



# Memorandum

**Date:** April 18, 2019  
**To:** Transportation Authority Citizen Advisory Committee  
**From:** Eric Cordoba – Deputy Director for Capital Projects  
**Subject:** 04/24/2019 Citizen Advisory Committee Meeting: Progress Report for Van Ness Avenue Bus Rapid Transit Project

<p><b>RECOMMENDATION</b>   <input checked="" type="checkbox"/> Information   <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p><b>SUMMARY</b></p> <p>This is the monthly progress report on the Van Ness Avenue Bus Rapid Transit (BRT) project requested by the CAC. The project incorporates a package of transportation 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. The cost of the BRT project is \$169.6 million. The BRT project is part of an overall larger Van Ness Improvement Project, totaling \$309.3 million, which combines the BRT project with several parallel infrastructure upgrade projects. The San Francisco Municipal Transportation Agency (SFMTA) and their contractor Walsh Construction are leading the construction phase effort. Utility construction is the current critical work activity. The project is approximately 31% complete. In response to comments made by several Board members at the March 19 meeting, staff from the SFMTA and the Office of Economic and Workforce Development will attend the April 23 Board meeting to report on business impact mitigation efforts and metrics. We will provide highlights from the Board item at the April 24 CAC meeting.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input checked="" type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other:</p> <hr/>
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**DISCUSSION**

**Background.**

The Van Ness Avenue BRT aims to bring to San Francisco its first BRT system to improve transit service and address traffic congestion on Van Ness Avenue, a major north-south arterial. The 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 Small Starts program project.

The construction of the core Van Ness Avenue BRT project, that includes pavement resurfacing, curb ramp upgrades and sidewalk bulb outs, is combined with several parallel city-sponsored projects for cost, construction duration and neighborhood convenience. These parallel projects, which have

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independent funding, include installing new overhead trolley contacts, street lighting and poles replacement; SFgo traffic signal replacement; sewer and water line replacement; and storm water “green infrastructure” installation.

### **Status and Key Activities.**

The construction teams underground contractors consisting of Ranger Pipeline and KJ Woods completed sewer installation on the west side of South Van Ness Avenue between Mission and Market streets. Ranger Pipeline and subcontractor KJ Woods also completed sewer installation at the intersections of Oak and California streets. Ranger Pipeline began water installation at Mission Street and Bush intersections. Ranger Pipeline also continues water main installation at Oak and California intersections.

Bauman Landscape and Construction (Bauman) conducted sidewalk replacement on the west side of Van Ness Avenue between Eddy and Ellis streets, and between O’Farrell and Geary streets. As previously reported, the project team discovered that parts of Van Ness Avenue do not have existing concrete base layer beneath the asphalt layer. The City’s typical roadway cross section consists of three inches of asphalt on top of eight-inches of concrete base, but parts of Van Ness Avenue only have eight to twelve inches of asphalt without any concrete base. SFMTA has elected to direct the contractor to install the necessary concrete base at specific locations along the corridor to meet the City’s typical cross section requirement. Bauman installed concrete base on the west side of Van Ness Avenue at Golden Gate Avenue and Turk Street intersections. Bauman also installed concrete base on the east side of Van Ness Avenue at Broadway, Green, Union and Filbert street intersections. Bauman also placed asphalt on the installed concrete base on the west side of Van Ness at Golden Gate Avenue intersection and on the east side of Van Ness Avenue at Broadway, Green and Union street intersections. Asphalt was also placed on the west side of Van Ness Avenue between McAllister and Turk streets, east side of Van Ness Avenue between Broadway and Vallejo streets and between Green and Filbert streets.

Phoenix Electric began electric duct bank installation between Mission and Market streets. Phoenix Electric also continues to install pole foundations between Hickory and McAllister, Ellis and O’Farrell and Vallejo and Filbert streets. Installation of street light conduits continues on Van Ness Avenue from the west to the east side at McAllister and Lombard street intersections.

Van Ness Avenue continues to accommodate two lanes of northbound and southbound traffic along the corridor project limits. The project team is using temporary traffic control measures such as channelizer traffic cone and variable message signs to direct traffic. Temporary bus stop platforms have also been installed or relocated nearby as needed.

### **Outreach and Business Mitigation.**

The project team continues to provide a robust public outreach and engagement program with local residents and businesses. The project hosts monthly “Meet the Expert” speaker series at local corridor businesses to provide residents opportunities to learn about specific project initiatives and updates. At the April 3 event, Amy Fowler from the SFMTA, spoke about the Geary Rapid project. Additional ongoing outreach work included noticing for night work 72-hours in advance, providing monthly briefings to public officials and developing and distributing quarterly newsletters.

To help local businesses SFMTA project staff continue to host monthly Van Ness Business Advisory Committee meetings to provide project updates and address issues businesses are having on Van Ness Avenue. Technical advisory is also provided to impacted businesses by the Office of Economic and Workforce Development's Open for Business program including legal services, financial assistance, training and technical assistance, legal assistance, grant and loan programs. The increased duration of the project's construction continues to concern businesses along the corridor.

### **Project Schedule, Budget and Funding Plan.**

The project is approximately 31% complete, compared to 28% complete reported in March to the Board. The original late 2019 BRT service start date has been revised to December 2021 (Attachment 1) due to construction difficulties. Walsh Construction expenditures to date totaled \$74.1 million out of the \$204.3 million contract amount for the Van Ness Ave Improvement Project. Walsh has filed three certified claims for \$24.39 million which have all been rejected, however settlement negotiations are ongoing. We have asked the SFMTA to provide total expenditures on the project as part of the monthly reporting – including staff and other costs beyond the construction contract, to provide a more comprehensive picture of how the project is progressing.

The funding plan is unchanged from last month and still includes a \$9.8 million funding need, which currently falls within the approximately \$27.5 million contingency for the project. SFMTA intends to address this funding gap during its next Capital Improvement Program update planned for mid-2020. Meanwhile, the SFMTA is seeking additional sources of funds and considering deferring uninitiated projects to fill the anticipated Fiscal Year 2020/21 budget need, toward the end of construction and project closeout.

### **Current Issues and Risks.**

The project is currently more than a year and half behind schedule due to challenges securing a utility subcontractor and the extent of utility conflicts encountered in the field. SFMTA and San Francisco Public Utilities Commission staff are working with Walsh Construction and Ranger Pipeline to accelerate utility work where possible, through both construction adjustments and by increasing staff capacity on the project. As previously reported, efforts to mitigate project delay have been offset by the need to install new concrete base at various locations along Van Ness Avenue which in turn has increased the scope of the project including additional contract work days. Lastly, identifying \$9.8 million to fully fund the project contingency as mentioned above, remains an issue.

### **FINANCIAL IMPACT**

None. This is an information item.

### **CAC POSITION**

None. This is an information item.

### **SUPPLEMENTAL MATERIALS**

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Attachments

1 – Project Schedule

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**Attachment 1: Van Ness Avenue BRT Project Schedule**

Activities	2013				2014				2015				2016				2017				2018				2019				2020				2021			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
1. Conceptual Engineering + Environmental Studies*	■	■	■	■																																
2. Preliminary Engineering (CER)		■	■	■																																
3. Final Design						■	■	■	■	■	■	■	■	■																						
4. Construction Manager-General Contractor (CMGC) Process									■	■	■	■	■	■	■																					
5. Construction																	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■				
6. Revenue Operations Begin																																	■	■	■	■
* Conceptual Engineering and Environmental Studies began in 2007					Key:				Currently Scheduled				Late Start since last report				Late Finish since last report																			

Date: Apr 16, 2019