



Memorandum

Date: March 16, 2019
To: Transportation Authority Citizen Advisory Committee
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: 03/27/2019 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 28% complete. In February, the project team continued construction along the east side of Van Ness Avenue. Water and sewer upgrade efforts are continuing between Market and Mission streets and has started at Van Ness Avenue and Oak Street intersection. The contractor also completed electric duct bank installation at the Van Ness Avenue and Hayes Street intersection.</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

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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 continue to work along the eastern side of Van Ness Avenue. Ranger Pipeline continues to install water main between Sutter and Washington streets. Ranger Pipeline and subcontractor KJ Woods continues to work on sewer installation on the west side of South Van Ness Avenue between Mission and Market streets. The team also started utility installation at the Van Ness Avenue and Oak intersection and installed drain inlet at Grove and McAllister streets.

Bauman Landscape and Construction continues to work on street base replacement between Vallejo and Filbert streets and between McAllister and Turk streets. Bauman also continue to work on sidewalk replacement between Willow and Olive streets, and between O’Farrell and Geary streets. At certain locations, the construction zone may encompass the existing sidewalk along an entire block that requires temporary fencing and extending the sidewalk onto Van Ness Avenue.

At the March 19 Transportation Authority Board meeting, Chair Peskin urged the SFMTA to look at ways to improve bicycle safety on Van Ness Avenue during construction. The project team agreed to investigate enhancements to bicycle safety during construction and will provide an update.

Phoenix Electric completed duct bank installation at the Van Ness Avenue and Hayes Street intersection. Phoenix Electric continued installing pole foundations between Green and Union streets, and streetlight conduit on Van Ness Avenue from the west to the east side at both Greenwich and Lombard 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 or relocated nearby as needed.

As previously reported, the project team discovered that parts of Van Ness Avenue does not have existing concrete base layer beneath the asphalt layer. Normally a road may have three inches of asphalt on top of an eight-inch base of concrete, but parts of Van Ness Avenue only have eight to twelve inches of asphalt. SFMTA has elected to install the necessary concrete base on portions of Van Ness Avenue.

Outreach and Business Mitigation. The project team continues to provide robust public outreach and engagement program with local residents and businesses. The project hosts monthly “Meet the Expert” speaker series at local corridor businesses to provide residents opportunities to learn about specific project initiatives and updates. At the March 6 event, Jackie von Treskow from the San Francisco Arts Commission’s Civic Art Collection and Public Art Program spoke about proposed artwork planned for the Van Ness BRT platforms on Van Ness Avenue between Geary and O’Farrell.

To help local businesses SFMTA project staff continue to host monthly Van Ness Business Advisory Committee meetings to provide project updates and address issues businesses are having on Van Ness Avenue. Additional ongoing outreach work included noticing for night work 72-hours in advance,

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providing monthly briefings to public officials and developing and distributing quarterly newsletters. However, the construction zone's long duration will continue to impact businesses.

Technical advisory is also provided to impacted businesses by the Office of Economic and Workforce Development's Open for Business program including legal services, financial assistance, training and technical assistance, legal assistance, grant and loan programs. Staff from the Office of Economic and Workforce Development and SFMTA are developing a reporting metric for business support it is providing to businesses burdened by construction of the Van Ness Improvement Project.

In response to comments made by several Board members at the March 19 meeting, staff from the SFMTA, the Office of Economic and Workforce Development and the Controller's Office are anticipated to attend the April 23 Board meeting to report on business impact mitigation efforts and metrics, including, but not limited to information on actual and projected revenue losses for small businesses located along the Van Ness corridor.

Project Schedule, Budget and Funding Plan.

The project is approximately 28% complete, compared to 27% complete reported in February 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 \$71.8 million out of the \$204.3 million contract amount for the Van Ness Ave Improvement Project. Walsh has filed three certified claims for \$24.39 million which have all been rejected, however 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.

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 and by increasing staff capacity on the project. While efforts to get the project closer to its original schedule by resequencing utility work were successful, the need to install adequate road base necessary for Van Ness Avenue that was not anticipated has increased the scope of the project and absorbed the days of savings from resequencing work.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

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SUPPLEMENTAL MATERIALS

Attachments

1 – Project Schedule

Attachment 1: Van Ness Avenue BRT Project Schedule

Activities	2013				2014				2015				2016				2017				2018				2019				2020				2021			
	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 (CMGC) 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: Mar 20, 2019