

City of Brisbane

Agenda Report

TO: Honorable Mayor and City Council

FROM: Director of Public Works/City Engineer via City Manager

SUBJECT: Measure A Highway Program Call for Projects, First Cycle

DATE: July 23, 2012

City Council Goals:

To maintain and improve infrastructure. (#3)

To promote intergovernmental opportunities that enhances services and/or reduces cost of operations and services to city residents. (#10)

Purpose:

To obtain Council's approval of the Resolution required by the San Mateo County Transportation Authority as a condition to receive transportation funding from the Measure A Highway Program Call for Projects First Cycle to complete a US 101/Candlestick Interchange Supplemental Technical Study.

Recommendation: Approve Resolution No. 2012-18.

Background:

The San Mateo County Transportation Authority (TA) is the Transportation Authority for the 20 cities and the county of San Mateo. In that capacity they are required to develop programs and guidelines for the distribution of Measure A Sales Tax funds for use on highway projects within the jurisdiction. One of the TA's guidelines requires that the attached resolution be adopted by the local agency before they are eligible to receive Measure A funds. This requirement to receive funds is in line with requirements for governing board resolutions committing to completion of proposed projects from federal, state and regional funding sources.

The US 101/Candlestick Interchange (Interchange Project) Supplemental Technical Study is necessary due to the multiple projects and proposed developments in the bi-county area (the northeastern portion of San Mateo County, at its border with the City & County of San Francisco) that will impact traffic. The Interchange Project together with the Geneva Avenue Extension are considered critical projects needed to address the future traffic impact issues. The City of Brisbane has previously sponsored and nearly completed the Project Study Report (PSR) for the Interchange Project, using funding provided by developer contributions. Staff considers it vital

to review the Interchange Project with respect to potential development impacts as currently understood, including the proposed Geneva Avenue Extension. This review is proposed to take the form of Supplemental Technical Studies to the PSR.

Both the Interchange Project and the Geneva Avenue Extension are included in the Metropolitan Transportation Commission's Transportation 2035 Plan and the San Mateo County's Measure A Expenditure Plan, the Bi-County Transportation Study, the City of Brisbane's General Plan, and numerous development areas' Environmental Impact Reports.

City staff has reviewed the scope of the project with the TA, and has obtained letters of support from both the San Francisco County Transportation Authority and the City of Daly City. The project application was due 6/29/12, and has been submitted.

The funding requested is for technical studies in the estimated amount of \$400,000.

Discussion:

If the recommended action is not taken, then the City will not be eligible for transportation related funds from the San Mateo County Transportation Authority Measure A Highway Program Call for Projects, First Cycle.

Fiscal Impact:

The direct cost to hire a consultant to complete the technical study would be funded by Measure A grant money.

Measure of Success

The TA's approval and funding of the US 101/Candlestick Interchange Supplemental Technical Study project.

Attachments:

1. Resolution No. 2012-18
2. City of Brisbane Measure A Highway Program Call for Projects Application



Senior Civil Engineer



Director of Public Works/City Engineer



City Manager

A copy of supporting materials provided to the City Manager and Council Persons in connection with this agenda item is available for public inspection and copying at 50 Park Place, City of Brisbane Department of Public Works, Brisbane, CA, 94005, Telephone: (415) 508-2130.

RESOLUTION NO. 2012-18

A RESOLUTION SUPPORTING THE SUBMITTAL OF AN APPLICATION FOR MEASURE A HIGHWAY PROGRAM FUNDING FOR A US 101/CANDLESTICK INTERCHANGE PROJECT SUPPLEMENTAL TECHNICAL STUDY

WHEREAS, expected impacts from multiple developments on both sides of the San Mateo/San Francisco county borders on the eastern side of the peninsula created the need for coordinated, long-range technical planning of major transportation improvements; and

WHEREAS, the US 101/Candlestick Interchange Project (Interchange Project) and the Geneva Avenue Extension are both projects identified in the Bi-County Transportation Study as necessary to address future traffic impacts; and

WHEREAS, the above two projects are included in the Metropolitan Transportation Commission's Transportation 2035 Plan, the San Mateo County's Measure A Expenditure Plan, the City of Brisbane's General Plan, and numerous development areas' Environmental Impact Reports; and

WHEREAS, the above two projects will be located partially or completely within the City of Brisbane (City); and

WHEREAS, the City previously sponsored a Project Study Report (PSR) for the Interchange Project funded by developer contributions; and

WHEREAS, the City wishes to sponsor a US 101/Candlestick Interchange Project Supplemental Technical Study, which would consider the impact of other transportation projects (i.e., Bus Rapid Transit, Bayshore Intermodal Station, Baby Bullet and High Speed Rail, and Bicycle-Pedestrian Connections), using the latest information from current studies on these projects to review and avoid geometric design conflicts between them and the nearly complete PSR; and

WHEREAS, the City seeks \$400,000 for the Supplemental Technical Study; and

WHEREAS, on June 7, 1988, the voters of San Mateo County approved a ballot measure to allow the collection and distribution by the San Mateo County Transportation Authority (TA) of a half-cent transactions and use tax in San Mateo County for 25 years, with the tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters (Original Measure A); and

WHEREAS, on November 2, 2004, the voters of San Mateo County approved the continuation of the collection and distribution by the TA of the half-cent transactions and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan beginning January 1, 2009 (New Measure A); and

WHEREAS, the TA issued a Call for Projects for Measure A Highway Program funds on May 24, 2012; and

WHEREAS, the TA requires a governing board resolution from City in support of the City's application for \$400,000 in San Mateo County Measure A Highway Program funds for the Interchange Project Supplemental Technical Study; and

WHEREAS, the TA requires a governing board resolution from City committing the City to completion of the Interchange Project Supplemental Technical Study.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Brisbane as follows:

1. The City supports the submittal of an application by staff for San Mateo County Original Measure A Highway funds in the amount of \$400,000 for the Interchange Project Supplemental Technical Study.
2. The City authorizes the City Manager to execute a funding agreement with the San Mateo County Transportation Authority to encumber any Measure A Highway Program funds awarded.
3. The City commits to completion of the Interchange Project Supplemental Technical Study if awarded the requested San Mateo County Measure A Highway Program funds.

Cliff Lentz, Mayor

I hereby certify that the foregoing Resolution No. 2012-18, was duly and regularly adopted at a regular meeting of the Brisbane City Council on July 23, 2012 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Sheri Marie Spediacci, City Clerk



Measure A Highway Program Call for Projects First Cycle: May 24 2012

SIMPLIFIED PROJECT APPLICATION FORM (For preliminary planning, PID phases only)

Applicant Information

Sponsor Agency (Applicant):	City of Brisbane
Contact person:	Randy Breault
Title:	Director of Public Works/City Engineer
Email:	rbreault@ci.brisbane.ca.us
Phone number:	451.508.2131

(Signature of Sponsor contact responsible for this application)

Implementing Agency:	City of Brisbane
Contact person:	Karen Kinser
Title:	Senior Civil Engineer
Email:	kkinser@ci.brisbane.ca.us
Phone number:	451.508.2133

(Signature of Implementing Agency contact)

Overall Project Title:	US101/Candlestick Interchange Project Supplemental Technical Studies
In jurisdiction(s):	Brisbane/San Francisco
Total Measure A Request for Project Scope:	\$400,000
Phases for Project Scope: <i>Check all applicable phases requesting Measure A funds</i>	<input checked="" type="checkbox"/> Preliminary planning* <input type="checkbox"/> PID

*feasibility studies, alternatives analyses, etc.

Email to callforprojects@samtrans.com by June 29, 2012 4:00 PM

DEFINITIONS

- Sponsor Agency:** The applicant for Measure A funds for the project scope.
- Implementing Agency:** The agency implementing the project scope
- Overall Project:** The entire project ultimately to be constructed.
- Project Scope:** The specific project phases or elements for which Measure A funds are being requested in this application/cycle. The project scope may be a subset of the overall project.

For evaluator use only:

Original Measure A
 New Measure A- SR (listed candidate)

New Measure A - KCA
 New Measure A- SR (unlisted candidate)

TABLE OF CONTENTS

- I. **Applicant Material and Information**
 - A. Attachments
 - B. Overview

 - II. **Application**
 - A. Readiness
 - B. Need
 - C. Effectiveness
 - D. Policy Consistency
 - E. Sustainability
 - F. Funding and Budget (Cost Effectiveness)
 - G. Ease of Implementation
 - H. Economies of Scale
 - I. Supplemental Questions
-

I. **Applicant Material and Information**

A. Attachments: Check the attachments which are included:

- Location Maps/Schematic Plans
- Letter of Support for the application from City Manager or Executive Director OR
Sponsor Governing Board Resolution Date: July 23, 2012 (before July 27, 2012)
- Non-Supplantation of Funds Certificate
- Letters of Support

(List any additional attachments)

- Candlestick Park Interchange - Project Study Report, and Supplemental Studies
GADs
- Bayshore Intermodal Station Access Study

<ftp://ftp2.bkf.com/Geneva/>

Enter the login username/password when prompted:

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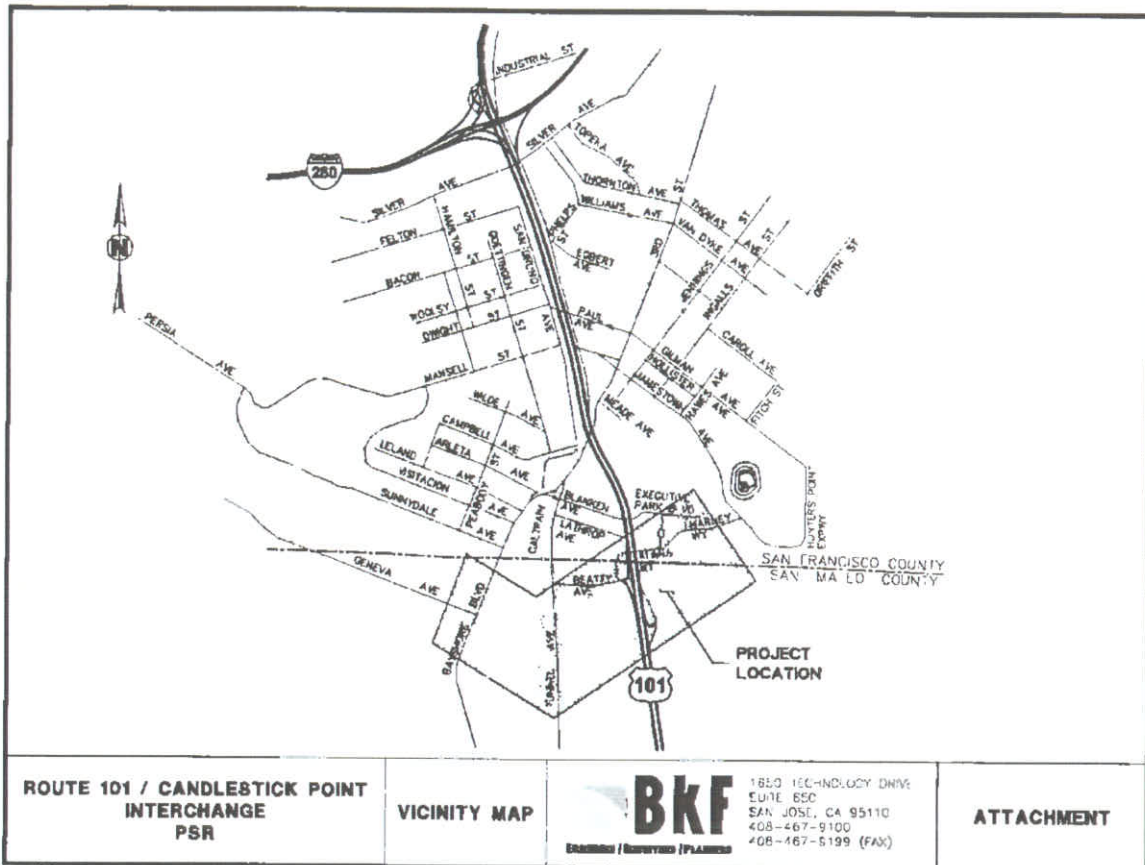
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B. Overview

1. **Overall Project Description- US101/Candlestick Interchange Project**

The City of Brisbane proposes to modify and reconstruct the Route 101/Candlestick Point Interchange (Interchange Project), which would improve traffic operations and regional access to and from the freeway. The Project is currently included in the Metropolitan Transportation Commission's Transportation 2035 Plan and San Mateo County's Measure A Expenditure Plan. Furthermore, the Bi-County Transportation Study (a decade-long joint effort by the City and County of San Francisco agencies and San Mateo County agencies) also analyzed the Project to coordinate the accomplishment of regional objectives.

Route 101 within the project limits is a north/south eight-lane freeway facility with four lanes in each direction within the critical Northern 101 corridor. In San Mateo County, Route 101 is the main route serving both local and regional traffic. Major trip generators affecting traffic on Route 101 corridor are large employment centers located along Route 101 and the San Francisco International Airport (SFO).



The project limits straddle the county lines of San Francisco County and San Mateo County. Adjacent to the freeway to the northeast is the San Francisco Executive Park, owned by the Universal Paragon Corporation (UPC) and consisting of commercial development and medium density residential properties. Also northeast of the project limits is Candlestick Point State Recreation Area and the Candlestick Point / Hunter's Point Shipyard Project in the City and County of San Francisco, consisting of parks, retail, commercial, medium to high density residential, and research and development facilities. To the southeast of the project limits is San Francisco Bay. To the northwest of the project limits are the garbage and recycling facilities for Recology (formerly known as Norcal Waste Systems, Inc.). To the southwest of the project limits is undeveloped property also owned by UPC. This property, known as the Brisbane Baylands, encompasses approximately 684 acres, and is presently completing an EIR studying the development of parks, retail, commercial office space, research and development facilities, renewable energy generation, a hotel/convention center, and residential properties. The Geneva Ave Extension would bisect the Brisbane Baylands Project and extend the proposed Geneva Ave east from Bayshore Blvd, crossing over the Joint

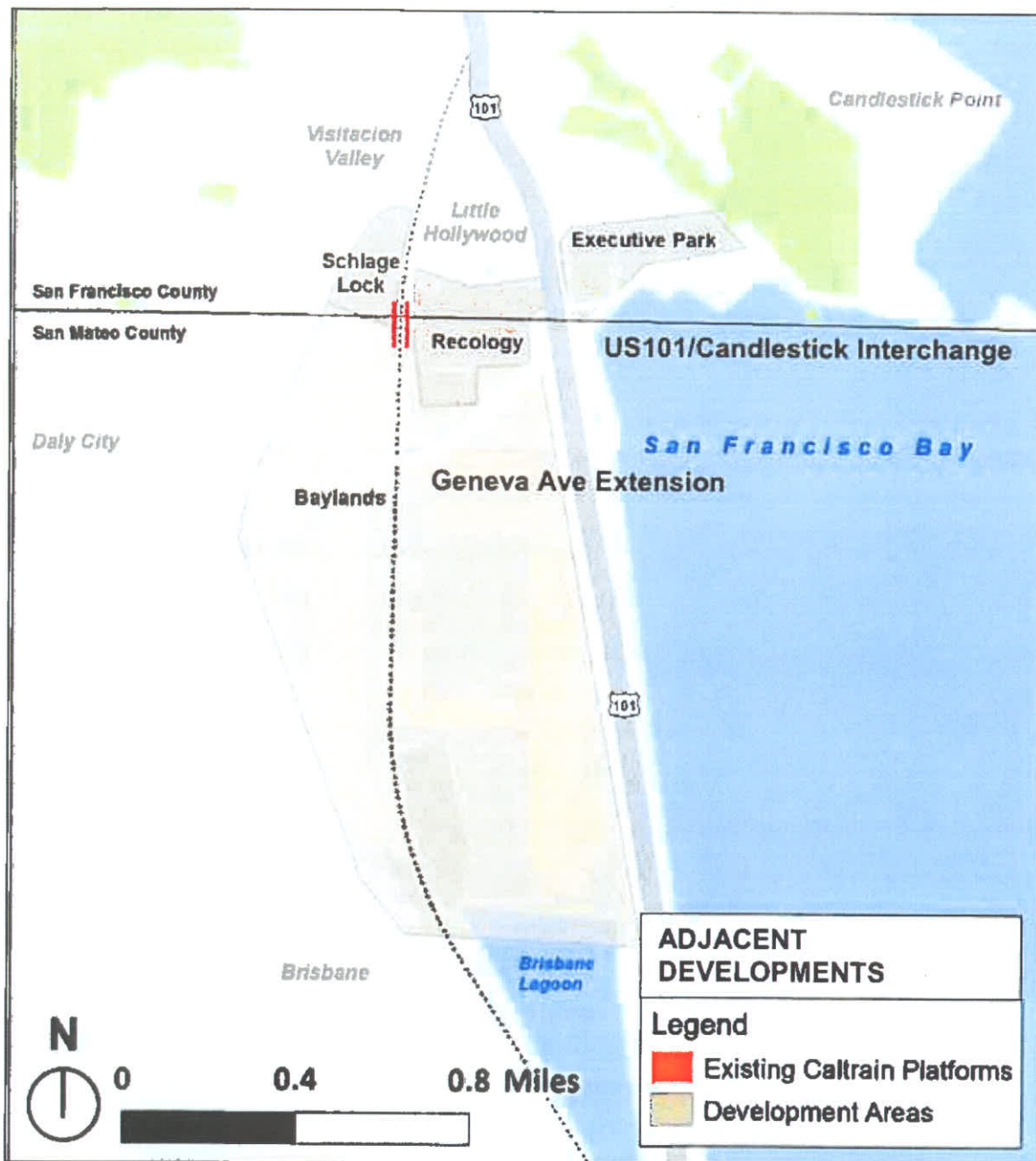
Powers Board (JPB)/Caltrain corridor, to the proposed Interchange upgrade. The Geneva Ave Extension is expected to cross adjacent to the existing JPB/Caltrain Bayshore Station.

The City is currently in the process of finalizing the Project Study Report (PSR) with Caltrans for the Interchange Project. The PSR considers two viable build alternatives. The Interchange Project also proposes to extend Geneva Avenue from its current eastern terminus at Bayshore Boulevard to cross either under or over Route 101 (depending on the alternative) and connect with Harney Way. The existing ramps to and from Harney Way on northbound (NB) Route 101 would be removed, and a compact diamond interchange at Route 101 and the extension of Geneva Avenue would be constructed. Geneva Avenue would be constructed as a six-lane local road with Class II bike lanes and sidewalks in both directions. Exclusive lanes for a Bus Rapid Transit (BRT) facility would be provided on the westbound (WB) approach of Harney Way, then would use the existing alignment of Alana Way and continue on Geneva Avenue west of Route 101. The BRT is planned to connect the planned developments to critical intermodal transit facilities, including the JPB/Caltrain Bayshore Station and Balboa BART station in the City of Daly City.

2. Project Scope (Phases Requesting Measure A Funds) – **US101/Candlestick Interchange Project Supplemental Technical Studies**

In conjunction with the Candlestick Interchange PSR, many of the adjacent projects have advanced, revised, or extended their project developments beyond their originally studied impacts to the overall report. So as to be able to prepare and finalize the PSR for the overall project, revisions to the surrounding project areas after initiation of the PSR were not considered or included in the PID funding document. These impacts may have minor to potentially significant impacts to the overall project and need to be considered to validate and inform the current PSR document, prior to the next phase of the Interchange's project development.

Many of these developments may directly impact the project limits and geometrics of both the Interchange and the Geneva Avenue Extension. While some of these projects are reviewing possible impacts and revisions to the Interchange and Geneva Extension projects, and while they mention the other potentially impacting projects, they are not reviewing impacts in relation to each other - in combination or in part. As these adjacent projects may impact the overall configuration and geometry of the Geneva Avenue Extension project as it connects to the Candlestick Interchange, there are variations that need to be reviewed to complement and inform the Candlestick Interchange project development.



Following is a summary of the major study projects that may impact the Interchange and the Geneva Extension alignment:

Brisbane Baylands Project: The 684-acre Baylands area, which was formerly used for industrial and landfill purposes, is one of the largest undeveloped locations on the west San Francisco Bay Peninsula. Owned by UPC and partially occupied by light industrial uses, the City of Brisbane is evaluating alternative development proposals consisting of residential and commercial developments, including offices, hotels, and entertainment facilities.

- Land Use Revisions/Options need to be reviewed and validated
- Revised Geometry and Traffic Demands

- Potential Circulation Network
- Additional Access Points Required
 - Various land use alternative options
 - Direct Connectors and ramps
 - Elevated Tunnel Ave



Source: Parsons Brinckerhoff & Todd, LLC 2006
 Figure 4
 Proposed Land Uses
 Developer-Sponsored Project



Source: Parsons Brinckerhoff & Todd, LLC 2006
 Figure 6
 Proposed Land Uses
 Community Preferred Plan

Recology Expansion Project: Recology owns and operates San Francisco's solid waste transfer facility. It has proposed to expand the facility to include 25 acres of the Brisbane Baylands south of the existing Recology parcels, increasing the developed area of the facility from 259,000 square feet to approximately 1 million square feet. Developments include office space, maintenance and parking areas, and construction/realignment of roads, utilities, and other infrastructure.

- Looking to potentially occupy both sides of Geneva Avenue
- Possible realignment of Geneva Avenue to accommodate expansion on one side
- Ingress/Egress to site
- Relocation of Beatty Ave and Tunnel Ave



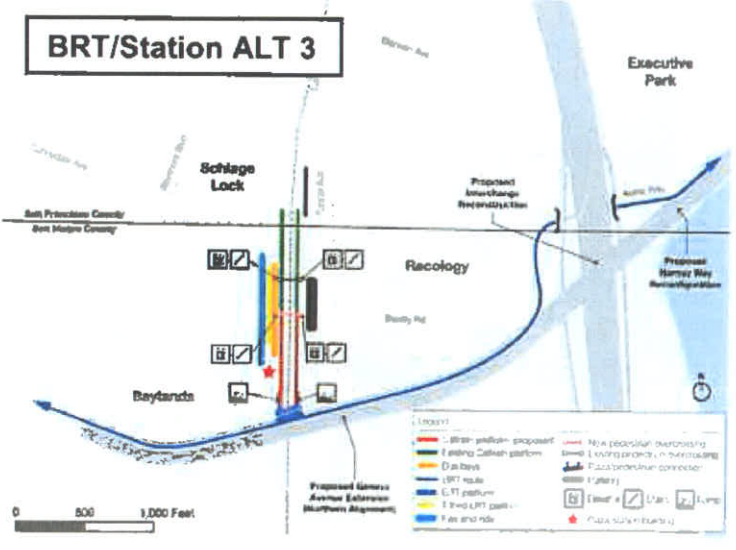
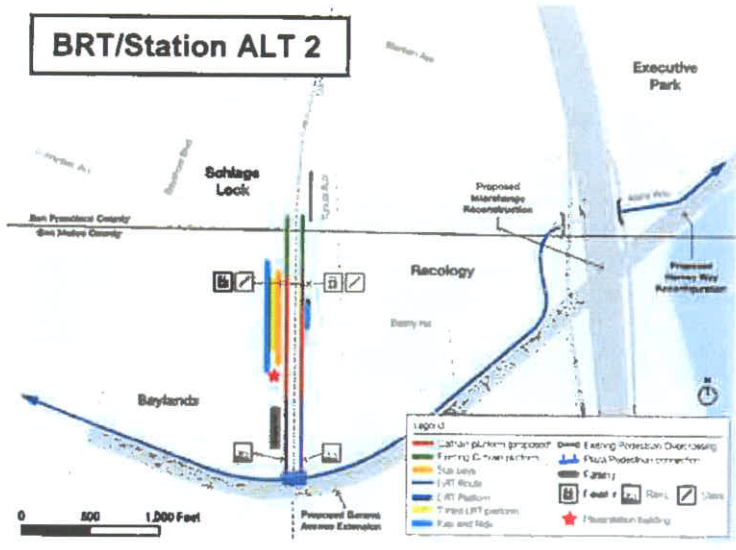
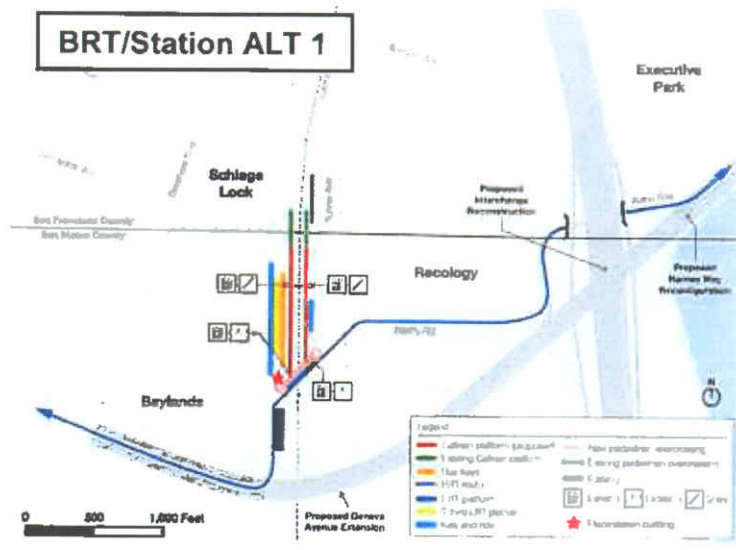
Source: Parsons Brinckerhoff & Todd, LLC 2006
 Figure 7
 Recology Expansion
 Community Preferred Plan

Bus Rapid Transit (BRT): The SFCTA requires a large modal contribution from mass transit, particularly from the intermodal facilities to the Candlestick Point/Hunter's Point Shipyard project. Much of this mode shift is accomplished via BRT through the Geneva corridor and light rail via Third St LRT. The BRT will extend from the development through the Interchange to the intermodal facilities located at Bayshore Station and Balboa BART Station. It is suggested that the BRT will be one of the initial projects to be implemented of the major project impacts listed here. As a result, it may not only be a project impact but a future project constraint with regards to constructability and traffic staging.

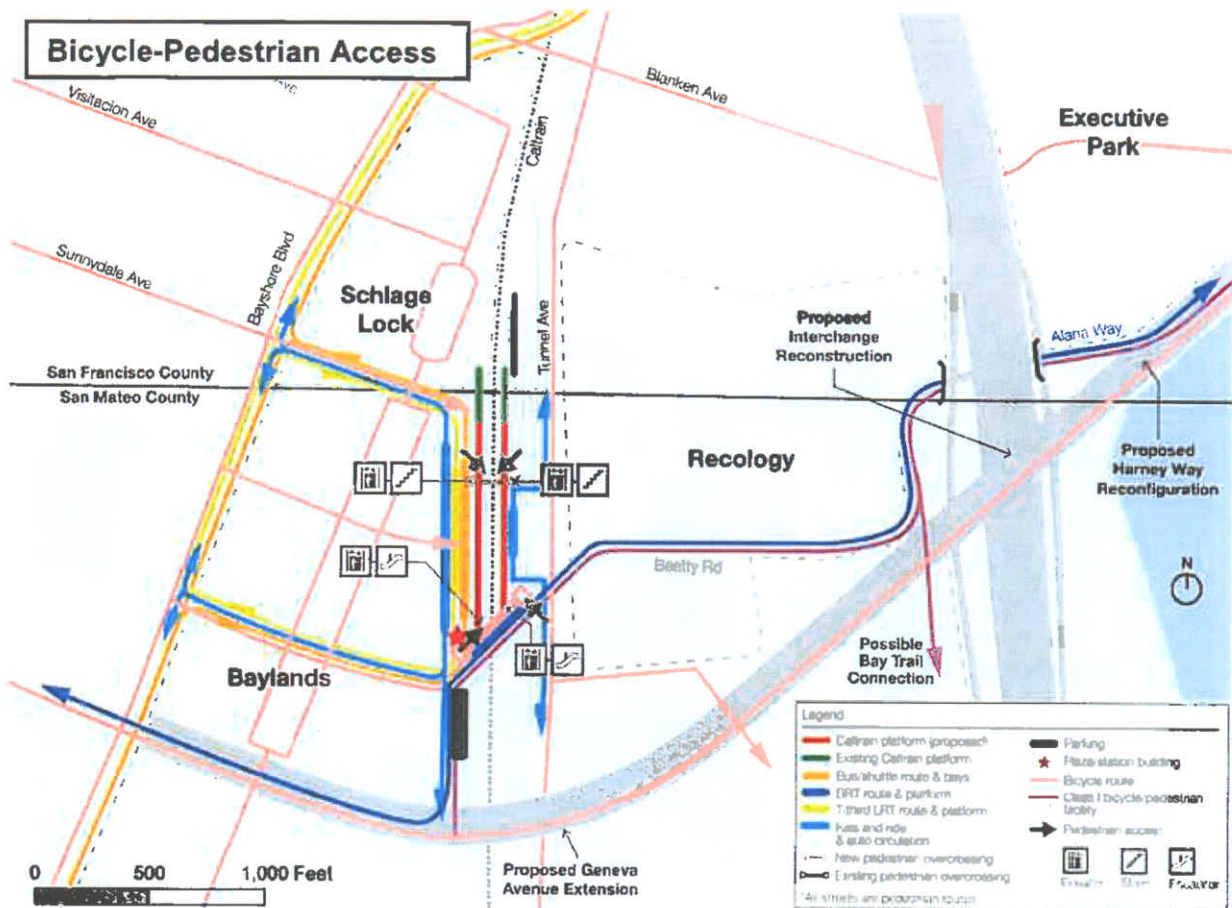
- Dedicated BRT lanes through Harney St and Geneva Ave
- BRT braiding and intermediate station locations
- Alignment options west of Highway 101
- BRT staging during construction

Bayshore Intermodal Station Access: Bayshore Intermodal Station is a currently underutilized Caltrain station that is included in a Priority Development Area due to the recognition of the site's large potential role in meeting the transportation demands of the planned future developments of the Brisbane Baylands, the Schlage Lock site, Executive Park, and Candlestick/Hunter's Point.

- Reconfiguration of BRT alignment, including new access point onto Geneva Avenue



- Pedestrian friendly design of Geneva Avenue
 - Lower design speed of traffic at specific locations
 - Strong pedestrian crossings/access
 - At-grade crossings, and
 - Crossings under elevated structures
 - Special traffic control signals
- Strong bicycle access along Geneva
- Multi-use path along Tunnel Avenue



Executive Park Project: Redevelopment of the portion of Executive Park currently occupied by three office buildings and parking lots into a pedestrian-oriented, urban residential neighborhood. Redevelopment will include new streets and block patterns.

- Land Use Revisions
- Additional/ revised access points
 - Reconfiguration of Thomas Mellon Circle to meet Harney Way at a right angle
 - New street intersection at Harney Way
 - Right-of Way Impacts at Executive Park Blvd

Cow Palace/East Daly City Projects: Several sites in East Daly City, including the Cow Palace, the Carter-Martin site, and the PG&E/Midway Village site, have been identified for potential redevelopment, but no plans have yet been formally proposed.

Baby Bullet and CA High Speed Rail (HSR): Possible stop and connection to the Baby Bullet and CA HSR may provide augmented rail service to the Baylands. Construction of the CA HSR, particularly its approach to the tunnels leading to San Francisco, may have impacts on the existing Caltrain station that ripple on to both the Geneva Avenue and other projects' layouts.



- HSR Fast Start Project concept (not yet implemented, but likely) utilizes the existing Caltrain right-of-way and the existing tracks, and no further impact would need to be considered
 - Future HSR design through Bayshore area is not likely to be clarified in the foreseeable future, and modifications to Caltrain right-of-way would need to be designed subsequently

Bicycle-Pedestrian Connections: Study to address three key regional bicycle-pedestrian gaps in the area.

- Assuming bicycle-pedestrian facilities will be included to accommodate connections to/from the Bayshore Caltrain Station and the planned Bay Trail Extension, as well as east-west along the new Geneva-Harney corridor, this study will provide for appropriate connections between the Interchange project and will de-conflict barriers that might be unintentionally created by other projects.



These adjacent project impacts and interfaces need to be studied, coordinated, integrated and planned to understand the overall impacts to the proposed interchange configuration through an overall planning study to validate and inform the project, the PSR, and any further project studies.

Phase 1 Scope – Geneva Ave Extension Project Interface Coordination

- Data Collection
- Project Impact Review
- Adjacent Project Coordination
- Identify Potential Constructibility Issues
- Identify Contract/Construction Staging Impacts
- Develop Geometric Impact Assessment

Phase 2 Scope – Geneva Avenue Extension Project Interface Study

Prepare Draft Study Report
 Prepare Final Study Report

3. Map - Provide/Attach a map of the project scope location. (See Vicinity Map, pg. 3)

II. Application
A. READINESS

1. Project Schedule- Provide the schedule information for the project scope.

Project Phases	Start Date (Month/Year)	Completion Date (Month/Year)	Total Duration (#Months)	Notes:
Interface Study				
PHASE 1	08/2012	08/2013	12	
PHASE 2	08/2013	02/2014	6	
Project Initiation Document (PID)	N/A	N/A	N/A	PID is occurring concurrent to the project – expected completion date for PSR is 12/2012

2. Overall Project Activity To Date - Provide a narrative summary of the overall project activity to date. Include a discussion on the following key points:
 - What work has been completed, and what work is in progress?
 - What deliverables have been produced? *(Include online links to documents, or include electronic copies if the documents are not available online.)*
 - Which agencies were/are involved with the project, and what were/are their respective roles?

Candlestick Interchange Project Study Report (PSR)

Lead Agency: City of Brisbane

Sponsoring Agency SMCTA

Participating Agencies: SFTA, SF-DPW, MTA

Following is a summary of the activity to date

- 2006 – PSR initiated. Delayed pending results of Bi-County Study
- 2007/2008 – Travel Demand Forecasting and Modeling Memorandum, 07/2007. A memorandum regarding the defined assumptions for the travel demand forecasting modeling including consideration of Bi-County Transportation. Approved by Caltrans 12/2007
- Traffic Forecasting Forecasting and Analysis,
 - Draft Analysis 06/2007
 - Final Analysis 11/2008
 - Approved by Caltrans 02/2009
- Final Traffic Operations Report (TOR)
 - Review TOR 06/2009
 - Draft TOR 09/2009
 - Final 01/2010

- Approved by Caltrans 02/2010
- Preliminary Environmental Analysis Report (PEAR)
 - Draft PEAR 09/2010
 - Final PEAR 05/2011
 - Approved PEAR 07/2011
- Advanced Planning Study (APS)
 - Draft APS 10/2010
 - Revised APS 02/2011
 - APS reviewed and approved by Structures 04/2011
- Draft PSR
 - Draft PSR submitted 10/2010
 - CALTRANS PID Review Stoppage 11/2010-11/2011
 - Response to comments 12/2011 to 04/2012
- Preliminary Geometric Alternative Design (GAD)
 - Draft 06/2010
 - GAD Consultation 10/2010

As part of the Draft PSR review and GAD review, Caltrans requested investigation to eliminate the Mandatory Design Exception required by the Interchange spacing between Paul Avenue and the revised Harney St/Geneva Ave Interchange to avoid any potential weaving issues between the interchanges on the NB Rte 101 Mainline. Following is Supplemental Work requested as a result of Caltrans desire for above:

- Paul Ave Closure Analysis – To investigate potential closure of the Paul Ave Ramp from NB 101 Mainline
 - Submitted 04/2010
 - Comments by Caltrans 06/2010
 - Responses 08/2010
- Paul Ave Bypass Study – Investigates separating the NB 101 Paul Ave exit and placing on extended 3rd Street Bypass from the original PSR
 - Submitted 09/2011

As result of the Studies, Caltrans indicated proceeding with the PSR based on the results of the Paul Ave Bypass Study. The following is the work that was prepared as a result of the revision:

- Traffic Operations Supplemental Memorandum
 - Memo submitted 04/2012
 - Approved by Caltrans 05/2012
- Secondary GAD Consultation
 - Initial Consultation 05/2012

The initial GAD consultation verified the GADs shall reflect the geometry recommended from the Paul Ave Bypass Study. Final GAD plus cross-sections to be submitted to Caltrans in preparation of Final GAD review. Based on the additional submittals and reviews, following is the revised schedule:

- Final GAD Review Consultation 06/2012
- Revised Draft PSR 07/2012
- Final PSR 10/2012
- Approved PSR 12/2012

3. If the project scope will NOT be completed in 3 years, explain why.

N/A

4. If this request for Measure A funds is partially granted, how will the project scope be changed, funded, and/or implemented?

If not fully funded the project will be phased and the scope of the phased investigations and coordination will be reduced.

B. NEED

1. By reference to the Countywide Transportation Plan 2010 (C/CAG, January 2001), in which priority corridor is the overall project located?

Very High Priority: Northern 101

High Priority: Northern 280 Southern 101

Eastern 92 Northern 1 (Pacifica to Devil's Slide)

2. What are the technical and policy issues driving the need for the overall project? (Why is the project needed)?

Increased traffic impacts from the adjacent developments and from background growth will require improvement of the Interchange to mitigate degradation of mainline service. Impacts have been detailed and quantified in the Traffic Operations Report for the Candlestick PSR and the traffic reports for the Candlestick Point, Executive Park and Schlage Lock EIRs listed in Item D1 below.

C. EFFECTIVENESS – Not applicable for this application

D. POLICY CONSISTENCY

1. Adopted Plans and Policies- List specific plans and/or policies (regional, county, local, other, etc.) in which the overall project is included.

Document Title	Year Approved	Section/ Page #	Link to online document(s)
Final San Mateo County Congestion Management Program	2011	Appendix J, pg. 115 - 116	http://www.ccag.ca.gov/pdf/Studies/Final%202011%20CMP_Nov11.pdf
BiCounty Transportation Study Final Report (Draft)	2012		
Draft Brisbane Baylands Specific Plan EIR Notice of Preparation	2010		
Candlestick Point – Hunters / Point Shipyard EIR and Transportation Plan	2010		
Executive Park EIR	2010		
Visitacion Valley/Schlage Lock EIR	2008		

Brisbane General Plan Transportation and Circulation Element	1994	Chapter VI, pg. 93 98, 99	http://www.brisbaneca.org/sites/default/files/brisbaneca/ChapterVITransportationAndCirculation.pdf
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E. SUSTAINABILITY – not applicable to this application

F. FUNDING AND BUDGET (COST-EFFECTIVENESS)

1. Project Scope Funding and Budget (List figures in \$1,000s):

Project Scope Phases	Total Cost Estimate (A+B+C)	Current Measure A request (A)	Prior Measure A approved funding (B)	Other Funding (C)	Source of Other Funding	Notes
<i>Preliminary Planning</i>	\$ 400	\$ 400	\$ 0	\$ 0 *		The Interchange PSR has been 100% funded from developer sources in the amount of \$611,610.
<i>PID</i>	\$	\$	\$	\$		
Other:	\$	\$	\$	\$		
Subtotal:	\$ 400	\$ 400	\$ 0	\$ 0 *		

2. Leveraged/matching funds for the Project Scope (List figures in \$1,000s):

Funding Sources for the Project Scope	Amount	Percentage
Measure A Highway funds (Prior and this Request)	\$ 0	%
Measure A Local Streets & Transportation	\$ 0	%
Non-Measure A funds (Prior and current)	\$ 0	%
Total	\$ 0	100%

G. EASE OF IMPLEMENTATION

1. Project Scope Participants: List the agencies and major stakeholders who will be involved with implementing the project scope.

Project Scope Phases	Participants
<i>Preliminary Planning</i> (e.g. Alternatives Analysis, Feasibility Study)	City of Brisbane, SFCTA, SMCTA, SF MOED, MTA, UPC, Recology, JPB/Caltrain, High Speed Rail Authority
<i>PID</i>	

2. **Project Scope Responsibilities:** List the agency (or indicate if it will be a consultant) that will be responsible for the applicable duties of the project scope. *[Repeat table for each phase if project scope includes multiple phases.]*

Y	Responsible Party	Notes
Technical Implementation <i>(Produces the deliverable/product)</i>	City of Brisbane	
Enters into Funding Agmt. with the TA	City of Brisbane	
Prepares Progress Reports for the TA	City of Brisbane	
Prepares Invoices to submit to the TA	City of Brisbane	
Project Management (day-to-day)	City of Brisbane	
Project Oversight	City of Brisbane	
Budget Management	City of Brisbane	
Leads coordination with Caltrans	City of Brisbane	
Leads coordination with other stakeholders	City of Brisbane	
Outreach	City of Brisbane	
Other		

3. What will the TA's role be in the project scope? *Check one.*
- Only as the funding agency providing Measure A funds.
 - TA will be requested to support project scope implementation.
 - TA will be requested to lead project scope implementation.

Have you spoken with the TA about their potential role in the project scope implementation?

- Yes No

4. *[Optional, 250 words maximum]* Externalities: Discuss any potential issues, or resolution outcomes that would affect the delivery/implementation of the overall project, such as funding, schedule, environmental issues, or multiple-agency consensus

Extensive coordination amongst stakeholders is required, as analyzed in the BiCounty Transportation Study Final Report (Draft, 2012)

5. *[Optional, 250 words maximum]* Community Opinion on the overall project: What is the level of interest in the project in the wider community? Have any specific concerns been raised? Provide available documentation (e.g. letters expressing interest [support, opposition, etc.], media content, etc.)

Extensive public outreach has been completed as part of the BiCounty Transportation Study, and a strong level of interest has been verified.

H. ECONOMIES OF SCALE

1. *[250 word maximum]* Describe any economies of scale (cost, funding, schedule, environmental impacts, land use, other efficiencies) which might be leveraged between the project scope, overall project and other projects.

Multiple studies and multiple proposed projects would be integrated.
Engineering aspects of the projects would be de-conflicted.

I. SUPPLEMENTAL QUESTIONS

1. What are the specific outcomes desired from the preliminary planning/PID phase (e.g. policy direction, deliverables)?

Development of enough technical information to confirm that the Interchange Project in its currently designed location and termini does not create technical barriers to other development projects.

2. What are the opportunities/constraints/parameters for this preliminary planning/PID phase?

See B. Overview, 2. Project Scope

3. Is this an update of past planning documents? When was the original completed and why is an update needed?

Yes. See Project Scope and Readiness sections.

**San Mateo County Transportation Authority
Measure A Highway Program**

Non-Supplantation of Funds Certification

This certification, which is a required component of the project initiator's grant application, affirms that San Mateo County Transportation Authority (TA) Measure A Highway Program funds will be used to **supplement** (add to) existing funds, and will not **supplant** (replace) existing funds that have been appropriated for the same purpose. Potential supplantation will be examined in the application review as well as in the pre-award review and post award monitoring.

Funding may be suspended or terminated for filing a false certification in this application or other reports or documents as part of this program.

Certification Statement:

I certify that any funds awarded under the TA Measure A Highway Program Cycle 1 Call for Projects will be used to supplement existing funds for program activities, and will not replace (supplant) existing funds or resources.

Project Name: US101/Candlestick Interchange Project Supplemental Technical Studies

Project Applicant: City of Brisbane

Clayton Holstine

City Manager

PRINT NAME

TITLE*

June 25, 2012

SIGNATURE

DATE

* This certification shall be signed by the Executive Director, Chief Executive Officer, President or other such top-ranking official of the Project Applicant's organization.

June 27, 2012

Celia Chung
San Mateo County Transportation Authority
1250 San Carlos Avenue
P.O. Box 3006
San Carlos, CA 94070-1306

Subject: City of Brisbane Project Application for Measure A Highway Program Call for
Projects – US101/Candlestick Interchange PSR Supplemental Technical Studies

Dear Ms. Chung:

The San Francisco County Transportation Authority (Authority) supports the City of Brisbane’s application to the San Mateo Measure A Highway Program for “US101/Candlestick Interchange PSR Supplemental Technical Studies”.

For over a decade, the Authority has been working cooperatively with the city of Brisbane, City, San Mateo County Association of Governments (C/CAG) and San Mateo County Transportation Authority on large-scale transportation planning efforts in the San Mateo/San Francisco Bi-County area. Together with other regional and local agencies from both sides of the county line, we have made significant progress on infrastructure development plans in the recent period, as land use plans have come increasingly into focus. In particular, the Authority-led Bi-County Transportation Study and Bayshore Intermodal Station Access Study have set out a joint vision for the area and laid out conceptual plans and implementation approach for needed multi-modal infrastructure. We have appreciated past funding support from the San Mateo County Transportation Authority and other San Mateo agencies and jurisdictions in these efforts.

Our joint planning efforts have revealed important gaps in the transit, pedestrian, bicycle, and local vehicle transportation networks in this area, as well as ways to address those gaps, including the Geneva Avenue Extension, Harney-Geneva Bus Rapid Transit Line, the Bayshore Caltrain Station Reconfiguration, and the Bicycle-Pedestrian connection project. With the Candlestick Project Study Report nearly complete, we concur that additional studies are needed to continue coordinating and supporting the development of the aforementioned projects, especially to address Caltrans’ questions and issues for the interchange and recent local developments such as Recology’s proposals for expansion.

Brisbane’s proposed study is needed to ensure continued progress on our collective plans to transform this area into a model of transit-oriented development within the region. We encourage the San Mateo County Transportation Authority to support Brisbane’s application for Measure A funds to fund this innovative Bi-County work.

Sincerely,



Tilly Chang
Deputy Director for Planning

cc: JLM, MEL, AL, CF, Chron – Bi County Transportation Study



Moving the City

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CITY OF DALY CITY

333-90TH STREET

DALY CITY, CA 94015-1895

PHONE: (650) 991-8000

June 26, 2012

Celia Chung
San Mateo County Transportation Authority
1250 San Carlos Avenue
P.O. Box 3006
San Carlos, CA 94070-1306

Subject: Letter of Support – City of Brisbane Project Application for Measure A Funding
Related To US 101/Candlestick Interchange

Dear Ms. Chung,

The purpose of this letter is to express the City of Daly City's support of the City of Brisbane's application to receive Measure A Highway Funding to commence supplemental technical studies related to the US 101/Candlestick Interchange Project Study Report (PSR).

It is our understanding that while the PSR identified the general location of on/off ramps for the future Candlestick Interchange Project, there exists a critical need to ascertain whether or not the interchange design identified by the PSR remains in harmony with future land use and public improvement assumptions currently being evaluated under the Bi-County Transportation Study. As you are aware, both the City of Daly City and the City of Brisbane have been active participants in the Bi-County Transportation Study led by the San Francisco County Transportation Authority since the study's inception in 1999.

Please know that Daly City's Draft General Plan supports the easterly extension of Geneva Avenue and construction of the Candlestick Interchange Project. Furthermore, the City staff appreciates immensely the complex interrelationships between the Interchange project and the Bi-County Transportation Study. It is for this reason that we strongly support the City of Brisbane's effort to secure Measure A funding to evaluate potential inconsistencies between the interchange project and transportation study so that future coordination between these projects is assured.

If I can be of any further assistance with this matter, please call me at (650) 991-8156.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian Millar". The signature is written in a cursive, somewhat stylized font.

Brian Millar
Director
Department of Economic and Community Development