

## Citizens' Oversight Committee Meeting Minutes

Wednesday, January 19, 2022, 4:30 pm

2150 Webster Street, Oakland, CA 94612

Virtual Meeting

Meeting Number Term 7, Meeting 10	Meeting Date January 19, 2022	Meeting Time 4:45 pm – 5:38 pm
Attendees	<i>Current Members</i> <b>Karen Varnado, Vice Chair</b> <b>Eric Tandy</b>	<i>BART Representatives</i> Zecharias “Zach” Amare Chuck Bernardo Raymond Pascual Bianca Mallory Hanna Horning Carl Holmes Mark Salmon Director Raburn
	<i>Alternate Members</i> <b>Thomas Horton</b> <b>Ken Mark</b> <b>Monica Tell</b> <b>Louise Engel</b>	
		<i>Public</i> Ashley Chilka Alfredo Fernandez Erin Huang
Agenda Item	Action Taken	
A. Welcome, Introductions, and Roll Call	Meeting called to order by Vice Chair K. Varnado at 4:30 pm on January 19, 2022.  B. Mallory went over housekeeping items relating to conducting the meeting virtually. B. Mallory took roll call, noted members in attendance, and confirmed there was a quorum of two members in attendance and four alternates. There was a change to the meeting - dealing with the action items at the beginning of each meeting going forward.	
B. Review of Administrative Matters	K. Varnado reviewed the following administrative matters: <ul style="list-style-type: none"> <li>• The January 13, 2021 meeting minutes were approved.</li> <li>• The July 21, 2021 meeting minutes were approved.</li> </ul>	
C. Project Update	Z. Amare, Capital Projects Group Manager, introduced the agenda items, including a presentation by Mark Salmon following the project update, work progress, and financial report and schedule.	

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

M. Salmon gave a presentation about the TBT reanalysis. Updating where they were a year ago with the reanalysis to the findings they have concluded now. He began by describing the original construction of the TBT and discussing the current concerns. The structural integrity of the TBT is persevered the concern is water intrusion issues. The reanalysis done by Fugro confirmed the descoping was accurate. M. Salmon discussed the process used to come to this conclusion. They found that the slope movements had new findings that changed their method of analysis how to move forward. They conducted a leakage hazard analysis in the areas of question and established a range of leakage values to do better decision making for the size and number of cracks in the areas. The work took about a 6-month period of time to evaluate the changes and do peer reviews. M. Salmon shared charts and graphs that he discussed giving the Best Estimates. T. Horton asked what the black line is representative of, is it the current retrofit is impact to the safety of the tube for a safe egress for a thousand-year earthquake? M. Salmon said yes and its most important for the safety training and planning, as well as good signage for egress. T Horton commented that with coring for weld identification was limited as they didn't want to be too aggressive and make the tube shell it look like swiss cheese looking for the welds. M. Salmon commented that Fugro did a great job of challenging the design and analysis on the reanalysis Z. Amare thanked M. Salmon for his work over the last two years. L. Engel thanked M. Salmon for a clear explanation of the finding and the risk. C. Holmes gave thanks to M. Salmon and team for all the work that has been done on the re-analysis.

As part of the Project Update, C. Bernardo provided an overview of the program's progress since the last meeting, noting the completed, current, and upcoming activities, with photos representing construction activity. Below is a summary of the report:

- There is one contract remaining:
  - TBT Retrofit

### TBT Retrofit

- **Due to the Security Sensitive Information (SSI) nature of the project, details are limited and omitted per BART Attorney from COC Meeting Minutes**

C. Bernardo gave a visual presentation on the work that is being done in the TBT and the status of completion on each element of work. C. Bernardo provided updates on the status of work using the Maintenance Vehicle Consist (MVC) train the main tool used for doing the retrofit work. The MVC production work is 50% done in the bore and the team is moving from M1 to M2. Retrofitting in the bore should be complete at the end of 2022. C. Bernardo described work



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	<p>sequencing, and details about the process of doing the retrofitting in a small area with about 70 to 100 people working at one time. C. Bernardo also reviewed the status of trackwork. Working in an operating environment and train disruption and risk issues are continuously examined and coordinated. Z. Amare stated that the program is projected to be complete at the end of 2022.</p> <p>C. Bernardo reviewed the status of the Contract Change Orders issued, in progress, and protested.</p>
D. Schedule and Financial Report	<p>Z. Amare provided an overview of the Program's schedule and finances, noting the following:</p> <ul style="list-style-type: none"><li>• The final tranche was issued and sold by BART to complete all \$980 million in 2004 Measure AA bond funds (estimate to be used through 2021). COC mission &amp; duration linked to \$980M.</li></ul>
E. Next Meeting	<p>After review of COC member calendars, committee members voted to hold the next COC meeting on Wednesday, May 18, 2021.</p>
F. Public Comments	<p>3 members of the public were present.</p>
G. Adjournment	<p>5:38 p.m.; seconded by E. Tandy; passed unanimously.</p>