San Francisco
County Transportation
Authority

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Memorandum

AGENDA ITEM 7

DATE: February 18, 2020

TO: Transportation Authority Citizens Advisory Committee

FROM: Eric Cordoba – Deputy Director for Capital Projects

SUBJECT: 02/26/2020 Citizen Advisory Committee Meeting: Progress Report for Van Ness Avenue Bus Rapid Transit Project

RECOMMENDATION ☒ **Information** ☐ **Action**	☐ Fund Allocation
None. This is an information item.	☐ Fund Programming
	☐ Policy/Legislation
SUMMARY	☐ Plan/Study
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 Citizens Advisory Committee (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. There are no significant changes to report since the last update to the CAC. Utility (water, sewer, electric) construction is the current critical work activity. The project is approximately 46.4% complete compared to 45.2% reported in January.	☒ Capital Project Oversight/Delivery ☐ Budget/Finance ☐ Contract/Agreement ☐ Other: _____

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, which includes pavement resurfacing, curb ramp upgrades, and sidewalk bulb outs, is combined with several parallel city-sponsored projects. 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 continues to work along multiple sections of Van Ness Avenue. Ranger Pipelines Inc. (Ranger) continued installing mid-block water pipes on the east side of Van Ness Avenue between Vallejo and Union streets, and started water installation, between Broadway and Pacific Avenue. Ranger also worked on installing water pipe at intersections at night between Ellis and Sutter streets. Ranger completed mid-block sewer installation between Broadway and Vallejo Street, and started sewer installation between Jackson Street and Pacific Avenue. Ranger also connected sewer laterals and catch basins between Jackson and Lombard streets.

Michael O'Shaughnessy, a Ranger Pipelines subcontractor, completed mid-block sewer installation between Market and Fell streets, and worked on the sewer installation between Bush and California streets. This work also includes night work at intersections. Michael O'Shaughnessy also started water installation between McAllister and Grove streets. The San Francisco Public Utilities Commission also completed water connections to recently installed water pipes at O'Farrell Street. Both sewer and water construction may be completed by the fall of 2020. However, testing and chlorination of water pipes will take longer to complete.

Bauman Landscape and Construction continued mid-block roadway work and sidewalk replacement on the east side of Van Ness Avenue, between McAllister and Eddy streets. This work included the demolition of the existing sidewalk and pouring new concrete sidewalks. Bauman also install sidewalk pavers and completed sidewalk replacement on the east side of Van Ness Avenue, between Pine and California streets.

Phoenix Electric (Phoenix) completed electric duct bank installation between Washington and Jackson streets, and started electric duct bank installation between Clay and Washington streets. Phoenix also started to install duct bank facilities at Union Street and at Filbert streets. Phoenix worked on traffic signal and streetlight installation between Eddy and Sutter streets, and overhead catenary system between Geary Boulevard and Sutter streets.

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.

In February, the Van Ness Improvement Project will request that the SFMTA Board approved a contract modification for $636,939 for additional sewer and roadway work. These design

changes include the addition of catch basins and related sewer work at various intersections on Van Ness Avenue, as well as allowance for additional traffic control, OCS support, bus pads, concrete base, and hot mix asphalt. The changes also include additional cost for grading curb ramps and sidewalks and parking strips located north of McAllister Street, to comply with Americans with Disabilities Act. These changes are not expected to delay completion of the project. If approved, the total contract amount will increase to $215,448,180. We are following up with SFMTA staff to clarify the updated funding plan for the project.

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 Open for Business program, including legal assistance services, financial assistance, training and technical assistance, and grant and loan programs. In April, when we anticipate calendaring a presentation on the Van Ness BRT project, we will invite OEWD to provide updates on the effectiveness of the business mitigation efforts and to answer questions the CAC may have on this topic.

Project Schedule, Budget and Funding Plan.

The project is approximately 46.4% complete, compared to 45.2% complete, reported in January 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 $122.4 million out of the $215.4 million contract amount for the Van Ness Ave Improvement Project.

SFMTA is updating the funding plan, as it intends to address this $9.8 million funding gap during its next Capital Improvement Program update planned for mid-2020. SFMTA may seek additional sources of funds and consider deferring uninitiated projects to fill the anticipated Fiscal Year 2020/21 budget need, toward the end of construction and project closeout. SFMTA is considering sources of funds such as Federal Transit Administration State of Good Repair and Prop K. San Francisco Public Utilities Commission will also increase funds from $54,942,761 to $61,543,618, due to sewer and water work changes.

Construction soft costs, which include SFMTA and San Francisco Public Works staff, consultant, and bus substitution costs, total $28.9 million as of the beginning of January 2020, out of $37.8 million budgeted.

Current Issues and Risks.

The project is currently more than a year and a half behind schedule, primarily 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 help accelerate utility construction completion. As previously reported, additional unforeseen work-- installation of new concrete base at various locations along Van Ness Avenue has increased the scope of the project and caused additional contract workdays. There may be additional potential delays if we experience a heavy rain season this winter. In addition to needing to address the $9.8 million funding gap described earlier, the SFMTA team continues to negotiate with Walsh to resolve potential claims and disputes as they arise.

FINANCIAL IMPACT

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