



# Memorandum

**Date:** November 21, 2017  
**To:** Transportation Authority Board  
**From:** Eric Cordoba – Deputy Director for Capital Projects  
**Subject:** December 5, 2017 Board Meeting: Progress Report for Van Ness Avenue Bus Rapid Transit Project

<p><b>RECOMMENDATION</b> <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p><b>SUMMARY</b></p> <p>The Van Ness Avenue Bus Rapid Transit (BRT) Project comprises a package of transit 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 core BRT project is \$189.5 million. The larger Van Ness Improvement Project, totaling \$316.4 million, combines the core BRT project with several parallel projects such as new overhead trolley contacts, signal replacements, sewer and water improvements, and streetlights. The San Francisco Municipal Transportation Agency (SFMTA) is using the Construction Manager-General Contractor (CMGC) project delivery method. Currently utility upgrades are underway.</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 (FTA) Small Starts program project. The project is a partnership between the Transportation Authority, which led the environmental review, and the SFMTA, which is leading the construction phase and will be responsible for operation of the facilities. The SFMTA engineering team is working closely with the San Francisco Public Utilities Commission (SFPUC) on utility upgrade coordination, with support from on-call consultant HNTB for specialized tasks.

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

## Agenda Item 13

replacement; SFgo traffic signal replacement; sewer line replacement; water line replacement; and storm water “green infrastructure” installation.

### **Status and Key Activities.**

The project is replacing water, sewer and emergency firefighting water systems (AWSS) at two work zones. One work zone is located on the southbound side of Van Ness Avenue between Sutter and McAllister Streets and the other work zone is located on the northbound side of Van Ness Avenue between Lombard and Jackson Streets.

To make room for these work zones, southbound lanes on Van Ness Avenue were shifted on November 2 and northbound lanes were shifted on November 15. Existing lane markings were removed, new lanes were marked and temporary traffic signals have been installed. At certain locations, two lanes traveling in the same direction separate to pass on either side of median islands where 12 trees are protected for construction. Bus stops have been temporarily relocated and temporary boarding platforms have been installed. Blue zone parking for people with disabilities, loading zones and street furniture such as newspaper stands, bus shelters, bike racks and trash cans have also been temporarily relocated.

In the two work zones construction activities are underway including saw cutting and removal of the roadway, utility potholing to locate and verify existing utilities, and trenching for duct banks that will power the overhead contact system and other traffic systems. Poles for the Overhead Contact System and street lighting have been ordered from the manufacturer.

To limit the inconvenience to residents living on the corridor and to expedite the construction schedule, project staff canvassed corridor businesses for written permission to waive San Francisco’s “holiday moratorium.” This waiver was approved, allowing construction to proceed during business hours between Thanksgiving and New Year’s Day on most project corridor blocks, except between Eddy and O’Farrell streets.

### **Current Issues and Risks.**

A schedule recovery plan was submitted by Walsh Construction, the prime contractor, that the city is assessing for time and cost, with consideration for their impacts on San Francisco residents and businesses. Walsh’s plan projects recovery of 127 days of the current 271 days the project is behind schedule and includes eight primary options for project acceleration. Four of these were adopted and are being implemented. The other four options require city approval, and evaluation of those is underway by the city. To reduce the schedule delay even further, there are three secondary options tentatively proposed that are being studied for feasibility.

To accelerate the project, the SFMTA and SFPUC are working closely with Walsh. Traffic control plan approval, as well as water and sewer approvals processes have been streamlined, and the majority of Ranger Pipelines’ submittals for sewer work have been approved. Coordination of the upcoming water work including reviewing submittals and Requests for Information (RFIs) is underway. To help in this effort, additional staff have been engaged by the SFMTA and Walsh Construction.

While recovery plans are underway, there are risks that could cause additional delay, such as a particularly wet rainy season or the discovery of unknown underground utilities. Project staff is actively addressing concerns of businesses and residents adjacent to the work zones. The SFMTA is closely monitoring traffic conditions where lane shifts have increased traffic congestion.

The SFMTA has rejected two contractor claims related to the water and sewer subcontract package and is working with Walsh Construction to resolve disputes.

**Project Schedule and Budget.**

The project budget and schedule have been updated, and both budget and schedule now include contingencies recommended by the risk management report. The current schedule is included as Attachment 1. Under current projections, revenue service will start in fall of 2020.

Table 1 shows the estimated budget for the project by phase as well as expenditures to date for the Core BRT project. All the constructions funds have been previously allocated or programmed to the project.

**Table 1: Van Ness Avenue Bus Rapid Transit Budget and Expenditures to Date**

<b>Phase Name</b>	<b>Budget (\$ millions)</b>	<b>Estimate at Completion (\$ millions)</b>	<b>Expended to Date (\$ millions)<sup>1</sup></b>	<b>% Complete</b>
Conceptual Engineering + Environmental Studies	\$ 7.44	\$ 7.44	\$ 7.44	100%
Preliminary Engineering (CER)	\$ 6.77	\$ 6.77	\$ 6.77	100%
Final Design (PS+E)	\$ 12.58	\$ 12.58	\$ 12.58	100%
Construction (Including Testing/Startup) Contingency)	\$ 158.74	\$ 158.74	\$ 41.842	26%
Procurement (Contribution to Vehicles)	\$ 3.98	\$ 3.98	\$ 0.00	0%
<b>Total</b>	<b>\$ 189.50</b>	<b>\$ 189.50</b>	<b>\$ 68.63</b>	<b>36%</b>

<sup>1</sup>As of November 2017.

**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			
	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															

# VAN NESS

# IMPROVEMENT PROJECT



## *Citizens Advisory Committee San Francisco County Transportation Authority*





# Overview

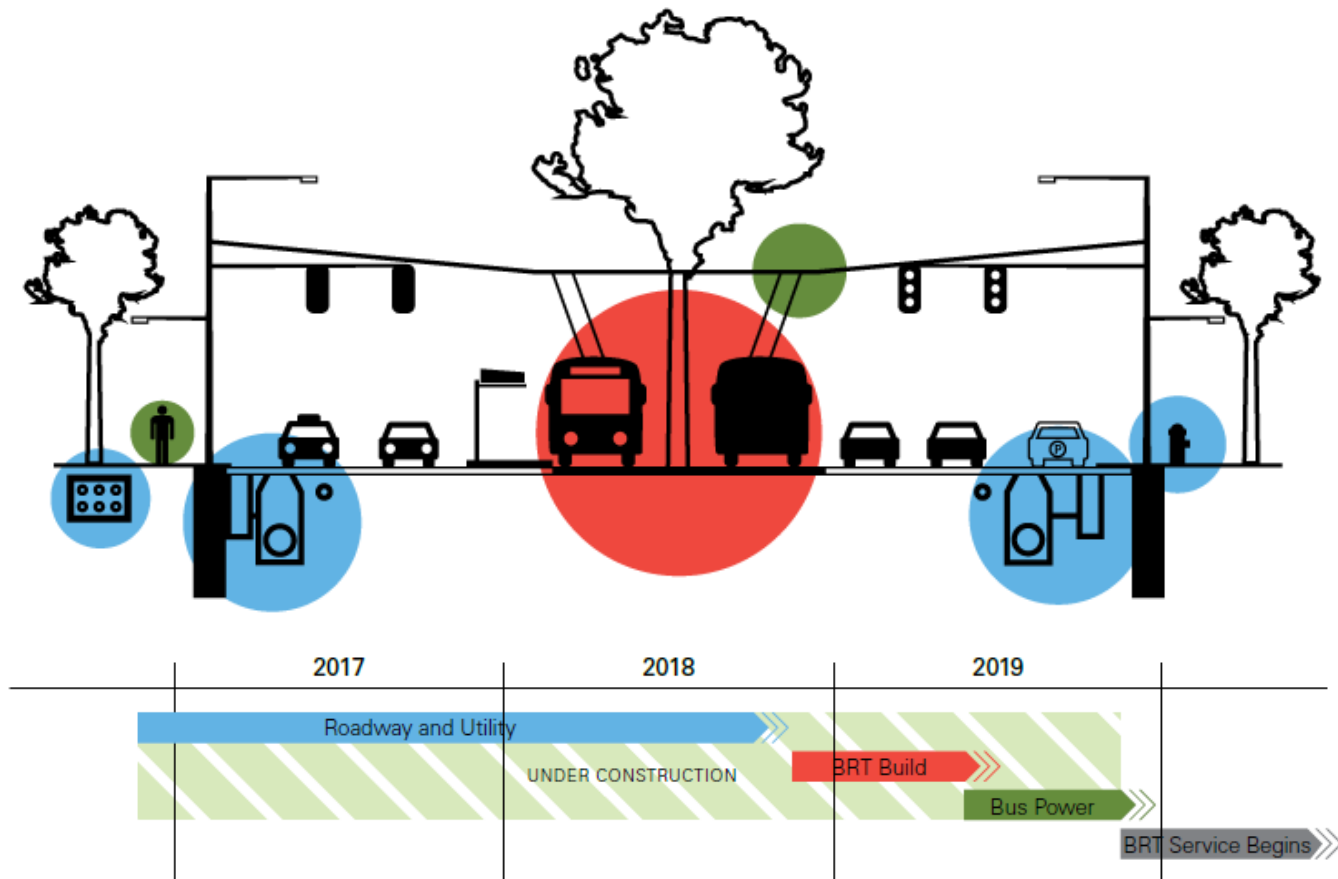


Van Ness Avenue is the backbone of civic life in San Francisco and one of the most important thoroughfares connecting the region. This project will make the street accessible and enjoyable for everyone through:

- The City's first Bus Rapid Transit system, a globally proven solution to improve transit service and address traffic congestion.
- Utility maintenance including repaving the street and replacing water and sewer systems to ensure reliability.
- Public improvements like more efficient street lighting, new sidewalk lighting and landscaping.

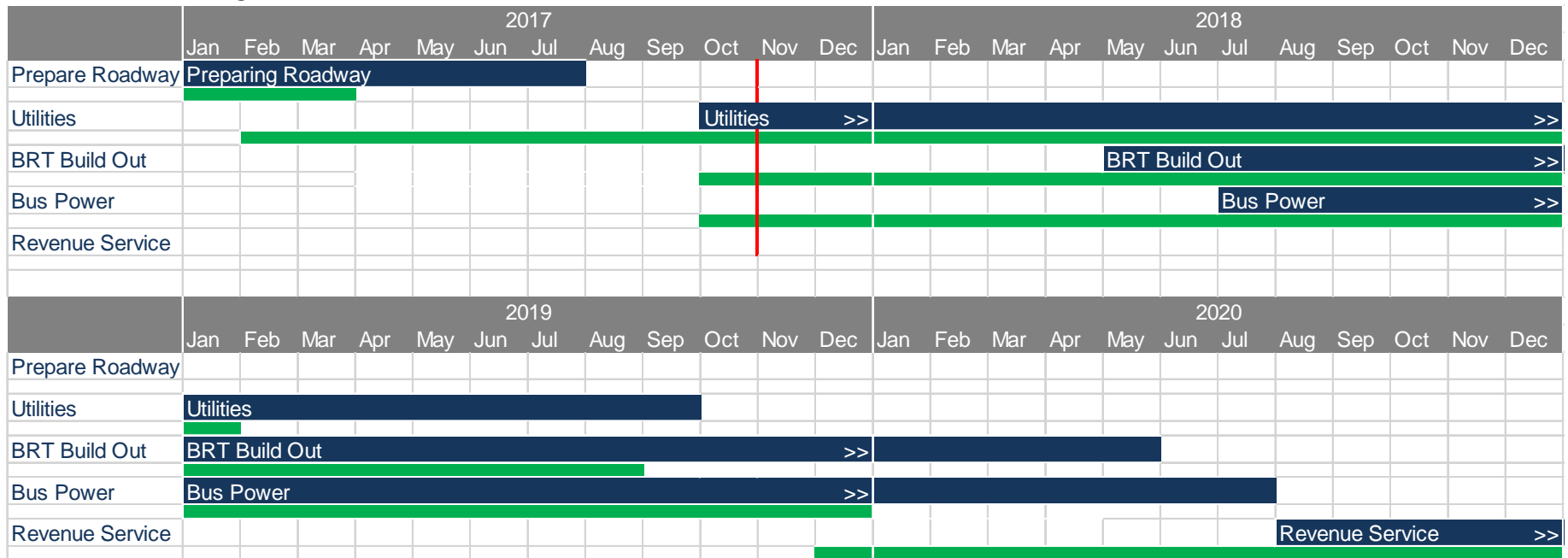
# Overview




- Construction phases and timeline



# Schedule

## • Project Schedule



- Schedule Key**
-  Data date
  -  Actualized Schedule
  -  Contractor's Approved Baseline Schedule



# Schedule

- Recovery plan submitted by Walsh, SFMTA assessing options
  - Time and cost
  - Consideration for San Francisco residents and businesses
  - Projected 127 day recovery:
    - Implementing 4 acceleration options
    - Pending city approval, additional 4 acceleration options (evaluation by city is underway)
  - For additional savings, 3 additional recovery options proposed, studying for feasibility

# Recent Milestones

- Sewer and water subcontract signed
- Created 2 construction zones:
  - New traffic lanes marked, traffic shifted
  - Temporary bus boarding platforms installed
  - Color curb zones, street furniture relocated



# *Recent Milestones*

- Holiday Moratorium waiver approved (except Eddy-O'Farrell)
  - Allows construction during business hours, Thanksgiving – New Year's Day
  - Staff canvassed businesses for permission
  - Limits inconvenience to residents, expedites construction schedule
  - Night work is still required when work requires roadway to be limited to one lane in a direction

# Milestones underway

- Installing hubs to monitor emergency firefighting water system (AWSS)
- Saw cutting and removal of the roadway
- Pot holing to confirm utility locations
- Utility trenching for duct bank that will power the overhead contact system and other traffic systems



# *Upcoming milestones*

- Phase 1 utility work
  - Installing twin sewers
    - SFPUC is in collaboration developing construction plan
  - Replacing water main
    - SFPUC coordination of final cutover ongoing
  - Replacing parts of emergency firefighting water system (AWSS)



# Outreach

- Ongoing

- Weekly 14-day Construction Forecast (web, email, text message), weekly “Weekend Release” press release
- Twice weekly Community Drop-in Office Hours (Tue. 2:00-4:00 p.m., Fri. 10:00 a.m.-noon, excluding holidays)
- 72-hour noticing for night work
- “Meet the Expert” speaker series
- Active Van Ness BRT Community Advisory Committee and Van Ness Business Advisory Committee
- Briefings to public officials
- Quarterly newsletters
- Open for Business marketing program



# Thank you



## VAN NESS

## IMPROVEMENT PROJECT

[sfmta.com/vanness](http://sfmta.com/vanness)

