



# Memorandum

**Date:** March 22, 2018  
**To:** Transportation Authority Board  
**From:** Eric Cordoba – Deputy Director for Capital Projects  
**Subject:** April 24, 2018 Board 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>The Van Ness Avenue Bus Rapid Transit (BRT) Project comprises a package of transit 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 core BRT project is \$189.5 million. The larger Van Ness Improvement Project, totaling \$316.4 million, combines the core BRT project with several parallel projects such as new overhead trolley contacts, signal replacements, sewer and water improvements, and streetlights. The San Francisco Municipal Transportation Agency (SFMTA) is using the Construction Manager-General Contractor (CMGC) project delivery method. Currently, utility upgrades are underway. Peter Gabancho, the project manager, will present this item.</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> <p>_____</p>
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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 (FTA) Small Starts program project. The project is a partnership between the Transportation Authority, which led the environmental review, and the SFMTA, which is leading the construction phase and will be responsible for operation of the facilities. The SFMTA engineering team is working closely with the San Francisco Public Utilities Commission (SFPUC) on utility upgrade coordination, with support from on-call consultant HNTB for specialized tasks.

The construction of the core Van Ness Avenue BRT project, that includes pavement resurfacing, curb ramp upgrades and sidewalk bulb outs, is combined with several parallel city-sponsored projects for cost, construction duration and neighborhood convenience. These parallel projects, which have independent funding, include installing new overhead trolley contacts, street lighting and poles

replacement; SFgo traffic signal replacement; sewer line replacement; water line replacement; and storm water “green infrastructure” installation.

### **Status and Key Activities.**

The project is replacing water, sewer and emergency firefighting water systems (AWSS) at two work zones on Van Ness Avenue to reduce their vulnerability to damage from earthquake and minimize potential service outages. Monitoring hubs are being installed so that portions of the emergency firefighting water system, that supplies more than 1,200 fire hydrants through San Francisco, can be overhauled during this utility phase of construction. One work zone is located on the southbound side of Van Ness Avenue between Sutter Street and McAllister Street and the other work zone is located on the northbound side of Van Ness Avenue between Lombard Street and Jackson Street.

Construction activities since our last update of November 2017 include continuing trenching for duct banks that will power the overhead contact system and other traffic systems. These trenching activities, primarily between McAllister to Eddy streets and between Geary to Post streets, include saw cutting and removal of the sidewalk and roadway and utility pot holing to locate and verify existing utilities. Currently pot holing is underway for future sewer work while Ranger Pipeline, the subcontractor for sewer work, is installing sewer pipe in the two work zones. Crews have surveyed sidewalks on Van Ness Avenue and have done pot holing to assess sub-sidewalk basements. Tree protection continues to be installed in work zones.

Traffic management plans require that construction activities requiring Van Ness Avenue to be temporarily narrowed to one lane be performed at night to maintain worksite safety and minimize traffic congestion. Construction crews are taking measures to reduce nighttime noise by using noise dampening equipment and electric hand tools, coordinating loud activities to limit the period and inconvenience of disruptive noise, as well as starting noisy work early and completing heavy noise work during daytime hours whenever possible. The project team distributes door hangers to properties within 300-feet of night work 72 hours in advance of work. This disruptive utility work along Van Ness Avenue is expected to continue into 2019.

### **Current Issues and Risks.**

The project team continues to work on implementing options from Walsh Construction’s supplemental schedule to accelerate the project, which has fallen behind schedule. The SFMTA and SFPUC have been working closely with Walsh Construction, the prime contractor, to accelerate work by streamlining traffic control plan approvals, and water and sewer reconnection approvals. The SFMTA has also brought additional staff and consultants on board to advance the project.

While Walsh Construction has made certain progress with the activities described above, the extent of underground utility conflicts related to past construction activities along Van Ness Avenue with the proposed sewer alignment is proving to be extremely challenging. These utility conflicts require additional pot holing and coordination between the project team and utility companies to resolve the utility conflicts with the sewer alignments and liability responsibilities. While progress has been made to address these issues, the extent of these utility conflicts pushes back the contractor’s construction schedule from 271 calendar days to 320 calendar days.

**Project Schedule and Budget.**

The project budget and schedule have been updated: both budget and schedule now include contingencies recommended by the risk management report. The current schedule is included as Attachment 1. Under current projections, revenue service will start in fall 2020 approximately a year delay since construction started.

Attachment 2 shows the estimated budget for the project by phase as well as expenditures to date for the Core BRT project. All the constructions funds have been previously allocated or programmed to the project.

**FINANCIAL IMPACT**

None. This is an information item.

**CAC POSITION**

None. This is an information item. The CAC was briefed on this item at its March 28, 2018 meeting.

**SUPPLEMENTAL MATERIALS**

Attachment 1 – Project Schedule

Attachment 2 – Budget and Expenditures to Date

### Attachment 1: Van Ness Avenue BRT Project Schedule

Activities	2013				2014				2015				2016				2017				2018				2019				2020			
	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 (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															

**Attachment 2: Van Ness Avenue Bus Rapid Transit Budget and Expenditures to Date**

<b>Phase Name</b>	<b>Budget (\$ millions)</b>	<b>Estimate at Completion (\$ millions)</b>	<b>Expended to Date (\$ millions)<sup>1</sup></b>	<b>% Complete</b>
Conceptual Engineering + Environmental Studies	\$ 7.44	\$ 7.44	\$ 7.44	100%
Preliminary Engineering (CER)	\$ 6.77	\$ 6.77	\$ 6.77	100%
Final Design (PS+E)	\$ 12.58	\$ 12.58	\$ 12.58	100%
Construction (Including Testing/Startup) Contingency)	\$ 158.74	\$ 158.74	\$ 35.44	22.3%
Procurement (Contribution to Vehicles)	\$ 3.98	\$ 3.98	\$ 0.00	0%
<b>Total</b>	<b>\$ 189.50</b>	<b>\$ 189.50</b>	<b>\$ 62.23</b>	<b>32.8%</b>

<sup>1</sup>As of February 2018.