



# Memorandum

## AGENDA ITEM 8

**DATE:** January 22, 2021  
**TO:** Transportation Authority Citizens Advisory Committee  
**FROM:** Eric Cordoba - Deputy Director for Capital Projects  
**SUBJECT:** 01/27/2021 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 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. The project team completed underground utilities installation including electric duct bank, water, and sewer, and is continuing to work on sewer abandonment. Completion of underground utilities installation enabled the project team to transition to construction on the BRT scope of work. For instance, in November, the construction team started pouring red cement for the center-running red transit lanes and building median islands. The project is approximately 62.9% complete compared to 55.3% reported in September.</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.** The completion of underground utilities installation enabled the project team to transition to construction on the BRT scope of work which includes grading the street, forming curbs for the boarding islands, installing landscape irrigation, forming median, building concrete base, building median islands, and installing traffic signal foundations.

In November 2020, the project team started pouring red cement for the center-running transit lanes between Golden Gate Avenue and Turk Street. This is the first block of the transit lanes that the project team worked on and it will include a center median with landscaping upon completion. The project team also started preparing other blocks for center-running transit lane construction by demolishing the existing median, surveying, and installing construction zones. In December, Bauman Landscape and Construction (Bauman) worked on BRT lanes between Eddy and Sutter streets, and between Washington and Green streets. By January 2021, the project team has poured red cement at other locations including between Turk and Eddy streets, and between Post and Sutter streets.

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 worked on sidewalk replacement between Mission and Market streets, and started street base replacement between Market and Hayes streets.

Ranger Pipelines Inc. (Ranger) continued working on sewer abandonment which is approximately 90% complete. Ranger abandoned sewer between Bush Street and Pacific Avenue. KJ Woods, subcontractor to Ranger, also worked on sewer abandonment at intersections including Geary Boulevard, O'Farrell Street, and Ellis Street.

Phoenix Electric (Phoenix) continued to install streetlight poles, traffic signal poles, and foundations between McAllister and Eddy streets, and between Jackson to Bay streets. Phoenix also worked on traffic signal wiring installation between O'Farrell 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 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. 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. OEWD launched the Van Ness Directed Business Support Program on September 21, 2020 and the application date has been extended to January 31, 2021. Eligible merchants that are within the construction zone may apply to receive \$5,000 - \$10,000 in grant funds per business based on the eligibility criteria listed on OEWD's website and the level of construction impact.

**Contract Modification - Pedestrian Monitoring Services.** In December 2020, the SFMTA Board approved Contract Modification No. 12 with Walsh for additional costs related to pedestrian monitoring services in the amount of \$2,589,381, for a total project contract amount not to exceed \$220,507,216, with no time extension. Pedestrian monitors are supplemental personnel meant to support construction flaggers in the active areas of construction. They work with construction flaggers to ensure that pedestrians do not accidentally wander into the area of construction, specifically when that construction is taking place in crosswalks. This scope of work was not included in the original contract because it was believed that the number of flaggers required by the contract would be sufficient to prevent pedestrians from entering active work areas. However, once major utility construction was underway, it became apparent that, at times, the level of pedestrian traffic along Van Ness exceeded the level that Walsh's flaggers could comfortably control. To ensure public safety, the City agreed that the Contractor could use pedestrian monitors when needed.

Contract Modification No. 12 resolved a pedestrian monitor claim for \$760,557 up to May 31, 2019, included a negotiated cost of \$815,588 for pedestrian monitors services from June 1, 2019 to May 31, 2020. It also created an allowance for all future pedestrian monitor costs through the final project completion for an amount not to exceed \$1,013,236. The total cost for the contract modification will not exceed \$2,589,381 and will be funded through the project's approved contingency funding. The project started with \$41.8 million in contingency and the remaining balance is \$19.2 million.

**Project Schedule, Budget and Funding Plan.** 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. Walsh Construction expenditures to date totaled \$152.0 million out of the \$220.5 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 \$44.7 million (88.9%) as of November 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 underground utility 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