

Memorandum

Van Ness BRT: What Lies Beneath



SFMTA

To: San Francisco Board of Supervisors

From: Jeffrey Tumlin, Director of Transportation

A handwritten signature in black ink, appearing to read 'Jeffrey Tumlin', is written over the printed name.

Date: July 5, 2022

Subject: SFMTA Update to the Board of Supervisors on key findings of the 2021 Civil Grand Jury Report, "Van Ness BRT: What Lies Beneath"

Recommendation 4: *The Board of Supervisors should direct all City departments to adopt a policy that all projects that involve underground work in the City's main corridors include, as part of the design process, the use of exploratory potholing, or another equivalent industry best-practice to identify unknown underground obstructions adhering to CI/ASCE 38-02 ("Standard Guideline for the Collection and Depiction of Existing Subsurface Utility Data") Quality Level A. This policy should take effect for all contracts signed after January 1, 2022, and the work should be required to be performed before final construction terms or prices are agreed to.*

Updated Agency Response: Recommendation implemented. Potholing has been conducted on the L Taraval Improvement and Transbay Traction Power Upgrade projects

SFMTA is clarifying and expanding on the Project Operations Manual (POM) Design Phase sections to reflect engineering best practices in exploratory underground investigation during project design with new Underground Utilities Guidelines. The Guidelines, which are consistent with CI/ASCE and other best practices, require exploration at 65% design level. These guidelines are in place for all SFMTA Capital Programs and Construction projects currently in design. Lastly, SFMTA is coordinating with the SFPW and SFPUC to develop a consistent approach to underground utility investigations city-wide.

Recommendation 5: *By June 2022, and before entering into future CMGC relationships, the Board of Supervisors should direct all City departments to adopt, publish, and enforce in all future contracts industry-standard best practices for management of CMGC projects.*

Updated Agency Response: In process. The SFMTA is conducting best practice research among peer agencies to gather industry best practices in management of CMGC projects. Upon completion, the SFMTA's Capital Programs and Construction Division will work with the SFMTA Project Management Office to issue new guidance for all project management professionals on administering CGMC projects. Anticipated completion date is first quarter 2023.

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Recommendation 6: *The adopted CMGC management policy should specifically include the industry best practice of awarding the contract before project design continues past 30% completion.*

Updated Agency Response: In process. SFMTA will ensure that any adopted CMGC policy includes awarding CMGC contract before project design continues past 30% completion where practical and in the best interest of the project.

Recommendation 8: *SFMTA should establish a policy for review of technical quality of preconstruction and design deliverables, to be used in all CMGC or design contracts signed after January 2022, including in-the-field validation of key assumptions of site conditions by City engineers.*

Updated Agency Response:

Recommendation implemented. The SFMTA's Capital Programs and Construction Division has issued new Underground Utilities Guidelines that require in-the-field validation of key assumptions of site conditions developed through information gathered via Notification of Intent (NOI) with City agencies and utility companies.

The Project Operations Manual (POM) Design Phase section reflects engineering best practices requiring in-field validation during project design, including required constructability review (Section 4.4) and peer review of technical quality through quality assurance and quality management practices (Section 9).

Recommendation 10: *By June 2022, the City should adopt a policy that any public communication about a planned or in-progress capital project that includes disruption of public services or right-of-way should include itemized assessments of risk to projected costs and duration.*

Updated Agency Response: This recommendation is currently under study. The Budget and Legislative Analyst recently published a report giving options for consideration to the Board of Supervisors; the SFMTA will adopt practices and procedures related to risk mitigations as directed by the Board of Supervisors.