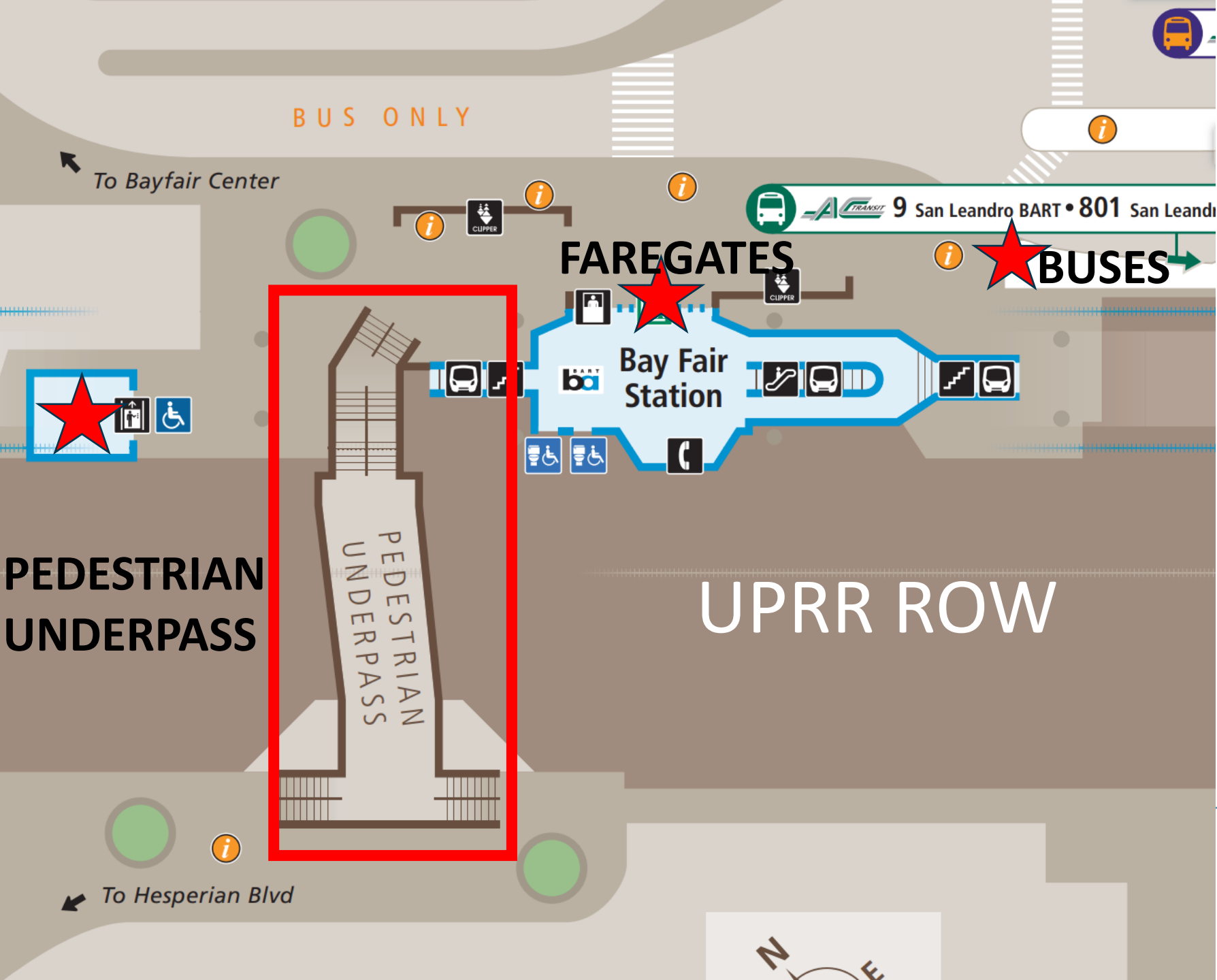
Bay Fair – BART Property



Aerial Map of Bay Fair Station



PLATFORM
ELEVATOR



PEDESTRIAN
UNDERPASS

UPRR ROW

**From San Leandro side:
From station looking southeast towards stairs and platform
elevator**



From Alameda County side: top of stairs



From Alameda County side: bottom of stairs looking at tunnel



Bay Fair Station

A-Line, Station A50
Concourse Level: January 16, 2016
Platform Level: April 23, 2016
Exterior: February 28, 2016
Last Modification: July 13, 2016
Next Update: TBD

From Alameda County side: in tunnel looking towards station



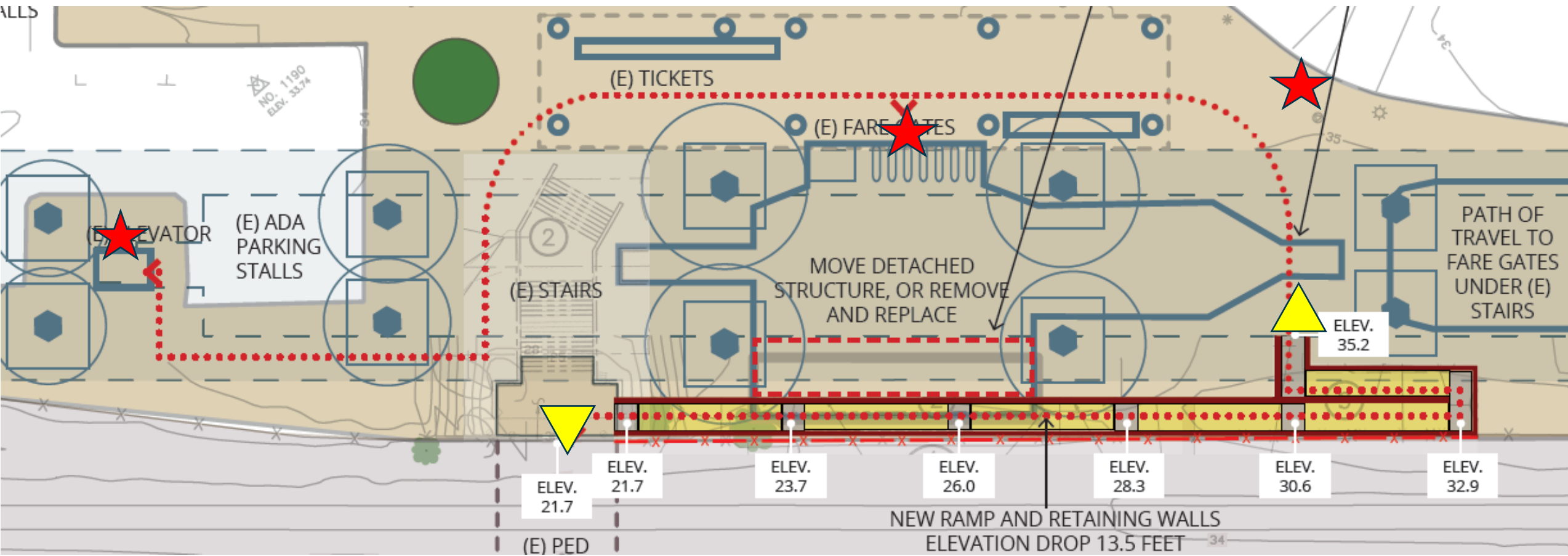
Project Overview

- 2024 BART TOD Workplan
 - Bay Fair is near-term TOD opportunity
 - Need ADA Access to/from County-side
- City of San Leandro TOD Planning Grant
 - Development Plan and Specific Plan Update
 - Preliminary Engineering (30%) and cost estimates

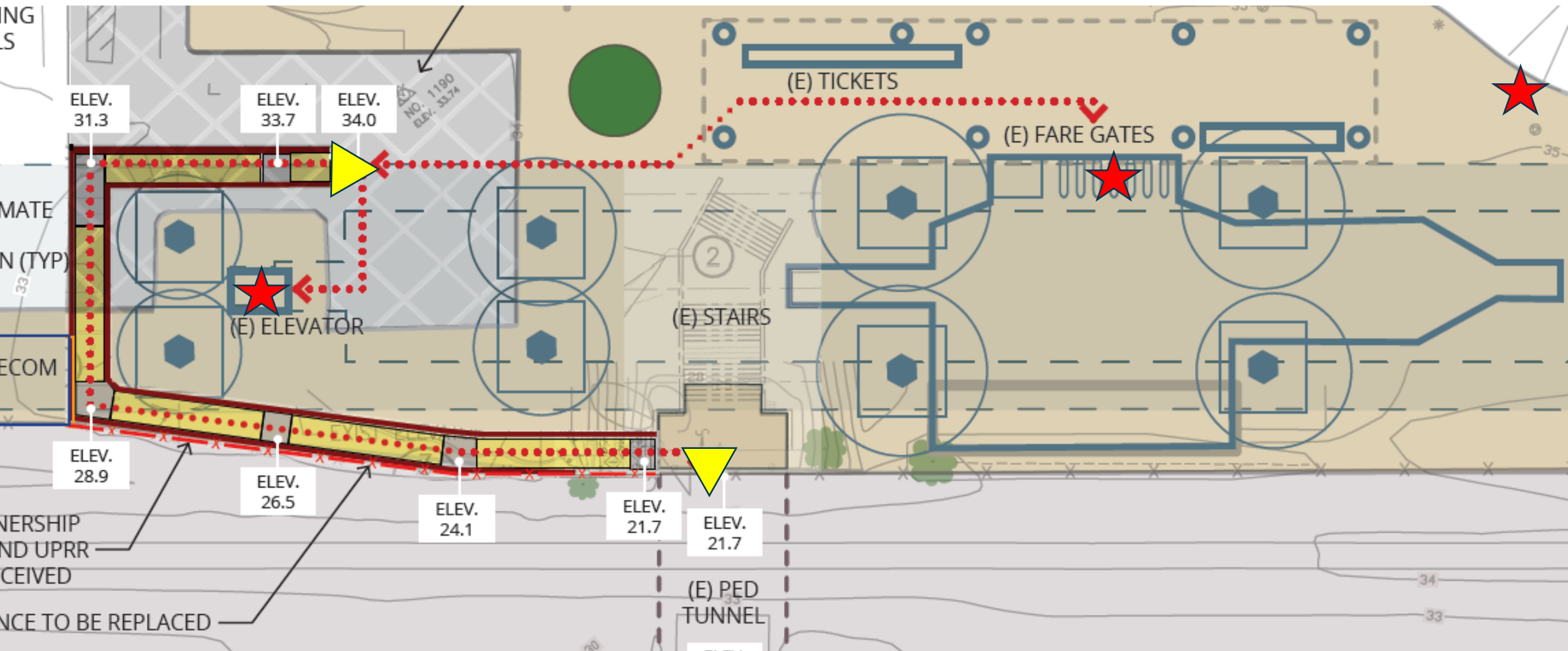
Criteria for BART Selection of Options

1. **ADA path of travel** – *to & from elevator, faregates, buses*
2. Ease of Use – *are ramps & stairs close to each other, switchbacks, etc.*
3. Bicycle path of travel – *including bike parking*
4. Neighborhood Connections
5. TOD (Transit Oriented Development) footprint
6. Construction Feasibility
7. Safety & Security
8. Maintenance and Operations
9. Cost

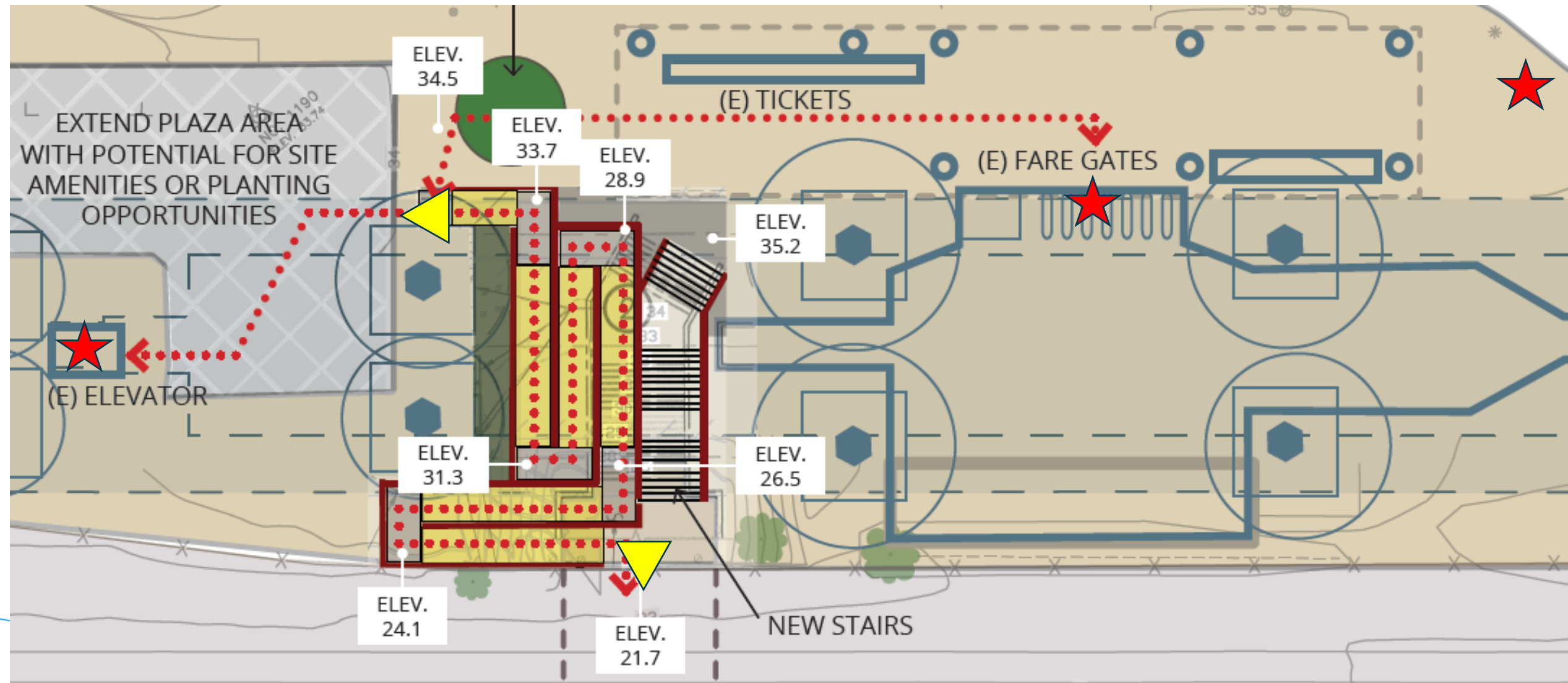
San Leandro-1: SIMPLE RAMP



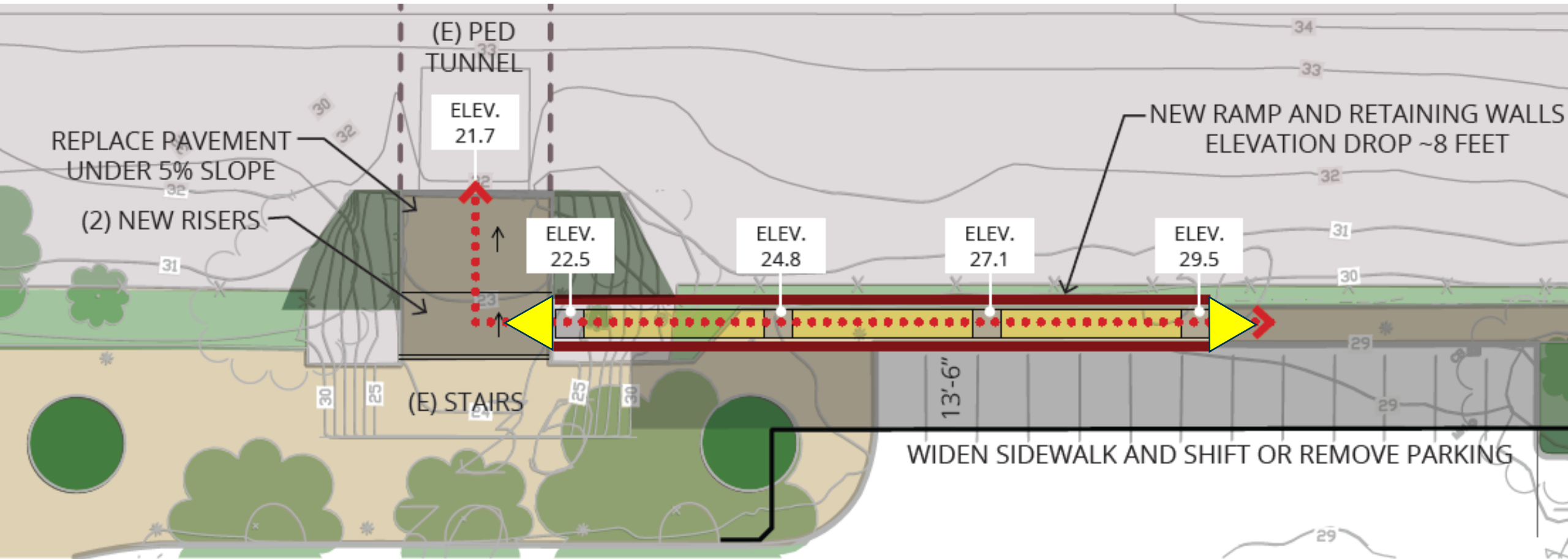
San Leandro-2: WRAP AROUND THE COLUMNS



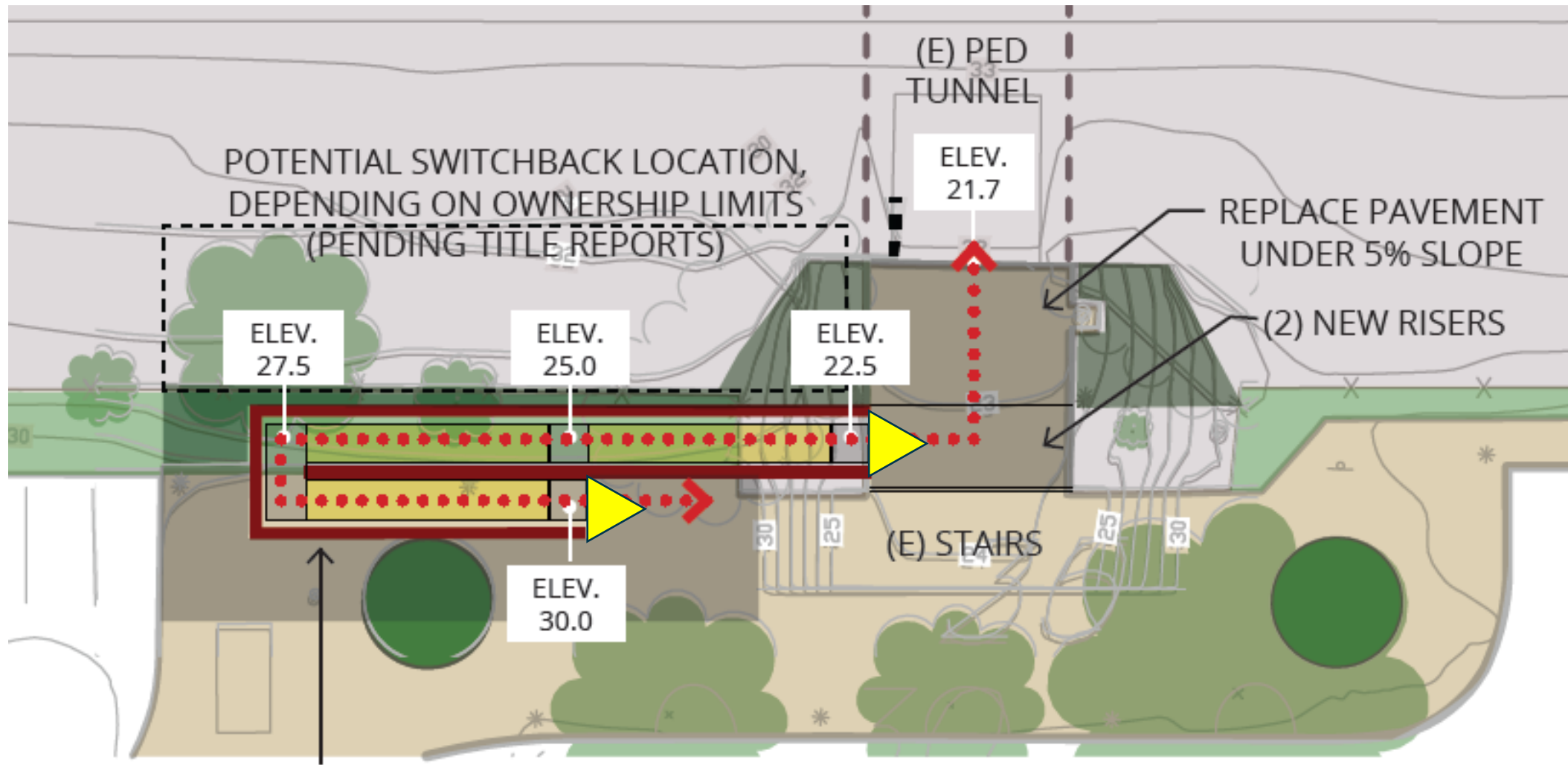
San Leandro-3: COMPACT FOOTPRINT



Alameda County-1: TO THE RIGHT

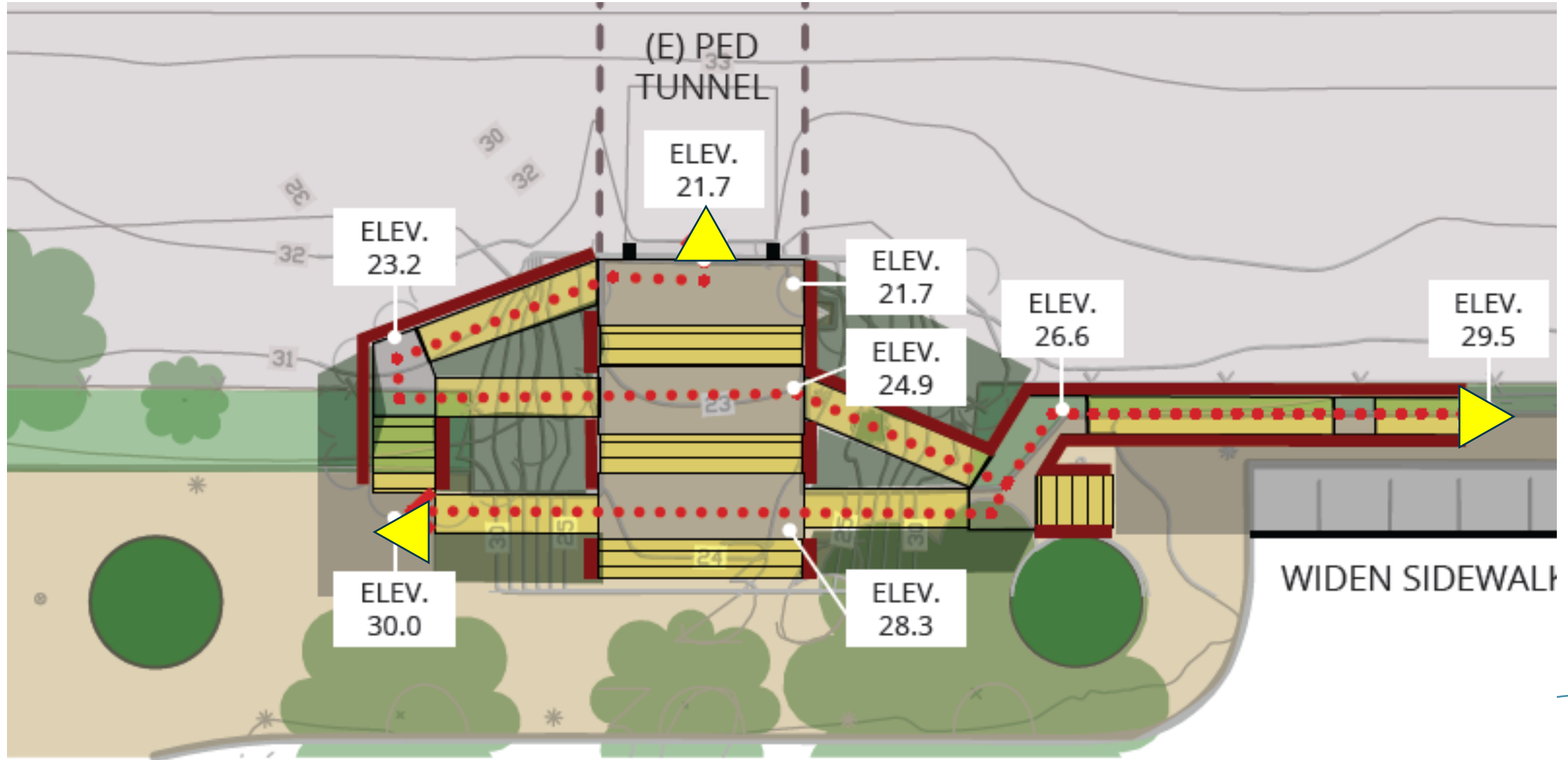


Alameda County-2: TO THE LEFT

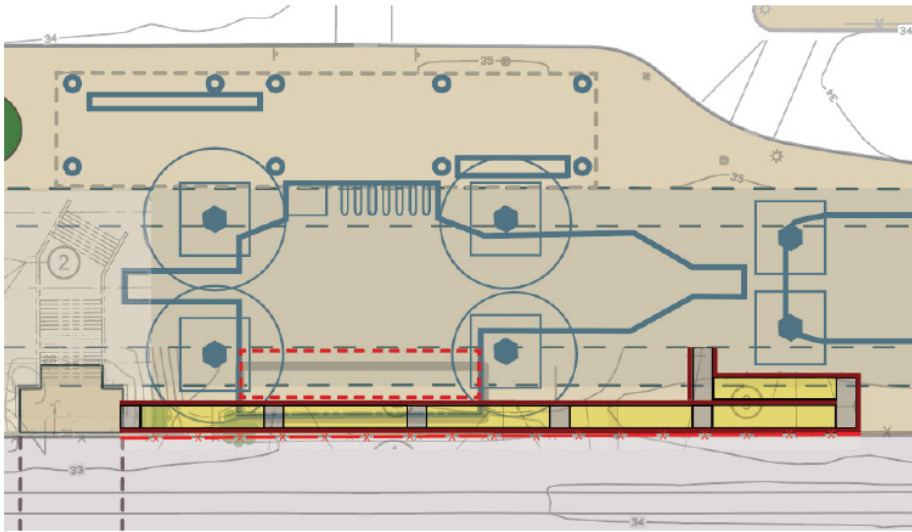


NEW RAMP AND RETAINING WALLS
ELEVATION DROP ~9 FEET

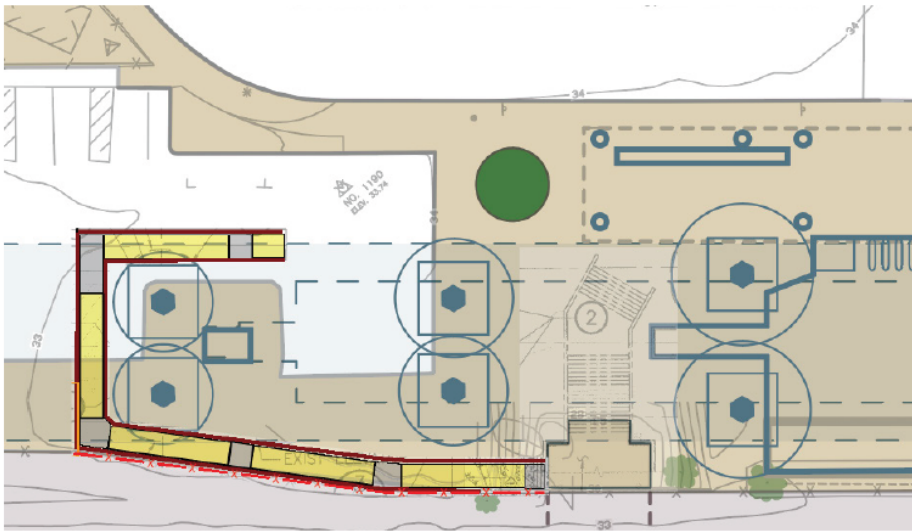
Alameda County-3: RAMP CASCADE



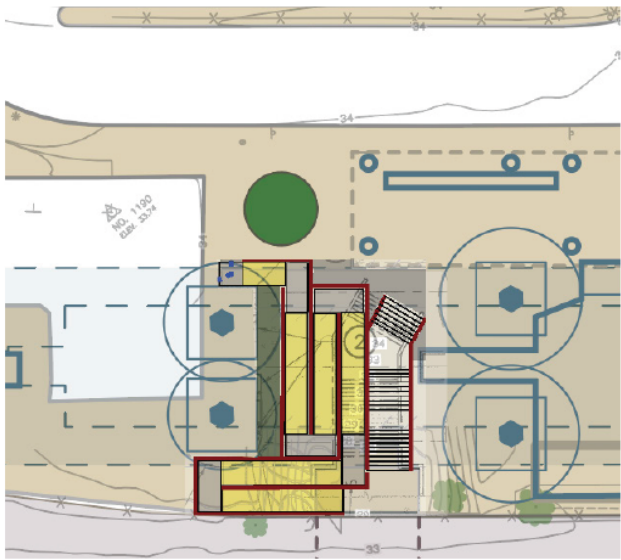
ACCESS FROM SAN LEANDRO SIDE



SL-1. SIMPLE RAMP
PROS: THIS OPTION HAS THE LEAST TURNS AND RUNS ALONG THE EDGE OF THE FENCE IN A STRAIGHT FORWARD MANNER.
CONS: THE END OF THE RAMP IS ON THE OPPOSITE SIDE OF THE STATION ENTRY FROM THE STAIRS.

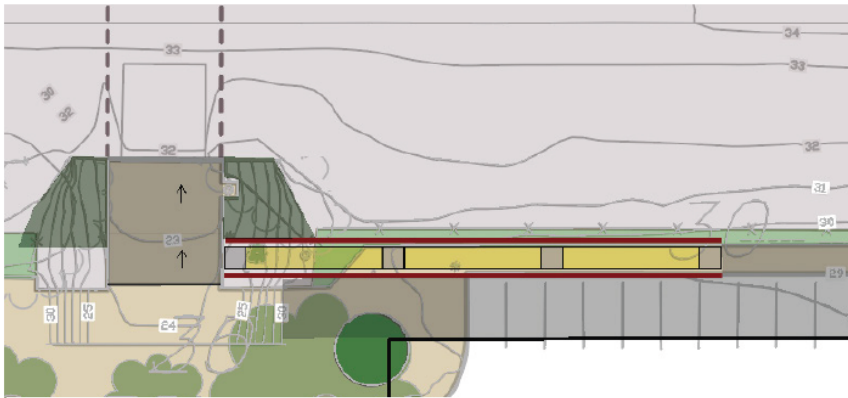


SL-2. WRAP AROUND THE COLUMNS
PROS: THIS OPTION ENDS CLOSEST TO THE ELEVATOR.
CONS: THE RAMP IS VERY VISIBLE AND PROTRUDES INTO THE PLAZA. IT IS FARTHEST FROM THE FARE GATES. THIS MAY NEED TO BE ADJUSTED FURTHER AROUND COLUMNS AND AT THE FENCELINE.

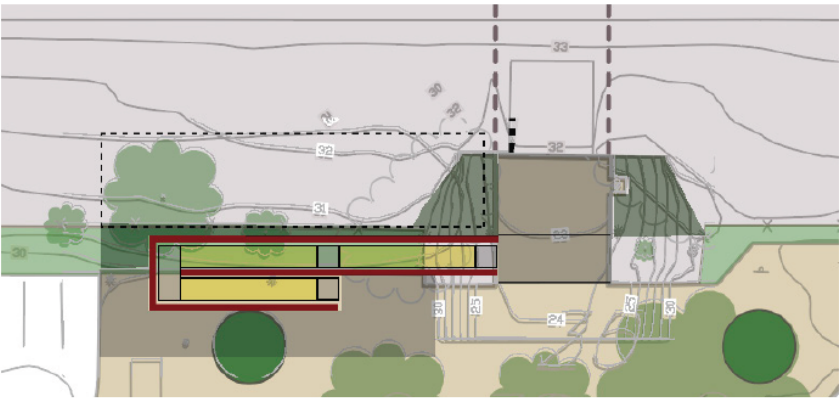


SL-3. COMPACT FOOTPRINT
PROS: THE LANDINGS ON BOTH ENDS OF THE RAMP ARE LOCATED IN LOGICAL PLACES.
CONS: THE ROUTE HAS MANY TURNS AND THE STAIRS WILL NEED TO BE REBUILT TO PROVIDE ENOUGH DIMENSION.

ACCESS FROM ALAMEDA COUNTY SIDE



AC-1. TO THE RIGHT
PROS: SIMPLE, NO TURNS
CONS: CHOICE FOR STAIRS OR RAMP ARE FAR APART



AC-2. TO THE LEFT
PROS: EXITS INTO THE PLAZA AND OPPOSITE THE (E) STAIR
CONS: INCLUDES A SWITCHBACK



AC-3. RAMP CASCADE
PROS: INTEGRATES STAIRS AND RAMPS. LOOKS MORE INTERESTING, PROVIDES MULTIPLE OPTIONS FOR WHERE TO BEGIN.
CONS: FULL REPLACEMENT OF THE STAIR AND RAMP FACILITY

Next Steps

- Stakeholder Review
 - BART, BATF, BBATF, local jurisdictions
 - Construction Feasibility
 - Implementation & Phasing for TOD
- BART selects preferred options
- Advance to 30% design
- Partnership prioritization – County, City, BART
- Pursue funding opportunities for final design and construction

Thank you





Nominations and
Elections for Chair, Vice-
Chair, & 2nd Vice-Chair
(no materials)

BATF

April 24, 2025

Agenda 6