



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

Citizens' Oversight Committee Meeting Minutes

Wednesday, April 25, 2018 4:30 pm

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

Meeting Number	Meeting Date	Meeting Time
Term 6, Meeting 4	April 25, 2018	4:41 pm – 5:58 pm
Attendees	<i>Current Members</i> Clinton J. Loftman Derek Schaible, chair Ching Wu	<i>BART Director</i> Robert Raburn <i>Staff</i> Thomas Horton Zecharias "Zach" Amare Diann Castleberry
Agenda Item	Action Taken	
Welcome & Introductions	<p>D. Castleberry called the meeting to order at approximately 4:41 pm.</p> <p>D. Castleberry acknowledged the following BART representatives in attendance: Director Robert Raburn, Group Manager Tom Horton, new ESP Group Manager Zecharias "Zach" Amare; Planning, Development & Construction (PD&C) representatives: Rachel Russell (Systems Development), and Thomas Tumola (Operations Planning); and Office of Civil Rights (OCR) representatives: Jennella Sambour-Wallace, and Sharon Moore.</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: Sang Bak Lee, Janine DeHart and Karen Varnados were excused.</p> <p>D. Castleberry noted one member of the public in attendance.</p>	
Review of Administrative Matters	<p>D. Castleberry reviewed the following administrative matter:</p> <p>The January 10, 2018 meeting minutes were reviewed, approved and accepted with a motion by D. Schaible and second by Ching Wu. The</p>	



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	<p>motion passed by unanimous vote. The minutes will be posted on the BART website following committee review and approval at the next meeting.</p>
<p>Informational Report</p>	<p>Service Plan for TBT</p> <p>Representatives from BART’s Planning, Development and Construction (PD&C) and Office of Civil Rights (OCR) provided a report on the service plan for the TBT retrofit contract. (See copy of power point presentation)</p> <p>Presenters included: Rachel Russell (Systems Development), Thomas Tumola (Operations Planning) as well as Jennella Sambour-Wallace (OCR), and Sharon Moore (OCR).</p> <p>The presentation covered the following:</p> <ol style="list-style-type: none"> 1. Background on the project (R. Russell) 2. Ridership profile between 4 am – 5 am (T. Tumola) 3. Mitigation strategy and impacts (T. Tumola) 4. State of Good Repairs impacts (T. Tumola) 5. Service change, impact study and outreach plan (J. Sambour-Wallace) 6. Next Steps and Schedule (J. Sambou-Wallace/R. Russell) <p>This item included a robust discussion surrounding more than 20 questions by committee members and responses from BART representatives. Questions covered multiple topics and points of clarifications needed to better understand the timing, approach and response to why this service change was needed. The Office of Civil Rights representative explained that the service change did not meet the threshold for implementing Title VI requirements and guidelines. However, although not required, they were conducting a <i>Service Change Impact Study</i>, following the methodology of a Title VI analysis.</p> <p>The planned service change is expected to occur in February 2019. They are working with AC Transit, WestCAT and SFMTA (Muni) bus services, and input gathered from the recent ridership survey and focus group outreach conducted in the spring. Additionally, R. Russell reported that vigorous outreach to inform BART riders about the change and bus options as well as parking plan is expected to begin in the fall. The service change matter is expected to go to the BART Board of Directors this summer, as early as July 12.</p> <p>Below is a list of questions/comments asked by the ESP Citizens’ Oversight Committee members and staff:</p>



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1. I believe that eBART opens in a month. Will you re-evaluate the service plan after eBART starts service?
2. Were you able to do an analysis of repeat customers based on the same Clipper card usage?
3. Based on the map shown in the presentation, SFO is showing up as #5 in top destinations. That could be people with early flights versus airport employees? Also, Oakland Airport is showing as #4 in destinations, wouldn't there theoretically be the same number? Do you think they are employees versus people traveling?
4. On both bus options, Pittsburg/Bay Point departures are showing 33 minutes to BART 19th Street Station, and then 19 minutes plus another 5 minutes to the San Francisco Transit Center? Is that correct?
5. You have identified Pittsburg/Bay Point as a bus hub (for the service plan change), will e-BART run that early?
6. Why does Fremont Station have a bus hub and not Warm Springs/South Fremont Station?
7. Why El Cerrito Station and not Richmond Station?
8. Are there no comparable Muni or SamTrans services this early?
9. Would all the bus rides have to deadhead (return without any passengers) back?
10. This service plan change would start in February 2019? Is this a late start that would impact the TBT retrofit schedule? Or, would the earthquake retrofit work in TBT be delayed until this change in service can start?
11. Was this plan based on any sort of disaster recovery plan that any of these agencies had if BART was to be catastrophically damaged in some way?
12. Will you use private operators at all?
13. Your slide shows \$15 million in savings. Is that for the preferred bus service option B? If not \$15 million, what is the cost savings attributed to?
14. What are the costs to run the proposed bus service options?
15. Are there jurisdictional issues that would preclude Golden Gate Transit from being a part of this bus mitigation? They have big buses they can run in the morning.
16. I understand by calling this a Title VI Analysis that you invite greater scrutiny. What is the risk in litigation if you ought to do a Title VI, but are not labeling it as a Title VI? What if someone challenges those standards?
17. In the analysis, if this is going to happen in 3 ½ years, are there any seasonal differences in early morning ridership?



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	<p>18. You are using existing transit operators because their equipment is accessible. Have you spoken with your disability advisory (ACCESS) or accessibility group?</p> <p>19. Would someone who has limited mobility be impacted by having to ride a bus as opposed to a BART train or would they be dissuaded from commuting at all?</p> <p>20. Does Pittsburg/Bay Point Station open at 3:45 am?</p> <p>21. If use of a Clipper card is a factor, have you evaluated the use of Clipper cards in these early morning riders? Have you coordinated with them (BART riders) to get them Clipper cards? Will they need Clipper cards to ride these buses?</p>
<p>Project Update</p>	<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"> • No major 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. The A-Line North (Lake Merritt to Coliseum) aerial structures retrofit work along the Fremont A-Line is substantially complete. • All bidding is finished and contracts are in operations. There was a third contract, the OKS Spur Rail contract, which is now at substantial completion. • The remaining ESP projects are: <ul style="list-style-type: none"> – TBT Retrofit (09AU-120) – A-Line Stations (Fruitvale and Coliseum) • TBT continues with lots of submittal work in progress and materials ordering (i.e., steel). They are working in the gallery to do new cabling in the pump system, introduce plating in the galleries, and to do a lot of preparation work to get ready for the big work in the TBT. A mock-up of the planned work is set-up off-site in another city that is used to demonstrate the Contractor’s abilities and plans for various aspects of the work. • Start of construction began at the A-Line stations (Fruitvale and Coliseum). This first stage includes four piers located on the south end of the Fruitvale Station alignment near 35th Avenue, working outside of the paid area, which began early 2018. Additionally, they have started preparation for work at the first pier on the west side of San Leandro Street at Coliseum Station near the elevated walkway to the Coliseum. • A committee member asked if the mock-up will be videotaped for review. T. Horton responded that due to the SSI status of the project, this is not available.



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Presentation	<p>Construction Photo Highlights</p> <p>As requested at the January 2018 meeting, a photo update on the OKS Rail Spur contract showing the before, during and post construction images along with photos of the start of construction at Fruitvale Station was presented and featured.</p> <p>T. Horton also shared that with Measure RR funds, we have started a study to further develop the A-Line to <i>operability</i> (versus <i>life safety</i>). That study will include an environmental assessment with an objective of getting a solid 35% cost estimate. He noted that there are more than 600 piers on the A-line. Additionally, the creep repair (not a seismic retrofit project) at the Berkeley (Caldecott) Tunnel is under study as part of the Measure RR funds, and we are seeking a cost estimate at 35% to determine what will be done as a final design for a project to address the creep repair.</p> <p>A committee member asked about the time line for the Berkeley (Caldecott) Tunnel creep repair. T. Horton shared that it will take approximately one year to get to a 35% estimate, and then another year to get the final design completed, plus another 2-3 years to complete the creep repair work depending on many factors. Timing to start construction would most likely be at the tail-end of the TBT due to the challenges of narrow access. This work, would require doing both tunnels during short work hours.</p> <p>A committee member asked how these new projects were being financed. T. Horton responded that these projects highlighted are being funded as part of the new bond Measure RR, just passed, which is estimated at \$60 Million allocated for creep repair and \$5 Million earmarked for the creep repair study. The study is authorized to begin.</p>
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">• There is no notable change to the report.• The 3-month average spending is \$4.2 million.• The completion of the TBT will mark the completion of the Earthquake Safety Program.• Estimated completion of the overall program schedule is expected to be 2022.• \$687 million of the projected \$980 million general obligation bond funds total has been spent to date.



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	<ul style="list-style-type: none">• Once the TBT moves into full construction, you will see an increase in the average monthly expenditures.• One challenge that has created schedule slippage is due to the safety monitoring program rule changes that may have cost implications. Committee members asked clarifying questions that were responded to by T. Horton.• T. Horton explained that there are many safety rules in the trackway. The Safety Monitor understands these rules and his/her role is to oversee the contractor activities and to make sure that the Contractor’s workers are not doing something unsafe. They also function as Watchpersons to protect the workers.• Under the new rules, that safety function will go to the contractor, requiring full 40-hour worker protection training, including radio training. Additionally, the workers themselves will be required to go through safety training. The amount of safety training hours required for the workers is still in discussions.• A committee member asked what the reason was for the number and intensity of these workers. T. Horton shared that the TBT is probably the biggest project affecting the operation of the system safety monitoring throughout BART. The next big one will be the new train control system installation that will have a large requirement like the TBT. Most of BART’s projects are not of that magnitude and vary.• In response to a committee member questions regarding the cost implications to the contract for including a provision of Watchperson and training time, T. Horton simply responded, I don’t know. He elaborated by sharing that the cost to the program includes providing the EICs (Employee In-Charge) and that the salary for the work is about the same. Additionally, he confirmed that all TBT workers must be SSI cleared.• Director Raburn asked whether any part of the OKS Spur construction was funded through Measure RR. T. Horton shared that the OKS Rail Spur was completed as part of ESP through a separate general obligation funding that this committee is tasked with overseeing, however the new second Spur at OKS is being added on as part of Measure RR (separate from ESP) and will help with the TBT retrofit and overall maintenance improvements.
Public Comments	<ul style="list-style-type: none">• There was one speaker, Peter Norkse, a citizen who asked two questions.• “The early morning service time change presentation seems to need a longer time for maintenance, so would the time be indefinite?” T. Horton responded: This plan is related to the



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	<p>duration of the TBT earthquake retrofit project. Yes, there was a study that recommends more time is needed for systemwide maintenance.</p> <ul style="list-style-type: none">• The public asked a second question, “In the long-term, BART needs more time to maintain and repair the entire system? Additionally, earthquake safety means something different to different people. At El Cerrito Station, I think to protect the substations below is maybe more important. It’s impressive.” T. Horton responded: A study did indicate that there is a need to do something over a longer period-of-time. At El Cerrito, the substations were built with the columns on the outside, providing unencumbered access to the equipment. This does not mean that this design is more, or less capable, it was a decision that was made.
Next Meeting	Members and staff tentatively agreed to meet Wednesday, July 25, 2018 at 4:30 pm.
Adjournment	The meeting was adjourned at 5:58 pm.