



Memorandum

AGENDA ITEM 7

DATE: November 15, 2019
TO: Transportation Authority Citizens Advisory Committee
FROM: Eric Cordoba - Deputy Director for Capital Projects
SUBJECT: 11/20/2019 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 San Francisco Municipal Transportation Agency's (SFMTA's) 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. Construction of the project is approximately 43.6% complete. Utility construction remains the current critical work activity and we are hopeful that measures such as utilizing additional sub-contractors will help accelerate this work. The construction team continues to install utilities in the new construction zones after switching to opposite sides of Van Ness Avenue. The construction team restored southbound traffic to the west side of Van Ness Avenue and completed the northbound traffic shift to the center median. SFMTA still anticipates revenue service by December 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, lead by Walsh Construction, completed the traffic shift for northbound traffic and continues to work along multiple sections of Van Ness Avenue with different activities along the corridor. Ranger Pipelines completed midblock water pipe installation on the east side of Van Ness Avenue between Ellis and O'Farrell streets and completed water pipe installation at the intersection of Post Street. Ranger Pipelines also completed midblock water pipe installation on the west side of Van Ness Avenue between Green and Filbert streets. Ranger Pipelines started midblock sewer installation between Union and Filbert streets. Meanwhile, SFPUC started chlorination of water pipes for completed water installation between McAllister Street and Golden Gate Avenue.

Additionally, Ranger Pipelines and subcontractor, KJ Woods, completed sewer installation on the west side of Van Ness Avenue at the Mission, Oak, and Jackson street intersections. Another Ranger Pipelines subcontractor, Michael O'Shaughnessy, started midblock sewer installation between Grove and McAllister 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. The construction team finished paving asphalt concrete on the east side of Van Ness Avenue at the Bush, Pine, and Sutter intersections.

Phoenix Electric continued their duct bank installation work between Market and Mission streets. Phoenix employed horizontal directional drilling to install the duct bank underneath Market Street at night to avoid impacting traffic at the intersection of Market Street and Van Ness Avenue. The directional drilling avoids the need for trenching across the intersection. Phoenix also continued to install the duct bank between Market and Oak streets, and between Broadway and Vallejo streets. Phoenix completed streetlight pole foundations between O'Farrell Street and Geary Boulevard, and between Jackson and Union streets. Phoenix continues to install traffic signal and streetlight conduits on 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 on both sides 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. These two advisory committees usually have an average of 12 participants combined each month. Technical advisory services are also provided to impacted businesses by the Office of Economic and Workforce Development's (OEWD's) Open for Business program including legal assistance services, financial assistance, training and technical assistance, grant and loan programs. We are seeking updated metrics on the effectiveness or usage of OEWD's programs to include in the next project update.

Project Schedule, Budget and Funding Plan.

The project is approximately 43.6% complete, compared to 42% complete reported in October to the CAC. As previously reported, 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 \$109.6 million out of the \$214.8 million contract amount for the Van Ness Ave Improvement Project. We have requested, but not yet received, updated information on soft costs (e.g. city agency labor) since the City is still reconciling data in the accounting system. We hope to have that information by the CAC meeting and to include it in future monthly reports to the CAC.

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, which is underway and anticipated to be adopted in spring 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. However, Ranger Pipelines currently has two utility subcontractors installing sewer and water works which we believe will accelerate the project schedule. 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. Looking ahead, there may be additional potential delays if we experience a heavy rain season this winter. 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