



Memorandum

Date: May 18, 2018
To: Transportation Authority Citizen Advisory Committee
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: May 23, 2018 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>The Van Ness Avenue Bus Rapid Transit (BRT) 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 \$189.5 million. The BRT project is part of an overall larger Van Ness Improvement Project, totaling \$316.4 million, which combines the BRT project with several parallel infrastructure upgrade projects including installation of new overhead trolley contacts, traffic signal replacements, sewer and water improvements, and streetlights. The San Francisco Municipal Transportation Agency (SFMTA) is leading the construction phase and will be responsible for operation of the facilities. The presence of multiple unmarked and abandoned underground structures continues to present challenges to the project schedule. The project is approximately 24% complete. The original late 2019 BRT service start date has now been pushed to late 2020 due primarily to the extent of utility conflicts being encountered.</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 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

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replacement; SFgo traffic signal replacement; sewer and water line replacement; and storm water “green infrastructure” installation. The Transportation Authority Citizens Advisory Committee has requested the monthly project delivery updates on the Van Ness BRT project.

Status and Key Activities.

Walsh Construction is the prime contractor for Van Ness Improvement Project. Utility construction is the current critical work activity. Construction activities along Van Ness Avenue has increased in recent months. Ranger Pipeline, the subcontractor for water and sewer installation, is working in designated construction zones on both sides of Van Ness Avenue. Ranger Pipeline is currently installing water lines from Lombard Street to Filbert Street and from O’Farrell Street to Eddy Street. Water line replacement includes main water lines, valves, and all required connections to affected businesses and residences. Construction crews are also installing sewer lines from Filbert Street to Broadway and from Eddy Street to Turk Street. For safety purposes, chain link fencing and temporary concrete barriers surround the work zones to separate the zones from vehicular and pedestrian traffic.

Construction crews are potholing to confirm the location of underground utilities prior to trenching. Potholing is taking place at different locations along Van Ness Avenue, including Pacific to California Street and from Grove Street to Hayes Street. Crews are also upgrading the emergency firefighting water systems (AWSS) at select locations. Temporary bus stops platforms have also been installed along both sides of Van Ness Avenue that are impacted by construction activities.

When it is necessary to reduce Van Ness Avenue to one lane in a direction, the project team is required to perform night work to facilitate vehicular and pedestrian traffic circulation and maintain worksite safety. Construction crews are taking measures to reduce nighttime noise by using noise dampening equipment and electric hand tools, coordinating loud activities to limit the period and inconvenience of disruptive noise, as well as completing heavy noise work during daytime hours whenever possible.

Project Schedule and Budget.

The project is approximately 18.4% complete. The original late 2019 BRT service start date has now been pushed to late 2020 due primarily to the extent of utility conflicts being encountered. Approximately \$62 million dollars of the total budgeted \$316.4 million has been expended to date. Project delay claims filed by the contractor total more than \$20 million dollars and are being processed in accordance with the construction contract provisions.

Current Issues and Risks.

The project is currently a year behind schedule primarily due to the extent of utility conflicts encountered in the field. SFMTA and San Francisco Public Utility Commission (SFPUC) staff are working with Walsh Construction and Ranger Pipeline, to accelerate utility work where possible. The project team is increasing utility coordination efforts with utility companies such as Pacific Gas & Electric to expedite planned utility relocations. The SFMTA has also brought on board a consultant, HNTB, to assist with utility and construction coordination efforts.

The presence of multiple unmarked and abandoned underground structures continues to present challenges to the project schedule. These underground structures include utility lines, assets, and sub-sidewalk basements. Safety protocol requires that construction crews carefully pothole and identify utilities, which is a time-consuming process. Potholing is particularly challenging at traffic intersections

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since construction activities are typically limited to evening hours. While some progress has been made to address these issues, the magnitude of utility conflicts continues to extend the project completion date.

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																		

Date: May 16, 2018