



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

**Citizens' Oversight Committee Meeting Minutes**

**Wednesday, January 10, 2018 4:30 pm**

**Conference Room 1700  
Kaiser Center Tower, 17<sup>th</sup> Floor  
300 Lakeside Drive, Oakland CA 94612**

<b>Meeting Number</b>	<b>Meeting Date</b>	<b>Meeting Time</b>
Term 6, Meeting 3	January 10, 2018	4:40 pm – 5:15 pm
<b>Attendees</b>	<i>Current Members</i> Clinton J. Loftman Derek Schaible, chair Sang Bak Lee Ching Wu	<i>BART Director</i> Robert Raburn  <i>Staff</i> Thomas Horton Diann Castleberry
<b>Agenda Item</b>	<b>Action Taken</b>	
Welcome & Introductions	<p>D. Castleberry called the meeting to order at approximately 4:43 pm.</p> <p>D. Castleberry acknowledged Director Robert Raburn in attendance.</p> <p>D. Castleberry took roll call, noted members in attendance and confirmed there was a quorum.</p> <p>The Committee was informed that members: Janine DeHart and Karen Varnados were excused.</p> <p>D. Castleberry noted that there was one public observer from the media: Terry McSweeney, a reporter/anchorman with NBC Bay Area News along with his camera operator.</p>	
Review of Administrative Matters	<p>D. Castleberry reviewed the following administrative matter:</p> <p>The August 23, 2017 meeting minutes were reviewed, approved and accepted with a motion by D. Schaible and second by Ching Wu. The minutes will be posted on the BART website.</p>	



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### Project Update

T. Horton provided an overview of the program's progress since the last COC Meeting, noting the following:

- There are not many changes to the construction report since our last meeting. The status of completed activities remains at 32 contracts to date.
- We are completing financial close-out for the following contracts: A-Line Aerials and Bay Fair Station. Specifically, since the last meeting, the A-Line North (Lake Merritt to Coliseum) aerial structures retrofit work along the Fremont "A" Line is substantially complete.
- Right of Way Acquisitions and Design work are complete.
- The only projects left are:
  - Oakland Shops Spur Track
  - TBT
  - Fruitvale and Coliseum Stations
- Procurement for the Fruitvale and Coliseum Stations is essentially complete and start of construction is about to begin starting with the Fruitvale Station. The work will begin with physical work in the field on the south end of the station, working outside the paid area; starting with two bents.
- TBT continues the pre-construction phase with lots of submittal work in progress and materials ordering (i.e., steel).
- Spur track is approaching completion however, a change order was issued extending the contract for additional spur track work to be completed that does not impact the ESP budget as it will be paid for by BART's Maintenance and Engineering (M&E) Group.
- D. Schaibel asked if the issue with pipes under the Spur was sorted out? T. Horton responded: Yes, it was sorted out and required coordination with the city of Oakland. He explained that there was a huge storm drain that required a large saddle to be built over it.
- C. Wu asked why the Contra Costa fault zone was not considered for a C-Line operability upgrade? T. Horton responded that it was not included primarily because the program had to fit within the available dollars for the work. Therefore, for operations purpose and funding limits, a decision was made to focus on the Hayward fault zone, which would allow the Concord Shop to return to operations as quickly as possible after a Hayward event. Horton further discussed various scenarios.
- C. Wu asked for a construction sequence plan for the TBT. T. Horton responded that the mock-up demonstration plan is needed before the work can move forward. Also, this work is under Sensitive Security Information (SSI).



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	<ul style="list-style-type: none"> <li>• D. Schaible asked when will TBT work begin with single tracking, impacting BART activity between Oakland and San Francisco occur? T. Horton responded that this matter needs to go to the Board to discuss mitigation options before a decision or date is determined.</li> <li>• T. Horton concluded by suggesting that some pictures of the completed Spur track and progress activities at Fruitvale Station be shared at the next meeting.</li> </ul>
Schedule and Financial Report	<p>T. Horton provided an overview of the Program’s schedule and finances, noting the following:</p> <ul style="list-style-type: none"> <li>• The completion of the Transbay Tube will mark the completion of the Earthquake Safety Program.</li> <li>• Estimated completion of the overall program schedule is expected to be 2022.</li> <li>• \$674 million of the projected \$980 million general obligation bond funds total has been spent to date.</li> <li>• Three-month average spending is \$12.2 million.</li> <li>• Once the TBT moves into full construction, you will see an increase in the average monthly expenditures.</li> </ul>
Public Comments	<ul style="list-style-type: none"> <li>• T. McSweeney (NBC Bay Area) asked how BART did in the recent earthquake. T. Horton responded that there was no significant impact to BART operations. Based on a new detection system in the TBT, trains stopped momentarily and proceeded at a slower pace for a brief period. He continued by sharing a brief history and explanation on seismic activity predictions by experts and revisited the earthquake safety program plan.</li> <li>• R. Raburn added that BART is conducting a study, as part of Measure RR funds, to upgrade the A-line work from life safety to operability status.</li> </ul>
Other Matter(s)	<p>This may be Tom Horton’s last meeting as BART has selected a new Earthquake Safety Program Manager, Zecharias “Zach” Amare.</p>
Next Meeting	<p>Members and staff tentatively agreed to meet <b>Wednesday, April 25, 2018 at 4:30 pm.</b></p>
Adjournment	<p>The meeting was adjourned at 5:15 pm.</p>