



Memorandum

AGENDA ITEM 6

DATE: August 27, 2019
TO: Transportation Authority Citizen Advisory Committee
FROM: Eric Cordoba - Deputy Director for Capital Projects
SUBJECT: 09/04/2019 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) is leading the construction phase. The project is approximately 37.71% complete. Utility construction is the current critical work activity. The construction team reached the halfway mark for sewer and water work and has started switching construction zones to the opposite sides of Van Ness Avenue. The construction team also restriped portions of Van Ness Avenue in order to shift traffic to accommodate the new construction zones. On August 20, the SFMTA Board approved a contract modification to resolve a contractor claim related to additional potholing cost due to sewer and water utility conflicts. The contract modifications increase the contract amount by \$1.7 million, to be paid for from the project's budgeted contingency, and do not extend the contract duration time. There is no change to the revenue service start date anticipated in late 2021.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input checked="" type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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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 replacement; SFgo traffic signal replacement; sewer and water line replacement; and storm water "green infrastructure" installation.

STATUS AND KEY ACTIVITIES

The construction team, led by Walsh Construction, has completed sewer and water installation at the initial blocks of construction and has started shifting construction zones to opposite sides of Van Ness Avenue. This shift allowed the oldest construction zones of the project between McAllister and Sutter streets to be opened to southbound traffic again. At these locations, the construction team shifted northbound traffic to the median and started utility installation on the east side of Van Ness Avenue. The construction team also shifted traffic between Pacific Avenue and Lombard Street.

Ranger Pipeline completed water main installation at the intersection of Otis and Mission streets and on the east side of Van Ness Avenue at California, Sacramento, Austin and Pine streets intersections. Ranger continued installing water work on the west side of Van Ness Avenue at California, Austin, and Bush street intersections, and on the east side of Van Ness Avenue at Fern Street. Ranger started exploratory excavation for water alignment on the east side of Van Ness Avenue between Golden Gate Avenue and Sutter Street.

Additionally, Ranger and subcontractor KJ Woods completed sewer installation at the Van Ness Avenue and Mission Street intersection. They completed sewer installation on the east side of Van Ness Avenue and at the Golden Gate, Turk, Ellis, Eddy, O'Farrell, Geary and Post streets intersections. They also completed sewer work on the west side of Van Ness Avenue at the Green and Filbert streets intersection, and on the east side of Van Ness Avenue between Golden Gate Avenue and Eddy Street, and between Post and Sutter streets. Ranger started sewer installation on the west side of Van Ness Avenue at Vallejo Street.

Bauman Landscape and Construction completed both sidewalk replacement and road base installation on the west side of Van Ness Avenue between Fell and Grove streets, Eddy and



Ellis streets, and O'Farrell and Geary streets. Bauman completed sidewalk replacement on the east side of Van Ness Avenue between Broadway and Lombard Street. Bauman also completed road base installation on east side of Van Ness Avenue between Pine and Washington streets. Curb, gutter and parking strips were also installed on the west side of Van Ness between Fell and Grove streets and on the east side of Van Ness between Pine and Washington streets.

Phoenix Electric completed installation of traction power cables on the west side of Van Ness Avenue between Fell and Sutter streets. Phoenix also continued installing streetlight pole foundations on the east side of Van Ness Avenue between Turk and Sutter streets and on the west side of Van Ness Avenue between Jackson and Lombard streets. Phoenix also installed pole foundations at Mission and Otis streets, between Van Ness and Gough Street. Phoenix continued installing traffic signals and streetlight conduits on Van Ness Avenue between Bush and Sacramento streets, and between Turk and Sutter streets.

Although, the project team shifted traffic lanes on certain blocks to accommodate the relocation of construction zones to opposite sides, 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.

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 (OEWD) 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. OEWD and SFMTA staff members are developing a reporting metric for business support.

As noted in the summary, the SFMTA Board gave approval on August 20 to resolve a third contractor claim filed by Walsh for additional potholing for sewer installation to address utility conflicts. The San Francisco Public Utilities Commission also provided analysis and agreed to the resolution of the claim. The contract modification increases the contract amount by \$1.7 million for a total contract amount not to exceed of \$214.8 million.

PROJECT SCHEDULE, BUDGET AND FUNDING PLAN

The project is approximately 37.71% complete, compared to 36.36% complete reported in July to the CAC. The original late 2019 BRT service start date was previously revised to December 2021 (Attachment 1) due to construction difficulties. Walsh Construction expenditures to date totaled \$97.38 million out of the \$214.8 million contract amount for the



Van Ness Ave Improvement Project. Construction soft costs, which include SFMTA and SFPW staff, consultant, and bus substitution costs, total \$17.5 million to the end of July 2019.

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.

Unanticipated existing water and sewer pipe conditions required design changes such as resequencing of construction, resizing of new pipes, or slip-lining existing sewer lines instead of installing new lines. 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 workdays. However, the project team is able to maintain the previously reported revised schedule due to lessons learned from the first half of the utility work and staffing increases. 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

- Attachment 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				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 20, 2019