

Project Name and Sponsor			
<b>Project Name:</b>	Quint-Jerrold Connector Road		
<b>Implementing Agency:</b>	SFPW		
Prop L Expenditure Plan Information			
<b>Prop L Program:</b>	11- Bayview Caltrain Station		
<b>Prop L Sub-Program (if applicable):</b>	N/A		
<b>Second Prop L Program (if applicable):</b>			
Project Information			
<b>Brief Project Description for MyStreetSF (80 words max):</b>	The Quint-Jerrold Connector Road will link Quint Street, just north of Oakdale Avenue, to Jerrold Avenue via a new road along a former Union Pacific Rail Road Right-of-Way to the west of the Caltrain tracks. The road will restore access eliminated by the construction of a Caltrain berm. This is a Legacy Project carried forward from the Prop K Expenditure Plan.		
<b>Project Location and Limits:</b>	Along former Union Pacific Rail Road Right-of-Way between Jerrold Avenue and Newcomb Avenue, west of and parallel to the Caltrain tracks		
<b>Supervisory District(s):</b>	District 10		
<b>Is the project located on the 2022 Vision Zero High Injury Network ?</b>	Yes	<b>Is the project located in an Equity Priority Community (EPC)?</b>	Yes
<b>Which EPC(s) is the project located in?</b>	The project is located in an industrial area considered part of the Bayview Equity Priority Community Neighborhood.		
<b>Detailed Scope (may attach Word document):</b> Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	<p>The Quint-Jerrold Connector Road will link Quint Street, just north of Oakdale Avenue, to Jerrold Avenue via a new road along the west side of the Caltrain tracks. The Caltrain bridge over Quint Street, a local street in the Bayview-Hunters Point neighborhood, was over 100 years old, seismically unsafe and was approaching the end of its useful life. In late 2016, Caltrain replaced the bridge with a berm that could facilitate a future station but closed through access on Quint Street. The road will restore access eliminated by the construction of the berm and is also intended to support a potential new Caltrain station at Oakdale Avenue and provide access to other nearby land uses.</p> <p>The Transportation Authority and SF Public Works are working together on a design for the new road. The proposed design meets all of the local circulation needs for Quint Street. The current proposal features:</p> <ul style="list-style-type: none"> <li>• One traffic lane in each direction and a sidewalk</li> <li>• New street lighting and new landscaping coordinated with adjacent properties</li> <li>• An intersection with Jerrold Avenue that would allow for turns in all directions, accommodate trucks, and integrate with the San Francisco Wholesale Produce Market's planned street reconfiguration</li> <li>• New sewer and water lines to supply adjacent buildings</li> <li>• New retaining wall along Caltrain right-of-way</li> <li>• Utility relocation for Sprint / T-Mobile fiber optic line(s) and/or duct bank</li> </ul> <p>Prop L funds are requested to fund a portion of the cost of acquiring the right-of-way for the road, and a portion of the cost of the design phase. Funding for design will also enable the project team to get a new survey since the site has changed extensively. The team anticipates additional environmental investigation due to the stockpile yard on the site for construction soil and waste from various projects. The design will also require new geotechnical borings and potholing for utility such as fiber optic, gas, and sewer. Quint Street is being designed to not preclude a potential Caltrain station serving the Bayview.</p>		

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<b>Attachments:</b> Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Map Attachment in Map Tab
<b>Type of Environmental Clearance Required:</b>	Negative Declaration
<b>Coordinating Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	SFCTA - Mike Tan, mike.tan@sfcta.org Office of Real Estate - Jeff Suess, jeff.suess@sfgov.org

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering	100%	In-house	Q4-Apr-May-Jun	Previous	Q1-Jul-Aug-Sep	2019/20
Environmental Studies (PA&ED)	100%	In-house	Q1-Jul-Aug-Sep	Previous	Q1-Jul-Aug-Sep	Previous
Right of Way	0%	In-house	Q1-Jul-Aug-Sep	2020/21	Q4-Apr-May-Jun	2024/25
Design Engineering (PS&E)	0%	In-house	Q1-Jul-Aug-Sep	2025/26	Q2-Oct-Nov-Dec	2026/27
Advertise Construction	0%	In-house	Q3-Jan-Feb-Mar	2026/27		
Start Construction (e.g. Award Contract)	0%	Contracted	Q1-Jul-Aug-Sep	2027/28		
Operations (i.e. paratransit)						
Open for Use	0%	Contracted			Q2-Oct-Nov-Dec	2028/29
Project Completion (means last eligible expenditure)	0%	Contracted			Q4-Apr-May-Jun	2028/29

**Notes**

Project schedule depends on acquisition of right-of-way and securing funds to fully fund design and construction. The project may also have to start relocation of a Sprint/T-Mobile fiber optic during the design phase before construction starts. Design duration is 18 months to allow for coordination of referenced fiber optic (and other utilities).

Negative declaration was completed August of FY2015/16.

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<b>Project Name:</b>	Quint-Jerrold Connector Road									
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Project Cost Estimate		Funding Source			Source of Cost Estimate	
Phase	Cost	Prop L	Other			
Planning/Conceptual Engineering	\$ 556,000		\$ 556,000	actual cost	*Other is Prop K sales tax.	
Environmental Studies (PA&ED)	\$ 224,000		\$ 224,000	actual cost	*Other is Prop K sales tax.	
Right of Way	\$ 8,000,000	\$ 2,086,000	\$ 5,914,000	Real Estate Division	*1.914M of Other is Prop K sales tax.	
Design Engineering (PS&E)	\$ 4,500,000	\$ 2,644,000	\$ 1,856,000	Engineer's estimate at 15%		
Construction	\$ 27,000,000		\$ 27,000,000	Engineer's estimate at 15%		
Operations (i.e. paratransit)	\$ -	\$ -	\$ -			
<b>Total Project Cost</b>	<b>\$ 40,280,000</b>	<b>\$ 4,730,000</b>	<b>\$ 35,550,000</b>		*\$2.694M of Other is Prop K sales tax. Prop K + Prop L sales tax is 18% of total project cost.	
<b>Percent of Total</b>		<b>12%</b>	<b>88%</b>			

Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
Prop K		Planning/Conceptual Engineering	Allocated	Previous	\$ 556,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K		Environmental Studies (PA&ED)	Allocated	Previous	\$ 224,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K		Right of Way	Allocated	Previous	\$ 1,914,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	11- Bayview Caltrain Station	Right of Way	Planned	2023/24	\$ 2,086,000	\$ -	\$ 2,086,000	\$ -	\$ -	\$ -
SFPUC		Right of Way	Planned	2023/24	\$ 4,000,000	\$ -	\$ -		\$ -	\$ -
Prop L	11- Bayview Caltrain Station	Design Engineering (PS&E)	Planned	2024/25	\$ 2,644,000	\$ -	\$ -	\$ 1,322,000	\$ 1,322,000	\$ -
TBD		Design Engineering (PS&E)	Planned	2024/25	\$ 1,856,000	\$ -	\$ -	\$ -		\$ -
TBD		Construction	Planned	2026/27	\$ 27,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total By Fiscal Year</b>					<b>\$ 40,280,000</b>	<b>\$ -</b>	<b>\$ 2,086,000</b>	<b>\$ 1,322,000</b>	<b>\$ 1,322,000</b>	<b>\$ -</b>

<b>Notes</b>
<p>The Transportation Authority previously allocated \$1.9M in Prop K funds for right-of-way acquisition. Prop L funds would bring the total sales tax contribution to the right-of-way phase to \$4 million of the \$8 million appraised value of the property. The project team anticipates that SFPUC will contribute the remaining \$4M for right-of-way acquisition through a street vacation of the Quint Street stub, between Jerrold Avenue and the Caltrain tracks, east of the project area. For the SFPUC street vacation, SFPUC plans to privatize this segment of road and provide revenues to the Quint-Jerrold Connector Road Project. This requires a Board of Supervisors approval for the street vacation and the diversion of the street vacation funds to the project instead of the General Fund. The actual amount of funding from the street vacation will depend on market conditions.</p> <p>\$4 million of the Prop L funds represent Caltrain's contribution to the project via a fund exchange of Prop K funds with FTA funds.</p> <p>TBD sources may include General Funds, SFPUC funds, and private funds.</p> <p>Overall leveraging of sales tax funds (Props K and L) for the proposed project is 18.4% sales tax leveraging 81.6% in other funds.</p>

**Prop L Sales Tax Program  
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<b>Prop L Supplemental Information</b> Please fill out each question listed below (rows 2-8) for all projects.	
<b>Project Name</b>	<i>Quint-Jerrold Connector Road</i>
<b>Relative Level of Need or Urgency (time sensitive)</b>	Real Estate is waiting on ROW funding to be secured before continuing to negotiate for the ROW. The ROW funding will include this Prop L request for an additional \$2.1M and SFPUC's street vacation which is ongoing. Any delay to securing the funding will push the negotiation further out and also risk the property owner selling the property to another buyer. Additional delay may increase the ROW cost due to resilient demand for industrial space from the switch to e-commerce and the lack of empty land in the City. When Real Estate is able to successfully negotiate for the property then the project team would start on the design phase, subject to funding availability. SFPW is the lead designer and worked on the conceptual engineering of the project.
<b>Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):</b>	The project team made presentations to the Bayview CAC on several occasions and to the TA CAC. Both CACs had members requesting that project move forward when possible. The project team also received phone calls from local residents requesting the City to restore through access on Quint Street. The community and District 10 has expressed support for this project
<b>Benefits to Disadvantaged Populations and Equity Priority Communities</b>	The project is located in the Bayview Equity Priority Community. This has been considered to be a marginalized neighborhood in the City. Local residents have requested that the City restore through access on Quint street that was cut off by the construction of a berm. The Quint-Jerrold Connector Road project will also benefit the Bayview neighborhood by providing for a potential future Caltrain Station in the Bayview that will provide critical transportation links to the neighborhood which is experiencing growth from new development in Hunters Point area of Bayview.
<b>Compatability with Land Use, Design Standards, and Planned Growth</b>	Yes
<b><u>San Francisco Transportation Plan Alignment (SFTP)</u></b>	Safety and Livability
	The project will improve traffic circulation in the area especially for truck traffic. The area is an industrial area with numerous trucks. In addition with the potential street vacation of Jerrold Avenue between Rankin and Toland streets, there is need for the Quint-Jerrold Connector Road Project to accommodate truck circulation in this area. The project will also support a future Caltrain Station in the Bayview which will improve the livability of the neighborhood.

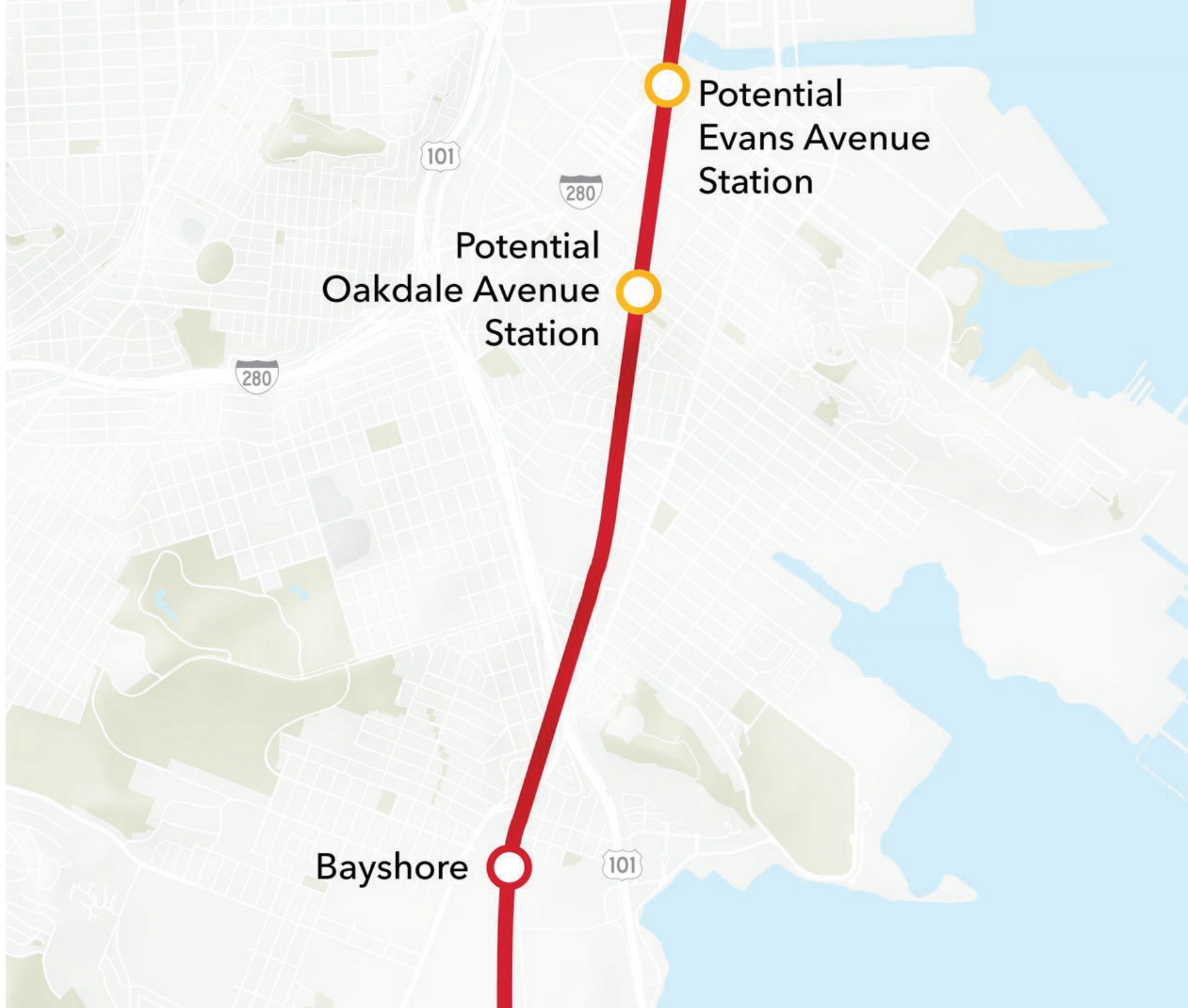
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The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.

**11- Bayview Caltrain Station**

**Safety**



Bayshore

Potential  
Oakdale Avenue  
Station

Potential  
Evans Avenue  
Station