



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

Citizens’ Oversight Committee Meeting Minutes

Wednesday, October 3, 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 6	October 3, 2018	4:41 pm – 5:50 pm
Attendees	<i>Current Members</i> Derek Schaible, chair Ching Wu	<i>BART Representatives</i> Zecharias “Zach” Amare Thomas Horton Rachel Russell Diann Castleberry Christopher Vasquez
Agenda Item	Action Taken	
Welcome & Introductions	<p>D. Castleberry called the meeting to order at 4:41 pm.</p> <p>D. Castleberry acknowledged the following BART representatives in attendance: ESP Group Manager Zecharias “Zach” Amare, Group Manager Thomas “Tom” Horton; Senior Planner Rachel Russell (Systems Development/PD&C); Diann Castleberry and Christopher Vasquez, The Allen Group (On-Call Community Relations).</p> <p>D. Castleberry took roll call, noted members in attendance and confirmed there was not a quorum.</p> <p>The following committee members were excused: Sang Bak Lee, Clifton Loftman, and Karen Varnado.</p> <p>D. Castleberry noted there are no members of the public in attendance.</p>	
Informational Report	<p>Service Plan for TBT</p> <p>Rachel Russell, Senior Planner, representing Systems Development/Planning, Development & Construction, provided an update on the service plan for the Transbay Tube (TBT).</p>	



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The report is a follow-up to the July 25 meeting and covered the following presentation:

1. Overview of the Early Bird Express: TBT Earthquake Safety Service Plan.

- Early Bird Express Network
- Train Schedule
- Early Bird Express Routes: Transbay, Express Eastbay, and Westbay
- Fares
- Sample trips
- Parking payment
- Outreach plan
- Next steps and schedule

R. Russell provided an update on the Early Bird Express bus network plan for the upcoming TBT Service Plan that is still on track to go into effect on Monday, February 11, 2019 for a duration of approximately 3 ½ years. This Service Plan will support seismic retrofit work on the TBT as well as other work across the BART system, including work from Measure RR bond passed by voters.

The Early Bird Express network will provide 14 new bus lines with bi-directional route service, 7 lines for Transbay express service from the East Bay to San Francisco, 5 lines for East Bay local trips, 2 lines for Westbay service within San Francisco and to San Francisco International Airport (SFO). BART is working diligently to secure and confirm the new service that will be known as the Early Bird Express network or 700 series that will provide alternative bus service during the 4am to 5am time frame.

The network is designed around destinations, with the top two BART Station destinations identified as Embarcadero area in San Francisco and 19th Street in Oakland. San Francisco arrivals are scheduled for 5am, 5:15am and 5:30am. The network will serve 20 BART Stations.

There will be 8 operators in total for the Early Bird Express bus service (700 series): AC Transit, Golden Gate Transit, WestCat, TriDelta Transit, County Connection, Wheels, SFMTA, and SamTrans.

Train service features will include starting mid-line or what is referred to as charging the system at 5am. BART will run longer trains in the first hour that are expected to have first trains arrive in San Francisco from our end of the line stations by 5:30pm – today,



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first arrivals are about 4:48pm. The new train schedule will be available on Trip Planner, 511.org, and third-party access.

Early Bird Service bus fares are expected to be the same or less than BART fares for the same trip, but we cannot guarantee this rate for every trip. Staff has been engineering this bus network and seeking guidance from the Federal Transit Administration (FTA) to make sure that the fares are not too high.

For our daily parker, there will be two ways to pay for your parking during the first hour: a) Smart phone application to pay for parking is being developed, and b) Pay by cash option at either the Lake Merritt or Embarcadero Clipper Card Office for a scratch-off hangtag.

Outreach: Phase I was completed in May 2018. Phase II is planned to begin in December 2018 and continue through February 2019 with multiple elements to inform and educate BART riders via in-station outreach, station signage, email and mail notifications, website and service advisories, and focused outreach to employer/employee (i.e., SFO) groups, chambers of commerce, business councils, hospitality and service workers, owners, and unions; and Late, Night Bus Taskforce members.

The Service Plan is scheduled to go into operations on February 11, 2019. Next steps include a Board update on October 11, followed by an October 27 Request for Board authority to enter into bus operator agreements. Staff will continue to work diligently to finalize the bus network, cost and bus fares. Phase 2 Outreach will begin in December with the purpose of reminding and educating riders of this service change to help them manage their travel planning. There will be another Board update in January 2019 and the service change will begin on February 11, 2019. Ongoing evaluation of the service change will continue since we don't know how many BART riders will take advantage of the Early Bird bus service. We are planning for 3,000, but we don't know if it will be as little as 1,000 or closer to 4,000.

The Committee asked a series of questions seeking clarification regarding the Early Bird service, locations, and new train schedule; parking payment options and whether it would be offered for BART's overall service. Additionally, questions were asked regarding how the status of the Sales Force Transit Center is impacting the planning; and about evaluation of the service.



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	Ms. Russell agreed to come back to provide regular updates to the Oversight Committee.
Review of Administrative Matters	D. Castleberry reviewed the following administrative matter: Due to lack of a quorum, the July 25, 2018 meeting minutes will be carried over to the next meeting.
Project Update	Z. Amare, ESP Group Manager, provided an overview of the program’s progress since the last COC Meeting, noting the following: <ul style="list-style-type: none"> • The status of completed activities remains at 32 contracts to date. • The remaining ESP projects are active: <ul style="list-style-type: none"> – TBT Retrofit (09AU-120) – A-Line Stations (Fruitvale and Coliseum) • The TBT continues with two working shifts, one during the day and one at night. • Zach shared photos of work activity in the TBT. • Shared that the first delivery of the first work train locomotive and 3-4 flat cars are expected in December. • Single tracking will not begin until February 2019. • The Contractor is moving aggressively on the contract to retrofit the two A Line stations: Fruitvale and Coliseum. • At this reporting, 4 bents have been completed at Fruitvale Station and the Contractor has started 4 bents at Coliseum Station. • Additionally, Earthquake Safety Program is coordinating the work around the future site of the Oscar Grant mural (at Fruitvale Station) in preparation of the 10-year anniversary of his passing on January 1, 2019. • The Committee asked questions regarding some of the images presented that ranged from technical to clarifying inquiries. Questions regarding ventilation, leakage, maintenance, material delivery, coordination, budget and schedule.
Schedule and Financial Report	Z. Amare provided an overview of the Program’s schedule and finances, noting the following: <ul style="list-style-type: none"> • Reviewed the general map that shows completed and remaining seismic retrofit work in the system visually. • Conveyed that there is no notable change to the report. • Estimated completion of the overall program schedule is expected to be late 2022/early 2023. • \$711 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 in 2019, you will see an increase in the average monthly expenditures.• We will need more money to complete this project. We are close to needing to issue a new tranche of funds.• The Committee asked a series of questions such as whether the Airport Connector was built to Operability standard, does BART own the bridge between the Coliseum Station and Coliseum, and whether there is a substantial cost associated with the TBT Service Change.
Public Comments	<ul style="list-style-type: none">• There were no public comments.• The Committee did offer their warm wishes to Tom Horton who will be retiring mid-November 2018.
Next Meeting	Members and staff agreed to meet in November 2018 with a date to be determined, tentatively, Wednesday, November 7 or 14, 2018 at 4:30 pm.
Adjournment	The meeting was adjourned at 5:51 pm.