



Memorandum

DATE: January 24, 2013

TO: Authority Board: Commissioners Avalos (Chair), Wiener (Vice Chair), Breed, Campos, Chiu, Cohen, Farrell, Kim, Mar, Tang and Yee

FROM: Lee Saage – Deputy Director for Capital Projects *LS*

THROUGH: Tilly Chang – Executive Director *TC*

SUBJECT: January 2013 Monthly Progress Report for Van Ness Avenue Bus Rapid Transit Project

Summary

Van Ness Avenue Bus Rapid Transit (BRT) Project comprises a package of transit improvements along a 2-mile corridor of Van Ness Avenue between Mission and Lombard Streets, including dedicated bus lanes, consolidated transit stops, and pedestrian safety enhancements.

On December 20, 2013 the Federal Transit Administration issued its Record of Decision, completing the environmental review process for the project. On December 31st, 2013 the SFMTA released a draft Conceptual Engineering Report (CER) to project stakeholders, with plans for a final CER by May 2014. Final Design is anticipated to be completed by the middle of 2015, with construction starting in early 2016 and revenue operations to begin in early 2018.

The team is focusing on reviewing the scope, design and cost estimation work in the draft CER. Meanwhile, the SFMTA is working with its on-call consultant to provide construction sequencing and scheduling recommendations. The team is preparing an updated cost estimate which includes separate-but-related projects shown in the draft CER. The next priority will be to establish cost-sharing agreements with the various partners for these projects.

The draft CER includes standard red “seismic wave” shelters, but adds features such as railing, street furniture, landscaping, and sidewalk amenities. The design will be presented before the Arts Commission in February for feedback and preliminary approval.

SFMTA anticipates forming a new Citizens Advisory Committee (CAC) for design and construction in early 2014.

BACKGROUND

Van Ness Avenue Bus Rapid Transit (BRT) Project comprises a package of transit improvements along a 2-mile corridor of Van Ness Avenue between Mission and Lombard Streets. Key features include: dedicated bus lanes, level or near level boarding, consolidated transit stops, high quality stations, transit signal priority, elimination of most left turn opportunities for mixed traffic, and pedestrian safety enhancements. Van Ness Avenue BRT is a signature project in the Prop K Expenditure Plan, a regional priority through the Metropolitan Transportation Commission’s Resolution 3434, and a Federal Transit Administration (FTA) Small Starts candidate project. The project is a partnership between the Transportation Authority, which led the environmental review, and the San Francisco Municipal Transportation Agency (SFMTA), which is leading the preliminary and detailed design phases and will be responsible for construction and operation of the facilities.

STATUS AND KEY ACTIVITIES

The Federal Transit Administration (FTA) signed the Record of Decision on December 20, 2013, and published it in the Federal Register on January 2, 2014, completing the environmental review process for the project. This followed the Transportation Authority Board's certification of the Environmental Impact Report (EIR) and the SFMTA's adoption of the findings of the EIR, both in September 2013.

On December 31, 2013, the SFMTA released a draft Conceptual Engineering Report (CER) to project stakeholders, with plans for a final CER by May 2014. Final Design is anticipated to be completed by the middle of 2015, with construction starting in early 2016 and revenue operations to begin in early 2018.

The team is focusing on reviewing the scope and design work in the draft CER, including key traffic, station, and landscaping features; associated utility work; overhead contact system (OCS) replacement; and other technical criteria.

In December, SFMTA executed a task order with their on-call consultant to provide construction sequencing analysis and recommendations, and to prepare for the upcoming schedule workshop with the FTA at the end of January. The recommendations will be taken into account in the final CER.

Current Issues and Risks: As noted in the November Board Update, the project team has continued to meet with the SFAC Civic Design Review Committee, with assistance from the SF Planning Department, about the station design and overall streetscape for the corridor. The draft CER includes standard red "seismic wave" Clear Channel Communications shelters, but adds significant features such as railings, street furniture, landscaping, and sidewalk amenities. The design does not yet make recommendations or outline a plan for elements like signage and branding. The design will be presented before the Arts Commission in February for feedback and preliminary approval. Without approval from the Commission, deferral of these design details until after the CER phase could result in impacts to the CER cost estimate and schedule.

Also discussed in the November Update, due to operational and maintenance challenges with achieving level boarding between the buses and platforms, the draft CER includes a 6" platform height. This is a standard curb height, while bus floors are on average 14" high (without kneeling). This would require a ramp to be deployed whenever wheelchair access is needed, which will result in longer dwell times for passenger loading. Transportation Authority staff are suggesting other options be evaluated for maintaining the level boarding experience.

The design team is preparing a new cost estimate as part of the CER process. Initial data show that costs are likely to increase, but the team is continuing to review the basis for these estimates and justify proper definitions of the core BRT project scope, cost-sharing assumptions, and allocations of resources to complete the project. The final CER will include an updated cost and schedule, and discussion of funding options.

Agreements and Approvals: The project team is finalizing a maintenance agreement with Caltrans, the final item needed for approval of the Project Study Report/Project Report (PSR/PR). The final PSR/PR, including the agreement, is being assembled for distribution and signature later this month.

The SFMTA and SFPUC have a tentative agreement on cost sharing for sewer replacement work to be coordinated with the Van Ness Avenue BRT Project. A major outstanding issue is the cost of supplemental bus service during construction.

SFMTA has general agreement on scope with the sewer replacement and other parallel projects, including water service replacement, green stormwater infrastructure, streetlight pole replacement, traction power upgrades, and SFGO signal work. These designs have been included in the draft CER and

will be reviewed concurrently with the BRT project. The next priority will be to establish cost-sharing agreements with the various partners.

Funding: Appendix 1 shows the project funding plan. The project will use a mix of Prop K, FTA Small Starts, and other local funds. With approval of the Five Year Prioritization Program Amendment for the Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network Expenditure Plan Category (EP 1) anticipated in spring 2014, additional Prop K funds will be programmed for the project. Depending on the result of the CER cost analysis and establishment of cost-sharing agreements with separate-but-related projects, additional funding may need to be identified to close the funding gap.

Outreach: The environmental review phase Citizens Advisory Committee (CAC) held its final meeting in September. The project anticipates forming a new CAC for design and construction in early 2014.

Next Steps/Upcoming Key Milestones: The environmental documentation phase was completed with the publication of the Federal Record of Decision on January 2, 2014. The Final CER will be completed in May 2014.

PROJECT SCHEDULE AND BUDGET:

Figure 1 shows the project schedule. The current phase of work continues to be on schedule, with completion of 30% design anticipated by May 2014. Final Design would be completed by mid-2015 with Construction beginning in early 2016. Revenue service is anticipated to begin in early 2018.

Table 1 shows the budget for the project by phase as well as expenditures to date. The cost for the current CER phase is \$7.6M, and the total cost for the project is \$125.6M.

Figure 1: Van Ness Avenue BRT Project Schedule

Activities	2013				2014				2015				2016				2017				2018	
	Q1	Q2	Q3	Q4	Q1	Q2																
1. Conceptual Engineering + Environmental Studies ¹	■	■	■	■																		
2. Preliminary Engineering (CER)		■	■	■	■	■	■	■														
3. Final Design							■	■	■	■	■	■										
4. Advertise + Award Contract											■	■										
5. Construction													■	■	■	■	■	■	■	■		
6. Testing/Startup																				■	■	■
7. Revenue Operations Begin																					■	■

1. Conceptual Engineering and Environmental Studies began in 2007

Table 1: Van Ness Avenue Bus Rapid Transit Budget and Expenditures to Date

Project Name(in \$ millions)	Budget (\$ millions)	Estimate at Completion (\$ millions)	Expended to Date (\$ millions) ¹	% Complete
Conceptual Engineering + Environmental Studies	\$7.6	\$7.4	\$7.2	97%
Preliminary Engineering (CER)	\$7.6	\$7.6	\$3.6	47%
Final Design (PS+E)	\$8.0	\$8.0	\$0	0%
Construction (Including Testing/Startup)	\$102.4	\$102.6	\$0	0%
Total	\$125.6	\$125.6	\$10.8	8.6%

¹As of December 31, 2013

Attachments (1)

1. Funding Plan

cc: E. Reiskin, T. Papandreou, V. Harris, J. Haley, P. Gabancho – SFMTA
TC, MEL, CF, AL, ES, STR, MS, RAM – Chron, File: Van Ness BRT

Attachment 1: Van Ness Bus Rapid Transit Funding Plan
Updated: September 2013

Note: Funding plan revisions are in process, pending the Prop K Five Year Prioritization Programs update, anticipated to be adopted by the Transportation Authority Board in early 2014.

Source	Type	Status	Project Phases ¹			Total by Status	TOTAL
			ENV, CER/PE	PS&E	CON		
5309 Small Starts ²	Federal	Allocated	\$7,818,310	\$6,371,063	\$810,627	\$15,000,000	\$75,000,000
		Programmed			\$30,000,000	\$30,000,000	
		Planned			\$30,000,000	\$30,000,000	
SHOPP ³	State	Allocated				\$0	\$8,435,862
		Programmed				\$0	
		Planned			\$8,435,862	\$8,435,862	
PPM Funds ⁴	Local	Allocated	\$197,907			\$197,907	\$197,907
		Programmed				\$0	
		Planned				\$0	
AB 664 Funds ⁵	Local	Allocated	\$196,777			\$196,777	\$196,777
		Programmed				\$0	
		Planned				\$0	
Prop K ⁶	Local	Allocated	\$6,977,180			\$6,977,180	\$20,938,900
		Programmed		\$1,594,280	\$12,367,440	\$13,961,720	
		Planned				\$0	
California Pacific Medical Center Contribution ⁷	Local	Allocated				\$0	\$2,500,000
		Programmed				\$0	
		Planned			\$2,500,000	\$2,500,000	
TBD ⁸	TBD	Allocated				\$0	\$18,363,554
		Programmed				\$0	
		Planned			\$18,363,554	\$18,363,554	
Totals		Allocated	\$15,190,174	\$6,371,063	\$810,627	\$22,371,864	\$125,633,000
		Programmed	\$0	\$1,594,280	\$42,367,440	\$43,961,720	
		Planned	\$0	\$0	\$59,299,416	\$59,299,416	
			\$15,190,174	\$7,965,343	\$102,477,483	\$125,633,000	

¹ Acronyms used for project phases include: ENV - Environmental Documentation, CER/PE - Conceptual Engineering Report/Preliminary Engineering (30% Design), PS&E - Plans, Specifications & Estimates or Final Design, CON - Construction. The construction phase includes the incremental cost for procuring new BRT vehicles for the project.

² Small Starts Funds: \$15 million allocated in FY 2010/11 and \$30 million programmed from FY 2011/12.

³ State Highway Operation and Protection Program (SHOPP) funding amount will be determined by Caltrans through a Project Report scheduled to be completed in Fall, 2013.

⁴ PPM: Planning, Programming and Monitoring funds

⁵ AB 664: Bridge tolls collected on the San Francisco-Oakland Bay, Dumbarton, and San Mateo-Hayward Bridges to further the development of public transportation near these toll bridges.

⁶ Prop K amount includes \$411,070 in Authority operating funds in Fiscal Years 2009/10 and 2010/11.

⁷ The anticipated source of this contribution is the California Pacific Medical Center. The development agreement was approved by the San Francisco Board of Supervisors through Ordinance 138-13 on July 11, 2013.

⁸ Funding sources under consideration to fill the \$18.4 million funding gap include: Prop K, Lifeline, OneBayArea Grant Program - Cycle 2, Prop AA, SHOPP, SFMTA Revenue Bonds and Transportation Fund for Clean Air. There may also be future funding opportunities related to MAP-21 (including TIGER) and Central Freeway Parcel Revenues (\$12.7 million is dedicated for Van Ness Avenue State of Good Repair improvements. The project team is still determining how much of this funding could be used for the BRT project or other ancillary projects.).