



Memorandum

AGENDA ITEM 7

DATE: April 22, 2021
TO: Transportation Authority Citizens Advisory Committee
FROM: Eric Cordoba - Deputy Director for Capital Projects
SUBJECT: 04/28/2021 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>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 continues building out the BRT lanes, particularly north of Geary Boulevard, by pouring red cement for the center-running lanes and building median islands. The project is approximately 69.1% complete compared to 62.9% reported in January.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input checked="" type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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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 continues to build out the above ground BRT scope of work along the Van Ness Avenue corridor and has made progress building out the center-running BRT lanes. In addition, the project team continues to work on streetlight, overhead contact system, sidewalk, and landscaping. The team also completed sewer abandonment and related underground work.

Bauman Landscape and Construction (Bauman) worked on building median islands, forming curbs, and installing irrigation and electrical conduits for BRT boarding platforms between Eddy Street and Geary Boulevard, and between Pine Street and Pacific Avenue. Bauman has also completed foundation work and poured red concrete for BRT lanes between Bush and Pine streets and between Green and Union streets. Bauman will also start work on the BRT lanes between Mission and McAllister streets. This work involves surveying the center lanes, demolishing the existing temporary median, and regrading before installing irrigation pipes. Bauman is also installing BRT street base at street intersections and has completed these installations at Turk Street, Geary Boulevard, and Union Street.

Bauman also continues working on sidewalk replacement and has installed granite curbs between Grove and McAllister streets. Bauman continues to install pavers along sidewalks and has completed installation between California and Pine streets. Bauman has started tree planting along the east side of Van Ness Avenue between McAllister and Sutter streets, and along the west side of Van Ness Avenue between Lombard and Union streets.

Phoenix Electric (Phoenix) continued to install streetlight poles, traffic signal poles, and foundations between Turk and O’Farrell streets, and between Clay and Lombard streets. In addition, Phoenix also worked on street light wiring installation between Mission and McAllister streets and between Eddy and Clay streets. Phoenix is also installing traffic signal pole foundation and cabinets at Grove, O’Farrell, Pine, and California 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 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.

Construction Management Support Contract Amendment. In February 2021, the SFMTA Board approved Contract Amendment No. 1 with HNTB for additional construction management support services. HNTB was awarded a contract for construction support on February 6, 2018. HNTB provided support for claims, cost estimating, construction management, quality assurance/quality control, and scheduling. Due to delays in completion of the construction of the project, the SFMTA Board approved the contract amendment for an additional \$1,678,925, for a total contract amount not to exceed of \$7,380,000, and to extend the term of the contract by 16 months to June 30, 2022.

Project Schedule, Budget and Funding Plan. As stated above, the project is approximately 69.1% complete, compared to 62.9% complete reported in January 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 primarily related to underground utilities. Walsh Construction expenditures to date totaled \$160.8 million out of the \$220.5 million contract amount for the Van Ness Ave Improvement Project. Construction soft costs, which include SFMTA and SFPW staff, consultant, and bus substitution costs, total \$47.4 million (86%) as of the beginning of March 2021 out of \$55.0 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 is proceeding 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