



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

Citizens' Oversight Committee Meeting

Thursday, April 28, 2016 4:30 pm

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

Meeting Number Term 5, Meeting 4	Meeting Date April 28, 2016	Meeting Time 4:35pm – 5:20pm
Attendees	<i>Current Members</i> Clinton J. Loftman Derek Schaible Karen Varnado Ching Wu	<i>Staff</i> Thomas Horton Molly McArthur Micaela Mazzini Maisha Everhart <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 noted members in attendance.</p>	
<i>Review of Administrative Matters</i>	<p>M. McArthur reviewed the following administrative matter:</p> <ul style="list-style-type: none"> January 21, 2016 meeting minutes were approved and will be posted on the BART website. <p>M. McArthur briefly provided details regarding a brake failure incident that occurred during a testing session of one of BART's new cars. The incident did not result in damage to the car or injury to any workers.</p> <p>BART staff will provide a report on the incident to the Committee.</p>	



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

*Guest Speaker
Maisha Everhart*

M. McArthur introduced Maisha Everhart, BART Manager of Local Government and Community Relations. M. Everhart gave a presentation on “Better BART” and the draft expenditure plan that outlines how BART would spend a proposed safety and reliability bond measure for the November 2016 ballot. Among the topics covered:

- The BART board is now considering a \$3.5 billion bond for safety and reliability upgrades to the system.
- The BART system is aging and needs reinvestment.
- The draft plan is designed to:
 - Keep the system safe and reliable
 - Relieve traffic on the freeways and crowding on trains
 - Provide better access to stations
- More than 90% of the overall draft plan would repair and replace critical safety infrastructure. For example, the draft plan proposes to:
 - Replace 90 miles of worn rails; repair tunnels damaged by water intrusion; replace and improve outdated train control equipment; and restore systems that deliver power to BART trains.

C. Loftman asked how water was entering into tunnels and underground facilities.

T. Horton confirmed that the water tables are high in many areas and water intrusion is being caused by ground water.

M. Everhart continued with the following:

- The balance of the plan will prepare BART for future population growth, accommodating more people on BART in order to relieve freeway traffic, and expanding safe access to BART. These preparations include:
 - Parking for bikes, including secure bike lockers or bike stations; wider gates for those with disabilities; making elevators and escalators more reliable.
- The total 10-year need is \$9.6 billion, as verified by an independent state audit.
 - \$4.8 billion will come from federal and state government and BART revenues, and is already funded and programmed.



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

- BART is seeking \$1.3 billion in support from federal, state and local counties.
- The balance of funding, \$3.5 billion, would come from a proposed safety and reliability bond measure for the November 2016 ballot.
- The draft plan would set up an independent oversight committee to ensure bonds are spent as promised. The oversight committee would audit bond expenditures and publish reports to ensure all work is completed in accordance with the bond. It would be comprised of experts in engineering, accounting, and related disciplines.

M. Everhart concluded that BART has performed more than 200 presentations to diverse audiences around the Bay Area to inform the public of BART's infrastructure needs and to gather input on how BART should prioritize bond expenditures.

D. Schaible asked when will the Board need to approve adding the bond to the November 2016 ballot.

M. Everhart responded that the Board will vote to include the bond in June.

C. Wu inquired if the bond included funds to repair the Berkeley Hills Tunnel (BHT).

M. Everhart responded that \$65 million of the bond has been identified for creep repairs to the BHT.

BART staff confirmed that the bond did not include money to construct a new tunnel.

M. Everhart emphasized that the bond was 90% "fix-it-first" and that the majority of funds are intended to repair and replace existing infrastructure.

C. Loftman asked how the bond is paid.



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

	<p>M. Everhart stated that the bond will be paid through property taxes and is based on the average tax rate of about \$9 per \$100K assessed value per property over the life of the bond.</p> <p>BART staff will follow up with the Committee and send more information on the bond financing.</p> <p>C. Wu asked if payments of the ESP bonds were winding down.</p> <p>T. Horton stated that payments are not winding down because the payoff for the ESP bonds are 30 years and that they have not all been issued yet.</p> <p>C. Loftman asked if the proposed bond funds that were identified for earthquake retrofit repair was in addition to the current ESP bonds.</p> <p>T. Horton stated that the new funds would be specific to creep repair of the BHT, which is not part of the ESP scope.</p> <p>M. Everhart thanked the Committee for their time and interest.</p>
<p><i>Project Update</i></p>	<p>M. McArthur introduced Director Robert Raburn to the Committee.</p> <p>Director Raburn thanked the Committee for their participation and service.</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">• The main update since the previous meeting on January 21, 2016 was that the last of three "miscellaneous retrofit" contracts was completed since the previous Committee meeting.• Completed activities: 30 contracts have been completed to date.• Right of Way Acquisition: All acquisition is complete.• Design: All design is complete.



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

	<ul style="list-style-type: none">• Procurement: the Fruitvale and Coliseum stations contract will be advertised in May--it marks a significant milestone as it is the last retrofit contract apart from those associated with the Transbay Tube (TBT); A few other remaining contracts that are associated with retrofit of the TBT are currently being advertised or are near advertisement. BART is also doing a separate procurement for a Construction Management team. BART will not use an on-call CM group due to the cost and duration of the project.• Construction: Three contracts are currently in construction including upgrades to four piers in Richmond; Bay Fair Station; and aerial structures along the Fremont Line (between Lake Merritt and Coliseum stations). <p>T. Horton commented on some of the challenges of the current projects including:</p> <ul style="list-style-type: none">• Redesign of micropile installation due to unforeseen underground obstructions; working with an elementary school to coordinate work activities and plan for impacts; redesigning foundation retrofits to avoid major traffic impacts, and restoration work, and additional costs. <p>By this fall, all contracts will be in construction or complete.</p>
<i>Financial Report</i>	<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.• The Fruitvale and Coliseum stations contract is expected to be complete in late 2019. The lengthy duration is due to restrictions on working at adjacent stations simultaneously as a way to lessen impacts to BART customers.• The Program has expended \$583,804,511 in general obligation bond funds, of the projected total of \$980,000,000.• Average spending is \$3,173,708 per month.• The average spending will increase significantly once work on the TBT begins



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

	<p>M. McArthur emphasized that most of the work on the Earthquake Safety Program's had been performed with little impact to passenger service, and that the Program works to limit disruptions as much as possible.</p> <p>T. Horton confirmed that single tracking will be required during retrofit of the TBT and will likely start after 10 pm. Single tracking allows the contractor earlier access to the TBT and the additional hours shorten the overall project duration.</p> <p>D. Schaible asked how precipitous is the drop in ridership after 10 pm.</p> <p>T. Horton responded that the frequency of the trains drops at that point. This makes single tracking easier since fewer trains are able to pass through the TBT with less delays.</p> <p>D. Schaible asked if the bond is approved will fix-it-first repairs occur while ESP retrofits to the TBT are taking place.</p> <p>T. Horton stated that the proposed train control repairs will actually begin in the west bay and progress eastwards to avoid duplicative switchovers. As such, they will not begin work at the TBT until well after earthquake retrofits have been completed.</p>
<i>Next Meeting</i>	Members and staff tentatively agreed to meet Thursday, September 15, 2016 at 4:30 pm.
<i>Adjournment</i>	The meeting was adjourned at approximately 5:20 pm.