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)
November 19, 2026 at 2:00 p.m.

## WAYS TO ATTEND

1. In-Person: The meeting will be held at East Bay Paratransit 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.

2. Teleconferencing Options
Zoom Link: https://us06web.zoom.us/j/88257720345
Go to www.Zoom.com or call 1-833-548-0282 (toll-free) and enter access code 882 5772 0345

## HOW TO ADDRESS THE BART ACCESSIBILITY TASK FORCE (BATF)

The public may address the BART Accessibility Task Force (BATF) on any matter on this agenda, or during the "Public Comment" section for matters not on the agenda. There is a two (2) minute time limit.

During the Meeting:
• Appear in person and request to make a public comment.
• Join by phone by calling 1-833-548-0282 and entering access code 882 5772 0345; dial *9 to raise your hand and *6 to unmute when requested to speak.
• Join via Zoom by entering access code 882 5772 0345 and using the "raise hand" feature, or use the direct meeting link: https://us06web.zoom.us/j/88257720345

In Advance:
Email written comments to evanloo@bart.gov, using "public comment" as the subject line. Submit comments as early as possible. All emailed comments must be received before 12:00 p.m. on November 17, 2026, to be included in the record.

## MEETING DETAILS

Agendas, Updates and Notices available online: https://bart.legistar.com
Consent Calendar items are considered routine and will be vote on with one motion, unless an item is removed for discussion by a Director or a member of the public.
Any action items requiring more than a majority vote for passage will be so noted.
Full rules of meeting participation: www.BART.gov/Board
Please refrain from wearing scented products (perfume, cologne, after-shave, etc.).

ACCOMMODATIONS

BART provides accommodations for persons with disabilities or with limited English proficiency. To arrange services, please contact the District Secretary's Office one to five days in advance, depending upon the service requested. Alternatively, BART will reasonably assist a member of the public who wishes to provide their own translation services. 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. (For information) 5 minutes
   Self-Introductions: Staff and Guests.

2. Public Comment. (For 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 October 22, 2026 Meeting Minutes. 5 minutes
   (For information/action)

4. Testing of Fare Gate Decals on BART's Accessible Fare Gate. 30 minutes
   (For information)

5. Fiscal Year 27 Budget Update. (For information) 30 minutes

6. BATF Draft to the BART Board of Directors Regarding 30 minutes
   Accessibility in Transit-Oriented Development (TOD)
   (For information/action)

7. Member Announcements. (For information) 5 minutes

8. Staff Announcements. (For information) 5 minutes

9. Chairperson Announcements. (For information) 5 minutes

10. Future Agenda Topics – Members Suggest Topics. 5 minutes
    **Next Meeting Scheduled:** December 17, 2026 – Thursday

11. Adjournment.

# Public Comment

# BATF

# November 19, 2025

# Agenda 2

BART Accessibility Task Force (BATF)
Agenda item #2 – Public Comment

Email From: Aleta Dupree
November 07, 2026. 5:55 am

Elena Van Loo, with thanks, please forward this message to the BART Accessibility Task Force for the next Regular Meeting.

Greetings new Chair Ryan Manriquez and Members.

Aleta Dupree for the record, she, her, with Team Folds.

I submit to you my comments pertaining to the BART Accessibility Task Force (BATF).

I reflect on your most recent Meeting, that which convened on 22 October, 2026. I was present at that Meeting in person. I am looking forward to your new leadership team of Ryan Manriquez, Joshua Saunders, and Clarence R Fischer, in leading the work of BATF going forward. And I am impressed with Ryan's performance in leading this most recent Meeting. I ask of all of you to support our three chairpersons as we move forward into the next annual cycle of the BATF.

I ask that we always ensure that Public Comment is solicited and taken, whether the commenter is present in the room, or participating remotely. Sometimes I experience what seems to be inordinate delays in being recognized to speak on Zoom, and at risk of being passed over. Such deeply concerns me. It is true that I do not live in the BART district. Such precludes me from serving on your panel. But such should never be cause to keep me from sharing my thoughts respectfully with you. It is true that I frequently skipped Fare on the New York City Subway in 1980-81. I can understand that might diminish my standing before you. Yet I have never avoided paying the appropriate Fare on our BART. I have a Reduced Fare Clipper Card, by virtue of me having a certain level of service related disability. I maintain to you that I am a real Veteran of Operation Desert Storm, and I have the appropriate credentials to show evidence of such service. I take Veteran related matters very seriously and I share of my service with rigorous honesty, and never engaging in embellishment or exaggerated claims.

I share on matters of our Meeting location. I submit to you that I have my concerns, and that things are showing their age. I find our space is not particularly inclusive, and in a number of ways. I am pleased that we have more people joining the BATF to add to this most important work. Add we also are seeing more

members of the Public attend our Meetings as well. Yet our space is becoming constrained, and perhaps is posing challenges to safety, especially if there is a need for an evacuation. I think we should begin our Meetings with a safety announcement. Such announcements are broadcast at Meetings of Samtrans and Caltrain, now located in Millbrae, and the Metropolitan Transportation Authority (MTA) in New York City. The MTA meets in the William J Ronan Board Room on the 20th Floor of Number Two Broadway, New York, NY, 10004. It is essential to remember that the MTA is known for owning and operating several transportation properties of national and international significance, including the Subway, and Grand Central Terminal. The MTA is overseen by a Board of Directors, and convenes Public Meetings, which include periods of Public Comment. Such announcements emphasize the absolute importance of safety related matters in a high rise building located in a densely populated community.

And how do we accommodate those who wish to participate, especially as we might see more people with mobility devices and/or service animals? Such requires us to expand in order to accommodate, and to never say no. It is important to remember that Paratransit is a mandate that basically cannot say no to those who are qualified to use such service. Yet our space can indeed have the effect of saying no to those who seek to engage, especially those who need more space because of mobility devices or service animals.

And I often hear about issues in accessing the multipurpose room at our BART World Headquarters at 2150 Webster Street, Oakland, CA. I often hear about the room being booked up at the times we want to use it. But are we even trying? Did anyone have the foresight to reserve the room on a standing basis when the new headquarters building opened? Such leads me to wonder. And at our Broadway location, there are challenges to entry. I wonder why we meet in a room behind locked doors? Such can have the effect of causing our Meeting to be closed to the Public. Yet BATF Meetings are Public Meetings, and should never be closed, except if you find yourselves having to go into a closed session. And we could ask people to knock loudly, but that often isn't heard, and we don't want people to be at risk of hurting themselves or breaking things while knocking on the doors.. I wonder why a doorbell is not available in that location? Perhaps we should employ a door monitor at all times, to ensure appropriate access to the Meeting space.

I recall at the end of the Meeting, one of the members of your group mentioning about disparaging comments being made to them. I was probably not in the room when such comments were allegedly made, given that I do not have the facts of the situation. And I do remember others over time claiming that disparaging comments

have been made against them. I can only ask myself, why are these things allegedly happening? Shouldn't BATF be a space where people are respected? I think so, yet some might disagree. And if disparaging comments are being made about other members of BATF, then surely such comments could be aimed at me as well. I want to feel welcome in your space but how can I be if others feel they aren't? I maintain to you that disability is no excuse for bad behavior. And I know many of you to be respectful and welcoming folks. Yet it only takes one bad apple to spoil the bunch, if you will. I know that saying can sound old and tired, but I feel such needs to be said. You see, BATF is a group, and such needs to operate for the collective good. And that is one reason why members of the Public address the group as a whole, through recognition by the Chair, instead of to individual members.

And I consider matters of the upcoming Meet and Greet. I think I attended the Meet and Greet in early 2025, when Christine Arseneault was your Chair. I enjoyed the event very much, and several members of the Board and executive leadership attended and shared their thoughts as well. I am deeply offended in hearing comments from some on this panel that sound like BART and BART leadership don't care about accessibility. I take great exception to such statements. First of all, it is essential to remember that BART is one of the most accessible public transportation systems in the world. BART is one of a minority of systems that has elevators in every station, and BART works very hard to keep them in operation as much as possible. It is rare that I come across an inoperative elevator in BART. And the original plans for BART, going back to the 1940's, did not provide for elevators. Yet when BART was being built, elevators were added in so workers could carry heavy bags of revenue and fare media between station levels. Perhaps the original BART called for using revenue collection trains, that plan was never implemented. And the elevators were used for carrying bags of garbage, and the janitorial carts between levels as well. And so these elevators, in being intended for everyone to use, facilitated patrons with mobility challenges to be able to use BART systemwide. And I am able to use the elevators in their intended manner just as anyone else, disabled or not, and such has been reiterated to me under BART policies and regulations.

I acknowledge that Board Members and executive leadership might not be able to make it to our Meet and Greet or our Meetings. It is nice when they do but if they don't I'm not going to be offended. It is absolutely essential to remember that our General Manager Bob Powers has a deep and broad portfolio or responsibilities in helping us to have the safest, most reliable, and most approachable BART that we

can have. And Bob might not be able to make it to the Meet and Greet. Perhaps Bob might have a pressing safety related issue to attend to. I would want Bob and other leaders to attend to that first, in order that BART can continue to deliver high quality transportation services to the People of our beloved Bay Area, both residents and visitors.

And I have found that every member of the Board, and every member of executive leadership does indeed care about accessibility, and they not just talk about accessibility but indeed practice those values as well. I have found Bob Powers to indeed be a strong advocate for accessibility and we have conversed often on such matters. I have found everyone in leadership at BART to indeed be welcoming of my thoughts when it comes to matters of accessibility. I remember the days when there were no tactile edge strips anywhere in the New York City Subway. And in the 1980's sandpaper like tactile strips were placed on the platform edges. Today most of the stations in the Subway have the yellow tactile edge strips much like what we have in our BART. And I'm sure the Subway will have the new platform strips in every station in short order. And today the Subway and other MTA properties are improving access for the disabled on a daily basis. Yet these improvements not only benefit the disabled but everyone else as well. Such indeed reflects the broadly inclusive perspective that the MTA in New York continues to practice and improve upon every day, and I feel the same is true for our BART.

And when I hear comments that take offense at BART Board Members and management not showing up for our BATF events, such leads me to think that I as a member of the Public is not important to you. Am I not important to you? Shouldn't members of the Public be welcome to BATF events as well? I am a person just as much, and I know Board Members and executive management approach their work in service to the Public. I ask that you consider public attendees to your events to be of just as much importance. And some of you seem to take swipes at others, such as a comment implying that bicycles should be prohibited on BART. Such is patently discriminatory and disrespectful in nature. There are some who consider bicycles, especially electric bicycles, to be mobility devices, in helping them to navigate challenges of disability. I am one such person, such comments are therefore directed at me, because I am in that class of people being swiped at. Such leads me to think that some of you are only concerned your own conditions as opposed to the greater good of our community.

It is true that none of you are accountable to me. I am simply an ordinary member of the public and I do not live in the BART district. But you are all accountable to the Board of Directors, which is your appointing authority. It is absolutely essential to remember that it is the Board of Directors that onboards, retains, and terminates Board appointed officers and members of advisory committees. I do not have the authority to enforce accountability. But as a member of the public I am able to share my thoughts with the Board, both in spoken and written formats. At times I share my letters to you with the Board as well. And if I feel that any of you are not fit to serve on the BATF, I will not hesitate to speak against your reappointment when extensions of BATF tenures come up on Board agendas. I ask that all of your remember that your positions are not guaranteed for life, but subject to reevaluation and reaffirmation by the Board.

As a person with disabilities I not only speak before BATF and the Board, but also at other BART advisory committees as well. And I share my thoughts at other public agencies as well, both in and beyond the Bay Area. I not only speak on matters of disability but a number of other subjects as well. I claim standing to speak on any agenda item because anything in BART can potentially affect me. And so if you want to be heard, you have to approach the source as opposed to hoping it will come to you. And I do not know at what level of public engagement each of you wish to do. I ask that you not build and live in silos, but instead to share both among yourselves and with those not only close to you, but also with those further away and perhaps unfamiliar to you as well.

I assure you that I am not an apologist for BART. At times I approach the Board in respectful dissent. And such is true with every deliberative panel I have approached. I ask of you to hold each other accountable, including constructive criticism. And I ask that you never cause offense to others. I ask of you to never speak or do anything to berate or impugn other BATF members, BART Board Members, BART staff, or members of the public. I expect you to always practice rigorous honesty and never be prone to embellishment or exaggeration. I expect maturity and respect among you, and to require that amongst yourselves. I ask you to never treat BATF as a private club. And I ask of you to never say or do anything to diminish or embarrass the good name of this public organization that is BART. Instead I ask of you to always remember and practice this ideal that is bigger than all of us combined, that BART is The Peoples System.

Thank you.

# Approval of the October 22, 2026 Meeting Minutes

# BATF

# November 19, 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
October 22, 2026

## 1. Roll Call of Members:

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

## BART Customer Access and Accessibility Department Staff:

Elena Van Loo
Ryan Greene-Roesel

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

Director Robert Raburn
Rachel Factor (BART staff)
Noelani Fixler (UC Berkeley student, presenter)
Aleta Dupree (Guest)
Jerry Grace (Guest)

Sara Desumala (Guest)
Bryce Maples (Guest)
Sagar Pandey-Consertos (Guest)
DJ Alex Reyes (Guest)

## 2. Public Comments

Aleta Dupree noted that she has a hidden disability and asked everyone to broaden their perspective, remember that this is not a private club, but to engage with the public by listening openly.

## 3. Approval of the September 24, 2026 meeting minutes

Clarence R. Fischer motioned for approval of the August 27, 2026 meeting minutes. Shana Ray second the motion.

- Motion passed with ten (10) in favor, zero (0) against, and one (1) abstention

## 4. Access and Accessibility for BART Transit-Oriented Development (TOD)

Rachel Factor presented on the agenda item with the presentation included in the BATF October 2026 agenda packet.

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

- Clarence R. Fischer had a few concerns:
  - Asked whether there will be a shelter to provide protection from rain and sun. Also asked if benches will be installed so that individuals who cannot stand for long periods will have a place to sit.
  - Asked whether an "emergency button" will be available near the paratransit stop that can contact either a station agent or local police for assistance.
  - Asked what percentage of units are provide enhanced accessibility for the mobility impaired, such as roll-in showers.
  - Asked what would happen to BART and the TOD project if that area were to become a "ghost town" due to the ballot measure, the Public Revenue Measure (RTM) does not pass in November and resulting in little to no funding.

- Esther Waltz hopes that the Public Revenue Measure (RTM) does pass in November.
- Herb Hastings commented to ensure everyone understands that the TODs are independent from BART. He explained that BART leases the property to the developers, and that the developers are responsible for the construction and for complying with housing laws, city regulations, and other applicable requirements.
- Shana Ray asked how many buildings will be constructed at the El Cerrito Plaza BART Station and how many of those will be designated as affordable housing. She also asked whether bus shelters will be installed at the bus stops at the station.
- Ryan Manriquez shared that although living close to the El Cerrito del Norte BART Station provides the infrastructure for independence, he still faces significant barriers—particularly the lack of an automatic door at the lobby entrance in his building. He shared that he wants to ensure TOD buildings are fully accessible and believes that Transit-Oriented Development is one of the levers we can use to address the housing crisis in the Bay Area.
- Roland Wong asked for clarification on the location of the paratransit stops. He noted that they can sometimes be difficult to locate.
- Sam Buman commented that the construction at El Cerrito Plaza appears to be prefabricated rather than built traditionally from the ground up. He wondered if the developer is choosing this method to reduce costs. He added that the approach is somewhat disappointing compared to other projects, such as those near Lake Merritt and along the Richmond line, noting that the construction looks as if pieces are being assembled like Legos.
- Daveed Mandell emphasized the importance of ensuring strong accessibility within TOD developments for blind individuals and people with low vision.

Bryce Maples expressed interest in seeing more units included in the Ashby BART Station TOD project. He also raised concerns about how an accessible pathway is defined.

Jerry Grace shared that he has seen TOD construction beginning at El Cerrito del Norte.

## 5. Rules and Policies for e-Bikes, e-Scooters, and e-Motors on BART

Ryan Greene-Roesel and Noelani Fixler presented on the agenda item with the Memorandum included in the BATF October 2026 agenda packet.

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

- Sam Buman mentioned that navigating the BART system has become increasingly challenging because bicycles are getting larger. He noted that he uses a scooter as his mobility device and emphasized that clearer policies are needed to address these issues.
- Sam Buman shared that the Golden Gate Ferry has limits on larger bikes and categorizes them by class, and he suggested that this is something BART may want to consider.
- Roland Wong noted that e-bikes are becoming significantly larger, making them more difficult to fit into the elevators, especially when an elevator attendant is present. He also observed that some riders are operating their e-bikes on the platforms, which is not permitted for safety reasons.
- Roland Wong noted that San Francisco Muni has stated that certain types of bikes are not permitted in the subway system.
- Ryan Manriquez asked for clarification on whether e-bikes, e-scooters, and e-motos are prohibited from being ridden within the BART system and whether riders are required to walk them. He noted that he has seen larger e-bikes and e-motos occupying the accessible space during rush hour, which may create barriers for those in wheelchairs.
- Shana Ray shared that she has experienced being in an elevator with very large bikes, leaving her pressed up against the wall. She believes that people who truly need the elevator—such as individuals who use wheelchairs—should be prioritized over scooters and bikes.
- Herb Hastings expressed concern about bikes and scooters zooming by at high speeds, noting the risk of collision with riders. He mentioned that as BART ridership increases, the presence of larger-than-usual bikes on trains is taking up significant space, and he believes some oversized bikes should not be allowed onboard. Herb also suggested holding a joint meeting with the BART Bicycle Advisory Task Force (BBATF).
- Herb Hastings shared that train operators should make more frequent announcements about the rules for bikes and scooters within the BART system.
- Ester Waltz stated that she has had positive experiences with e-bikes and e-scooters. She added that she has had more negative experiences with traditional pedal bikes.
- Clarence R. Fischer also mentioned that he had a number of run-ins with e-Bikes and e-Scooters. He said that no bikes or scooters should be allowed in the first car on any trains and train operators should announce to remind riders that bikes and scooters are not allowed in the first train. Clarence suggested

creating a specific permit system that would allow only certain bikes to be used on BART trains.

- Daveed Mandell stated that many bicyclists do not yield and often speed by without any warning. He believes that bikes should not be allowed in the center train car. He also expressed that bicycles should not be permitted on BART trains at all.

Bryce Maples mentioned that he is not able to ride a bike but would still describe himself as a "bike devotee." He said he thinks bikes are amazing, especially in the city of Berkeley, where access to BART stations is easy by bike—something not true in all cities. He acknowledged that not all bicyclists are polite and noted that it can be difficult to set clear rules for bikes within the BART system.

Jerry Grace mentioned that bikes should not be allowed in the wheelchair priority areas, as those spaces are designated for riders who use wheelchairs.

Aleta Dupree shared that she has been riding bikes over many years and is a big fan of bikes, especially e-Bikes. She shared that the vast majority of bike riders are responsible within the BART system. Aleta thinks bikers should walk their bikes within the BART system. She voiced concerns that bikes on escalators may tumble down the escalator which is a safety concern. Aleta stated that any liquid fueled bikes or scooters should be prohibited and bikes that run on batteries could also be a risk.

## 6. Nomination of New BATF Committee Member: Bryce Maples

Bryce Maples introduced himself and expressed why he is interested in joining the BATF.

Daveed Mandell moved to recommend Bryce Maples as a BATF member. Clarence R. Fischer seconded the motion.

- Motion passed with eleven (11) in favor, zero (0) against, and zero (0) abstentions

Aleta Dupree shared that she met Bryce Maples earlier that day and observed his energy and enthusiasm for serving as a BATF member. She mentioned that she would like to see the BATF membership reach its maximum of eighteen (18) members.

## 7. Review and Approval of the 2027 BART Accessibility Task Force (BATF) Meeting Schedule

Sam Buman moved to approve the 2027 BATF meeting schedule. Herb Hastings seconded the motion.

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

Bryce Maples noted that Aleta Dupree has previously suggested holding BATF meetings at BART Headquarters, like other advisory committees. Elena Van Loo stated that an agenda item will need to be added at a future BATF meeting to discuss whether to hold BATF meetings at BART Headquarters, with a decision made by majority vote.

## 8. Discussion of the January 28, 2027 BATF Meet-and-Greet Event and Approval of Event Flyer

Herb Hastings moved to approve the January 28. 2027 BATF Meet-and-Greet with amendments proposed by Ryan Manriquez. Daveed Mandell seconded the motion.

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

Aleta Dupree mentioned that she has attended Meet-and-Greet events in the past and would like to see more BART Board Directors attend, though she is grateful for those who have participated. She encouraged BATF members to engage with the BART Board of Directors by reaching out to them.

## 9. Member Announcement

Hillary Brown shared that she will continue serving as an appointed BATF member.

Herb Hastings shared that he continues to serve on a task force with MTC, to which he was appointed.

Sam Buman mentioned that the PDF attachment was accidentally not attached when October's BATF meeting information was emailed.

## 10. Staff Announcement

Ryan Greene-Roesel shared that BART is beginning to experiment with placing decals on fare gates to promote events and to potentially generate advertising revenue. She noted that decals were not initially placed on the Americans with Disabilities Act (ADA) fare gates, but there is now a pilot program to add decals to those gates as well. She explained that at the 19th Street Station, on the north end, decals have been installed on the ADA fare gates. Ryan invited BATF members and members of the public to provide feedback on whether the decals are effective and to offer any suggestions, and noted the topic will be discussed at the next BATF meeting.

## 11. Chairperson Announcement

Ryan Manriquez acknowledged that October's BATF meeting was his first time serving as Chairperson. He shared that he will be providing announcements and reporting on actions taken at past BATF meetings as part of his role as Chairperson.

## 12. Future Agenda Topics – Members Suggest Topics - <u>Next Meeting Scheduled</u>: November 19, 2026

- Aira update
- Overcrowding in elevators
    - Too many people in elevators

## 13. Adjournment

Clarence R. Fischer moved to adjourn the October 22, 2026 meeting. Herb Hastings seconded the motion. The meeting adjourned at 4:30 pm until the next regularly scheduled meeting, Thursday, November 19, 2026.

# Testing of Fare Gate Decals on BART's Accessible Fare Gate

# BATF

# November 19, 2025

# Agenda 4



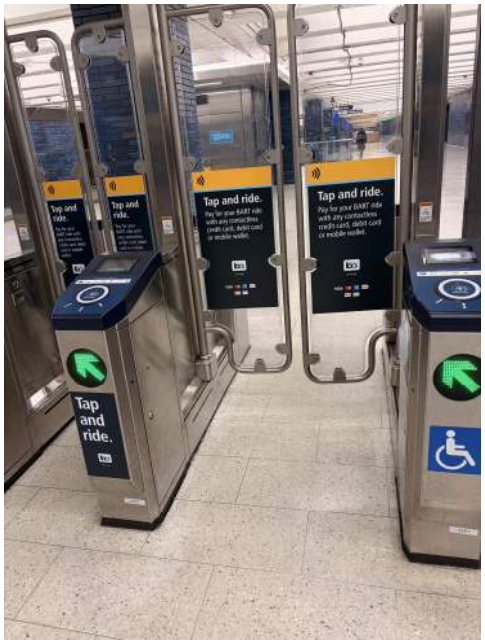
# Testing of Fare Gate Decals on BART'sAccessible Fare Gate

BATF, November 19, 2026

# Background:

- BART Marketing began testing fare gate decals as a potential advertising media in Spring 2026
  - First in Fare Collection Engineering Lab
  - Limited test at nine BART stations
- At the request of the General Manager, “Tap and Ride” decals were installed on “outside” of non-ADA gates at all 50 Stations
  - BARTable decals installed on “inside”
- One ADA gate at 19th Street has decals for BATF members and other to review
- OUTFRONT Media is offering fare gate decals as a paid advertising option

# 19th Street demonstration




Tap and ride on ADA gates



BARTable on ADA gates




Full array with Tap and Ride

# Fiscal Year 27
# Budget Update

# BATF

# November 19, 2025
# Agenda 5




# FY27 Budget Update

November 12, 2026 | BART Board of Directors Meeting

# Unofficial Election Results



- Measure RTM's outcome must be reported by counties to the Secretary of State by December 3 and certified at the state level by December 11
- As of this presentation's mailing to the Board (11/6), the measure is leading with 62% of voters approving out of 1.16M votes counted
- At this time, staff are assuming the measure has passed and the following slides include revenues authorized by the measure

# Looking Forward

## Continue to Deliver World Class Transit & Grow Ridership



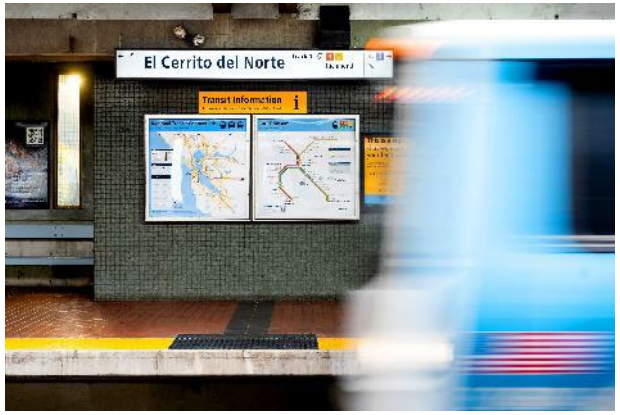

**Safety & Security**



**Cleanliness**

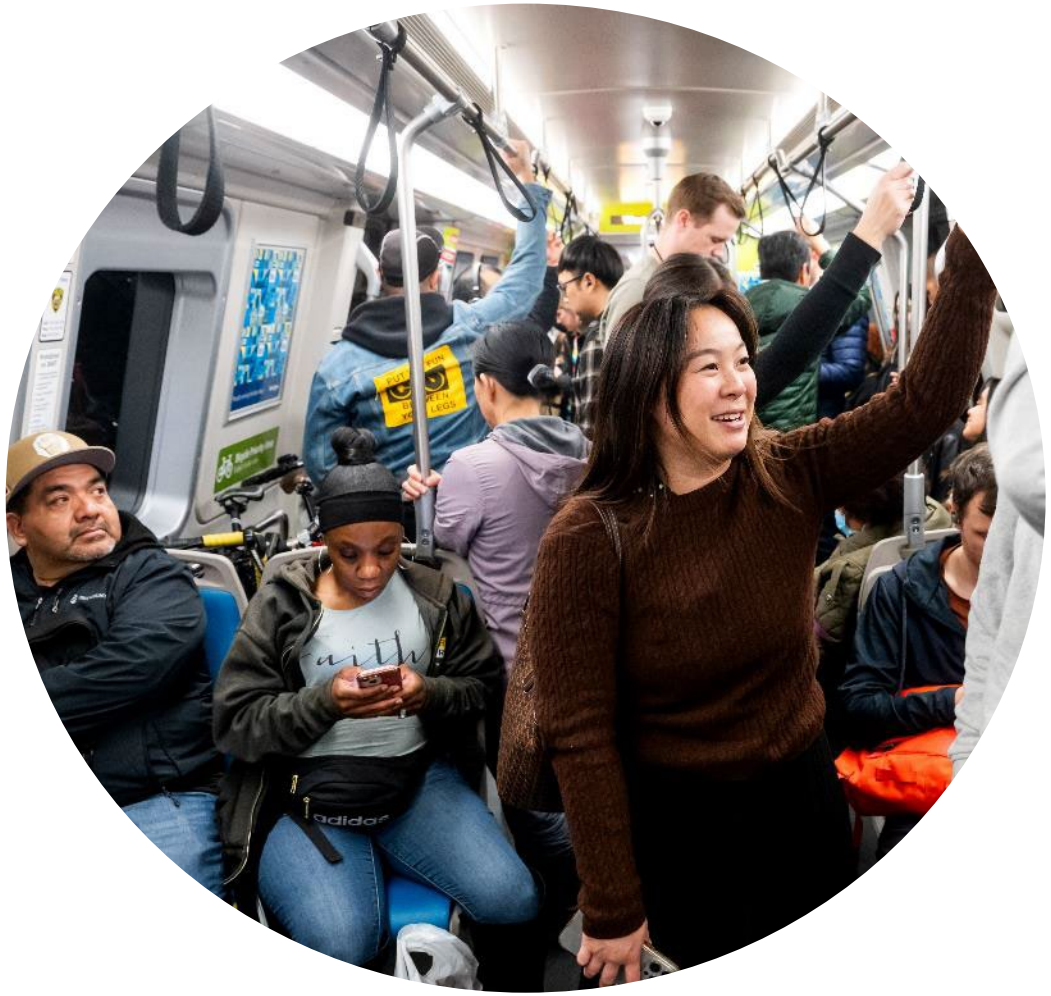


**On-Time Performance**




**Making Transit Easier**

# Agenda



## Ensure Financial Stability

- Financial Projections
- Financial Efficiency Review
- Liquidity Strategy

## Upcoming Budget Milestones

# Financial Stability

# Financial Projections: Executive Summary

- **Regional Measure provides sustainable operating revenue** to replace ridership revenues impacted by the COVID-19 pandemic; this is a major financial milestone for BART
- **The regional revenue source sunsets in 14 years**; BART must use this window to work toward long-term financial stability
- **Ridership recovery has exceeded expectations in FY27**, driving above-budget operating revenue
- **Manageable operating deficits remain**; staff is committed to eliminating them without impacting service quality or customer experience
- **BART is committed to the second phase of MTC's Financial Efficiency Review (FER),** and to implementing its recommendations, as required by SB 63
- **Uncertainty remains;** risks include the economic climate, cost pressures, and potential regional measure litigation

# Financial Projections: Operating Revenue

| ($M) | FY27 Adopted | FY28 Projected | FY29 Projected | FY30 Projected | FY31 Projected |
|---|---|---|---|---|---|
| Rail Passenger Revenue | 308.0 | 340.8 | 356.1 | 375.5 | 395.0 |
| ADA Passenger Revenue | 0.7 | 0.7 | 0.7 | 0.8 | 0.8 |
| Parking Revenue | 22.4 | 22.9 | 23.9 | 24.7 | 25.5 |
| Other Operating Revenue | 55.6 | 36.5 | 20.0 | 20.7 | 21.4 |
| **Subtotal - Operating Revenue** | **386.7** | **400.9** | **400.7** | **421.7** | **442.7** |

- Ridership projected to grow 3.3% annually; factoring in continuation of BART's inflation-based fare increases, fare revenue is projected to grow 5% annually over the same period

- Investment revenues are projected to return to more modest levels in FY29, after several years of higher returns generated from higher cash balances

# Financial Projections: Financial Assistance

| ($M) | FY27 Adopted | FY28 Projected | FY29 Projected | FY30 Projected | FY31 Projected |
|---|---|---|---|---|---|
| Sales Tax Proceeds | 327.2 | 340.7 | 352.2 | 364.6 | 376.2 |
| Regional Revenue Measure Proceeds | 74.4 | 307.5 | 317.8 | 328.4 | 339.4 |
| Property Tax Proceeds | 70.4 | 71.6 | 73.4 | 75.2 | 77.1 |
| VTA Financial Assistance | 45.7 | 48.9 | 50.3 | 51.2 | 51.9 |
| MTC Assistance – Clipper START Pilot | 2.7 | 3.2 | 3.4 | 3.6 | 3.7 |
| Local & Other Assistance | 13.5 | 13.6 | 13.8 | 14.0 | 14.2 |
| State Transit Assistance | 38.5 | 42.2 | 45.0 | 47.9 | 50.3 |
| Low Carbon Transit Operations Program | 7.0 | 2.7 | 2.7 | 2.7 | 2.7 |
| Low Carbon Fuel Standard Program | 24.3 | 25.9 | 25.3 | 24.6 | 24.0 |
| **Subtotal - Financial Assistance** | **529.4** | **856.3** | **884.0** | **912.2** | **939.5** |

- With regional measure revenue, 56% of BART's operating budget will depend on sales tax; this represents a shift compared to the pre-pandemic era, when fare revenue covered 60-70% of operating expense
- Recent state policy changes reduce Low Carbon Transit Operations Program (LCTOP) revenues from FY28 on

# Financial Projections: Operating Expense

| ($M) | FY27 Adopted | FY28 Projected | FY29 Projected | FY30 Projected | FY31 Projected |
|---|---|---|---|---|---|
| Wages | 568.8 | 590.9 | 609.7 | 626.5 | 643.7 |
| Benefits | 148.4 | 159.1 | 168.3 | 175.1 | 182.2 |
| Retiree Medical | 9.3 | 50.0 | 50.9 | 51.4 | 52.0 |
| PERS Pension | 57.9 | 60.1 | 60.8 | 61.7 | 61.9 |
| PERS Unfunded Liability | 97.2 | 98.2 | 100.9 | 106.7 | 103.0 |
| Workers Compensation | 26.0 | 27.5 | 29.2 | 30.9 | 32.8 |
| Overtime | 84.3 | 86.0 | 87.8 | 89.5 | 91.3 |
| Reimbursements | (188.3) | (177.7) | (180.5) | (186.3) | (190.3) |
| *Subtotal - Labor* | *803.7* | *894.3* | *927.1* | *955.5* | *976.7* |
| Power | 69.8 | 72.7 | 75.1 | 76.6 | 78.2 |
| Purchased Transportation | 36.7 | 37.4 | 38.2 | 38.9 | 39.7 |
| Other Non-Labor | 153.7 | 157.7 | 161.9 | 164.0 | 168.4 |
| *Subtotal - Non-Labor* | *260.1* | *267.8* | *275.1* | *279.5* | *286.3* |
| **Total Operating Expense** | **1,063.8** | **1,162.1** | **1,202.2** | **1,235.0** | **1,263.0** |

- Health insurance premiums drive Benefits growth
- Retiree Medical and PERS sourced from actuarial projections
  - *Note: FY27 operating contribution for Retiree Medical is budgeted in Allocations*
- Workers Compensation grows 6% a year based on past growth actuals
- Most Non-Labor costs grow approximately 2% per year except Power and biennial election expenses
- Projected increases to transmission & distribution rates drive Power costs

# Financial Projections: Debt Service & Allocations

| ($M) | FY27 Adopted | FY28 Projected | FY29 Projected | FY30 Projected | FY31 Projected |
|---|---|---|---|---|---|
| Bond Debt Service | 60.2 | 60.3 | 51.2 | 62.9 | 62.9 |
| State Loan & TIFIA Debt Service | 14.3 | 0.0 | 2.6 | 5.2 | 5.2 |
| *Subtotal – Debt Service* | *74.5* | *60.3* | *53.8* | *68.1* | *68.1* |
| Capital Reinvestment | 16.0 | 30.6 | 31.6 | 32.5 | 33.5 |
| Priority Capital Programs | 0.0 | 29.6 | 33.6 | 33.6 | 33.6 |
| Other Allocations | 3.0 | 3.0 | 3.0 | 3.0 | 2.9 |
| Retiree Health Benefits Trust (RHBT) Deferral | 33.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| *Subtotal – Allocations* | *52.8* | *63.2* | *68.1* | *69.1* | *70.0* |
| **Total Debt Service & Allocations** | **127.3** | **123.5** | **121.9** | **137.2** | **138.0** |

- BART accepted a state loan in FY26 and the Adopted FY27 Budget includes $88.5M in TIFIA borrowing
  - State Loan debt service is $14.3M in FY27 (largely offset by interest income on the principal) and assumed in current projection to be fully returned to the State before FY28
  - TIFIA repayments begin in FY29 at $2.6M, increasing to $5.2M from FY30-FY33, then ~$7M from FY34-FY59
- RHBT deferral will be transferred to the RHBT upon receipt of regional revenue measure funds
- Priority Capital Program has not been funded since FY24

# Financial Projections: Summary

| ($M) | FY27 Adopted | FY28 Forecast | FY29 Forecast | FY30 Forecast | FY31 Forecast |
|---|---|---|---|---|---|
| Operating Revenues | 387 | 401 | 401 | 422 | 443 |
| Financial Assistance | 529 | 549 | 566 | 584 | 600 |
| Regional Transit Measure | (see below) | 308 | 318 | 328 | 339 |
| **Total Regular Sources** | **916** | **1,257** | **1,285** | **1,334** | **1,382** |
| Operating Expense | 1,064 | 1,162 | 1,202 | 1,235 | 1,263 |
| Debt Service & Allocations | 127 | 124 | 122 | 137 | 138 |
| **Total Uses** | **1,191** | **1,286** | **1,324** | **1,372** | **1,401** |
| **Operating Result** | **(275)** | **(28)** | **(39)** | **(38)** | **(19)** |
| FY27 Budget Balancing Actions: FY26 Carry Forward | 52 | - | - | - | - |
| Sales Tax Accrual Change | 60 | - | - | - | - |
| Borrowing | 89 | - | - | - | - |
| Regional Revenue Measure (FY27 Q4 Only) | 74 | - | - | - | - |

**Numbers may not sum due to rounding*

# SB 63 Financial Efficiency Review Phase 2




- **Scope:** A third-party consultant (managed by MTC) will identify further cost-saving measures, redevelopment opportunities, and regional strategies to maximize non-farebox revenues and asset values

- **Accountability:** Adoption of the findings and menu of cost-saving strategies will be a condition of receiving financial support from the regional measure, with annual monitoring by MTC and the Independent Oversight Committee

- **Timeline:**
  - MTC will post the RFP for the consultant after election results have been certified
  - Analysis will begin in February 2027 and continue through the end of calendar 2027
  - BART's draft implementation plan will be submitted in June 2028 and adopted in August 2028

# Liquidity Strategy

- BART anticipates repaying borrowed funds as soon as feasible
- Adopted FY27 Budget assumes $88.5M in borrowing, and staff plans to continue with liquidity sequencing as described to the Board in April 2026 and included in the Adopted Budget
- Per FY27 Budget Resolution, better results from FY26 and in FY27 will be used to reduce borrowing and reduce long-term operating costs
- BART would draw on borrowed funds to maintain service levels if there is a legal challenge to Measure RTM

# Upcoming Budget Milestones

- December 2026: FY27 Q1 Financial Report
- February 2027: Kick off Financial Efficiency Review (FER) Phase 2
- February 2027: Board Workshop
- March 31, 2027: Preliminary FY28 & FY29 Budget
- April 2027: Preliminary Budget Overview
- May 2027: Budget Sources & Uses
- June 2027: FY28 & FY29 Budget Adoption





# Discussion

# BATF Draft to the BART Board of Directors Regarding Accessibility in Transit-Oriented Development

## BATF

## November 19, 2025

## Agenda 6

BATF Draft to the BART Board of Directors Regarding
Accessibility in Transit-Oriented Developement (TOD) – Agenda Item #6

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# Letter to the BART Board and General Manager: Automatic Doors on BART TOD

November 19, 2026

President Melissa Hernandez, Members of the BART Board of Directors, and General Manager Robert Powers of the San Francisco Bay Area Rapid Transit District

**Re: Requiring automatic doors on all transit-oriented development**

Dear President Hernandez, BART Board of Directors, and General Manager Powers,

Thank you for BART's ongoing commitment to building transit-oriented development at its stations. Since its inception, TOD has largely been seen as a beacon for transit riders in accessing their jobs, families, and communities. For the Disability community, TOD presents an incredible opportunity to build inclusive housing that connects us to the mainstream.

At the October 22, 2026 BART Accessibility Task Force meeting, BART staff described the careful work on station access including paratransit loading, crosswalks, and station
connections at El Cerrito Plaza and North Berkeley. I am writing to you today because gaps still persist for Disabled riders and residents living in market-rate transit-oriented developments.

Data from the Center for American Progress indicates that under five percent of American homes accommodate individuals with moderate physical disabilities, while below one percent are fully equipped for wheelchair users. The California Building Code does not require automatic entry doors in housing. This means that common space areas used by many community members are still inaccessible to people with disabilities. Under the Fair Housing Act, a tenant living in privately developed market-rate housing who needs an automatic door added must generally

pay for it, even if accommodations requests are made. As a result, on the same BART parcel, an affordable building and a market-rate building can offer different access, and whether a Disabled resident can enter their own home is left to each developer.

I respectfully urge the Board to pursue three routes at once:

1. **Set the standard on BART land.** Require power-operated doors at primary resident entrances and common-use doors for every building on BART property, regardless of funding source. Write this into the TOD Policy, the TOD Guidelines, developer solicitations, and the ground lease template, with required repair timelines.
2. **Fix it at the state level.** Add an amendment to CBC Chapter 11A to BART's state legislative program. Work with the District's state legislators to sponsor legislation, or to urge the Department of Housing and Community Development to propose a power-door requirement for new multifamily entrances in its next code cycle.
3. **Address projects already in development.** For sites still in negotiation, include the standard in term sheets. For projects under executed agreements, seek an accessibility addendum at the next approval milestone, such as design review, permitting, or a lease amendment. Consider BART or regional funds to cover the added cost where feasibility is tight. For buildings already open, ensure retrofits are paid for by the owner, not the Disabled rider or resident.

BART already uses its role as landowner to secure 35 percent affordable housing. Accessible entry deserves the same level of commitment. I humbly ask the Board, BART Leadership, and staff to return to the BART Accessibility Task Force with draft guideline and lease language, a list of affected projects, and a proposed state legislative position.

Thank you for your leadership and

consideration. In Community,

Chairperson, BART Accessibility Task

Force Ryan Manriquez

DRAFT