



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

**Citizens' Oversight Committee Meeting**

**Thursday, January 21, 2016 4:30 pm**

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

<b>Meeting Number</b> Term 5, Meeting 3	<b>Meeting Date</b> January 21, 2016	<b>Meeting Time</b> 4:35pm – 5:25pm
<b>Attendees</b>	<i>Current Members</i> Janine De Hart Clinton J. Loftman Ralph Mason Derek Schaible Karen Varnado Ching Wu	<i>Staff</i> Thomas Horton Micaela Mazzini Molly McArthur  <i>BART Director</i> John McPartland
<b>Agenda Item</b>	<b>Action Taken</b>	
<i>Welcome &amp; Introductions</i>	<p>M. McArthur called the meeting to order at approximately 4:35 pm.</p> <p>M. Mazzini took roll call and noted members in attendance.</p> <p>M. McArthur introduced BART Board Director John McPartland.</p>	
<i>Review of Administrative Matters</i>	<p>Members were asked to review the meeting minutes from the previous meeting held on September 3, 2015 and provide any comments to BART staff. Once approved the minutes will be posted for the public.</p> <p>It was noted that the previous meeting minutes contained an error in not listing Ralph Mason as an attendee. Mr. Mason was present, and the meeting minutes will be amended to reflect his attendance.</p> <p>C. Loftman requested that meeting minutes be sent to the Committee within 2-3 weeks after the meeting.</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:

- The main update since the previous meeting on September 3, 2015 was that one "miscellaneous retrofit" contract was completed since the previous Committee meeting.
- Completed activities: 29 contracts have been completed to date
- Design: The last remaining design for the Transbay Tube project was completed in fall 2015.
- Procurement: Several contracts will be advertised this year including the Transbay Tube contract which will require potential bidders to obtain security clearance prior to receiving contract drawings and specifications for bid; two additional smaller contracts that will support the larger Transbay Tube contract; and retrofits to the Fruitvale and Coliseum stations.
- Construction: Four contracts are currently in construction including work at miscellaneous locations; upgrades to four piers in Richmond; Bay Fair Station; and aerial structures along the Fremont Line (between Lake Merritt and Coliseum stations).

R. Mason asked if the contractor for the Transbay Tube will be allowed to make changes to the design.

T. Horton responded that the contractor will not be able to change the design; however, the contract will include work in a base bid and, if exercised, five alternative bid options.

T. Horton remarked that the TBT retrofits will consist of installation of a steel liner and pumping system.

Director McPartland asked for clarification of the retrofit standards for the four columns in Richmond.

T. Horton responded that the work on the four columns would bring the entire Richmond line into operability,



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	<p>providing access to the Richmond Yard after a seismic event.</p> <p>T. Horton emphasized most of the work on the Earthquake Safety Program's scope has been completed or is currently under construction. It was also noted that work on the Transbay Tube will take up to five years to complete.</p> <p>The Committee briefly discussed issues relating to the Transbay Tube and the following was noted:</p> <ul style="list-style-type: none"><li>• There were no pre-qualifications required for potential bidders, however contractors are required to undergo security clearances prior to bidding on the work.</li><li>• BART anticipates 2-4 contractors will bid on the work, a fairly limited number due to the size of the contract and time constraints required to perform construction around BART's operational hours.</li></ul>
<p><i>Financial Report</i></p>	<p>T. Horton provided an overview of the Program's finances and schedule, noting the following:</p> <ul style="list-style-type: none"><li>• The overall Program is anticipated to end in 2022, in part because the Transbay Tube project will take five years to complete.</li><li>• There is no longer any Management Reserve in the Program; those funds have been shifted to the Transbay Tube project and its alternative-bid process.</li><li>• Market conditions are improving and BART does not expect to receive bids that are exceptionally below the Engineer's Estimate.</li></ul> <p>T. Horton noted that the five alternative bid items for the Transbay Tube were discreet and not contingent upon each other. Per BART's procurement procedures, they are exercised in the order they are laid out in the Bid Documents.</p> <p>D. Schaible asked for clarification on the schedule showing construction starting mid-2016 on the Transbay</p>



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Tube instead of later in the year.

T. Horton explained it included work on a related project to build a spur track at the Oakland Shops site in support of the Transbay Tube retrofit. The spur track will remain permanently. BART will require the Contractor to provide a work train. It is not clear whether the Contractor will purchase new equipment or modify existing units to make up the work train.

T. Horton continued his presentation on the Program's finances, noting the following:

- The BART Treasurer has issued three tranches, for \$100 million, \$400 million, and \$240 million.
- A fourth tranche is expected once the Transbay Tube contract is awarded.
- The Program typically spends the tranches within three years.
- The Program has expended \$574,283,387 in general obligation bond funds, of the projected total of \$980,000,000.
- Average spending is \$2,958,865 per month.

Director McPartland inquired about a graphic that would illustrate the Program scope and retrofit concepts. It was noted that a map detailing that information was provided to the Committee at their first meeting.

T. Horton explained that "modified operability" on the C-Line would result in operability throughout the entire line in the event of an earthquake on the Hayward fault, but not other, less active, faults in the area.

M. McArthur noted that cost savings in other areas allowed BART to perform upgrade strengthening to the four columns in Richmond, which will allow access to Richmond Yard after an earthquake event. This will aid BART in restoring service much more quickly after an earthquake.

Director McPartland thanked the Committee for their



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	participation and service.
<i>Other Items</i>	Several topics related to non-ESP BART issues were discussed.
<i>Next Meeting</i>	Members and staff agreed to meet Thursday, April 28, 2016 at 4:30 pm.
<i>Adjournment</i>	The meeting was adjourned at approximately 5:25 pm.