



San Francisco Bay Area Rapid Transit District (BART)
 Earthquake Safety Program

Citizens' Oversight Committee Meeting
2013 – 2015 Term

Tuesday, August 5, 2014 4:30 pm

Conference Room 1700
Kaiser Center Tower, 17th Floor
300 Lakeside Drive, Oakland CA 94612

Meeting Number	Meeting Date	Meeting Time
Term 4, Meeting 8	August 5, 2014	4:30 pm
Attendees	<i>Members</i> Matt Wrona Ralph Mason Sayed Sultan Robert Barksdale <i>Alternates</i> Richard Pipkin Prabhat Goyal Ching Wu	<i>Staff</i> Thomas Horton Molly McArthur Kate Claassen <i>Guest Speakers</i> Fred Edwards Marla Blagg
Agenda Item	Action Taken	
<i>Welcome & Introductions</i>	M. McArthur called the meeting to order at approximately 4:35 pm. K. Claassen noted members' attendance.	





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<p><i>Review of Administrative Matters</i></p>	<p>Members received and approved the May 6, 2014 meeting minutes.</p> <p>M. McArthur stated that the Report to Board and Cover Letter Memo are ready to be presented to the BART Board of Directors on Thursday, August 28, 2014, at 5 PM.</p> <p>M. McArthur noted that in the meeting material packets there is a print out of the definition of "Safety" vs. "Operability" that was requested from members at the last meeting. The print out was copied from the BART Systemwide Seismic Vulnerability Study Report.</p> <p>T. Horton gave a brief summary on the subject of "Safety" vs. "Operability".</p> <p>R. Mason asked what year the BART Systemwide Seismic Vulnerability Study Report was issued.</p> <p>T. Horton stated that it was issued in June of 2002.</p> <p>Members had a brief discussion with T. Horton about "Safety" vs. "Operability".</p> <p>M. McArthur asked members to re-confirm the date that has been approved for the next meeting. The committee requested that the meeting date be changed. The following new date was approved:</p> <ul style="list-style-type: none">• Thursday, November 13, 2014
<p><i>Guest Speakers</i></p> <p><i>Fred Edwards and Marla Blagg</i></p>	<p>M. McArthur introduced F. Edwards and M. Blagg to present information on BART's post-earthquake recovery plan.</p> <p>F. Edwards gave an overview of what his job entails as the Assistant Chief Transportation Officer of the Operations Control Center. He then went on to describe BART's post-earthquake recovery plan.</p>





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R. Mason asked what would happen if BART lost power on a significant portion of the system.

F. Edwards stated that there are several PG&E feeds throughout the system to provide back-up power.

T. Horton added that BART has recently installed 34.5 KV lines that provide additional redundancy to the overall power system.

F. Edwards stated that it would be very unlikely to lose power in a significant portion of the system unless there is breakage in the rail itself.

R. Barksdale asked where the focal point is located for the entire system.

F. Edwards stated that the Train Control Center is the focal point for the entire system and is located in downtown Oakland.

R. Barksdale asked what would happen if there was any flooding inside the Transbay Tube.

F. Edwards stated that if they received a report that there was flooding in the Transbay Tube, they would immediately halt all trains in that area. Depending on the level of the flood, they will also evacuate the downtown San Francisco stations.

M. Wrona stated that in the case of Transbay Tube flooding the emergency pumps will be started, in addition to stopping the trains.

T. Horton stated that in the event of an earthquake, there will not likely be a structural collapse of the Transbay Tube. He stated that there may be leakage, but it would take many hours before flooding would occur.

R. Barksdale asked what would happen in the event of a tidal wave from the area of Cascadia Subduction Zone.

F. Edwards stated that they would coordinate with several agencies, including National Oceanic and Atmospheric





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Administration (NOAA), Oakland and Alameda County Emergency Operations Center (EOC), and other departments within BART to receive and share information of a tidal wave or tsunami.

M. Blagg introduced herself and described her role as the Emergency Manager for BART, which includes coordination with all external stakeholders and providing technical assistance to all BART staff.

M. Blagg stated that in the event of a tsunami, BART would not necessarily shut down. If at all possible, BART would help transport passengers out of the impacted areas.

T. Horton stated the Earthquake Safety Program's evaluation found that the most vulnerable portions of BART, in regards to flooding, are the eastern entrances to the Embarcadero Station because they are closest to the coast line.

R. Mason asked what BART would do in the event of a fire produced by a seismic event.

F. Edwards stated that fire is one of the biggest considerations. There would be immediate coordination with the EOC, BART internal staff, and all surrounding fire and police departments.

R. Pipkin asked about plans for inspections that can't be done from the trains.

T. Horton stated that there is an emergency plan for BART's Maintenance and Engineering Departments, which already have designated teams, to be alerted for inspection of the system within 72 hours.

T. Horton stated that in the event of an earthquake there is a program in place that tells where the shaking is taking place as well as gives some prediction as to where the damage may be. This helps to prioritize where the inspection teams will go first.





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<i>Program Updates</i>	<p>T. Horton noted that the project has completed 25 contracts.</p> <p>T Horton stated that the Right-of-Way Acquisition is complete.</p> <p>T. Horton stated that the 35% design for the Transbay Tube Contract has been received.</p> <p>T. Horton gave a brief review of the Transbay Tube Contract.</p> <p>T. Horton stated that the design for the upgrade of four R-Line piers is in progress.</p> <p>T. Horton stated that the 15SV-130 Seismic Retrofits and Repairs at Various Locations Contract will go to the BART Board in September.</p> <p>T. Horton stated that there are three contracts currently under construction.</p>
<i>Financial Report</i>	<p>T. Horton reviewed the Financial Report and Program Schedule, noting the following:</p> <ul style="list-style-type: none">• The A-Line Aerial Structures Contract had been delayed because of federal funding issues. <p>T. Horton provided an overview of the program’s finances, noting the following:</p> <ul style="list-style-type: none">• June 2014 Inception-to-Date is roughly \$555 million• June 2014 Cash Expended (three month average) is roughly \$1.7 million
<i>Other Business</i>	<p>M. McArthur stated that the next COC Meeting will be the last meeting of the current term.</p> <p>M. McArthur stated that the recruitment for the next term will start soon and asked that if any current members are interested and eligible to serve another term, to please contact K. Claassen.</p> <p>M. McArthur stated that the Berkeley Hills Tunnel Study will be on the agenda for the next COC Meeting.</p>





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<i>Adjournment</i>	M. McArthur adjourned the meeting at approximately 5:52 pm.

