



**Van Ness BRT Community Advisory Committee**

Thursday, March 26, 2015

6:00-7:30pm

One South Van Ness, 7<sup>th</sup> floor, Union Square Conference Room

**Minutes**

1. Call to order
2. Approval of February minutes by voice vote
3. SFMTA staff updates
  - a. War Memorial Board of Trustees meeting – Rain gardens planned for the front of the War Memorial were rejected by the Board of Trustees. SFPUC will move forward with the plans for the other locations planned between Grove and Golden Gate streets
  - b. CPMC Tunnel Construction: The construction schedule of 3 block reroute on Van Ness Avenue from Ellis to Post has been updated since last Van Ness BRT CAC Meeting as follows
    - i. Single lane closures April 6, April 7, April 8 and April 9, 11 p.m. to 6 a.m.
    - ii. Full closures: Fri., April 10, 12 a.m. through Sun., April 12, 11:59 p.m.; Fri., April 24, 12 a.m. through Sun., April 26, 11:59 p.m.; Sat., September 5, 12 a.m. through Mon., September 7, 11:59 p.m.
  - c. Project Outreach
    - i. Supervisor meetings: Mar (D1), Christensen (D3), Tang (D4), Breed (D5), Wiener (D8) completed; others scheduled or being scheduled. Overall Supervisors thus far are supportive of project.
    - ii. Community Group meetings
      1. Opera Plaza Homeowners' Association: Generally supportive, concern for garage access on Turk street currently accessed by making a left from Van Ness that will no longer be permitted
      2. Fort Mason: Supportive, interested in wayfinding signage at Ft. Mason and interest in joint efforts in marketing transit as transportation option
      3. Fisherman's Wharf Landside and Portside: Generally supportive, concern from tour bus guide about accessing downtown from Van Ness Avenue south of Broadway. SFMTA staff to look at Traffic Management options
      4. Vallejo equipment cabinet meeting follow-up: Engineering team looking into feasibility of locating CN enclosure where the bus stop currently is located

5. Engineering, Maintenance and Safety Committee of the Citizens' Advisory Council - March 25
  - a. Peter Gabancho presented the project to the committee who expressed concerns regarding the impacts of construction on business such as with the Third Street Rail and Ocean Avenue construction in the past
  - b. Committee passed a resolution to look at the early implementation of left turns. Peter Gabancho will follow up with Ricardo Olea regarding the resolution. Arguments in support of the early implementation of left turns included:
    - i. Pedestrian safety concerns
    - ii. Drivers will adjust to alternative routes sooner
    - iii. Reduces total number of vehicles on roadway during construction
  - iii. Construction impact interviews
    1. Mailer sent to Van Ness-facing addresses
    2. Canvassing Mondays through Fridays, March 30 through April 24. Initially focusing on Van Ness-facing properties and then may expand area
    3. CAC members completed survey, provided feedback to staff
      - a. Reach out to regular delivery providers beyond USPS, UPS, etc. including Rinse, Sprig, Spoon Rocket, other big delivery services
      - b. May want to expand interview area to include Franklin, Polk
      - c. SFMTA staff to get back to CAC to confirm the dust management policy
        - i. Peter Gabancho said typically assessments of particulate matter are done at several locations.
        - ii. Particulate matter limits are set based on the assessed levels, Public Works assesses those locations during construction
        - iii. CAC expressed concern about schools impacted by the particulate matter including schools as Fell and Van Ness, City Hall Day Care, etc
4. CM/GC Process Update with Project Manager Peter Gabancho
  - a. Proposals were received on March 19 – details are confidential. SFMTA staff to report back to CAC about why process is kept confidential
  - b. Advantages of CM/GC process
    - i. Contractor is on board earlier to make changes in design process— typically CM/GC is on board earlier in process. Will still impact design but won't be able to be as in-depth
    - ii. Everyone is on the same page, more thoughtful, deliberate process

- iii. San Francisco modified its CM/GC city contract for this project to bring on both CM/GC as well as core subcontractors
- iv. Agree on price of project before construction
  - 1. Typically with Design-Bid-Build project model, Engineer assesses costs (currently Engineering costs for Van Ness BRT is \$162 million, with parallel projects including utilities, OCS rewiring, etc., project is valued at \$261 million)
  - 2. With CM/GC Contractor and SFMTA will have to agree to a guaranteed maximum price that will have to be approved by the SFMTA Board
- c. Selection process
  - i. After confidentiality agreement is signed by Technical Evaluation Team (TET), they may review proposals
  - ii. TET has 6 members including from SFMTA, SFCTA and SFDPW
  - iii. Evaluation by TET at meeting—score each evaluation out of 90 points (30 for relevant experience and 60 for project approach)
  - iv. A second set of points is applied based on proposal price to manage construction. Lowest price gets full 60 points possible, next lowest receives 45 points, next 30 points, and so on.
  - v. Highest scoring contractors are invited to provide and oral presentation worth up to 30 points
  - vi. Top scoring contractor is recommended to Executive Committee (EC) responsible for overseeing process
- d. CAC members asked if there is an opportunity to look at improving traffic flow on Oak Street or Laguna
  - i. SFMTA Staff to highlight concerns to Traffic Management team
  - ii. SFMTA Staff to check on construction schedule of 1 Oak Street construction
- 5. Next meeting - April 23, 2015
  - a. Update on CM/GC selection process
  - b. Update on railing selection with SF Arts Commission and Caltrans
  - c. We will have two vacancies on the CAC that we are going to fill before the April meeting. Please have interested applicants contact the project at [vannessbrt@sfmta.com](mailto:vannessbrt@sfmta.com) to get an application