

**BART/AC Transit ILC Notes – February 12, 2025****1. Opening – called to order at 9:00am****a. Roll Call**

- i. Chair Rayburn, Director Ames, Director Hernandez, Director McCauley, Director Walsh, Director Peeples, other BART and AC Transit Staff members

**b. Announcements/Public comment****2. New Discussion Items****a. Legislative Update**

- i. **Claudia Burgos:** We'll update on four key things. The first will be the regional revenue measure. Polling has been conducted by MTC, and the results will likely be available on Thursday. They will be presented formally to the MTC ABAG Legislation Committee on Friday February 14 at 9:45 am. As a refresher MTC did poll 3 options: (A) 10 year, half cent sales tax in four counties (B) Hybrid Scenario, 30 year half cent sales tax plus 9 cents per square foot per parcel in 9 counties (C) Variable rate, a half cent sales tax in Alameda County and a 7/8<sup>th</sup> sales tax in San Francisco County. Senator Scott Weiner has introduced Senate Bill 63, which is essentially a spot bill that will help authorize legislation in 2025 so that MTC can put something on the ballot in 2026, if they choose to move forward with a regional revenue measure. There's another bill from him related to Transit Oriented Development. There's also a bill introduced by assembly member Lori Wilson, con-sponsored by the California Transit Authority, regarding operator and rider safety. This is something that has been a priority for the state, for AC Transit, and for BART for many years (Assembly Bill 394, Wilson). There's also SB 71 from Senator Weiner related to CEQA exemptions for transit projects. None of these key bills have been taken for formal positions to our boards but that will be done in the next couple weeks.
- ii. **Alex:** I'd like to talk a bit about the Governor's proposed budget and early budget action, which will also lead into cap and trade reauthorization. The Governor submitted the proposed fiscal year 26 budget last month with a \$322 billion dollar spending plan and \$229 billion in general fund revenue, balanced with no shortfalls. There is a projected surplus of \$363 million, however this is also used between fires and other state concerns. There is also \$17 billion in reserves. The current proposed budget maintains the entirety of transportation investments that were fought for and won in the last couple years. In recent budgets this included 15.4 billion over multiple years in various funds (7.7 billion of that being for high priority transit rail projects, 1.1 billion for Zero Emission trans-capital program, and 4.2 billion on Prop 1a funds for high speed rail in the Central Valley). We're currently not seeing any decreases in proposed funding for transit reflected in the budget. There are related discussions around SB 125 in regards to funding requests for transit in the state budget. We were in Sacramento last Wednesday and Thursday for a hearing of the Senate Budget Committee about Transit in California. There were presentations from various research groups and state agencies. BART is currently running on state and regional funds so it was nice to be there and say how much we use SB 125 as a

lifeline. State cap and trade credits from GHGs will expire in 2030, but legislatures want to try to reauthorize the program before then. BART and AC Transit are both on the subcommittee for this and will be working closely to protect and increase funds.

- iii. **Rayburn:** In regard to cap and trade, what's the possibility of getting any kind of flexibility with some funding for operations?
- iv. **Alex:** Everything is on the table at BART, we use LCTOP money for operations for our Antioch extension. It's very early but there are different parts for different agencies across the state, and there is acknowledgement of the different fiscal situations along with the understanding that there should be a general push to use these to help mode shift to transit. And hopefully there will also be advocacy for those who need operation funding. This is a newly beginning process but it is a high priority.
- v. **Director McCauley:** Is this prohibition of cap and trade to be used toward operations or is there legislatively anything that restricts it? Also, given that the current authorization expires in 2030, how does the reauthorization work?
- vi. **Alex:** There have been funding for operations in some circumstances with cap and trade.
- vii. **Claudia:** Reauthorization is going to be a long process with trial and error, so we just want to get started early.

**b. Operator Restroom Update:**

- i. **Bob Powers:** AC Transit Operators' use of BART's restrooms began in 2019. There are 23 stations in our overlapping service area and there have been 4 agreements in place, including three-party agreements between Bart, cities, and AC Transit. There's been construction agreements to build exclusive restrooms and an agreement about portables and trailers. We're currently working on an umbrella agreement to govern the use of all of these. There are 3 restrooms left to build or have access to which are at West Oakland, Bayfair, and Coliseum. The umbrella agreement will detail the 6 restroom types – public use, exclusive use in BART stations, temporary use, temporary with utilities, and exclusive use – and arrangements for each type for who maintains them. We're still working on exact language but want it to be broad enough that we can easily amend it.
- ii. **Joe Callaway:** Just to inform you of the status of the mobile restroom agreement, it is in final form and is being circulated for signature at AC Transit before being sent to BART. We expect those mobile restrooms to be taking place in March.
- iii. **Director Peebles:** This restroom agreement was one of the first things I worked on and I want to acknowledge the combination of Bob Powers and Michael Hursh for getting this done after 20 years.
- iv. **Director Walsh:** What type of restrooms are the 3 left?
- v. **Callaway:** They will be throne restrooms that were previously board approved but they will also be situated with a breakroom trailer, security fencing, and card

access. We're working with the vendor to finalize the agreement so that 3 of the 10 approved restrooms will go to these locations.

- vi. **Rama Pochiraju:** To clarify, these 3 locations were originally supposed to have permanent structures built but we came to the agreement to have thrones and a trailer.
- vii. **McCaulley:** Are there still some restrooms under construction?
- viii. **Pochiraju:** No more physical construction is happening on the BART properties.
- ix. **Walsh:** These are replacements/upgrades for existing porta-potties, but are there any new bathrooms being worked on?
- x. **Pochiraju:** Pre-pandemic, the agreement started with building 7 restrooms. Some of them are rehabbing the existing room in BART stations and some, like in Fremont, have a breakroom in BART stations built by BART. It is a combination of standalone and a breakroom.
- xi. **Rayburn:** Will the trailers have plumbing?
- xii. **Callaway:** They will be regularly serviced by a vacuum truck. They have a sewer tank, more similar to an airplane restroom. It'll have an electrical connection but not a sewer connection.

**c. Realign Paratransit Coverage**

- i. **Mallory Nestor:** In 1994, AC Transit and BART entered into the only model of its kind in the nation where 2 publicly elected transit boards got together to provide ADA mandated paratransit service. It requires complimentary service within  $\frac{3}{4}$  mile of an operating bus line or any BART station for those who cannot utilize bus or rail independently due to a disability. In 2020, in response to the pandemic, the scheduling software recognizes the  $\frac{3}{4}$  mile buffer of the schedule at that time. There was a major drop in ridership, but we were able to redirect our paratransit operators to do services like meals on wheels drop offs so they could continue to be employed. With the realign project underway, we've maintained the buffer thus far, but we have to evaluate how the realign changes impact paratransit. Changes to the fixed route system will have an impact in that shrinking fixed routes will shrink the required paratransit buffer. The biggest impact is in Union City and Hayward because of removal of certain lines. The question is, do we keep these people in the program or cut them out? Staff is recommending to maintain current users for a period of time (tbd) to allow exploration of alternative transportation options. If we grandfather them in, no new eligible customers will be able to join the service. ACTC funds several programs that can be alternatives for those currently riding East Bay Paratransit (ex. Union City Transit, Tri-City). AC received 5-year funding for a travel training program for East Bay Paratransit users, which we started in June, so this is also an option.
- ii. **Director Walsh:** What was the GMAC's feedback?
- iii. **Nestor:** The main concern regards the feedback from realign that people don't want to see an impact on Paratransit. It's difficult because, from an equity perspective, if you keep these folks in there are questions about those who have been removed in the same situation in the past. Is it equitable for these 68 users

to still get service and do we want to do this but have to further reduce service elsewhere? Both Tri-City and Union City transit are willing to assist affected East Bay Paratransit users to transition.

- iv. **Director Peebles:** Paratransit being operated by fixed route transit agencies is an off-shoot of the fact that ADA paratransit exists as a civil rights entitlement. This means the federal government does not have to reimburse the costs of the services that they imposed on and require of transit agencies. We need to be careful when we go beyond the mandated service because there have been cases, in San Jose, where they had unlimited service that caused bankruptcy.
- v. **Director Rayburn** expressed concerns with Union City route changes or misuse of bus stops (cars parked at the stop) and called attention to the idea that there might be overlap in paratransit service in Union City. However, Union City paratransit does not cross city lines and would require transferring services.
- vi. **Community Member (Drennon Shelter from MTC):** A reminder that MTC is trying to streamline paratransit service and reduce the number of transfers required of riders. Action 24 in our action plan is 'Paratransit reform' which will look at the ADA mandate and see where service makes sense to be without tossing paratransit riders about with fixed route service.

**d. Regional Mapping and Wayfinding Project update**

- i. **Jumana Nabti (BART):** I am the transit operator liaison on the Regional Mapping and Wayfinding project. The primary goal of the project is to retain existing riders and attract new riders by developing improved signage and maps at all Bay Area transit locations that can be quickly and universally understood no matter where they are. We're in phase 3, in which we are developing, testing, and refining wayfinding standards. This portion of the project is fully funded including prototypes and pilots. With input from transit agencies and riders, we're testing new signs across the geography. El Cerrito del Norte and Santa Rosa prototypes are being used to get feedback and help refine the designs. Public Outreach was completed in English, Spanish, and Chinese at the El Cerrito location, including as on-site test journeys, intercept surveys, and posters with links to a survey. The prototype signs will be up at del Norte until the pilot is installed, so please check it out. These signs represent several rounds of collaboration with transit agencies and partners but they are still drafts looking to be improved by public feedback. We received over 1,200 survey responses indicating significant public interest in the project and the survey will re-open when the Santa Rosa prototype is installed. Signs include details on the transit agent, mode, icons, station location, and directional information. Clear information on platform identification, stations accessible from the platforms, and elevator location are all included. There's also improved signage and directions within the elevator. We're also redoing maps of the 9 county region for interagency connection as well as of individual transit facilities so that transfer information and things in walking distance of the station are displayed. With both maps and wayfinding signage we are working to determine what the right amount of information is and where they should be

located in stations. The regional transit map is designed for discovery, awareness, and curiosity about where transit can take you. It is color coded by mode type to reflect a sense of cohesion between various agencies. The map reflects fixed route service as well as some BRT lines, based on specific criteria. We look forward to feedback from transit agencies on this map. We're testing the idea of a mobile device friendly real-time update system, using a QR code. In addition to the prototype projects, there will be 7 pilot project locations with 1 per county with the exception of Napa Vine requesting their test location to be in Solano county. Looking forward, the Santa Rosa prototype is being installed currently with a tentative launch date of February 20. We will also be doing design testing for a small number of signs at Powell Street. We are beginning to plan wayfinding tools at the 9 pilot locations and implementation will happen later this year into next year.

- ii. **Director Walsh:** Is Bay wheels included as a transportation mode here?
- iii. **Nabti:** No that's not included as part of the Transit mapping and wayfinding effort. We have not looked at bicycle and loading zones but it is on our list and we are likely to include a sign identifying their location but not be included in the overall network identity. Bike lockers and bike parking are shown already. The inclusion or exclusion of bike information is also for the sake of not overwhelming the map and using the space for transit itself.

### 3. Update on Past Items

- a. **2025 Joint Priorities**
- b. **Paratransit Activity Update**
- c. **Service Operation Update**

### 4. Future Agenda Items

- a. **Clipper Bay Pass pilot update**
- b. **Paratransit one-seat ride pilot**
- c. **Restroom update (have as an 'Update on Past Items')**

### 5. Next Meeting

- a. **Wednesday, May 7 at 9am**

### 6. Adjourned