

BART Earthquake Safety Program
Measure AA Bond
Citizen's Oversight Committee

Report to the BART Board of Directors

April 25, 2019

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I. Overview

The Earthquake Safety Program Citizens' Oversight Committee (COC) has been in existence since January 2006. The current Committee is the sixth Committee selected by the BART Board of Directors to carry out the duties specified in Measure AA.

II. Establishment of the Citizens' Oversight Committee

The BART Earthquake Safety Program (ESP) Citizens' Oversight Committee was created as required following the passage of Measure AA on November 2, 2004. The measure, which authorized the BART District to issue bonds for \$980 million dollars to make earthquake safety (seismic) improvements to BART facilities in Alameda, Contra Costa, and San Francisco counties, stipulated that BART establish a Citizens' Oversight Committee (COC) to verify that bond revenues are spent as promised.

The measure called for a five-member panel to be created from interested individuals who must reside within the three-county BART District. Each member must have specific expertise and fulfill one of the following:

- One member shall have expertise in seismic retrofitting
- One member shall have expertise in auditing
- One member shall have expertise in engineering
- One member shall have expertise in public financing or project management
- One member shall represent the community at large

III. Duties and Responsibilities of the Committee

The Committee Members assume no professional liability as to the quality and soundness of the design and construction of any element of the Program. The members of the COC have three key duties to fulfill, as set forth in BART Board Resolution 4920, passed by the BART Board in June 2004 and further reiterated in the ESP COC Bylaws. They are to:

- Confirm that work is completed, and bond funds are expended in accordance with the bond measure.
- Review scheduling and budgeting of projects to be funded by the bond measure.
- Inform the public concerning the expenditure of bond revenues.

IV. Selection of the COC

The current Committee is the sixth Committee to serve (2017-2019 Term). The membership is shown below:

2017-2019 Membership

- Derek Schaible, Seismic Retrofitting Seat, Chair
- Clinton Loftman, Auditing Seat
- Ching Wu, Engineering Seat
- Sang Bak Lee, Public Financing/Project Management Seat
- Karen Varnado, Community At Large Seat, Vice Chair

Alternates

- As of July 2018, alternate seats are currently vacant.

Summary of membership changes made by the Committee during this term:

- Karen Varnado, an alternate was appointed to the Community At Large Member Seat to assume the vacancy left by Janine de Hart who moved outside the area.

V. Report

Eight COC meetings have been held under this Committee term and are covered by this report. Over the course of these meetings, the Committee has asked staff for a wide range of information on the systemwide seismic upgrade program, the Transbay Tube (TBT) retrofit construction progress, to contingency funding and status of funds from funding sources. Additionally, the Committee engaged staff on the February 11, 2019 start of the 5AM service change as it relates to ESP TBT retrofit construction.

Financial Report Summary

At each meeting, a financial report is presented to the committee detailing how much money has been spent out of the total \$980,000,000 Measure AA General Obligation Bond funds. As of this reporting 37 contracts within the Earthquake Safety Program are complete, with two contracts currently in construction: TBT Retrofit and A-Line Stations (Fruitvale and Coliseum). As of December 2018, the project has expended \$736,025,449, which amounts to 75% of the total Bond funds.

2017-2019 Term Meeting Summaries

There were eight (8) meetings this term starting May 17, 2017 and concluding on February 27, 2019. Below are summaries for each meeting:

May 17, 2017 – First Meeting

The first meeting of the Citizens' Oversight Committee term was held on May 17, 2017. At this meeting, it was announced that Molly McArthur who had been staffing the meeting since its' inception had retired and that ongoing agenda management support would be provided by The Allen Group On-call Community Relations support. Committee Chair Derek Schaible updated the Committee on his report to the BART Board of Directors on March 9, 2017 regarding the Committee's findings to date. BART Director Robert Raburn attended the meeting as a member of the public.

Earthquake Safety Program Group Manager Tom Horton provided an overview of the program's progress since the last term, noting that Bay Fair Station seismic retrofit had been completed, marking that 32 contracts had been completed as part of the Earthquake Safety Program. Four contracts were currently in construction: Aerial structures along the Fremont/A-Line, between Lake Merritt and Coliseum Stations; Track procurement for the spur track construction, Spur Track construction at the Oakland Shops; and the Transbay Tube Retrofit, which is in the procurement and pre-construction phase. Additionally, the Fruitvale and Coliseum Station (A-Line) seismic retrofit contract was expected to be awarded late Summer 2017.

ESP Group Manager T. Horton also advised that the overall program is expected to be complete in 2022. The program is primarily funded by the 2004 Measure AA General Obligation Bond and has expended just under \$617 million of the \$980 million. The next meeting was scheduled for August 23, 2017.

August 23, 2017 – Second Meeting

The Committee agreed, by unanimous vote, to continue with current leadership, Derek Schaible as its chair and Karen Varnado as vice chair. There was a quorum and the Committee approved the May 17, 2017 meeting minutes. The Committee was informed that there would be agenda management staffing changes due to organizational changes within The Allen Group, LLC, which included the promotion of M. Mazzini to a new position within The Allen Group and that D. Castleberry, serving as the new Project Manager of On-call Community Relations would assume her role in supporting the Committee. Staff presented the Committee with an update on remaining Earthquake Safety Program (ESP) construction contracts. The A-Line North Aerial Structures retrofit work along the Fremont (A-Line) was reported as substantially complete and that all design work and right-of-way acquisitions are complete. Remaining contracts include the A-Line Stations for Fruitvale and Coliseum, which went out to bid for a third time, following a judge's decision that BART had not adequately informed the BART Board on irregularities that were waived as part of the bid process. In August 2017, the new contract was awarded and was currently in procurement phase, awaiting a date for a Notice to Proceed (NOP).

The Transbay Tube (TBT) Retrofit contract consists of procurement of materials and work plan preparations. The overall program schedule anticipates completion in 2022. Staff informed the Committee that this schedule involves opening the system one hour later to get more time on the trackway. A lengthy dialogue ensued, requiring response to Committee questions that included a discussion on BART's maintenance study results, Title VI implications, time deletion vs. time shifting, and balancing the unavoidable need for more work time with mitigation of impact on BART riders. There was one member of the public in attendance, who commented that "it is nice to see BART is on top of making the system safer in anticipation of another major earthquake." The public speaker proceeded to share technical resources, historical events as well as signals and detectors for future earthquakes. The Speaker concluded by expressing that he was "very impressed with the information shared and discussed at the committee meeting and was sad that more people did not participate. Real good presentation and the public should be happy." Chairperson D. Schaible disclosed for the record that his appointment term with the San Francisco Civil Grand Jury began on July 1, 2017. The next meeting was scheduled for January 10, 2018.

January 10, 2018 – Third Meeting

The third COC meeting was held on January 10, 2018 and there was a quorum. One Committee member and one Alternate were excused. Terry McSweeney, a reporter with NBC Bay Area News along with his camera operator were in

attendance. Also, BART Director Robert Raburn attended the meeting as a member of the public. The Committee approved the August 23, 2017 meeting minutes by unanimous vote.

Staff provided an overview of the program's progress since the last meeting, noting the completed, current, and upcoming activities, and schedule. The Committee was provided with two reports: Program Progress Report, and Bond Financial Report/Project Schedule. In this report, staff conveyed that remaining projects are: Oakland Shops Rail Spur Track, TBT, and A-Line Stations: Fruitvale and Coliseum. Staff conveyed that the TBT falls under Sensitive Security Information (SSI).

The Committee asked questions regarding why the C-Line was not considered for an operability upgrade; various technical and coordination questions regarding the rail spur project; and when will the TBT begin single-tracking. Additionally, T. McSweeney, NBC Bay Area Reporter asked how BART did in the recent earthquake. Director Raburn added that BART is conducting a study, as part of Measure RR funds, to upgrade the A-line work from life safety to operability status.

T. Horton announced that he will retire soon, and BART has selected a new Earthquake Safety Program Group Manager, Zecharias "Zach" Amare. The next meeting was scheduled for April 25, 2018.

April 25, 2018 – Fourth Meeting

The fourth COC meeting was held on April 25, 2018. Although two members and one alternate were excused, there was a quorum. Additional staff were in attendance for a presentation on the TBT Service Plan representing Planning, Development and Construction, Operations, and the Office of Civil Rights. BART Director Robert Raburn attended the meeting as a member of the public.

The meeting consisted of an informational report on the TBT Service Plan that included the following: 1) Background on the project, 2) Ridership profile between 4 am – 5 am, 3) Mitigation strategy and impacts, 4) State of Good Repairs impacts, 5) Service change, impact study and outreach plan, and 6) Next steps and schedule. 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 *Service Change Impact Study*, following the methodology of a Title VI analysis.

The Committee was informed that the service change was expected to occur in February 2019. Also, that BART is working with several bus operators: AC Transit, West CAT and SFMTA (Muni), along with input gathered from the recent ridership survey and focus group outreach conducted in Spring 2018. Additionally, vigorous outreach to inform BART riders about the service plan, bus options, parking plan, and schedule was shared.

As part of regular business, staff provided an overview of the program's progress since the last meeting, noting completed, current, and upcoming activities, and the schedule along with an update on the Bond Financial Report and Project Schedule. Highlights included the substantial completion of the Oakland Shops Rail Spur Track contract with two remaining contracts: a) TBT Retrofit and b) A-Line Stations: Fruitvale and Coliseum. The completion of the TBT will mark the completion of the Earthquake Safety Program, which expected to be 2022. Staff conveyed that you will see an increase in the average monthly expenses once the TBT is in full construction. One challenge shared that has created schedule slippage is due to the safety monitoring program rule changes that may have cost implications. It was explained that under the new rules, the safety function will transfer from BART 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. This topic generated a robust discussion.

There was one public speaker who asked questions related to the TBT Service Plan as it relates to the maintenance window needed.

The Committee approved the January 10, 2018 meeting minutes and scheduled their next meeting for July 25, 2018.

July 25, 2018 – Fifth Meeting

The fifth COC meeting was held on July 25, 2018. One member was excused and there was a quorum, including one member of the public in attendance, along with BART Director Robert Raburn who attended the meeting as a member of the public. R. Russell, Senior Planner from BART Planning, Development & Construction (PD&C), was in attendance to provide an information update on the TBT Service Plan.

Additionally, the Committee was informed that Community At Large member Janine DeHart submitted her notice of resignation due to her move outside of the area. Consistent with the Earthquake Safety Program Citizens' Oversight Committee Bylaws section 7.2 Membership Alternatives and 7.6 Membership Vacancy, Karen Varnado, who had served as an alternate, accepted the Community At Large member seat, and no Board action was required.

R. Russell provided a detailed update on the TBT Service Plan that included feedback from the Board and public, survey results, rider demographics, origin stations summary, top 9 destination stations, bus network design and factors, proposed parking plan, next steps and schedule. R. Russell identified that important focus will be on finalizing the bus network with a goal of going back to the board with review and adoption of the plan in September 2018. She confirmed that the service change is expected to occur February 2019.

In summary, R. Russell shared the following: nearly 1,300 surveys were captured, which is nearly half of BART's ridership in that first hour of morning service; public and Board bus network preference is Option B, which requires working with local bus service providers and adding/enhancing express bus service; and the service plan does not meet the threshold for Title VI. Additionally, she shared that the new Antioch Station opened and is already the 3rd largest origin station in the BART system for early morning service with 349 riders.

A vigorous discussion ensued between the Committee and R. Russell and other attending BART Staff ranging from details of the proposed bus network, impacts of the new Antioch Station, Airport connections, payment options and discounts, parking, duration, and clarification of the TBT Service Plan benefits. A comment was made providing historical context. After the Loma Prieta earthquake in 1989, BART started service one hour earlier to help commuters, which reduced the time available to maintain the system. About a year ago, a maintenance study was presented to the Board as an informational report, examining opportunities for improving maintenance throughout the system. Returning to pre-1989 hours would garner an extra hour of wrench (work) time as the travel time is already taken care of. This would also be consistent with federal transportation priority for "State of Good Repair." This project is expected to be 3 ½ years to support the seismic retrofit activity in the TBT.

The Committee reviewed, approved and accepted the April 25, 2018 meeting minutes by unanimous vote. The meeting minutes are posted on the BART website.

The Committee was provided with the Program Progress Report and Bond Financial Report and Schedule. The remaining contracts are TBT Retrofit and A-

Line Stations: Fruitvale and Coliseum. In 2017, a Notice to Proceed (NTP) was issued for the TBT. At the time of reporting, the work included steel fabrication, concrete chipping and scanning, cable pulling and installing 5KV cable lines, lead abatement work in limited workspace areas. Additionally, ordering materials and other preparation work was in progress to prepare for heavy construction set to begin early 2019. Z. Amare expressed the TBT is a very complicated project. An example cited, included: the Antioch Station extension project constructed two, 10-mile tracks, requiring procurement of some 4,000 tons of steel. For the TBT project, some 9,000 tons of steel will be procured, not including the complexity of the logistics of fabrication, delivery, installation, anchoring and welding sequence that is required for the construction operations. Additionally, the TBT Contractor was fabricating locomotives that will be able to accommodate 800ft-load work trains to bring in equipment and work crews into the work areas. Also, the TBT walls are not flat, therefore custom fitting steel plates is required.

The Contractor Brosamer & Wall, working on the last two A-line stations: Fruitvale and Coliseum was projecting completion by Spring 2019. The Contract allows for 1,200 days with a completion date of 2021. Progress on the last two stations is going well and proceeding as expected.

Z. Amare reported that as of this reporting, three tranches of funding have been issued to date, totaling some \$780M with \$60M remaining in this current tranche. He reported that we are expecting that Winter or Spring 2019 ESP will need to alert the Treasurer to issue another tranche of funding. Completion is estimated in 2022.

A healthy dialogue regarding the remaining projects, funding and schedule continued the meeting. The meeting closed with comments from one public speaker and an announcement by the Committee Chair. The public speaker commented that he would like to see more integration of bus rapid transit (BRT) that is used around the world in coordination with BART. Chairperson D. Schaible disclosed for the record that his appointment term with the San Francisco Civil Grand Jury expired on June 30, 2018.

The Committee was pleased with the presentation of materials and the response to questions. The next meeting was scheduled for October 3, 2018.

October 3, 2018 – Sixth Meeting

The sixth COC meeting was held on October 3, 2018. Due to last minute meeting conflicts and illness, there was not a quorum. A TBT Service Plan update was provided by R. Russell, Senior Planner representing Planning, Development & Construction (PD&C). She provided a detail update covering the following topics:

Early Bird Express Bus Network (including routes: Transbay, Express Eastbay, and Westbay), train schedule, fares, sample trips, parking payment options, outreach plan, next steps and schedule. 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.

Z. Amare, Group Manager provided an overview of the program's progress since the last meeting, noting the completed, current, and upcoming activities, project schedule, and Bond Financial Report. Key points of information included:

- TBT is working in two shifts, one during the day and one at night.
- First delivery of work train locomotive and 3-4 flat cars is expected December 2018.
- Single tracking to support the TBT will not begin until February 2019.
- The Contractor is moving aggressively on the A-Line Stations (Fruitvale and Coliseum) seismic retrofit contract.
- 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 have been spent to date.
- Once the TBT moves into full construction in 2019, you will see an increase in the average monthly expenditures; and more money to complete the project will be needed.
- 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 Stadium Complex; and whether there is a substantial cost associated with the TBT Service Plan change.

The Committee was pleased with the presentation of materials and the response to questions. There were no public comments. Due to lack of quorum, the July 25, 2018 meeting minutes were carried over to the next regular meeting. Also, the next meeting was tentatively set for November 7 or 14, 2018.

November 7, 2018 – Seventh Meeting

The seventh COC meeting was held on November 7, 2018 and there was a quorum. An update on the TBT Service Plan, which includes the Early Bird Express was provided as the focus of this COC meeting.

R. Russell reported that on October 25 the Board authorized the General Manager to enter into an agreement with 8 bus operators to implement the Early Bird service (aka 700 series) for bus service between 4am to 5am, replacing early morning train service during that hour starting February 11, 2019. R. Russell's presentation covered the following:

- Benefits to the Region
- Upcoming State of Good Repair (SOG) BART Projects
- Current Real-time Maintenance Availability is Insufficient
- Early Bird Express Bus Network
- Operator Resources
- Outreach
- Next Steps and Schedule

She shared that the main purpose of this service plan is to accelerate the completion of the Earthquake Retrofit of the TBT and minimize risk to BART operations; to improve system performance and reliability; enable track access for significantly over needed maintenance work to be completed; and provide responsible and strategic programming of the Measure RR Bond. An increase of one additional hour closure in the nightly maintenance window is expected to result in 12% improvement in contract cost and 25% improvement in construction time over 3.5 years.

The Early Bird Express Bus Network approved by the Board was reviewed, creating a new 700 series to assist BART riders in the 4am to 5am time. This network consists of 14 new lines with bi-directional service bus stops:

- 7 Transbay Express routes
- 5 East Bay Express routes
- 2 West Bay Express routes

Bus trips are planned to arrive at the Temporary Transit Center at 5:00am, 5:15am, and 5:30am. There are 8 bus service operators to implement the Early Bird service (estimated # of buses):

- AC Transit (21)
- Golden Gate Transit (4)
- WestCat (2)
- TriDelta Transit (2)
- County Connection (2)
- Wheels (2)
- SFMTA (4)
- SamTrans (4)

There will be 41 buses with 14 routes. The routes are designed based on destination ridership with 2/3 going to downtown San Francisco. After hearing from the community, BART was able to secure service to get riders into the Mission before 5am. Owl service uses the 800 series, and the Early Bird service will use the newly created 700 series. BART was aiming to provide more buses and stops, but there is an operator shortage and limits on bus availability.

The July 25, 2018 meeting minutes were reviewed, approved and accepted by unanimous vote. Under Public Comment, there were two speakers. Committee Chair D. Schaible expressed his gratitude and appreciation on behalf of the COC for Tom Horton's time and support of the Earthquake Safety Program Citizens' Oversight Committee (This was Mr. Horton's last meeting, before his retirement later that month.) The next meeting was scheduled for February 27, 2019.

February 27, 2019 – eighth Meeting

The eighth COC meeting was held on February 27, 2019 and there was a quorum. Additional staff was in attendance for a presentation on the TBT Service Plan and Early Bird Bus Network. BART Director Robert Raburn attended the meeting as a member of the public. The October 3 and November 7, 2018 meeting minutes were reviewed, approved and accepted into the record by unanimous vote.

Below is the draft meeting summary for the February 27, 2019 meeting, since the COC has not reviewed, approved and accepted the minutes into the record yet. The meeting consisted of a brief informational report on the TBT Service Plan that served as an update to the November 7, 2018 report, covering the following:

- On February 11, 2019 the TBT Service Plan launched and had been operational for 12 days.
- Multiple modes of outreach and communication were used, and efforts proved to have been successful with apparently no public surprises -- everyone appeared to be aware of this change in service and offering of alternative bus service. There may have been some who did not know how to use it or chose not to use it.
- Ridership results showed that 1,000 riders per day using the Early Bird bus service, with 1,500 who reverted to taking the later first train between 5am-6:15am. There are some unknowns of what may have happened with the remaining 400 passengers. There may have been a number of those who chose to drive or stay home or were on vacation. During this period, it happened that there was a holiday, heavy rains, and an Oakland Unified

School District (OUSD) strike. That information will become more apparent with time and data.

- In the first few days there were a couple of challenges that BART is working on with Bus operators to find solutions. There is a daily service review with all bus operators and BART's Early Bird Planning team to check in, hear reports and determine improvements moving forward.
- Starting March 18, AC Transit will be adding a Fruitvale Station Stop. Beginning March 11 Golden Gate Transit will add a service stop in West Oakland at the AC Transit NL regular stop located at West Grand and Adeline.
- Requests to add stops along Bus #714 West Bay line at 5th and Mission with SFMTA to capture those riders who normally use the Civic Center and Powell Street Stations is under discussions.
- In June, there will be additional improvements implemented, including moving up start times for San Francisco arrivals to 4:40am from the current 5:00am.
- There were 26 complaints and 3 compliments received.

The COC engaged with questions seeking clarification regarding the Early Bird (700 series) ridership, schedule, the parking App usage, new West Oakland bus stop and AC Transit ridership.

R. Russell agreed to come back to the next meeting to update the COC. Chairperson D. Schaible thanked R. Russell for her report.

Z. Amare, Group Manager provided an overview of the program's progress since the last meeting, noting the completed, current, and upcoming activities, project schedule, and Bond Financial Report with lots of pictures of construction activity.

Key points of information included:

A-Line Stations: Fruitvale and Coliseum

- There are two contracts remaining: TBT Retrofit and A-Line Stations: Fruitvale and Coliseum.
- The A-Line Stations (Fruitvale and Coliseum) earthquake safety construction is progressing at a swift pace in multiple locations with more than 50% completion at Fruitvale Station.
- The Contractor is projecting completion in 2019, although the Contract schedule shows completion in 2021.
- Noise and dust mitigation measures are being implemented and monitored for compliance.
- Z. Amare thanked the public for their patience during this inconvenience.

TBT Retrofit

- Since the last COC meeting there was an article by the SF Chronicle featuring the TBT Retrofit.

- The TBT Retrofit project started two years ago.
- Since the last meeting, 2 locomotives have been delivered along with 10 MVC flat cars. Additionally, plate handling equipment was delivered and being tested in the Contractor's test facility.
- TBT is working in two shifts, one during the day and one at night.
- This project is very interesting and extremely complex because of the logistical coordination, sequencing, and timing, as well as design and fabrication of specialized equipment that are in mammoth proportions, including having to work often in confined spaces.
- Due to the Security Sensitive Information (SSI) nature of the project, details are limited.
- A request to release the remaining tranche of funds has been made to the Treasury.
- Further discussions regarding scope and costs will be shared at the next meeting as staff informed the COC that there is a budget shortfall in overall funding which may require changes to the scope.

The financial report provided expenditures available through December 2018, showing that the project had expended \$736,025,449, which amounts to 75% of the total Bond funds.

The Committee asked a series of clarifying and specific questions ranging from dust, noise, security, schedule, and graffiti at Stations during construction. Additionally, similar type questions were asked regarding the TBT Retrofit relative to work crew sizes, testing, certifications, trainings, project elements and schedule as well as ESP overall schedule and budget.

The Committee was pleased with the presentation of materials and the response to questions. There were no public comments. The next meeting will signify the start of a new term (2019-2021) with some new committee members and alternates. The Committee Membership Appointment for the New Term (2019-2021) item is scheduled to go to the April 11 Board meeting on the consent calendar. Additionally, the Committee agreed to have the COC Chair D. Schaible give a report to the Board, as a COC update. The COC Report to the Board item is scheduled for the April 25 Board meeting under Board Matters. Also, the COC Committee Chair, members and staff thanked COC Member Ching Wu for his dedication and participation on the Committee. The next meeting is tentatively set for June 19, 2019.

VI. Public Access to the COC

The Earthquake Safety Program has established several systems for the public to contact them with questions. These include:

- A dedicated COC telephone information line: 510-874-7478
- A COC email address: eqcommittee@bart.gov
- COC section of the BART website, visit: www.bart.gov/earthquakesafety

The telephone and email are checked daily by project staff. Inquiries that are received via phone or email are sent on to the COC Chair and the appropriate COC seat holder to provide a response. Project staff provides the Chair with additional information or assistance as required. To date, the COC has not received inquiries via the COC modes of contact from the public. Instead, inquiries tend to come through the ESP Project Information line, or via BART Transit Information Center (Customer Service).

Additionally, notification of COC meetings are communicated via BART's website, email listserv and Digital Sign System (DSS) at least one week prior to each meeting.

VII. Summary Committee Report

The consensus of the members of the Citizens' Oversight Committee is that information provided by BART staff was instructive and revealing, helping members understand the projects, work schedules, funding processes and challenges. During the term, members have reviewed the schedule and budget for projects funded by the General Obligation Bond and confirm that the work is being completed and that funds are being expended in accordance with the Bond Measure.

Members are satisfied with presentations made by BART's Earthquake Safety Program staff as well as other related informational reports provided related to the TBT Service Plan. The Committee has concluded that Program staff is effectively structured and organized to address potential issues and complete the remaining Earthquake Safety Program projects.

Attachment (1)

Financial Report and Project Schedule

SCHEDULE

