

## **BART/AC Transit Interagency Liaison Committee**

### **Meeting Notes: May 10th, 2023**

Meeting notes are provided for convenience, may be incomplete, and should not be considered an official record or verbatim dialogue.

#### **1. OPENING**

##### **A. Roll Call/Welcome and Introductions**

BART: Director Robert Raburn, President Rebecca Saltzman, other position vacant

AC Transit: Director Murphy McCalley, Director Diane Shaw, Director Sarah Syed

Meeting chaired by Director Shaw.

##### **B. Announcements/Public Comments**

Raburn: Acknowledgement to staff for the preparation of meeting minutes.

#### **2. NEW DISCUSSION ITEMS**

##### **A. Clipper 2 Update and Schedule**

Presenters: [Jason Weinstein](#), [Metropolitan Transportation Commission \(MTC\)](#)

See presentation included in packet.

##### **Public Comment:**

Warren Cushman: My concern and advice would be, as we move forward into Next Generation Clipper, we think about access for different folks, especially blind folks. Blind folks use screen access software on cell phones and computers. Testing should be done on their phones/computers to make sure they can operate/use the system. I encourage Clipper staff to reach out to blind service organizations to facilitate this.

Clarence Fisher: Two things I am concerned about. With the Clipper in use now, it is my understanding that if you go on your phone to use Clipper, the card itself gets deactivated, and you can only use your phone. With increased phone thefts, especially on BART, I hope there is a mechanism, if we report a stolen phone to the Clipper card customer service number, they can lockout the phone being used for Clipper, that the card being used originally, to allow usage on that card again. Second, allowing users, especially in the disabled and senior community, to voluntarily allow on their Clipper 2, a higher stored value. It is my understanding that it maxes out at \$300. With fares climbing, and being able to use it for other things, there is the potential that you might run over \$300 before you have a chance to reload. Lastly, as you show the agencies in Clipper 2, I'd really like to see Capital Corridor trains also allowed in Clipper2. Like with SMART and Caltrain, you have readers in the station and on the track, I hope Capital Corridor, with Clipper 2

card readers also installed in Sacramento and Davis, and all the nine counties where you have buses from Fairfield down to San Jose where Capitol Corridor runs. Please consider Capitol Corridor as a Clipper card user.

### **Committee Comments:**

Salzman: Thank you for the presentation. What does near-real-time mean?

Weinstein: Seconds, minutes, 5 seconds, 20 seconds. It depends on the technology. We don't really know, it depends on a lot of factors. Technology is what it is; it's all wireless.

Salzman: This will be important to communicate with riders, especially infrequent or new riders, that they need to do it a little bit ahead of time. On the comments that Clarence Fisher just made, is there any thought about increasing the amount.

Weinstein: Mr. Fisher is correct; the current maximum is \$300. Next Generation will have a ceiling of \$400. There will be other purses, pre-tax purse with \$400 ceiling, post-tax that can have \$400. So it will be more sophisticated than it is today.

Salzman: Capitol Corridor is pursuing its own contactless payment pilot to use your credit card, which is already in pilot phase. So they are a little bit ahead of us in doing their own thing with the rest of the state. How confident are you about the timeline? It's slipped several times, are you confident about Summer 2024?

Weinstein: As we sit here today, I feel like we can make that timeline.

Raburn: Thank you for your presentation. At our Feb 8th mtg, we heard from folks with the Capitol Corridor's Cal-ITP program, which is an open-loop system. At the time, Michael Eiseman, who is in the room, made the statement that we are planning on doing open-loop through the Clipper 2 system, with that caveat that some of the features of open-loop will be achieved. First question is, what will and will not be achieved with open-loop? Second question is, how exactly will family/group trips be handled? Third question is, for BART's busiest day last year, the Warriors rally and parade, the Clipper system failed, what will new Clipper bring in terms of transaction capacity?

Weinstein: With contactless credit and debit cards will work just like an adult clipper card. You get all the transfers associated with those – for example, it will work for anybody that comes off a plane and taps their open-loop credit or debit card on a BART gate. Initially, it won't offer discount programs, such as youth, senior, disabled programs because those require validation, eligibility requirements that aren't robust enough at this point. There are many other challenges with payment card industry rules. The simplest thing is to not ask people to register their card. For someone coming from Capitol Corridor, absent any other changes, it's certainly interoperable, but in terms of transfers or discounts those we'd have to work out. And everything that applies to a credit card also applies to a smart phone. You can open your phone wallet and use the open payment credential in there to do the same thing as a physical plastic credit card.

Regarding group trips, with the new Clipper app, we'll have a feature much like many transit operators have today with visual validation. You pay for them in the app and have a certain number of tickets that you can visually show to the bus operator or fare inspector. We don't love this idea because it's harder to have all the data that you can get with tapping. But we know this is a challenge for customers and this is something the operators requested in the design process.

Not every operator wants to do this. In the case of BART, we're going to use limited-use smart cards – like the current method of issuing a certain amount of magnetic stripe tickets to schools or other groups for field trips.

Regarding BART and the Warriors parade. It was in the infancy of what we were doing with mobile at the time. We have opened the pipes, so to speak, so it shouldn't be an issue in the future. For other events since then, we've worked with the vendor and BART staff to make sure we wouldn't have an incident like that again. We're currently in hybrid space between the current Clipper, where the servers are on premises, and the Next Generation, which will be cloud-based. We're currently in a good place, but it will work better once we fully migrate.

McCalley: Where was the bottle neck?

Weinstein: At that time, we had an enormous number of people getting into the system to try and add cards at the same time. We were working with 1990s technology; we saw the problems as we were going, and we fixed them. We're in a much better place today.

Shaw: Regarding open payments - will that also include cash cards, like Venmo, Cash cash card

Weinstein: Any branded Visa, Mastercard, debit card should work.

Shaw: Talk a bit more to the management of the digital cards. In the new system, will we have any of those limitations? It is very easy to add value in the digital cards. With multiple cards, are you allowed to have multiple cards in one digital wallet, so you could have the mother's, kid's, and grandmother's card in one wallet, so they could tag on separately if they wanted to?

Weinstein: I wanted to answer one of the questions from the public. We have engaged the Center for Accessible Technology to review the Clipper app to make sure we address the needs of the sight impaired and others that use screen readers. Try hard to meet people where they are. For credit cards, when you call the customer service center, they know something about you. If you want to be anonymous and you have a card on your phone, and you lose your phone and call our customer service center, we can't help. If you do know something, i.e., the card serial number, we could block the card. There's not a lot we could do about your lost phone but can help you from having charges on your phone. It'll be easier to do this in the future with an account-based system. But if you're anonymous, it'll be harder for us to help.

Regarding the issue with having both a digital and physical cards, as a transit rider, if you have an instance on your credit card and your child has it on their phone, when you have an AC Transit pass on both, you're using the same pass but only paying once. It's a very different paradigm than

making purchases with a credit card. There are lots of rules that would be challenging/impossible to address if you have multiple cards (digital or physical) You can't have it exist in both places at once.

Kuester: It is possible to have multiple cards - plastic or on your phone. When you have a registered card that you've uploaded to the app, when it moves onto your phone, it invalidates the plastic card.

Weinstein: you can have multiple cards in your wallet, but it takes time and may hold up the line to do that at the faregates.

Shaw: Can you talk a bit about the application process to get discount cards. And family members managing other cards. Will they be able to manage the student pass Clipper cards going forward?

Weinstein: Some of our current paper-based processes will be online, but someone still needs to review the applications. But there are processes that will be streamlined. Even if you wanted to manage your friend's account, they give you permission, and say that's ok. If they are part of an institutional program, you may not be able to do that - will need to figure that out.

Shaw: Important, going forward, especially with the BayPass. I'm glad you made the comment about the disability testing. Also consider working with some of the people in operator accessibility advisory groups to do testing.

Weinstein: We will be doing testing that is engaging with those groups.

## **B. Joint State Funding Advocacy (VERBAL)**

[Presenters: Alex Walker, BART and Claudia Burgos, AC Transit](#)

Walker: Update on advocacy efforts on the statewide and Bay Area regional level as well as in Sacramento, around the fiscal cliff, or on our transit operating budget shortfall. For the members on the BART Board, there will be a presentation at the BART Board mtg tomorrow.

Overview of activity that staff/advocates have been doing in Sacramento. There have been multiple hearings on this subject in the budget and transportation committees in both houses. Starting in late February, BART and AC Transit staff and advocates have been in these hearings. Often California Transit Association (CTA) is presenting, and we are supporting.

In San Francisco, the Board of Supervisors passed a resolution, and BART was in support of that effort. Senator Wiener is championing these efforts in the entire Bay Area and the State. Several general managers and MTC have presented to the Bay Area Caucus.

As we speak, there is a hearing going on and our advocates are there and ready to make comments.

There's a lot going on in Sacramento as we prepare to land a budget in a little over a month. The Governor's May revision will come out Friday morning at 10am. We'll be able to see the direction

the Governor is heading. It's the final one before we need to have the budget passed. Senator Wiener has convened a senate subcommittee on Bay Area Transit that includes most of our Bay Area Senate delegation and will have its first meeting Tuesday May 16<sup>th</sup> in Sacramento. Claudia Burgos from AC Transit and Rod Lee from BART as well as several other operators will be presenting on panels regarding rider experience, service adjustments, and the fiscal cliff that our agencies are facing. That coincides with the conference of the California Transit Association, so a lot of our staff and stakeholders will be up there as well taking advantage of the time to speak to staff and lawmakers.

This is going to be the crunch time leading up to the budget and all eyes Friday morning as we see the direction the Governor is heading. Both houses of legislatures will have their own versions of the budget before they come together. So there are a lot of conversations and advocacy to go with all that.

CTA formed a subcommittee on the funding crisis late last year with 15 members across the CTA's membership. It is vice-chaired by Beverly Green with AC Transit. Amanda Cruz is also serving on that committee. Alex Walker and Claudia Burgos are also attending to help support. Over the course of bi-weekly meetings, for several months, we have come together on an endorsed list of funding options. That add up to \$5.15B over 5 years. These include shifting funding from Cap-and-trade discretionary funds (\$2.5B); shift to transit the remaining portion of the diesel sales tax that currently shifts to the General Fund (\$1.3B). Those are the new money sources that work at a consensus level across the entire state membership of the committee. Ms. Burgos will also discuss additional options assessed on a regional level.

Also, there's been discussion of flexing existing capital funds to cover operating shortfalls. Several provisions were endorsed by the committee including FTA State of Good Repair, TIRCP. Also, this subcommittee is working with membership and operator staff on accountability measures. We've been hearing from legislative leaders that we help our own situation as much as possible. We are therefore working closely with operator staff to develop accountability measures and ensure they are reasonable/achievable.

Claudia: In addition, a lot of work at the regional level through the Backbone committee - which was convened by MTC and includes BART, AC Transit, Muni, Bay Area Council, Seamless, SPUR, Silicon Valley Leadership Group. Meeting on a weekly basis to develop a proposal that can feed into the larger statewide ask, to ensure there aren't competing proposals with Southern California.

The CTA proposal allows for flexibility in funding sources between regions. Some of the flexible options that are on the CTA list, MTC has chosen to remain neutral on. MTC is currently advancing policies that they want to retain capital funding for. MTC has put other options on the table: temporarily shift Federal Highway Funds (\$2.3B) (this doesn't work for partners in Southern California). Increase in vehicle registration fee (\$1.3B). Coalition letters have been sent (one in March, and a letter going out today. The last one with 60 advocate organizations signed on as well as MTC, and all transit general managers in the region. The Senate budget plan that was released

in late April does include a nod towards addressing this issue. General managers continue to meet weekly for over 3 years. A subset of general managers including Hursh and Powers met with state leadership a couple weeks ago to discuss this topic.

Hursh: We're super proud of Beverly (Greene) and Claudia (Burgos) for the experience they brought, but I want to recognize BART for hiring Alex, could you speak to your Sacramento background, you've been really instrumental in getting this machine to function well.

Alex: Thank you. I've been at BART for 16 months. Previously worked for Senator Ting, who is our budget chair from San Francisco, in his district office. Spent a lot of time talking to constituents, interest groups, and advocates about the budget. Been great to work with AC Transit staff, other operators, and MTC, bringing together a great team for advocacy and evolved collaboration.

Claudia: Advocates have played a very important role in this process. They are part of the Backbone Committee, they are doing letter writing campaigns, phone calls, etc.

#### **Committee Comments:**

Salzman: Thanks for all your work on this – it's both immensely important and challenging. Great to see all the agencies working together.

Raburn: I'll reiterate that. I'd like more of a report out, I've seen early version of the spreadsheet – are there any spreadsheets available? Managing such a document could be complicated. Would like a score-card on Friday morning. What did we get or not get, and direct our efforts toward achieving what we didn't get.

Alex: Will make sure we analyze the governor's proposal and turnaround an analysis as soon as possible.

McCalley: Ditto on what the others directors have said. Sounds like the duration of this funding is for 5 years. How did we derive that? Have we gotten feedback from legislators about the term.

Hursh: We've been told loud and clear, if anything happens, it's a gap to help us. Transit operators need to give them a plan. They have asked why we are not aiming for 2024 for a ballot measure. We have said, that would be today. SFMTA general manager Tumlin has been clear that if there is not support from the state, he needs to prepare service reductions now. The rest of us are in a similar situation. So, we're looking at 2026 for a funding measure, even though it's not polling well. But by the time you get it passed and get the money down the pipeline, 5 years is what we're comfortable with. It's clear Sacramento has no appetite for longer than that. Those are the only 2 opportunities we think there is a chance for a ballot measure to work.

McCalley: I assume that the principles driving this are things like not wanting to touch the General Fund.

Hursh: For example, with the State Highway Funds, when people hear that their hair goes on fire. Our working proposition is you have \$1.5B of federal infrastructure funds for state highways. I'm

going to credit Jeff Tumlin for this. You can't hire pavers right now because they're so backed up. You take State discretionary funds, use them as a stop gap for transit operations, then use the federal infrastructure funds to backfill that. That's an example of what we're discussing. That's a non-starter in LA because of the Olympics, but it makes sense in the Bay Area because you can't hire a contractor right now.

Shaw: Good job. Can you talk more about the accountability measures mentioned. And, update on opportunities for continuing hybrid meetings, and changes to the Brown Act.

Alex: Unfortunately, Bill 8817 which is for subsidiary committees died last week in committee. Additional 3 Brown Act bills. AB-1379 died as well. There are currently two remaining. AB-557 Hart (Santa Barbara) and SB-532 (Becker) (re: cross-county bodies that are appointed, we may be able to add a provision for cross-county bodies that are elected. Becker bill adds provision for just cause for participating remotely. If you have an immunocompromised spouse, relative, etc. that could be a just cause measure. Over 2600 bills were introduced, the busiest in a decade. We can bring them up next January.

Claudia: On the accountability measures, CTA is taking the lead on developing a list of statewide accountability measures. Consideration is going to things like operators offering real-time information, reports to legislators on what we are doing to restructure service to meet needs of riders post pandemic, attract riders, address safety.

Shaw: Metrics can sometimes be used inappropriately, inaccurately, too generalized to do anything.

Syed: I recently read a UCLA report looking at potential revisions to the Transportation Development Act. Curious to hear staff thoughts on that report and if there are any opportunities to address accountability concerns around things that outdated act incentivizes us to do inefficiently. Secondly, I understand MTC's major project advancement policies, I'm curious if other MPOs support that funding flexibility.

MTCs major project advancement policies - have any other MPOs supported that flexibility. We should be prioritizing meeting the fiscal cliff, including ZEB requirements.

Claudia: MTC is the only MPO that sits on the CTA transit operations subcommittee. Regarding TDA reform, MTC was very involved in this pre-pandemic.

Chris Andrichak: It's been a while since I looked at the UCLA stud. CTA had a whole working group pre-pandemic that brought forward some recommendations. In CalSTA listening session yesterday, TDA reform came up again. There's broad consensus that what's in there now doesn't really make sense, but what to replace it with, and what makes sense. That UCLA report provides some direction on that.

Raburn: One thing not yet on the table - temporarily rescinding the capital match. I was in a mtg in Washington DC, where I heard that everyone should try to bolster their match. I commented

that we're going to struggle to keep the lights on let alone try to increase a match above 20%. If we could temporarily rescind, that's something that hasn't been explored.

### **C. Regional Coordination Update**

Presenters: Robert Del Rosario, AC Transit, Jumana Nabti, BART

Del Rosario: Most of the staff here have been coordinating on fiscal cliff financial assistance and on legislative efforts – that's at the forefront of general manager discussions at this point.

**Regional Network Management:** We are still advancing components of Regional Network Management (RNM) and regional coordination that MTC initiated with the transit operators. .

- RNM structure – there is a good amount of activity in starting up the public-facing components of that structure this summer.
- MTC is considering converting its Operations Committee (which reports to the Commission) into the RNM Committee.
- RNM Council includes the general managers of the 7 larger operators, the MTC executive director and 3 representatives of the small operators. That's the real gist of the RNM structure, where the general managers come together and make coordinated decisions on transit.
- The RNM Director would be an MTC staff position that would report to the RNM Council. The job specifications for that are in process now and they are hoping to get the job posted by end of May, and hopefully have RNM director on board this summer.
- Lastly there was an amount of rescue money from COVID dedicated to regional coordination. They are looking at how to structure that money and other funds to have this structure funded for the next couple of years.

#### **Transformation Action Plan:**

Fare Coordination and Integration Study (FCIS): You heard a lot about that at the last meeting, so I won't go into that.

Accessibility: Effort is focused on standardizing eligibility across the region.

For any of these items, we can have more detailed discussion at future ILC meetings.

Connected Network Plan: It has been rebranded as Transit 2050+. This will add a formal transit component to Plan Bay Area. Plan Bay Area is a fiscally constrained model, it does take into consideration the fiscal cliff, potential future revenue sources. The initial steps for this are developing a problem statement, an approach statement, and goals and objectives. I feel confident that we can bring some graph to this group the next time we meet.

Transit Priority: This program is just starting to get underway, to determine how we can deliver transit priority projects more efficiently, leverage transit needs with City needs, it includes coordination with Caltrans. It's quite a large effort and transit operators have staff dedicated to



this. Mika Miyasato will be the transit operator project manager for this effort. The first major step is a meeting between transit operator, MTC, and Caltrans this leadership this coming Monday. We'll talk about some of the efforts Caltrans has underway, they are developing a transit plan for District 4, and some of the challenges we have with delivering transit priority components. This includes the approval and permit process, standards and guidelines.

Mika and MTC staff will do a full transit priority assessment, including interviews with all bus operators to determine transit priority needs, obstacles, how this program can help them and quick win projects.

Nabti: I'm Jumana Nabti with BART, also the transit operator representative for the Regional Mapping and Wayfinding Project.

This project was based on input from the previous phase of the project, that included a preliminary business case and direction from the Blue Ribbon Task Force. It covers development of standards for signage, mapping, and wayfinding in all transit environments. It also includes the development of regional brand and how that relates to individual operator brands. It doesn't necessarily include a symbol or name, but that project will look into how inclusion or exclusion of these might affect user experience now and in the future. The project also includes an operations and maintenance plan, roles and responsibilities, and an implementation plan, as well as prototypes and two separate subregional pilots. It will coordinate with a couple other projects taking place now. MTC has a separate project called the Mapping Data Services Platform that will look at pulling together the various data for mapping and automating the mapping process as much as possible to create standardized maps. It will also be coordinated with Transit 2050+, that Robert just mentioned, which will develop standardized service and transit hub categories and will determine how those will translate best to users.

The first portion of work, which will lead us up to the point of installing prototypes is happening now, with prototypes planned to be in the ground either the end of this year or early next year. Those will be designed using version 0.9 of the new updated standards. The consultants will be getting staff input on these. The prototypes will then test those standards and the project will produce version 1 of the standards probably by the middle of next year. Operators would then be able to use that version 1 for whatever signage implementation they are already planning on doing. But then the project itself will move into developing and implementing a sub-regional pilot, the first one planned to be in Sonoma County. In fact, that whole county would be included in that pilot. The standards would then get updated again, and onwards. The project timeline is very long because it includes these pilots, but the process that will get us to version 1 should be done by the middle of next year.

There is a good amount of stakeholder and public engagement included in the project. It includes four operator staff working groups, various other stakeholders, and a number of aspects of public outreach including co-creation workshops, branding-specific outreach, engagement with MTC's Policy Advisory Committee Transformation Action Plan Subcommittee, which will transition to the

Voice of the Customer group within the RNM structure. The plan for decision-making on this project is planned to be through that RNM structure.

**Public Comment:**

Warren Cushman: Wayfinding means different things to different people, even within the disability community. As we move forward, outreach to different disability organizations and have that discussion on how that will work, placement of product happen, how will folks access the system. Mapping is also a challenge and will need to have dialogue on. In terms of other MTC work, I hope that in the future, this committee will have a deep dive into the accessibility portion of Transformation Action Plan. It's a completely new visionary approach to paratransit. I hope we'll have the principles here and a deeper dive into the impact on people with disabilities re: TAP.

**Committee Comments:**

Salzman: Thank you. Something I'd like to see on a future agenda is about the Clipper BayPass pilot, new numbers just came out from MTC that are astounding. It's a small pilot limited to a few universities and a group of affordable housing sites. But UC Berkeley users took 161% more BART rides because they have free access, but they took 7% more AC Transit rides (even though it was already free for them). I think it shows that once you have all access transit you use transit more even the agency you already had free.

Shaw: I want them to look at it more deeply/. I'm not sure how they are counting ridership - not sure they're new, just moving over. So, need to make sure they are counting those correctly.

McCalley: Last year I was at a presentation at the County, they are also doing signage as well. I don't know if there has been coordination with that county. I'll try to figure out the name of the person that presented.

Nabti: That is supposed to be part of the project, but I'll have to double check on what kind of communications have taken place with them so far.

Syed: I'm curious about the choice of the MTC Operations Committee to be the RNM committee and any changes planned to the composition of that committee.

Robert: There was a consideration of creating another committee but doesn't look like that's favorable. And consideration of ex-officio members.

Val Menotti: I believe they selected a chair, which is Rabbitt from Sonoma County, and announcing the rest of the committee in May or June.

Hursh: it's a discussion topic at the Monday general manager meeting. There are two obstacles, how the 7 big operators have a seat, and how the small operators will be selected, would the operators select or MTC. And then there's the Brown Act issue, we don't want to create a committee that wouldn't allow general managers to talk outside of that committee. That's being

handled by MTC legal, and we're encouraging MTC to share with the various general counsels, to make sure we're all in agreement on if there are Brown Act implications, how they are handled.

Syed: That's regarding the council. It will still report up into the Committee. There's not a single representative on that committee today within the AC Transit survey area. And we had also requested and understood that it was allowed for the transit agency board members to actually be voting members. There was nothing statutory. It was presented in January that that committee would have two ex-officio members from transit agencies.

Hursh: They haven't deviated from that plan.

Raburn: I wish to ask something related to Warren Cushman's query about what we're doing in signage and wayfinding for people with disabilities. Robert Franklin put on a forum many years ago discussing a lot of tech options – radio beacons, hearing loop broadcasts. It's worthy of putting on the agenda a review of some of the elements in new tech that should be filtering out into our wayfinding programs.

Jumana: The existing public outreach for this project includes coordination with community organizations, focused on people with greatest challenges related to transit. Two of them are focused on accessibility issues – one for people with mobility challenges, and one for blind/low vision users. In working with those organizations there will also be a recruitment and training of community researchers, so that when the prototypes are put in place they will be doing research within their community on the prototypes. People will be able to go and visit the prototypes and give feedback on that. We're also currently discussing internal consulting focused on accessibility issues and branding-specific feedback we'll be looking at. The TAP subcommittee also has representatives from advocacy groups working on accessibility issues. There has also been discussion of bringing this project to accessibility advisory committees like BART's and AC Transit's.

#### **D. Status of the Service Review Advisory Committee (SRAC)**

**Presenter:** [Mallory Brush, AC Transit](#)

Brush: As background, in 1994 BART and AC Transit came together to form the East Bay Paratransit Consortium. At the time we were 2 of the 3 publicly elected transit boards in the nation. The consortium was tasked with providing ADA mandated services. It's for individuals who, due to a physical or cognitive disability, could not use the bus or BART independently. The general managers are the Service Review Committee (SRC). I have been the AC Transit designee for 20 years, and my counterpart Laura Timothy has been the designee for BART for well over 10 years. The SRC formed via the joint powers authority (JPA) the Service Review Advisory Committee (SRAC), which is comprised of 16 members - 8 of which are consumers of East Bay Paratransit, from four identified zones; two members of each of our agencies advisory bodies, one representative from each of the Paratransit Coordinating Councils (PCCs) – Contra Costa and Alameda, two members from city-based programs, and two members from social service agencies. The members are screened and nominated by one member of the Board from each agency, and I

believe the last nominating committee we had was Director Raburn and Director Peeples, as well as one seated member of the SRAC. Once nominated, the nominees go to the full committee for approval. With the lifting of the state of emergency on February 20<sup>th</sup>, and the implementation of AB 2449, the Brown Act teleconferencing rules came back into play. This group has been meeting remotely over the last three years and many of them, as seen in the attached letter to Governor Newsom, expressed concerns, like most of the advisory bodies, that health and safety issues were a concern and they want to continue to meet remotely.

The AC Transit Board on April 26 temporarily suspended our advisory group and brought it under a new group called the General Managers Access Committee. This allows them temporarily, until January 1, when legislation is passed that may address this issue, to hold hybrid meetings. Those who can, can meet in person and those who cannot, can continue to meet remotely. Through our district secretary, we have created a new charter, by-laws, and they actually met yesterday, quite successfully.

The SRAC is in a similar position, so we will be working with BART over the next 30 days to get them under a similar structure so they can continue to meet. We have seen that the member and public participation has increased due to the opportunity for more folks to participate remotely and not have to travel to the destination.

**Public Comment:**

Warren Cushman: I serve on the General Manager's Access Committee as a member. I find this an interesting discussion, regarding hybrid meeting models. Because of the challenges Covid presented for people with disabilities. I observed that the AC Transit apparatus moved forward and made changes so that folks can continue to meet. The BART Accessibility Task Force (BATF) went a different direction. They chose to keep their bylaws and meet in person. Interested in this discussion, people have different opinions. Personally, I like hybrid meetings, have the opportunity to come in person and I respect the need for some to join remotely due to disability related complications.

**Committee Comments:**

Raburn: Support temporarily suspending the SRAC to allow them to have hybrid meetings. It's imperative that the group continue to inform staff and directors.

Shaw. What are the next steps with this group?

Mallory: I think it will be simpler than the AC Transit Accessibility Advisory Committee (AAC), because they report to the general managers as the SRC. You need to have a quorum in person to conduct business, or members can use just cause or emergency provisions under AB 2449. The record-keeping on that will be challenging. Our desire is to have them continue to meet, at least through January, until we see what legislation looks like come 2024.

Shaw: I too would like to support that; I do think we've had more participation on the SRAC increased participation. The SRAC has had good value. We look forward to your next report.

Mallory – We are hoping they will be able to convene in June. We had to cancel the April meeting.

### **3. UPDATE ON PAST ITEMS**

#### **A. Service and Operations Updates – BART and AC Transit**

No verbal discussion

#### **B. Early Bird Express Changes - BART and AC Transit**

No verbal discussion

#### **C. AC Transit Restroom Access - BART and AC Transit**

No verbal discussion

#### **E. Paratransit Update – BART and AC Transit**

No verbal discussion

### **4. FUTURE AGENDA ITEMS**

- BART Transit Oriented Development Update [Requested by Director McCalley]
- Update on BayPass Pilot [Requested by Director Salzman]
- Mapping and Wayfinding with focus on Accessibility [Requested by Director Raburn]
- Service Review Advisory Committee [Requested by Director Raburn]

### **5. COMMITTEE MEMBER COMMENTS**

Shaw: You're doing way better at BART with not having private shuttles in AC Transit bus bays. Thank you very much for that work.

### **6. PROPOSED DATE AND TIME OF NEXT REGULAR MEETING**

Aug 9th - 9am, it's already on your calendars.

### **7. ADJOURNMENT**

10:45am