



# Memorandum

## AGENDA ITEM 8

**DATE:** September 17, 2020  
**TO:** Transportation Authority Citizens Advisory Committee  
**FROM:** Eric Cordoba - Deputy Director for Capital Projects  
**SUBJECT:** 09/22/2020 Board Meeting: Progress Report for Van Ness Avenue Bus Rapid Transit Project

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| <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 San Francisco Municipal Transportation Agency's (SFMTA's) 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 \$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. The project team completed electric duct bank installation, a major project milestone that represents completion of nearly all underground utilities installation including water and sewer, but sewer abandonment work and utility connections continue. The project team also continues with BRT work along the center median. The project is approximately 55.3% complete as reported at the September 2nd Citizens Advisory Committee (CAC) meeting as part of their monthly report on the project. Peter Gabancho, SFMTA's Project Manager will provide an update at the September 22 Board meeting.</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:<br/>_____</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.** The project team completed electric duct bank installation in early September. Phoenix Electric installed the last duct bank between Bay and North Point streets, which includes both midblock and street intersection installation. The completion of electric duct bank is a project milestone and also represents the completion of nearly all underground utility installation, including water and sewer work.

Ranger Pipelines Inc. (Ranger) continues working on sewer abandonment between Mission and Fell streets and completed sewer abandonment between Eddy and Sutter streets. Ranger also started sewer abandonment work between Greenwich and Lombard streets. Sewer abandonment preparation work took place at night to reduce impact.

The project team continues transitioning to the BRT scope of work which includes grading the street, forming curbs for the boarding islands, installing landscape irrigation, and installing traffic signal foundations. Bauman Landscape and Construction (Bauman) completed median island irrigation sleeves installation for future landscaping between Golden Gate Avenue and Turk Street. After completing the irrigation installation, Bauman will regrade the soil to prepare for BRT lane concrete pour. Bauman also started BRT construction on Turk and Eddy streets, and between McAllister Street and Golden Gate Avenue. Bauman completed BRT surveying, demolition, and excavation of BRT lanes between Post and Sutter streets, and between Eddy and Ellis streets. Bauman also started median irrigation installation on those streets. Bauman also started BRT surveying between Broadway and Green Street.

Bauman continues mid-block roadway work and sidewalk replacement on both sides of Van Ness Avenue. This work included the demolition of the existing sidewalk and pouring new concrete sidewalk, parking strip, and roadway. Bauman started sidewalk replacement between Jackson and Washington streets. Bauman also started sidewalk demolition and replacement between Washington and California streets. As part of our oversight and monitoring efforts we have advised SFMTA of noted deficiencies in maintenance of required storm water pollution prevention measures, in particular in the areas of cleanliness of pedestrian corridors, storm drain protection, trash clean up, removal of construction debris, sweeping of project site, and overall general housekeeping. SFMTA is following up with the contractor to ensure compliance with the contract.



Phoenix Electric (Phoenix) continues to install streetlight poles and foundations between Mission and McAllister streets. Phoenix is also working on streetlight pole installation between Sutter to Jackson 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 cones 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 recently 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 55.3% complete, as reported in early September 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 previously reported. Walsh Construction expenditures up to July 31, 2020 totaled \$137.3 million out of the \$215.4 million contract amount for the Van Ness Ave Improvement Project.

Construction soft costs, which include SFMTA and San Francisco Public Works staff, consultant, and bus substitution costs, total \$40.7 million as of August 3, 2020, out of \$50.3 million budgeted, or 80% expended while construction completion is at 55%. This isn't surprising given the project schedule delays but is a potential concern in terms of potential budget impact. SFMTA indicate they have been monitoring these expenditures and will have a projection by next quarter of whether additional allocation for soft costs this fiscal year will be necessary.

**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, water, and electric duct bank work substantially 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 cause additional contract workdays. There may be additional potential delays if we experience a heavy rain season this winter.

Given the schedule delays and aforementioned project delivery issues, potential impacts to the project budget are a concern. We have requested that SFMTA provide us a cost to complete analysis, including a potential claims analysis, before the end of the year.



Compliance with required storm water pollution prevention measures is also an issue that requires attention.

### **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 |      |  |  |  |
| 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