



# Memorandum

**Date:** January 22, 2018  
**To:** Transportation Authority Citizens Advisory Committee  
**From:** Eric Cordoba – Deputy Director for Capital Projects  
**Subject:** 01/24/18 Citizens Advisory Committee Meeting: Update of Quint Street Connector Road 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 Quint Street – Jerrold Avenue Connector Road project will link Quint Street, north of Oakdale Avenue, to Jerrold Avenue via a new road along the west side of the Caltrain tracks. Access along the old Quint Street was eliminated by a Caltrain berm project that replaced a bridge on Quint Street. The City of San Francisco Real Estate Division is negotiating with the current land owner to purchase the parcel for the project.</p>	<p><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:          _____</p>
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**DISCUSSION**

**Background.**

The Quint – Jerrold Street Connector Road project will reconnect Quint Street to Jerrold Avenue. Caltrain began construction on the Quint Street Bridge Replacement Project on October 5, 2015. The project consisted of replacing the 100-year-old Quint Street Bridge with a new berm. The bridge, removed in April 2016, was deemed structurally deficient, did not meet existing seismic safety standards, and was replaced by a berm to ensure the safety of community members and Caltrain passengers. Construction of the berm preceded construction of the proposed new Connector Road because the deteriorating condition of the bridge structure necessitated replacing it as soon as possible.

The new Connector Road is located on former Union Pacific Railroad (UPRR) property along the west side of the Caltrain tracks. The Real Estate Division was negotiating with UPRR for the purchase of the property. San Francisco Public Works led conceptual design of the Connector Road with support from the Transportation Authority and SFMTA. Preliminary design has already been completed and the Transportation Authority has allocated funding for the purchase of the land, site investigation, and conceptual design of the project.

**Status.**

In the third quarter of 2017, unbeknownst to the City, UPRR sold the Quint Street Connector Road property to a private entity. The City was still in negotiation with UPRR at the time for the property. UPRR did not inform the City beforehand nor did it provide the City with the opportunity to counter offer. The new owner is TransMetro, which is a transportation service company that is also a vendor of the City. TransMetro operates a fleet of shuttle buses and vans for government and commercial clients. They are headquartered in Richmond, California. TransMetro plans to use the property as a parking lot for their buses that operate in San Francisco. They have also leased out part of the property to a cement manufacturer who intends to operate on the site.

The Real Estate Division has been in contact with TransMetro and has advised them of the City's interest in the property. The Real Estate Division is currently requesting a right of entry to perform required hazardous materials and geoarchaeological testing. TransMetro has requested that the City offer a new parcel of comparable size to swap with the Quint Street parcel; however, the City does not have any surplus property of that size in its current inventory. The Real Estate Division is currently searching for a new property to purchase in exchange for the Quint Street Connector Road property.

The Quint - Jerrold Connector Road Mitigated Negative Declaration, prepared by the Planning Department in August 2015, requires geo-archaeological testing of the site due to the discovery of prehistoric shell midden deposit (CA-SFR-15). Hazardous material testing will also be required since a previous Phase 1 Environmental Site Assessment (May 2013) indicated the presence of low to moderate level contaminants (polynuclear aromatic hydrocarbon and arsenic) in the soil. The proposed project is required to remove potential hazardous materials in compliance with federal, state and local regulations. Both environmental site investigations are needed to properly evaluate the property before purchase can be completed. The Transportation Authority will employ technical consultants who can perform these investigations per Planning Department requirements.

The total project cost is estimated at \$16 - \$19 million, with approximately \$6.7 million secured to date including \$4 million in Federal transit grants provided by Caltrain., The Transportation Authority provided \$2.7 million in sales tax funding for the environmental site investigation, conceptual design, and site purchase. Additional funding will be required to complete the funding plan for the project. Other potential sources include state and local programs as well as contributions from the SF PUC.

**FINANCIAL IMPACT**

None. This is an information item.

**SUPPLEMENTAL MATERIALS**

None.