



# Memorandum

**Date:** October 18, 2018  
**To:** Citizens Advisory Committee  
**From:** Eric Cordoba – Deputy Director for Capital Projects  
**Subject:** 10/24/18 Citizens Advisory Committee Meeting: Progress Report for Van Ness Avenue Bus Rapid Transit Project

<p><b>RECOMMENDATION</b>    <input checked="" type="checkbox"/> <b>Information</b>    <input type="checkbox"/> <b>Action</b></p> <p>This is an information item.</p> <p><b>SUMMARY</b></p> <p>This is the monthly progress report on the Van Ness Avenue Bus Rapid Transit (BRT) project requested by the CAC. The project incorporates a package of transportation improvements along a two-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 \$169.6 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 including installation of new overhead trolley contacts, traffic signal replacements, sewer and water improvements, and streetlights. The San Francisco Municipal Transportation Agency (SFMTA) and their contractor Walsh Construction are leading the construction phase effort. Utility upgrade work continues as the current critical activity. The project is approximately 28% complete. Peter Gabancho, SFMTA’s project manager, will present the update to the CAC on October 24.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input checked="" type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other:</p> <hr/>
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**DISCUSSION**

**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 is combined with several parallel city-sponsored projects to help achieve cost efficiencies and reduce neighborhood and traveler inconvenience associated with construction. 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.

**Status and Key Activities.**

Sewer and water upgrades continue on Van Ness Avenue, on the western side of Van Ness between McAllister and Mission streets, and the eastern side of Van Ness between Sutter and Jackson. Van Ness Avenue continues to accommodate two lanes of northbound and southbound traffic along the corridor project limits. Temporary traffic control measures include channelizer traffic cones, variable message signs, and temporary restriping to direct traffic. Temporary bus stop platforms have also been installed as needed.

Where underground sewer and water upgrade work has been completed, Bauman Landscape and Construction is replacing sidewalks, parking strips, curbs and street base, as well as installing storm water bioretention infrastructure.

On the west side of Van Ness Avenue, Phoenix Electric continued to install joint-utility duct bank and Muni overhead infrastructure. Ranger Pipeline continues to upgrade the Auxiliary Water Supply System. They also are working on sewer connections at multiple intersections along Van Ness Avenue.

**Project Schedule and Budget.**

The project is approximately 28% complete, compared to 27% reported last month. The SFMTA expects the contractor to complete all major utility work by late 2019 at which point the pace of construction will likely increase. As previously reported, major construction is projected to finish at the end of 2020. The original late 2019 BRT service start date has been revised to early 2021 as shown in the attached schedule.

As of August 2018, core Van Ness Ave BRT project expenditures are approximately \$61.1 million of the total \$169.6 million.

**Current Issues and Risks.**

The project is currently more than a year behind schedule due to challenges securing a utility subcontractor and the extent of utility conflicts encountered in the field. SFMTA and San Francisco Public Utilities Commission staff are working with Walsh Construction and Ranger Pipeline to accelerate utility work where possible. The construction team is using ground penetrating radar equipment with some success to assist in utility verification efforts. The SFMTA team is currently evaluating and negotiating claims submitted to date (totaling approximately \$24.4 million). They will provide an update at the CAC meeting with regards to status.

**FINANCIAL IMPACT**

None. This is an information item.

**CAC POSITION**

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			
	Q1	Q2	Q3	Q4																																
1. Conceptual Engineering + Environmental Studies*																																				
2. Preliminary Engineering (CER)																																				
3. Final Design																																				
4. Construction Manager-General Contractor (CMGC) 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: September 30, 2018