



Memorandum

AGENDA ITEM 4

DATE: October 15, 2019
TO: Transportation Authority Citizen Advisory Committee
FROM: Eric Cordoba - Deputy Director for Capital Projects
SUBJECT: 10/23/2019 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 42% complete. The construction team reached the halfway mark for utility work and has switched construction zones to the opposite sides of Van Ness Avenue. The construction team also restriped portions of northbound Van Ness Avenue traffic to the median in order to accommodate new construction zones on the east side of Van Ness Avenue.</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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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 performed two traffic and construction shifts over the last two months, with work being done on the eastern side of Van Ness Avenue from McAllister to Market streets and from Pacific Avenue to Sutter Street on the west side of Van Ness Avenue. The traffic switch between McAllister and Market streets represents the final phase of utility work for this section of Van Ness Avenue. The construction team restored southbound traffic at this section to the former construction zones on the west side of Van Ness Avenue. Northbound traffic has been shifted to the center median.

Ranger Pipelines completed midblock water pipe installation between Turk and Ellis streets and completed water pipe installation at the intersection of Eddy Street. Ranger started trench excavation on the east side of Van Ness Avenue at the intersection of Golden Gate Avenue and Sutter Street. Meanwhile, SFPUC started chlorination of water pipes for completed water installation at Mission and Sutter street intersections.

Additionally, Ranger Pipelines and subcontractor, KJ Woods, completed sewer installation on the east side of Van Ness Avenue at the McAllister intersection. On the west side of Van Ness, Ranger completed sewer installation at Union, Lombard, Vallejo and Broadway intersections. Ranger also finished midblock sewer installation on the east side of Van Ness Avenue between Eddy Street and Geary Boulevard. Sewer work continues on the west side of Van Ness Avenue between Union and Greenwich streets.

Bauman Landscape and Construction completed installation of precast curb on the west side of Van Ness Avenue between McAllister and Golden Gate streets. Bauman also completed sidewalk, parking strips and street base replacement on the west side of Van Ness Avenue between Hickory and Fell streets. Bauman installed new sidewalk and unit pavers on the east side of Van Ness Avenue between Bush and Pine streets. Additionally, Bauman completed installation of parking strips between Sutter and Bush streets.



The construction team finished paving asphalt concrete on the east side of Van Ness Avenue between Sutter and Sacramento streets and at the California, Bush, Clay, Washington and Sacramento intersections. The team also completed installation of asphalt concrete paving on the west side of Van Ness Avenue at the Fell Street intersection and between Fell and Oak streets. The team also completed installation of the 12-inch road base at Hickory, Fell, California and Bush intersections.

Phoenix Electric continued their duct bank installation work at the Mission and Otis intersections along Van Ness Avenue, as well as between Jackson Street and Pacific Avenue, and between Broadway and Green Street. Phoenix installed streetlight poles between Lombard and Bay streets and at various other locations along Van Ness Avenue. Phoenix completed exploratory excavation for pole foundations on the east side of Van Ness Avenue between McAllister and Sutter streets. Phoenix continues to install streetlight poles on the west side of Van Ness Avenue between Jackson and Lombard streets. Phoenix continues to install traffic signal and streetlight conduits on Van Ness Avenue from east to west between Bush and Sutter streets. Additionally, Phoenix started installing electric duct bank on the west side of Van Ness Avenue between Broadway to Jackson streets.

Although, the project team shifted traffic lanes 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 on the west side of Van Ness Avenue as needed.

Public and Business Outreach.

SFMTA project staff continues to host monthly Van Ness Business Advisory Committee meetings and Van Ness BRT Community Advisory Committee meetings to provide project updates and address issues businesses and residents 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 CAC requested statistics on the effectiveness of business outreach. SFMTA provided the following information: 12 consistent participants in the two aforementioned advisory committees and thus far, no one has chosen to make use of the offer to use free advertising space on the buses. SFMTA is hoping to bring additional statistics from OEWD to the CAC meeting.

Project Schedule, Budget and Funding Plan.

The project is approximately 42% complete, compared to 37.71% complete reported in September 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 \$104.3 million out of the \$214.8 million contract amount for the Van Ness Ave Improvement Project.

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.

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 work days. However, SFMTA and SFPUC staff were able to accelerate utility work by conducting work on weekend daytime shifts after Caltrans granted permission. 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

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