



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

Citizens' Oversight Committee Meeting

Wednesday, May 17, 2017 4:30 pm

**Conference Room 1717
Kaiser Center Tower, 17th Floor
300 Lakeside Drive, Oakland CA 94612**

Meeting Number	Meeting Date	Meeting Time
Term 6, Meeting 1	May 17, 2017	4:40 pm – 5:00 pm
Attendees	<i>Current Members</i> Sang Bak Lee Clinton J. Loftman Derek Schaible Karen Varnado	<i>Staff</i> Diann Castleberry Thomas Horton Micaela Mazzini <i>BART Director</i> Robert Raburn
Agenda Item	Action Taken	
<i>Welcome & Introductions</i>	<p>M. Mazzini called the meeting to order at approximately 4:35 pm.</p> <p>D. Castleberry took roll call and noted members in attendance.</p> <p>M. Mazzini informed the Committee that Molly McArthur had retired from BART and ongoing administrative support of the COC would be handled by D. Castleberry.</p> <p>M. Mazzini noted that Director Raburn was in attendance.</p>	
<i>Review of Administrative Matters</i>	<p>M. Mazzini reviewed the following administrative matter:</p> <ul style="list-style-type: none"> February 8, 2017 meeting minutes were approved and will be posted on the BART website. <p>D. Schaible, Committee Chair, provided a brief review of the COC Report to Board that he conducted, noting the following:</p> <ul style="list-style-type: none"> On Wednesday, March 9, 2017 Committee Chair, D. Schaible, provided a Report to the BART Board of Directors on the Committee's findings to date. 	



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

	<ul style="list-style-type: none">• The BART Board had a few questions regarding attendance and materials that are prepared for the Committee meetings.• The Report seemed to be well received and the BART Board made comments in appreciation of the COC members' efforts.
<i>Project Update</i>	<p>T. Horton provided an overview of the program's progress since the last COC Meeting, noting the following:</p> <ul style="list-style-type: none">• Completed activities: 32 contracts have been completed to date. One contract had been completed since the last meeting with the completion of Bay Fair Station.• Right of Way Acquisition: All acquisitions are complete.• Design: All design work is complete.• Procurement: the Fruitvale and Coliseum Stations contract is being re-bid for a third time, following a judge's recent decision that BART had not adequately informed the BART Board on irregularities that were waived as part of the bid process. The new contract is expected to be Awarded by the BART Board in July or August 2017.• Construction: Four contracts are currently in construction including Aerial Structures along the Fremont Line (between Lake Merritt and Coliseum stations), which is expected to be complete by mid-June; and Track Procurement for the spur track construction; Spur Track Construction at the Oakland Shops, and the Transbay Tube Retrofit. <p>D. Schaible asked if the retrofits for Bay Fair Station were more complicated because it is a transfer station.</p> <p>T. Horton responded that Bay Fair Station retrofits were not particularly more complicated than other stations. He added that Coliseum Station will be significantly more complicated to retrofit due to various elements specific to the station, such as the underground tunnel, the connection to the OAC system, the Coliseum walkway, and construction coordination and scheduling to accommodate the number of people that travel through the station for events at the Oakland-Alameda County Coliseum.</p> <p>D. Schaible asked if the legal decision to inform the BART Board of irregularities waived during the bid process would affect all BART</p>



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

	<p>contracts, and whether BART had considered appealing the decision.</p> <p>T. Horton stated that he understood the decision would affect all BART contracts and that, so far, there had been no motion to appeal.</p> <p>T. Horton stated that current work activities for the Transbay Tube (TBT) contract consist of procuring materials and preparing work plans. Construction inside the TBT is not expected to begin until mid-2018.</p> <p>T. Horton explained that the Earthquake Safety Program had received additional funding to exercise all the options for the TBT contract, in addition to the base contract. These funds are not a part of the General Obligation Bond.</p>
<p><i>Schedule and Financial Report</i></p>	<p>T. Horton provided an overview of the Program’s schedule and finances, noting the following:</p> <ul style="list-style-type: none"> • The overall Program schedule remains unchanged with anticipated completion in 2022. • The Fruitvale/Coliseum Stations could potentially extend the end date, pending the outcome of the legal case. • The Program did receive additional funds to exercise the five options for the TBT retrofit; however, since they are not part of the General Obligation Bond they will not be included in the financial report to the Citizens’ Oversight Committee. • The Program has expended \$616,246,693 in general obligation bond funds, of the projected total of \$980,000,000. • Four-month average spending is \$3,030,831 per month.
<p><i>Public Comments</i></p>	<p>No members of the public were present and no comments were made.</p>
<p><i>Other Items</i></p>	<p>C. Loftman requested that BART staff send a reminder to the Committee approximately one month before the next meeting to confirm if members are interested in adding additional items for the agenda.</p>



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

	BART staff will add recent construction photos to the next presentation so that the Committee can get a better understanding of the construction work, impacts, and process.
<i>Next Meeting</i>	Members and staff tentatively agreed to meet Wednesday, August 23, 2017 at 4:30 pm.
<i>Adjournment</i>	The meeting was adjourned at approximately 5:00 pm.