



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

Citizens' Oversight Committee Meeting

Thursday, September 3, 2015 4:30 pm

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

Meeting Number Term 5, Meeting 2	Meeting Date September 3, 2015	Meeting Time 4:40pm – 5:25pm
Attendees	<i>Current Members</i> Janine De Hart Sang Bak Lee Clinton J. Loftman Ralph Mason Derek Schaible Karen Varnado Ching Wu	<i>Staff</i> Thomas Horton Micaela Mazzini Molly McArthur Jose R. Salazar <i>BART Director</i> Robert Raburn
Agenda Item	Action Taken	
<i>Welcome & Introductions</i>	<p>M. McArthur called the meeting to order at approximately 4:35 pm.</p> <p>M. Mazzini took roll call and all members and alternates were present.</p> <p>M. McArthur reviewed the Agenda.</p>	
<i>Review of Administrative Matters</i>	<p>Members reviewed and approved the May 6, 2015 meeting minutes.</p> <p>M. McArthur noted that the first order of business was to select a Committee Chair and Vice Chair.</p> <p>M. McArthur identified the responsibilities of the Chair position, including:</p> <ul style="list-style-type: none"> • Attend at least one BART Board of Directors meeting each year and present an annual report. • Guide official correspondence on behalf of the Committee, as needed. 	



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	<p>R. Mason noted that he would not be able to serve as a candidate for Chair/Vice Chair because of the likelihood that he would moving away from the Bay Area in 2016 and that he may have to renounce his post.</p> <p>M. McArthur welcomed members to nominate themselves or their colleagues. The committee held a brief recess to discuss nominations.</p> <p>Upon restarting the meeting, the committee nominated D. Schaible as Chair and K. Varnado as Vice Chair.</p> <p>M. McArthur called the matter to vote. All members voted yes and D. Schaible and K. Varnado accepted the positions.</p> <p>Other administrative items were conducted including submission of Ethics Training, Form 700, and W9 documents, as well as review of the BART Code of Conduct.</p> <p>R. Salazar, Legal Counsel for BART, provided a brief explanation of the BART Code of Conduct for citizens' advisory committees, noting that the the Code of Conduct was enacted by the BART Board of Directors in 2013 but had not previously been distributed to the ESP COC.</p> <p>R. Salazar requested that committee members peruse the Code of Conduct and inform BART staff if they have any questions or comments.</p> <p>Staff explained the procedure for use of the Clipper Cards for travel to and from the COC meetings, noting the schedule and process for automatic fare loading.</p>
<p><i>Project Update</i></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">• Completed activities: 28 contracts have been completed to date; The majority of the work scope for the Program has been completed and the only outstanding work includes three stations on the



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	<p>Fremont Line, aerial guideways on the Fremont Line between Lake Merritt and Coliseum stations, and limited areas of the Transbay Tube</p> <ul style="list-style-type: none">• Design: The only remaining design is for Transbay Tube retrofit and is expected to be complete in fall 2015; The advertising process for the Transbay Tube will be lengthy because it involves security clearances• Procurement: Procurement for the remaining work on the Fremont Line will go to the BART Board in September 2015, pending evaluation of bids• Construction: Miscellaneous construction for “clean-up work” is in progress, including work to replace curbs at the entrances to Embarcadero Station; Upgrades of 4 Piers on the Richmond Line, which will result in operability of the entire line, is also currently underway <p>T. Horton emphasized that once the work on the Fremont Line is awarded, all remaining work for the Earthquake Safety Program’s scope will be under construction, with the exception of the Transbay Tube.</p>
<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">• The overall Program is anticipated to end in 2022, in part because the Transbay Tube project will take five years to complete• The remaining work to complete retrofits of aerial guideways on the Fremont Line is anticipated to end in 2017• The remaining work to complete the stations on the Fremont Line is anticipated to end in 2019• The last three years of the Program will only involve work on the Transbay Tube <p>T. Horton briefly described the retrofit concepts for the Transbay Tube, noting:</p> <ul style="list-style-type: none">• The projected cost is \$350 million dollars• Substantial retrofit work will involve methods to prevent leakage in the event of a major earthquake



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	<ul style="list-style-type: none">• A new rail spur will need to be built to support the Transbay Tube retrofits <p>D. Schaible asked if weekend closures would be required for work on the Transbay Tube.</p> <p>T. Horton explained that no full closures were anticipated for the Transbay Tube work, all work will be done during nighttime hours, and that limited work hours factor in the lengthy duration of the project.</p> <p>M. McArthur noted that the Earthquake Safety Program has kept its commitment to performing all the work without any closures of stations.</p> <p>C. Loftman and R. Mason noted a discrepancy in the financial report for forecasted costs of the Transbay Tube. Staff will review and provide updated information if necessary.</p> <p>R. Mason asked about the procedure for addressing security issues for potential bidders on the Transbay Tube project.</p> <p>A brief discussion followed regarding the process for non-disclosures agreements, security clearances, and performance bonds for work on the Transbay Tube project.</p> <p>T. Horton continued his presentation on the Program's finances, noting the following:</p> <ul style="list-style-type: none">• The program has expended \$562,447,928 in general obligation bond funds, of the projected total of \$980,000,000• Average spending is \$1,563,988 per month which will increase as work accelerates with the start of upcoming construction contracts• The BART Treasurer has issued three tranches, for \$100 million, \$400 million, and \$240 million
<i>Other Items</i>	R. Mason inquired about the status of the Berkeley Hills



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	<p>Tunnel (BHT) repair work, which is not related to the Earthquake Safety Program.</p> <p>T. Horton replied that the results of investigations were presented to the BART Board which is currently trying to identify funds for the retrofits.</p> <p>Director Raburn introduced himself and commented that the BART Board was likely to present a bond measure in the upcoming years which may partially pay for repair of the BHT.</p> <p>Members of the Committee continued a discussion on the Berkeley Hills Tunnel's costs, associated repair concepts, and impacts to BART customers.</p>
<i>Next Meeting</i>	<p>Members and staff agreed to meet Thursday, January 21, 2016 at 4:30 pm, but that a later date might be preferable if there were not significant enough changes to the schedule and costs reports by early January.</p>
<i>Adjournment</i>	<p>The meeting was adjourned at approximately 5:35 pm.</p>