



# Memorandum

## AGENDA ITEM 4

**DATE:** August 25, 2020  
**TO:** Transportation Authority Citizens Advisory Committee  
**FROM:** Eric Cordoba - Deputy Director for Capital Projects  
**SUBJECT:** 09/02/2020 Citizen Advisory Committee 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>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 \$185.5 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. As reported previously, the project team has transitioned to the BRT work in the center median. This work includes the demolition and reconstruction of street base mainly between McAllister and Eddy streets but will eventually expand north towards Geary Boulevard. Water and sewer work are complete and sewer abandonment work continues. The project is approximately 55.3% complete compared to 52.8% reported in July. We have invited SFMTA project staff to attend the September 23 CAC meeting to answer questions the CAC may have about the project.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input checked="" type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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## **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.

## **DISCUSSION**

**Status and Key Activities.** As previously reported, the construction team has started the BRT scope of work which includes grading the street, forming curbs for the boarding islands, installing landscape irrigation, and installing traffic signal foundations. The team performed a traffic lane switch from McAllister to Eddy streets in early June and has turned the center median into a bus rapid transit construction zone with safety barriers on both sides. Bauman Landscape and Construction (Bauman) started installing irrigation sleeves for future landscaping in the median between Golden Gate Avenue and Turk Street. Bauman installed formwork between Turk and Eddy streets. Bauman also started BRT surveying in preparation for demolition and excavation of the median between Geary Boulevard and Post Street.

Bauman continued mid-block roadway work and sidewalk replacement on the both side of Van Ness Avenue. This work included the demolition of the existing sidewalk and pouring new concrete sidewalk, parking strip, and roadway between Broadway and Pacific Avenue. Bauman also installed sidewalk pavers between Vallejo and Green streets.

Phoenix Electric (Phoenix) started overhead catenary system installation and traction power circuits between Mission and McAllister streets. Phoenix also started midblock electric duct bank installation between Francisco and Bay streets. Phoenix continue to install streetlight poles between Jackson and Lombard streets. Phoenix is also installing communication foundation at Union Street and will install fiber optic cables.

Ranger Pipelines Inc. (Ranger) has completed sewer and water installation phase. Ranger also completed sewer abandonment between Grove and McAllister streets and between Sutter and Bush streets. Ranger is now working on sewer abandonment between Fell and Grove streets, and between Eddy 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.



**Public and Business Outreach.** SFMTA project staff continues to host monthly Van Ness BRT Community Advisory Committee meetings to provide project updates and address issues businesses and residents are having on Van Ness Avenue. The Van Ness Business Advisory Committee approved a motion to reschedule meetings to every-other 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.

**Project Schedule, Budget and Funding Plan.** The project is approximately 55.3% complete, compared to 52.8% complete, reported in July to the CAC. The revised BRT service date remains anticipated for December 2021, delayed from the original late 2019 BRT service start date (Attachment 1) due to construction difficulties. We requested Walsh Construction expenditures to date but have not received them yet due to fiscal year end changes.

Construction soft costs, which include SFMTA and San Francisco Public Works staff, consultant, and bus substitution costs, total \$39.9 million as of June 30, 2020, out of \$50.3 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. With the sewer and water work completed, the surface work such as the BRT should proceed with less delays. However, any additional unforeseen work such as the installation of new concrete base at various locations along Van Ness Avenue may increase the scope of the project and caused additional contract workdays.

## **FINANCIAL IMPACT**

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				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