



Memorandum

Date: February 23, 2018
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: 02/27/18 Board Meeting: Quint Street – Jerrold Avenue Connector Road Project Update

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>The proposed Quint-Jerrold Connector Road project located along the west side of the Caltrain rail tracks will link Quint Street, just north of Oakdale Avenue, to Jerrold Avenue. Caltrain completed construction of the Quint Street Bridge Replacement Project in April 2016 replacing the 100-year-old Quint Street Bridge with a new berm. The Quint-Jerrold Connector Road will be built on former Union Pacific Railroad (UPRR) property. The Transportation Authority has been coordinating, design, right of way and public outreach efforts. San Francisco Public Works (SFPW) has developed a conceptual design for the new road. Although the City began negotiating with UPRR several years ago, UPRR recently sold the property to a private entity, 1880 Jerrold Ave. LLC, who’s main point of contact is a shuttle provider named TransMetro. The City is now negotiating with TransMetro to purchase the property.</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 former Caltrain bridge over Quint Street in the Bayview was more than 100 years old and at the end of its useful life. The bridge was deemed structurally deficient, did not meet existing seismic safety standards, and needed to be replaced to ensure the safety of community members and Caltrain passengers. The proposed bridge replacement—a berm—was the design approach selected by the San Francisco County Transportation Authority Board in July 2013 after considering various other alternatives including replacing the bridge in-kind (\$25 million) that would preclude a future station platform or building a wider bridge (\$35 million) that could accommodate a future station. With a project budget of \$25 million, the berm (\$20 million) was found to be the best solution to balance the need to find a cost-effective solution that supports a potential Caltrain Station at Oakdale Avenue with available resources, and one that is compatible with adjacent land uses and vehicular access. The remainder of Caltrain’s bridge replacement budget (\$5 million) was set aside to help pay for the connector road, then estimated to cost \$10-\$11 million. Other potential funding sources were also

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identified at the time. The Quint-Jerrold Connector Road project will reconnect Quint Street and Jerrold Avenue through a new road to be built on former UPRR property along the west side of the Caltrain tracks. Accounting for escalation and new information about underground utilities along the right-of-way, the updated preliminary total cost estimate for the project is \$17 million including environmental clearance, right of way acquisition and construction. The Transportation Authority has allocated \$1.9 million for the acquisition of the property and an additional \$427,000 for the environmental investigations and conceptual design. SFPW has developed a conceptual design for the new road which includes one traffic lane in each direction, sidewalk, street lighting and a possible retaining wall. At the intersection with Jerrold Avenue the road will integrate with other planned street improvements in the area.

Transportation Authority staff briefed the Bayview Hunters Point Citizens Advisory Committee at its February 7, 2018 meeting. Committee members noted its importance as mitigation to the community and one that would be even more important in the future given all the planned housing and employment growth. They also noted their concern with the planned temporary closure of Jerrold in the near term, for San Francisco Public Utilities Commission's sewer system improvement project. We will provide an update to the Bayview Hunters Point Citizens Advisory Committee on March 7, 2018.

Status and Key Activities.

The City of San Francisco Real Estate Division began negotiating with UPRR to purchase the property several years ago. UPRR imposed various conditions on the sale, including an easement along the property for fiber optic lines. Although the City agreed to their conditions, UPRR instead decided to sell the land to a private corporation while still in negotiation with the City.

1880 Jerrold Ave LLC purchased the property from UPRR in late Summer 2017. TransMetro, a shuttle service provider, is a related entity of 1880 Jerrold Ave LLC and is currently the main contact. The northern part of the property is now leased out to a concrete manufacturer. The manufacturer has set up plant equipment on the site including vehicles, mixer and other machines. In August 2017, the City determined that the manufacturer was operating without a permit. The Department of Building Inspection issued a notice of violation and ordered the manufacturer to stop work and acquire proper permits.

The Real Estate Division has started negotiations with TransMetro to purchase the property and believes that local ownership is more conducive to reaching agreement than talks with UPRR. The parties are currently negotiating the rights to enter the property for environmental (archaeological and hazardous materials) investigations as required by the Quint-Jerrold Connector Road Mitigated Negative Declaration issued by the Department of Planning in August 2015.

SFPW is ready to proceed with design of the project should the City purchase the land. Preliminary drawings and estimates have been developed. SFPW anticipates that the design phase will take up to one year to complete and that construction would also take a year to complete. Staff have briefed Commissioner Cohen's office, which remains keen to acquire the site.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

The CAC was briefed on this item at its January 24, 2018 meeting and discussed it extensively, requesting an update at the February 28 CAC meeting. CAC member, Chris Waddling expressed significant disappointment at the lack of timely updates from Transportation Authority staff about the sale of the parcel to TransMetro, for which staff apologized. Chris Waddling and various CAC members were concerned that the commitment to build the connector road be kept, noting its importance as a mitigation to the community and one that would be even more important in the future given all the planned housing and employment growth. CAC members also raised concerns about the proposed cost of the connector road. We will provide an update to the CAC on February 28.

SUPPLEMENTAL MATERIALS

None.