



Memorandum

AGENDA ITEM 10

DATE: January 20, 2022
TO: Transportation Authority Community Advisory Committee
FROM: Eric Cordoba - Deputy Director for Capital Projects
SUBJECT: 01/26/2022 Community Advisory Committee Meeting: Major Capital Project Update - 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 Community 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 is approximately 91.3% complete compared to 83.0% reported in September. SFMTA and Golden Gate Transit have started bus testing in the alignment. The project will reach substantial completion by late March. SFMTA anticipates starting BRT service date by Spring 2022, delayed from the original late 2019 BRT service start date (Attachment 1) due to construction difficulties. Staff from the SFMTA and Office of Economic & Workforce Development will provide a project update at the CAC meeting.</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 will 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, between the months of October and January, focused on completing remaining above-ground work along the corridor. Bauman Landscape and Construction (Bauman) finished installing bulb-outs between California and Sutter streets, and between Ellis and Hayes streets. Bauman also completed installation of cisterns at Washington Street, Pine Street, and Golden Gate Avenue. Bauman worked on landscape treatment along the alignment including shrub planting and installing mulch in the median between Mission Street to Golden Gate Avenue, and between Jackson to Lombard streets. Bauman also completed bio-retention plantings between Grove to McAllister streets and tree planting between O'Farrell Street and Geary Boulevard. Bauman completed intersection improvements at Lombard Street.

Phoenix Electric (Phoenix) installed traction power cables between Mission and Market streets and between Vallejo Street and Broadway. Phoenix also installed pull station wiring between Union Street to Broadway and between Mission and Sutter streets. Phoenix continues to install LED lighting work, lighted handrail, and the remaining traction power cable punchlist works. Phoenix also installed a variable message sign pole.

The project team also completed remaining civil and electric work from Lombard to North Point streets. These works include installing overhead contact system, bulb-outs, curb ramps, and sidewalk flatwork.

With the center lanes completed, SFMTA and Golden Gate Transit started bus testing along the alignment in January. When the overhead contact system has been electrified, SFMTA will also test electric trolley buses. Van Ness Avenue continues to accommodate two lanes of northbound and southbound traffic along the corridor project limits. 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.

Contract Modification. In October 2021, the SFMTA Board approved Contract Modification No. 14 with Walsh for direct costs related to various roadway work changes in the amount of \$717,878, for a total project contract amount not to exceed \$222,465,144, with no time extension. The various roadway changes were due to pouring of additional 10-inch thick concrete base at different locations along the alignment, performing roadway repairs, disconnecting and reconnecting the overhead contact system for Muni buses at various locations, and installing 2 additional CCTV poles, foundation, and hardware.

Project Schedule, Budget, and Funding Plan. The project will reach substantial completion by late March with BRT service date anticipated by Spring 2022, delayed from the original late 2019 BRT service start date (Attachment 1) due to construction difficulties. Walsh Construction expenditures to the end of November totaled \$199.3 million out of the \$222.5 million contract amount for the Van Ness Ave Improvement Project. Construction soft costs, which include SFMTA and Public Works staff, consultant, and bus substitution costs, total \$55.7 million as of the beginning of October 2021 out of \$77.4 million budgeted.

Current Issues and Risks. As noted above, 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, the pouring of red concrete transit lanes, and bulb-out work completed, the project team is transitioning to complete system integration work. These works include installing internet switches for CCTV and integrating new traffic signals with operations. However, recent supply chain challenges have resulted in delays in procuring certain materials. Any additional unforeseen work or significant rain over the next 2 months may cause additional contract workdays. We also believe there is a risk of a final contractor claim being submitted as part of project closeout negotiations.

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: January 1, 2022