



Memorandum

Date: June 20, 2019
To: Transportation Authority Citizen Advisory Committee
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: 06/26/2019 Citizen Advisory Committee Meeting: Progress Report for Van Ness Avenue Bus Rapid Transit Project

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</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 34.5% complete. The construction team has started installing granite curbs on the west side of Van Ness Avenue. The construction team also continues to reconstruct sidewalks and install new street light poles along both sides of Van Ness Avenue.</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 independent funding, include installing new overhead trolley contacts, street lighting and poles

Agenda Item 9

replacement; SFgo traffic signal replacement; sewer and water line replacement; and storm water “green infrastructure” installation.

Status and Key Activities.

The construction team continues to work along multiple sections of Van Ness Avenue. Ranger Pipeline continued to install water main at Otis Street and Mission Street intersections. Ranger Pipeline is also continuing water main installation between California and Pine streets. The team completed sewer repair at the O’Farrell Street intersection and adjusted manholes where necessary.

Landscape and Construction Bauman continued sidewalk replacement on the west side of Van Ness Avenue between Ellis and O’Farrell streets and between Greenwich and Lombard streets. Bauman started sidewalk replacement between Fell and Hayes streets. Bauman also started installing granite curbs between McAllister and Golden Gate 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 also installed road base on the east side of Van Ness Avenue between Greenwich and Lombard streets and at Jackson and Lombard street intersections.

Electric Phoenix continued to install electric duct bank at the Grove Street intersection. Phoenix also began installing wires for street light between Sutter and Lombard streets. Additionally, Phoenix continue to install street pole foundations between McAllister Street and Geary Boulevard, and between Pine and California streets. The construction team has also started installing street light poles at different construction zone locations along both sides of Van Ness Avenue.

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. The project team is preparing to shift traffic lanes in July as the construction zones expands at certain locations.

SFMTA project staff continues 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 services are also provided to impacted businesses by the Office of Economic and Workforce Development’s Open for Business program including legal assistance services, financial assistance, training and technical 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 34.5% complete, compared to 33% complete reported in May to the CAC. 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 \$84.3 million out of the \$204.3 million contract amount for the Van Ness Ave Improvement Project. Walsh has filed

Agenda Item 9

three certified claims for \$24.39 million which have all been rejected, however settlement negotiations are ongoing.

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. We have requested, but not yet received, updated information on soft costs (e.g. city agency labor). We hope to have that information by the CAC meeting.

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 such as slip-lining existing sewer lines instead of installing new lines at new intersection locations 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

Attachments

1 – Project Schedule

Attachment 1: Van Ness Avenue BRT Project Schedule

Activities	2013				2014				2015				2016				2017				2018				2019				2020				2021				2022											
	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	Q1	Q2	Q3	Q4								
1. Conceptual Engineering + Environmental Studies*																																																
2. Preliminary Engineering (CER)																																																
3. Final Design																																																
4. Construction Manager-General Contractor 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: June 18, 2019